



# County of Yolo

Taro Echiburú  
DIRECTOR

## DEPARTMENT OF COMMUNITY SERVICES

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**Planning, Building, & Public Works**  
292 West Beamer Street  
Woodland, CA 95695-2598  
530) 666-8775 FAX (530) 666-8156  
[www.yolocounty.org](http://www.yolocounty.org)

**Environmental Health**  
292 West Beamer Street  
Woodland, CA 95695  
(530) 666-8646

**Integrated Waste Management**  
44090 CR 28 H  
Woodland, CA 95776  
(530) 666-8852

## NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Notice is hereby given that the County of Yolo, as lead agency, has prepared an Initial Study/Negative Declaration (IS/ND) for the below referenced project. The IS/ND analyzes the potential environmental effects associated with the proposed project in accordance with the California Environmental Quality Act (CEQA). In accordance with Section 15072 of the CEQA Guidelines, Yolo County has prepared this Notice of Intent to provide responsible agencies and other interested parties with notice of the availability of the IS/ND and solicit comments and concerns regarding the environmental issues associated with the proposed project.

**LEAD AGENCY:** Yolo County Department of Community Services  
292 West Beamer Street  
Woodland, CA 95695

**CONTACT PERSON:** JD Trebec, Senior Planner  
530-666-8036  
[jd.trebec@yolocounty.org](mailto:jd.trebec@yolocounty.org)

**PROJECT TITLE:** 2019 Esparto Community Plan (ZF#2018-0006)

**PROJECT LOCATION:** The town of Esparto, located in western portion of the County at the entrance of the Capay Valley approximately 3 miles west of the intersection of SR 16 and I-505.

### PROJECT DESCRIPTION:

The "project" is a proposal to the Board of Supervisors for a General Plan Amendment to update the community plan for the town of Esparto. The 2019 Esparto Community Plan (Community Plan) is a focused policy and design document that is part of the Countywide General Plan, which includes proposed land use designation and zoning changes, as well as specific community goals and policies. The Community Plan is an update to the 2007 Esparto General Plan, and would serve as the long-range development guide for the unincorporated town of Esparto.

**PUBLIC REVIEW PERIOD:** A 30-day public review period of the Initial Study/Negative Declaration will commence **on January 11, 2019 and end on February 11, 2019** during which interested individuals and public agencies may submit written comments on the document. Any written comments on the IS/ND must be received at the above address within the public review period.

**AVAILABILITY OF DOCUMENTS:** The Initial Study/Negative Declaration is now available for public review at the following location during normal business hours: Yolo County Community Services Department, 292 W. Beamer Street, Woodland, CA 95695. **The IS/ND has been posted**

to the Yolo County Web site and may be downloaded and printed at <http://www.yolocounty.org/community-services/planning-public-works/planning-division/current-projects>. A PDF digital file of the IS/ND, or a hard (paper) copy of the IS/ND, is also available upon request from the Planning Division at the address or e-mail below.

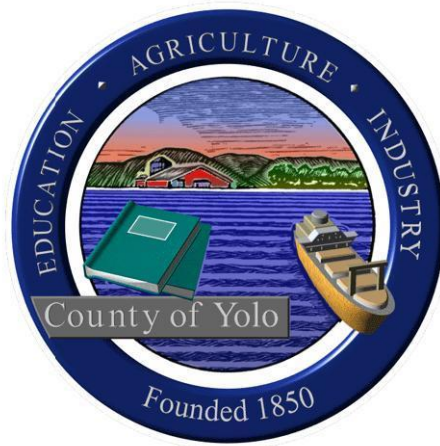
The Initial Study/ Negative Declaration may be obtained from, and comments (written, e-mailed, or oral) may be directed to:

JD Trebec, Senior Planner  
Yolo County Department of Community Services  
292 W. Beamer Street  
Woodland, CA. 95695  
(530) 666-8036  
[jd.trebec@yolocounty.org](mailto:jd.trebec@yolocounty.org)

The Yolo County Planning Commission is **tentatively** scheduled to hold a public hearing on the proposed Community Plan on **February 14, 2019** at 8:30 a.m. in the Board of Supervisors Chambers (Room 206) at 625 Court Street, Woodland, to hear public comments, discuss the project, and consider a recommendation to the Board of Supervisors. A separate notice will be sent out in advance of the Planning Commission hearing.

All interested parties are invited to attend the public hearing(s) or send written communications to the Yolo County Community Services Department no later than the relevant hearing date(s).

Pursuant to California Government Code Section 65009(b)(2) and other provisions of law, any lawsuit challenging the approval of a project described in this notice shall be limited to only those issues raised at the public hearings before the Planning Commission and Board of Supervisors or described in written correspondence delivered for consideration before the hearings are closed.



**YOLO COUNTY  
DEPARTMENT OF COMMUNITY SERVICES**

**INITIAL STUDY/NEGATIVE DECLARATION  
ZONE FILE # 2018-0006**

**2019 ESPARTO COMMUNITY PLAN-  
AMENDMENT TO  
THE 2030 COUNTYWIDE GENERAL PLAN**

**January 2019**

## Initial Environmental Study

1. **Project Title:** Zone File #2018-0006 (2019 Esparto Community Plan – Amendment to the 2030 Countywide General Plan)
  
2. **Lead Agency Name and Address:**  
 Yolo County Department of Community Services  
 292 West Beamer Street  
 Woodland, CA 95695
  
3. **Contact Person, Phone Number, E-Mail:**  
 JD Trebec, Senior Planner  
 (530) 666-8036  
[jd.trebec@yolocounty.org](mailto:jd.trebec@yolocounty.org)
  
4. **Project Location:** Town of Esparto, located in western portion of the County at the entrance of the Capay Valley approximately 3 miles west of the intersection of SR 16 and I-505. (Figure 1 Vicinity Map).
  
5. **Project Sponsor’s Name and Address:**  
 Yolo County Department of Community Services  
 292 W. Beamer St.  
 Woodland, CA 95695

**6. General Plan Designations and Zoning:**

Esparto Land Use Designations and Zoning Consistency

<u>Land Use Designations<sup>1</sup> (Symbol)</u>	<u>Zoning Districts<sup>2</sup> (Symbol)</u>
Residential Low (RL)	Low Density Residential (R-L) Zone
Residential Medium (RM)	Medium Density Residential (R-M) Zone
Residential High (RH)	High Density Residential (R-H) Zone
Commercial Local (CL)	Local Commercial (C-L) Zone
Commercial General (CG)	General Commercial (C-G) Zone
Industrial (IN)	Light Industrial (I-L) Zone
Open Space (OS)	Public Open Space (POS) Zone
Public/Quasi-Public (PQ)	Public/Quasi-Public (PQP) Zone
Parks and Recreation (PR)	Parks and Recreation (P-R)
Mineral Resources Overlay (MRO)	Sand and Gravel and Sand and Gravel Reserve Overlay (SG-O/SGR-O)
--	Planned Development Overlay (PD)

<sup>1</sup>Land Use Designations as prescribed in the 2030 Countywide General Plan

<sup>2</sup>Zoning Districts designated in Chapter 2 of Title 8 in the Yolo County Code

7. **Description of the Project:** The “project” is a proposal to the Board of Supervisors for a General Plan Amendment to update the community plan for the town of Esparto. The 2019 Esparto Community Plan (Community Plan) is a focused policy and design document that is part of the Countywide General Plan, which includes proposed land use designation and zoning changes, as well as specific community goals and policies. The Community Plan is an update to the 2007 Esparto General Plan, and would serve as the long-range development guide for the unincorporated town of Esparto.
8. **Surrounding Land Uses and Setting:**  
The General Plan designations and the Zoning designations for the lands outside the community boundary are designated Agricultural land use with Agricultural Intensive zoning. The Esparto Community Services wastewater treatment facility to the east of the community is designated Public/Quasi-public use and zoning.
9. **Other public agencies whose approval is required:** Yolo County Board of Supervisors (General Plan Amendment)
10. **Document Preparation:** This Initial Study (IS) has been prepared to address the potential environmental effects of the 2019 Esparto Community Plan update located in Yolo County. The IS contains a project description, description of the existing environmental setting, identification and explanation of environmental effects, and evaluation of the Community Plan’s consistency with the adopted General Plan.

This Initial Study IS/ND has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, Cal. Pub. Res. Code §2100 et seq. The CEQA lead agency for this project is Yolo County

## **Project Summary**

The project involves a General Plan Amendment to the 2030 Countywide General Plan through the update of the 2007 Esparto Community Plan retained as a component of the Countywide General Plan. The 2007 Esparto General Plan superseded the 1996 Esparto General Plan, which was prepared by Crawford, Multari, and Starr, and renamed and adopted by the Yolo County Board of Supervisors as the 2007 Esparto Community Plan with the adoption of the 2030 Countywide General Plan. This project, the 2019 Esparto Community Plan, provides consistency with the 2030 Countywide General Plan, preserves the heritage of Esparto's past, and sets goals and policies for future development.

### The “Project” Under CEQA

This Environmental Initial Study is prepared in accordance with the California Environmental Quality Act (CEQA). The term “project” is defined by CEQA as the whole of an action that has the potential, directly or ultimately, to result in a physical change to the environment (CEQA Guidelines Section 15378). This includes all phases of a project that are reasonably foreseeable, and all related projects that are directly linked to the project.

This Initial Study is “tiered off,” or is based upon, the previous environmental analysis that was completed for the 2030 Countywide General Plan (SCH No. 2008102034) which retained the 2007 Esparto Community Plan. The EIR found that all impacts related to the adoption of the 2030 Countywide General Plan could be mitigated to a less than significant level, except for loss of prime

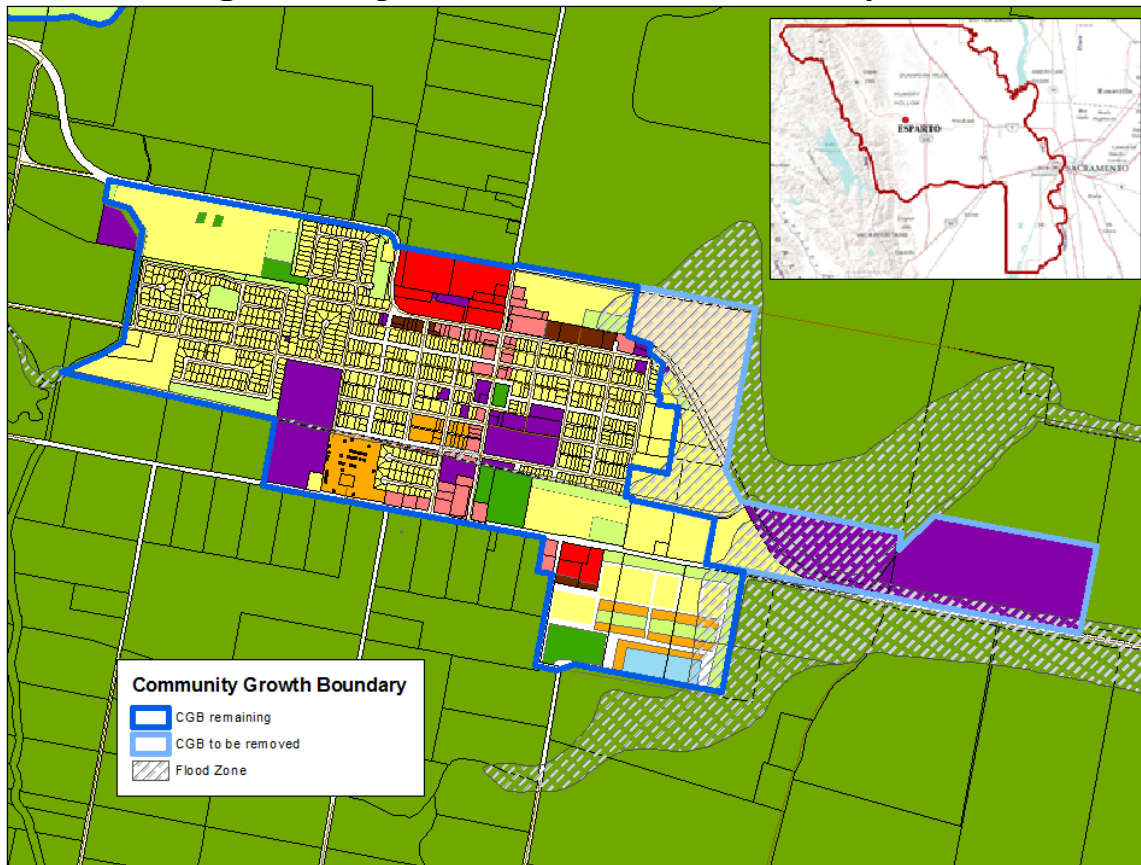
agricultural land. This Tiered Negative Declaration incorporates the findings of the 2030 Countywide General Plan EIR, a copy of which is available at <https://www.yolocounty.org/general-government/general-government-departments/county-administrator/general-plan-update/final-environmental-impact-report-eir->.

## **PROJECT SETTING**

Poised as the Gateway to the Capay Valley, Esparto is located at the western edge of the fertile Sacramento Valley where Cache Creek flows from the Coast Ranges (Figure 1). State Route (SR) 16 runs through the center of Esparto and connects the Capay Valley and Yocha Dehe Wintun Nation trust lands and casino to Interstate 505 and east of that to the County Seat of Woodland and Interstate 5. Within the community, SR 16 becomes the town's main street, Yolo Avenue.

The 2019 Esparto Community Plan focuses on the area within the Community Growth Boundary of Esparto, which currently consists of approximately 620 acres between the Winters Canal to the west and the Esparto Community Service District's wastewater treatment ponds to the east. State Route 16 partly defines the southern boundary east of Yolo Avenue including 75 acres south of SR 16 and east of County Road (CR) 86A. The northern boundary aligns with County Road 20X and SR 16. The Community Growth Boundary serves to mark a clear separation between the urban development of the community and the productive agricultural land that surrounds the community on all sides. The new Community Growth Boundary is slightly smaller to remove areas within FEMA designated flood zones (Figure 1).

**Figure 1. Esparto Location and Community Area**



Project Components

The proposed 2019 Esparto Community Plan includes the following specific components, which are described in detail below:

- Revisions to existing policies with updated background text and tables that accompany the policies;
- Identification of an Historic District and Depot District
- Deletion of redundant Design Guidelines that appear in adopted Countywide Design Guidelines
- Change of land use designation and zoning maps to avoid flood hazard areas and to create additional housing density and economic revitalization opportunities.

Revisions to Esparto Plan Policies

Since the adoption of the 2007 Esparto Plan, many of the policies included in that plan have been adopted in the 2030 Countywide General Plan. Therefore, they were not carried over into the updated Esparto Community Plan, thereby allowing the new plan to focus on policies that are unique to Esparto. The total number of policies is reduced from 96 in the 2007 plan to 62 in the 2019 plan. The following table summarizes the changes:

<b>2019 Community Plan Element</b>	<b>Changes from 2007 Plan</b>	<b>Summary Description</b>
Land Use Element: Map Amendments	Reduce community boundary and modify existing land use and zoning to protect development and better balance housing to employment	<p>Flood zones east of Alpha Street removed from community boundary, and approximately 77 acres changed from RL and RR land use designations to AG land use designation.</p> <p>To prevent development in flood areas along Lamb Valley Slough, 1 ac CL changed to OS.</p> <p>To increase residential density at the town center, approx. 8 acres changed from RL to RM land use; and 2.5 ac. PQ, 4.25 ac. RM, and 3 ac. CL changed to RH.</p> <p>To provide local employment opportunities, 75 ac. of a mix of land uses was changed back to IN.</p> <p>To provide diverse business opportunities, approx. 3.5 ac. CL changed to CG; and 0.8 ac. PQ, 0.4 RL changed to CL.</p> <p>To simplify commercial zoning, DMX zoning was rezoned to match the CL or CG land use designations.</p>
Land Use Element: Community Growth Boundary	Amend E-LU.1 – 5; E-HZ. 1 Remove policies E-LU.6 - 19	<p>Remove fourteen policies that limit housing development or are redundant with the Countywide GP.</p> <p>Amend four policies to preclude flood hazard areas from the community boundary, maintain walkable scale, and require community services for development in the boundary.</p>

<b>2019 Community Plan Element</b>	<b>Changes from 2007 Plan</b>	<b>Summary Description</b>
Land Use Element: Land Use Balance	Add four policies (E-LU.5-8)	To promote more efficient land use and provide a better balance of housing and local jobs, the plan adds four policies to promote denser residential development and the opportunities for job generating commercial and industrial land use.
Land Use Element: Commercial Development	Remove policies E-LU. 21 – 28 Amend E-D.14 - 16	To simplify development requirements, DMX zoning is removed and specific design standards are implemented for the Historic Business and Esparto Depot “Districts”. New policies encouraging development of a community center and mixed development is encouraged around the town center with general design standards.
Land Use Element: Community Development Standards	Remove E-D.1 – 12, 17 – 21, 24 Amend E-D.13 - 16	These general and zone specific standards are redundant with the adoption of countywide design guidelines. New policies refer to these documents and Esparto specific standards for parts of the DMX zoned areas are now included in the Esparto Community Plan.
Land Use Element: Historic Business District	Amend E-LU. 29 Add one policy (E-LU.16)	Design standards from the removed DMX zone are specified here.
Land Use Element: Esparto Depot District	Add four policies (E-LU.17-20)	Design standards from the removed DMX zone are specified here.
Land Use Element: Housing	Remove E-H.1 - 8 Add five policies (E-LU.21-25)	Remove eight redundant or obsolete policies and add five new policies to provide diversity and integration of housing by prohibiting subdivision identification signs, encouraging porches and reduced setbacks in Low and Medium Density Residential areas, and requiring land for Higher Density residential onsite dedications.
Land Use Element: Industrial Development	Amend E-LU. 30-32; E-D. 22, 23	Retaining policies to promote industrial development of land south of SR16. Modify policies to specify no commercial or service uses and refer to countywide design guidelines.
Land Use Element: Parks	Add one policy (E-LU.31)	New policy to encourage appropriate recreational use of stormwater detention areas.
Economic Development: Revitalize Yolo Avenue	Add three policies (E-ED.1-3)	New policies to encourage renovation of historical buildings, provide a variety of properties for commercial development, and enable improvements for sidewalk amenities.



<b>2019 Community Plan Element</b>	<b>Changes from 2007 Plan</b>	<b>Summary Description</b>
Economic Development: Business Opportunities	Add six policies (E-ED.4-9)	New policies to encourage funding for the Community Development Corporation, identifying marketing of community strengths, and focusing business recruitment.
Economic Development: Broadband access	Add two policies (E-ED.10-11)	New policies to encourage cooperation to create regional broadband and provide local community internet along Yolo Avenue.
Circulation: SR 16 Safety	Remove E-C.1 - 3 Add four policies (E-CT.1-4)	New policies to calm highway traffic through Esparto.
Circulation: Grid Circulation	Amend E-D.7 Add one policy (E-CT.6)	Retain existing policy for crossings over Lamb Valley Slough and add policy setting block lengths and connectivity.
Circulation: Active and Public Transit	Amend E-D.8, E-C.4 -7	Clarification of policies to complete sidewalks and identify paths through town and trails through the region. Specify that transit to Winters is needed.
Resilience: Lamb Valley Slough	Remove E-R.1 – 9; E-HZ. 2 – 4, 6 Amend E-R. 9; Add two policies (E-RS.1, 3, 4)	Retain policies to enhance Lamb Valley Slough habitat and mitigate stormwater runoff. New policies requiring easements and bridge improvements over Lamb Valley Slough.
Resilience: Green Infrastructure	Add two policies (E-RS.5, 6)	Require tree planting and drainage infrastructure that retains stormwater.
Resilience: Earthquake Safety	Amend E-HZ. 5	Retain policy to upgrade historical structures for seismic standards.
Resilience: Localized Services	Remove E-S. 1 – 9; E- PS 1 - 8 Amend E-S. 10	Retain policies to expand emergency services and add policy to provide permanent classrooms at the middle school.

The largest change in the number of policies is the removal of many general development standards that have been incorporated in countywide design guidelines. The 2019 Esparto Community Plan has retained some of the design standards for the historic downtown and depot areas, but eliminated 23 design policies, which are applicable countywide as guidelines for development. The number of policies regarding growth management that sought to put a cap on residential development were replaced with policies that focus on higher density infill in the town center.

#### Proposed Re-Designation and Re-Zoning of Certain Properties

Finally, the updated plan includes a recommendation from the Esparto Citizen Advisory Committee (ECAC) and County staff to re-zone (change the land use zone) and/or re-designate (change the

General Plan land use designation) approximately 153 parcels within the town. The properties that are proposed for re-zoning and/or re-designation are specified in the appendices of the 2019 Esparto Community Plan and summarized below.

<b>Designation/Zoning Change</b>	<b>Effect</b>
7 Parcels designated Agriculture (A-N zoning)	Portions of these Low Density and Rural Residential properties within FEMA designated flood hazard zones are being removed from the Community Growth Boundary area so as not to endanger development.
5 parcels designated Industrial (I-L zoning)	Restored from a mix of uses to separate residential uses from industrial uses and provide opportunities for jobs.
3 parcels designated Open Space (POS zoning)	To protect Lamb Valley Slough.
8 parcels designated Residential High (R-H zoning)	To provide more housing in the center of town where transit and services are already available.
14 parcels designated Commercial General (C-G zoning)	To provide broader commercial opportunities for parcels not abutting residential land and to clarify DMX zone uses.
29 parcels designated Commercial Local (C-L zoning)	To promote limited commercial uses in more mixed use areas and clarify DMX zone uses.
87 parcels designated Residential Medium (R-M zoning)	To provide more housing in the town center where transit and services are already available.

Potential Impacts of 2019 Esparto Community Plan

The California Environmental Quality Act (CEQA) requires an analysis of potential environmental effects from the “baseline” (current) to buildout of the project. Section 15125(e) of the CEQA Guidelines specifically requires that where a proposed project is compared with an adopted plan, the analysis shall examine the physical conditions at the time the environmental analysis is commenced, as well as potential future conditions discussed in the plan. This means that a CEQA analysis cannot rely just on a comparison of the buildout of the adopted plan versus buildout after implementation of the proposed project. In this case, the adopted plan refers to the 2007 Esparto Community Plan retained in the 2030 Countywide General Plan, which also amended the Esparto Plan to convert most of the 79 acres south of SR 16 from Industrial to a mix of Residential, Commercial, and Open Space land uses (GP policy CC-3.18).

The following section describes the proposed land uses of the proposed 2019 Esparto Community Plan in comparison to the adopted 2030 Countywide General Plan:

Residential. Development in Esparto has not changed significantly since adoption of the 2030 Countywide General Plan. The County had previously approved tentative maps for the Orciuoli, Story, E. Parker, and Capay Cottages residential subdivisions, but to date, none of the tentative maps for these subdivisions have had Final Maps approved and the Capay Cottages project has been withdrawn. Of the 79 acres south of SR 16, only the 6 acres of Commercial land has been developed with a Dollar General on 1.5 acres and a residence and equipment yard on the remainder.

The rest of the area is currently planted in almonds. The 2019 Esparto Community Plan proposes to return this area to Industrial land use, which would improve the jobs to housing ratio for the existing community.

The 2030 Countywide General Plan designated approximately 100 acres of land located on the east side of town beyond Alpha Street for Residential Low Density and Rural Residential development. The 2019 Esparto Community Plan removes approximately 77 acres of this area from the Community Growth Boundary due to the presence of a FEMA designated Flood Hazard Zone and restores them to an Agricultural (AG) land use designation. In addition to the pending residential subdivisions that have yet to be developed, approximately 14 acres southwest of Grafton Street and Cowell Drive and 24 acres east of Alpha Street remain undeveloped Residential Low (RL) designated land within the proposed Community Growth Boundary.

An increase in density for the Town Center balances the removal of Residential Low (RL) areas east of Alpha Street. The existing residential “old town” neighborhoods along Yolo Avenue and Fremont Street are increasing in density from RL to Residential Medium (RM). The change in residential land use for the Town Center will not have any significant impacts, since most of the area is built out and duplexes are already allowed in the corresponding Low Density Residential (R-L) Zone. Any infill or redevelopment however, would need to meet a minimum density of 11 units per acre. About five (5) acres of Residential High (RH) designated land have also been added to this corridor. Commercial Local (CL) lots within the Town Center will allow for ancillary residential development in the corresponding Local Commercial (C-L) Zone providing the potential for a few small upper floor residences.

**CHANGE IN RESIDENTIAL DEVELOPMENT POTENTIAL**

<u>Development Area</u>	<u>Number of Dwelling Units</u>	<u>Description</u>
<u>Removed Areas</u>		
Vacant land east of Alpha Street	(192 DU)	RL (31 ac) - 6 du/ac RR-5 (34 ac)- 1 du/5 ac
Mix of residential uses south of SR 16	(340 DU)	RL (18 ac), RM (11 ac), RH (3 ac)
<u>Pending Areas</u>		
Approved Tentative Maps	320 DU	Story (16 ac), E. Parker (18 ac), and Orciuli (47 ac) subdivisions
<u>Potential Areas</u>		
Undeveloped RL	228 DU	24 ac east, 14 ac west
Town Center Density Increase	200 DU	RL to RM (17 ac)- +6 du/ac RM to RH (4 ac)- +12 du/ac PQP to RH (2.5 ac)- 20 du/ac
Mixed Commercial	9 DU	CL- 1 du/ 4 lots
NET TOTAL	757 DU	--

**Commercial.** The 2030 Countywide General Plan retained the policy of locating commercially designated land on Yolo Avenue (Highway 16) and Woodland Avenue between Yolo Avenue and Antelope Street and at the intersection of County Road 21A and Fremont Street. There is a significant amount of commercial land on the north side of town around the old train depot (a total of approximately 24 acres) that is either vacant or underutilized. A significant change in the 2019 Esparto Community Plan is the proposal to eliminate the Downtown Mixed Use (DMX) Zone, as applied in Esparto, and revert back to the more traditional Local Commercial (C-L) or General Commercial (C-G) Zones, which is consistent with the existing Commercial Local (CL) and Commercial General (CG) land use designations. The design guidelines found in the DMX zone would be incorporated in the 2019 Esparto Community Plan with differing sets of design guidelines for two newly identified districts. The parcels along northern Yolo Avenue, which contain a number of historic structures, form the proposed Historic Business District and the parcels northwest of the intersection of Woodland Avenue and Yolo Avenue, form the proposed Depot District. There is no significant expansion of the amount of Commercial designated land.

**Industrial.** The 2030 Countywide General Plan designated approximately 75 acres southeast of the intersection of State Route 16 and County Road 86A from Industrial (IN) to a residential mix of uses, with a limited amount of commercial and industrial development. The amount of IN land was thereby reduced to eight (8) acres with six (6) acres dedicated to Commercial General (CG) and 32 acres of residential development. The 2030 Countywide General Plan estimated approximately 340 dwelling units and an estimated 200 commercial and industrial jobs. The 2019 Esparto Community Plan proposes to restore the land back to its original Industrial (IN) land use designation to promote the greatest opportunity for job providing industrial development for the community at a location that is buffered from incompatible residential development with easy access to a state highway.

### Development Potential



Potential future development from the 2019 Esparto Community Plan does not differ significantly from the 2007 Esparto Community Plan retained under the 2030 Countywide General Plan. The three pending subdivisions that have been tentatively approved for a total of 320 residential lots have yet to be developed. The proposed Community Growth Boundary has been reduced by

approximately 160 acres overall with the removal of flood areas and public use lands that do not constitute urban development. This lowers the number of potential future residences by approximately 190 dwelling units based on estimated net acreage, which would be replaced by higher density residential designations near the town center where infrastructure and services are already available. The 2019 Esparto Community Plan would continue to preserve agricultural areas by reducing the extent of the Community Growth Boundary and providing opportunities for further development at the Town Center.

The residential “buildout” (total development) potential for the proposed 2019 Esparto Community Plan would be less than the adopted 2030 Countywide General Plan however, with the proposed restoration of the 75 acres south of SR 16 from a mix of residential, commercial, and industrial land uses to solely Industrial land use designation. The proposed land use designation change would improve the balance of jobs to housing in place of an approximate potential of 340 dwelling units. The proposed 2019 Esparto Community Plan would result in a net residential gain of 757 dwelling units in the town of Esparto, equal to an increased population of approximately 2,250 residents or the potential for an approximately 60% increase in the current town population.

The following environmental analysis focuses largely on the difference between the current conditions under the 2030 Countywide General Plan and the updated development potential based on implementation of the proposed 2019 Esparto Community Plan, which reduces the community growth boundary, and increases residential development density with infill at the town center.

## Environmental Factors Potentially Affected

The environmental factors checked below could potentially be affected by this project as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Air Quality                 |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Cultural Resources                  | <input type="checkbox"/> Geology / Soils             |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials       | <input type="checkbox"/> Hydrology / Water Quality   |
| <input type="checkbox"/> Land Use / Planning                | <input type="checkbox"/> Mineral Resources                   | <input type="checkbox"/> Noise                       |
| <input type="checkbox"/> Population / Housing               | <input type="checkbox"/> Public Services                     | <input type="checkbox"/> Recreation                  |
| <input type="checkbox"/> Transportation / Traffic           | <input type="checkbox"/> Tribal Cultural Resources           | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance |  |  |

### Determination

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have an impact on the environment that is “potentially significant” or “potentially significant unless mitigated” but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

JD Trebec

\_\_\_\_\_  
Planner’s Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Planner’s Printed name

### Purpose of this Initial Study

This Initial Study has been prepared consistent with CEQA Guideline Section 15063, to determine if the project as described herein may have a significant effect upon the environment that was not

examined as a significant effect on the environment in the 2030 Countywide General Plan EIR or that is susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means. (See CEQA Guidelines § 15152(d).)

## **Evaluation of Environmental Impacts**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. CEQA Guidelines Section 15152. In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected

9. The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance



<b>1. AESTHETICS.</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION

**1. a,c. Less than Significant Impact.** For purposes of determining significance under CEQA, a “scenic vista” is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The 2030 Countywide General Plan EIR places Esparto within the Cache Creek subarea extending from the community of Capay through the center of the County to the Yolo Bypass. The area immediately surrounding Esparto is agricultural. These agricultural lands include vast stretches of alfalfa, rice, and tomato fields as well as other varieties of field crops, vineyards, and orchards. The landscape is predominantly flat, with expansive views of cultivated fields with intermittent farmhouses, barns, and agricultural industry.

State Route 16 serves as Esparto’s main street passing through the town’s Historic Business District and offering views of several historic structures that remain from the late nineteenth and early twentieth century including the Esparto Train Depot, Odd Fellows Building, and Adams Block.

The 2019 Esparto Community Plan would seek to preserve the visual and scenic resources of the town by protecting agricultural land uses and establishing design guidelines for the historic parts of the town to complement the town’s character. Policies in the 2019 Esparto Community Plan require development to be consistent and compatible with the existing small town character of Esparto and the identified Historic Business District. Yolo County also has an adopted set of design guidelines that addresses commercial development in the unincorporated communities. The Esparto Citizens Advisory Committee would review any discretionary proposal for consistency with applicable Community Plan goals and policies. Impacts to scenic resources are expected to be less than significant, and the updated 2019 plan will not substantially degrade the existing visual character or quality of the town of Esparto.

**1. b. No impact.** Yolo County has no designated federal or State Scenic Highways. Caltrans has identified a portion of State Route 16 from the town of Capay at County Road 85 west to the County line, as “eligible” for designation as a State Scenic Highway. Yolo County has designated this part of State Route 16 as a local scenic highway; however, Esparto lies east of this section of SR 16.

**1 d. Less than Significant Impact.** Existing sources of ambient nighttime lighting generally include exterior lighting along buildings for safety, architectural accent; lights within buildings that illuminate the exteriors of buildings through windows; landscape and wayfinding signage lighting; street and parking lot lighting; and vehicle headlights. Glare comes from reflection of natural (i.e., sunlight) and artificial light off existing windows and building surfaces. Any new lighting, as a

result of the proposed project, would be required to be low-intensity and shielded and/or directed away from adjacent properties, the public right-of-way, and the night sky to ensure that a new source of light does not adversely affect views in the area.

2. AGRICULTURE AND FOREST RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

**2. a,b. Less than Significant Impact.** Growth allowed under the Countywide General Plan, as well as the proposed 2019 Esparto Community Plan would result in prime farmland being converted to urban uses. The Environmental Impact Report prepared for the 2030 Countywide General Plan retained the 2007 Esparto Community Plan, which identified the loss of approximately 275 acres of prime farmland with buildout of the Esparto community area, and that this loss is a significant and adverse impact that cannot be mitigated. A Statement of Overriding Considerations was adopted for this loss of agricultural land. This Initial Study/Negative Declaration has been “tiered off” the General Plan EIR, and no further analysis is required for significant effects that were already examined as significant in the prior EIR, and no means are available to substantially reduce or avoid impacts beyond those identified in the prior EIR. The 2019 Esparto Community Plan would not result in any additional farmland being converted since no new agricultural lands are designated for development and approximately 70 acres of previously designated land for residential development are proposed to return back to the Agricultural (AG) use designation.

**2.c,d. No Impact.** There is very little forest in Yolo County and none in or around Esparto. The proposed community plan would not conflict with existing zoning for, or cause rezoning of, or result in the loss or conversion of forest or timberland.

**2.e. No Impact.** The 2019 Esparto Community Plan would not result in the premature conversion of agricultural lands, since all of the land proposed for growth has been designated for growth since prior to adoption of the 2030 Countywide General Plan.

3. AIR QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The project site is within the Yolo-Solano Air Quality Management District (YSAQMD), and the Sacramento Valley Air Basin regulates air quality conditions within Yolo County. Yolo County is classified as a non-attainment area for several air pollutants, including ozone (O<sub>3</sub>) and particulate matter 10 microns or less in diameter (PM<sub>10</sub>) for both federal and state standards, the partial non-attainment of the federal particulate matter 2.5 (PM<sub>2.5</sub>), and is classified as a moderate maintenance area for carbon monoxide (CO) by the state.

Development projects are most likely to violate an air quality plan or standard, or contribute substantially to an existing or project air quality violation, through generation of vehicle trips.

The YSAQMD sets threshold levels for use in evaluating the significance of criteria air pollutant emissions from project-related mobile and area sources in the Handbook for Assessing and Mitigating Air Quality Impacts (YSAQMD, 2007). The handbook identifies quantitative and qualitative long-term significance thresholds for use in evaluating the significance of criteria air pollutant emissions from project-related mobile and area sources. These thresholds include:

- Reactive Organic Gases (ROG): 10 tons per year (approx. 55 pounds per day)

- Oxides of Nitrogen (NO<sub>x</sub>): 10 tons per year (approx. 55 pounds per day)
- Particulate Matter (PM<sub>10</sub>): 80 pounds per day
- Carbon Monoxide (CO): Violation of State ambient air quality standard

## DISCUSSION

**3 a. No Impact.** The 2019 Esparto Community Plan would not substantially conflict with or obstruct implementation of the Yolo Solano Air Quality Management District Air Quality Attainment Plan (1992), the Sacramento Area Regional Ozone Attainment Plan (1994), or the goals and objective of the Yolo County 2030 Countywide General Plan. The 2019 Esparto Community Plan is being implemented through specific policy actions contained within the 2030 Countywide General Plan and previously analyzed in the General Plan EIR. The proposed land use reversion from a mix of residential, commercial, and industrial uses to Industrial (IN) on the 75 acres south of SR16 will improve the available jobs to housing ratio. This change is more compatible with regional air quality plans since it would potentially reduce vehicle miles traveled between work and home, and center residential uses around the Town Center where existing transit opportunities are available.

**3 b, c. Less than Significant Impact.** The plan update will not violate any air quality standard or contribute to an existing or projected air quality violation. Future project construction/grading will likely generate air emissions in the form of particulate dust from grading and equipment activities. With respect to these temporary emissions, any future applicant will be required to comply with all standards as applied by the Yolo-Solano Air Quality Management District (AQMD) to minimize dust and other construction related pollutants.

As indicated above, the Yolo-Solano Region is a non-attainment area for state particulate matter (PM<sub>10</sub>) and ozone standards, the federal ozone standard, and the partial non-attainment of the federal particulate matter 2.5 (PM<sub>2.5</sub>), and classified as a moderate maintenance area for carbon monoxide (CO) by the state. The project is a general plan amendment to the 2030 Countywide General Plan through an update to the 2007 Esparto Community Plan. The 2019 Esparto Community Plan includes a land use designation change for the 75 acres south of SR 16 back to its original Industrial (IN) designation. This industrial land use was previously reviewed in the Initial Study/Negative Declaration previously prepared and adopted for the 2007 Plan. Air pollutant emissions as a result of the land use change are anticipated to be those normally associated with visitor-serving services and small town rural development, and only to the extent which development occurs. Dust generated by any future construction activity would be required to be controlled through effective management practices, such as water spraying, and would therefore be a less than significant impact, as already noted above.

For purposes of air quality emissions analysis, an updated traffic study of Esparto was conducted by a traffic consulting firm for the county (TJKM, 2018. Eastern Esparto Circulation Study technical Memorandum). The original 2017 traffic study was based on the amounts of land available for expected residential, commercial, and industrial development from the 2030 Countywide General Plan. Daily trips for the proposed 2019 Esparto Community Plan were about 13 percent less than the original 2017 study. The adopted 2030 Countywide General Plan cites a State threshold of 9 parts per million (ppm) for carbon monoxide (CO) concentrations. Studies of SR 16 through Esparto found that CO levels were less than 2.5 ppm. The proposed Plan for Esparto would have slightly lower levels of expected traffic than the 2017 traffic study based on the Countywide General Plan. Additionally, the 2019 Esparto Community Plan focuses more development in the town center where transit is available, further helping to reduce vehicle use.

**3 d. Less than Significant Impact.** See discussion above. Sensitive receptors (“sensitive receptors” refer to those segments of the population most susceptible to poor air quality, i.e. children, elderly, and the sick, and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities) in Esparto including the existing elementary, middle, and high schools as well as a senior manufactured housing park on 21A. Redevelopment in the town center may temporarily produce increased levels of dust and diesel fumes during construction; however, only for temporary periods which along with ongoing operation would not result in any more significant air quality impacts than was anticipated in the Countywide General Plan EIR.

**3 e. Less than Significant Impact.** None of the proposed policies of the 2019 Esparto Community Plan would generate significant objectionable odors.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>4.</b>	<b>BIOLOGICAL RESOURCES.</b>				
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

**4.a. Less Than Significant Impact.** According to the Yolo Habitat Conservancy, there are two special-status species found in the Esparto area: the Swainson’s hawk (*Buteo swainsoni*) and the valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). The Yolo County Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) adopted by the member

agencies, including the County and Cities of Davis, West Sacramento, Woodland, and Winters, covers twelve species including the two identified in Esparto. The HCP/NCCP requires that local agencies review all discretionary applications for potential impacts to special-status species' and their habitat, and either pay a per-acre in-lieu fee or purchase a conservation easement (or mitigation credits) to mitigate for loss of habitat so that any potential impacts are less than significant.

**4 b, c. Less Than Significant Impact.** The 2019 Esparto Community Plan area specifically avoids identified flood hazard areas and wetlands and adopts specific policies to better protect Lamb Valley Slough, which runs through the community. Protections include a required 50-foot drainage easement over the slough and 25-foot setbacks to buffer the slough from development so that impacts to riparian habitat will be less than significant.

**4 d. No Impact.** The 2019 Esparto Community Plan does not propose any new areas of development that would interfere with wildlife migration or nursery sites.

**4 e,f. No Impact.** The Yolo Habitat Conservancy, a joint powers agency comprised of the County and Cities of Davis, West Sacramento, has prepared the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (Yolo HCP/NCCP), which is a conservation plan to provide endangered Species Act permits and associated mitigation for infrastructure and development activities. The 2019 Esparto Community Plan falls under the adopted HCP/NCCP and is compatible with the provisions therein. As such, any future development as a result of the updated 2019 Community Plan would be required to comply with the HCP/NCCP permitting process. The updated Community Plan would not conflict with any other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The County does not have any other conservation ordinances, except for a voluntary oak tree preservation ordinance that seeks to minimize removal and/or damage and describes a process for replacement when oak groves are affected by development. There are no proposed oak tree removals to accommodate the Community Plan.

<b>5. CULTURAL RESOURCES.</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**5 a,b. Less than Significant Impact.** The 2019 Esparto Community Plan includes discussion, recognition, and policies that address the plan area's unique cultural and historical resources. The 2030 Countywide General Plan recognizes four historic resources in town: the Esparto Railroad Station, Fred Wyatt House, Clarence Johnson Home and Shop, and IOOF Building. A published

Inventory of Historical Buildings in 1984 identified another eight structures mainly in the Historic Business District. Proposed policies in the 2019 Esparto Community Plan encourage use of and rehabilitation of historic structures for educational, community, and visitor-serving purposes, and are consistent with the policies identified in the 2030 Countywide General Plan that address preservation of heritage communities.

The 2019 Esparto Community Plan area is within the aboriginal territories of the Yocha Dehe Wintun Nation, and they were given formal notice and invitation by Yolo County to initiate AB 52 consultation for the 2019 Esparto Community Plan as an amendment to the 2030 Yolo Countywide General Plan. A similar invitation was sent to the Cortina Rancheria Band, Ione Band, Wilton Rancheria, Torres Martinez Desert Cahuila, and United Auburn Indian Community, who did not provide a response. A response received from the Yocha Dehe Wintun Nation on October 17, 2018, which is discussed in Chapter 17. Tribal Cultural Resources. Policies contained in the 2030 Countywide General Plan include preservation and conservation efforts to ensure impacts to cultural resources are protected. Impacts to historical and archaeological resources are expected to be less than significant.

**5 c. No Impact.** There are no known paleontological or unique geological features within the plan area.

**5 d. Less than Significant Impact.** Although the 2019 Esparto Community Plan does not identify any human remains that would be impacted by the plan, development resulting from the plan could uncover them. Human remains discovered during development of the 2019 Esparto Community Plan would require actions described in the 2030 Countywide General Plan and Section 7050.5 of the California Health and Safety Code, requiring notification of the County Coroner. If the coroner determines that the remains are those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours so that the remains may be repatriated.

6. GEOLOGY AND SOILS.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
	2. Strong seismic groundshaking?				
	3. Seismic-related ground failure, including liquefaction?				
	4. Landslides?				
b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>6.</b>	<b>GEOLOGY AND SOILS.</b>				
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

**6 a-e. No Impact.** The 2030 General Plan identifies only two active or potentially active fault in the County: a small section of the Hunting Creek Fault in the extreme northwestern corner of the County and the Dunnigan Hills Fault, which extends west of Interstate 5 between the town of Dunnigan and northwest of the town of Yolo. The Hunting Creek Fault has been identified by the California Geological Survey to be subject to surface rupture (i.e., is delineated as an Alquist-Priolo Earthquake Fault zone), but lies mainly in Lake County some 20 miles away. No known faults are located in Esparto or any of the major inhabited areas of the County.

In addition to the Hunting Creek and Dunnigan Hills faults discussed above, major regional faults outside the County but in the Coast Ranges and in the Sierra Nevada foothills are capable of producing ground shaking in the County. The 2019 Esparto Community Plan has policies to ensure historical structures most at risk from seismic shaking are upgraded to current safety standards. Esparto lies on a level area of stable soils not at risk for liquefaction, expansion hazard, or landslides. Any development would have to comply with all applicable Uniform Building Code requirements.

Existing policy requires that all new urban development proposed within the 2019 Esparto Community Plan must connect to services provided by the Esparto Community Services District. No septic tanks or alternative wastewater disposal systems occur within the Community Plan area.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>7.</b>	<b>GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE.</b>				
Would the project:					
a.	Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**



**7 a-c. Less than Significant Impact.** The 2019 Esparto Community Plan update amends the 2007 Esparto Community Plan retained in the 2030 Countywide General Plan. At the time of adoption of the EIR for the General Plan, the State was in the process of adding a greenhouse gas (GHG) review requirement to the CEQA process. The General Plan EIR considered this impending requirement and did include a look at the impact of GHG emission. General Plan Action CO-A118, states “impacts associated with GHG emissions from projects that are consistent with the General Plan, fall within the assumptions of the General Plan EIR, are consistent with the Climate Action Plan, and not exempt from CEQA are determined to be less than significant or mitigated to a less than significant level, and further CEQA analysis for this area of impact is generally not required.”

The 2019 Esparto Community Plan proposes to concentrate further residential development in the town center where transit is more readily available, and increase the ratio of jobs to housing by restoring a large area for job-producing industrial land use potentially reducing vehicle miles travelled between residents in Esparto and work. These updates to the plan would potentially reduce GHG emissions further resulting in less than significant impacts.

**7 b. No Impact.** The 2019 Esparto Community Plan would not conflict with any applicable plan, policy or regulation adopted to reduce GHG emissions, including the numerous policies of the adopted 2030 Yolo Countywide General Plan and Climate Action Plan.

**7 c. Less than Significant Impact.** The year after adoption of the 2030 Countywide General Plan, the Governor’s Office of Planning and Research adopted changes to the California Environmental Quality Act (CEQA) Guidelines, which incorporated the above two questions related to a project’s GHG impacts. A third question has been added by Yolo County to consider potential impacts related to climate change effect on individual projects.

As discussed below in the Hydrology and Water Quality section, part of the Esparto community area lies within Flood Hazard Zones AO, A, and AE, as designated by the Federal Emergency Management Agency (FEMA). The 2019 Esparto Community Plan removes land designated for residential development from these zones to prevent significant risks to property and safety. The Community Plan area is not at significant risk of wildfire dangers or diminishing snow pack or water supplies.

<b>8. HAZARDS AND HAZARDOUS MATERIALS.</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

8.	HAZARDS AND HAZARDOUS MATERIALS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

**8 a-c. Less than Significant Impact.** The 2019 Esparto Community Plan update is not expected to create significant hazards due to the transport, use, disposal, or release of hazardous materials beyond what was previously anticipated in the 2030 Countywide General Plan EIR. However, the reversion of the 75 acres south of SR 16, at County Road 86A back to industrial was not considered. The site is within a half-mile of the various schools in Esparto. Previous plans for Esparto looked at potential impacts for development associated with light industrial uses and found no significant impacts. Additionally, development plans would be required to comply with all hazardous materials standards of the federal and State regulatory agencies, and the Yolo County Environmental Health Division.

**8 d. Less than Significant Impact.** Three sites continue to be monitored for possible residual contamination including the Caltrans maintenance yard on SR 16; the Yolo County Public Works corporation yard at 26981 Woodland Ave; and the Esparto Fire District at 28864 Main St (Yolo Ave). Future development of these sites would require mitigation of any remaining hazardous materials so that impacts to the environment or public are less than significant.

**8 e-h. No Impact.** Esparto is approximately seven miles west of the Watts Airport and ten miles northeast of the Yolo County Airport. No portion of the town planned for growth is within the runway clearance zones established to protect the adjoining land uses in the vicinity from noise and safety hazards associated with aviation accidents. Esparto is not located in a wildland area and, therefore, would not be at risk from wildland fires. Development allowed under the 2019 Esparto Community Plan would not be expected to interfere with any adopted emergency response or evacuation plans.

9. HYDROLOGY AND WATER QUALITY.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

**9 a,b. Less than Significant Impact.** The Esparto Community Services District (ECSO) provides water and sewer needs for the town of Esparto within the community growth boundary. The amount of development provided for in the 2019 Esparto Community Plan does not differ significantly for the needs projected in the 2030 Countywide General Plan. The ECSO already has water treatment facilities to provide services for all projected growth and has planned for an additional well required for pending development on the west side of the town.

**9 c-f. Less than Significant Impact.** Urban growth allowed under the 2030 Countywide General Plan would conform to policies that require verification of adequate wastewater treatment capacity and adherence to existing waste discharge requirements issued by the Regional Water Quality Control Board. New growth one acre or more would also be required to conform to existing water quality standards through preparation of a Storm Water Pollution Prevention Plan (SWPPP), as required by the State. Future development would require improvements to the capacity of Lamb

Valley Slough though the improvements would not substantially alter the course of the drainage in a manner that would result in substantial erosion or siltation. New construction could modify existing drainage patterns or change absorption rates, or the rate and amount of surface runoff, but to less than significant levels since individual development projects would be required to mitigate for increased runoff by constructing onsite detention basins,

**9 g-j. No Impact.** Parts of the eastern end of the community area lie within A, AO, and AE flood hazard zones. The 2019 Esparto Community Plan would remove approximately 65 acres of land designated as residential land use from FEMA Flood Hazard Areas preventing the potential for future damage to property and impediments to flood flows. Potential dam failure upriver on Cache Creek would cause inundation north of the growth boundary, but would not impact the developed areas. There are no large bodies of water near Esparto that might result in seiche, tsunami, or mudflow hazards.

<b>10. LAND USE AND PLANNING.</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

**10 a,b. No Impact.** The 2019 Esparto Community Plan would reduce the community area by approximately 77 acres from the area designated in the 2030 Countywide General Plan. This would reduce low-density residential development sprawling east of town and onto a floodplain. The 75-acre residential and commercial mixed-use area, which would have created new residential development south of SR16, has been redesignated to light industrial use. The effect is that the community will be better connected and concentrated around the town center.

The 2019 Esparto Community Plan clarifies and expands on the policies set forth in the 2030 Countywide General Plan. It would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

**10 c. No Impact.** The 2019 Esparto Community Plan falls under the adopted Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP) prepared by the Yolo Habitat Conservancy. These policies would cover the development anticipated by the plan.

11. MINERAL RESOURCES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION

**11 a,b. Less than Significant Impact.** The principal legislation addressing mineral resources in California is the State Surface Mining and Reclamation Act of 1975 (SMARA) (Public Resources Code Sections 2710–2719), which was enacted in response to land use conflicts between urban growth and essential mineral production. Most aggregate resources in Yolo County are located along Cache Creek in the Esparto-Woodland area. The northern half of the community of Esparto lies within the State designated Mineral Resource Zone. Most of the area is classified as MRZ-1, which denotes areas where no significant mineral deposits area present; however, the area north of Duncan Drive falls within the MRZ-2 zone denoting identified mineral resources. This area is currently designated as low density residential. The EIR conducted for the 2030 Countywide General Plan to change the area within the MRZ-2 designation from Agriculture to Residential Low found that the site was too small and close to the established town of Esparto to make mining viable. Therefore, impacts to mineral resources would be less than significant.

12. NOISE.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:					
a.	Exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>12. NOISE.</b>					
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

**12 a-d. Less than Significant Impact.** Yolo County has not adopted a noise ordinance that sets specific noise levels for different zoning districts or for different land uses in the unincorporated area. However, the State of California Department of Health Services developed recommended Community Noise Exposure standards, which are set forth in the State’s General Plan Guidelines (2003). These standards are also included in the Yolo County 2030 Countywide General Plan and used to provide guidance for new development projects. The recommended standards provide acceptable ranges of decibel (dB) levels. The noise levels are in the context of Community Noise Equivalent Level (CNEL) measurements, which reflect an averaged noise level over a 24-hour or annual period. The Countywide General Plan identifies up to 75 dB CNEL as an acceptable exterior noise environment for agricultural land uses and up to 60 dB CNEL for residential land uses. The restored Industrial land use area is separated from residential development by State Route 16 to further prevent noise impacts on residential development.

**12 e,f. No Impact.** There are no public or private airfields near the Esparto Community Plan area.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>13. POPULATION AND HOUSING.</b>					
	Would the project:				
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**13 a-c. Less than Significant.** The project consists of an amendment to the 2030 Countywide General Plan through an update of the 2007 Esparto Community Plan. The 2019 Esparto Community Plan maintains a similar amount of housing to the 2007 plan, though it proposes to move approximately 200 potential dwelling units from low-density residential use areas east of Alpha Street to higher density areas at the town center. No housing has been built in the area south of SR 16 so the proposed redesignation of the area to Industrial land use would not result in the displacement of existing housing or residents. Higher density land uses at the Town Center could

lead to redevelopment of lots and temporary displacement of people, but there would be a net increase in available housing afterward so the impact would not be significant.

<b>14. PUBLIC SERVICES.</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**14 a,b,e. Less than Significant Impact.** The 2019 Esparto Community Plan would not have a significant impact on fire or police protection services. The Yolo County Sheriff’s Department provides law enforcement services throughout the plan area. Although the Sheriff’s principal office is in Woodland, two deputies routinely patrol the plan area. The Esparto Fire Protection District station is located in Esparto. Fire District staffing includes a full-time paid fire chief, a part-time clerk, and a contingent of 14 volunteer firefighters. Concerns about water availability mentioned in the 2030 Countywide General Plan have been resolved according to the Esparto Community Service District. As with other community services, the proposed amount of population growth has been assessed by the service providers and determined to not significantly impact services.

**14 c. Less than Significant Impact.** The 2007 Esparto Community Plan retained in the 2030 Countywide General Plan expected that further growth would require an expansion of schools. The Esparto Unified School District has identified potential growth and classroom needs in its needs assessment. Existing State law (SB 50) allows school districts to set development fees, which would be implemented to meet needs resulting from population growth of Esparto so that impacts would be less than significant.

**14 d. Less than Significant Impact.** The 2030 Countywide General Plan set a policy requiring five acres of neighborhood parks per 1,000 people (CC-2.13). With approximately 3,500 residents, Esparto should have over 15 acres of parks. Current park facilities include the one-acre Community Park in the town center and approximately nine-acre Park and Aquatic Center. The pending residential subdivisions would add enough housing for another 1,000 residents requiring another 5 acres of parks. The approved tentative maps for these subdivisions provide approximately 3.5 additional acres of park area. The 2019 Esparto Community Plan proposes policies to make better use of the limited open space in the community and require full dedications of park acreage with

new residential development so that current insufficient parks may be expanded to accommodate the population of the town.

<b>15. RECREATION.</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**15 a, b. Less than Significant Impact.** As discussed in Chapter 14. Public Services above, the town of Esparto is deficient in parks. There are local schools with recreation fields, but they are not generally available. The 2019 Esparto Community Plan sets forth policies to provide more neighborhood recreational areas through the use of detention areas where use does not impede function and requirements that new development dedicate the full amount of park land rather than in-lieu payments. The proposed plan also identifies off-road pathways to access regional park facilities in the Cache Creek Area Plan. Any future park development would be subject to separate environmental review under the California Environmental Quality Act so that future impacts would be less than significant.

<b>16. TRANSPORTATION/TRAFFIC.</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>16.</b>	<b>TRANSPORTATION/TRAFFIC.</b>				
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

**16 a, b. Less than Significant Impact.** The traffic consulting firm TJKM provided a technical memorandum in November 2018 to update the *Eastern Esparto Circulation Study*, which looked at the impact of the three proposed subdivisions on circulation in Esparto without construction of a bridge to connect Alpha Street to SR 16. The memorandum looked at the town as a whole and the cumulative impacts of development under the proposed 2019 Esparto Community Plan. The memorandum found that there would be a 13 percent decrease in daily trips between assumptions in the 2030 Countywide General Plan and the proposed community plan. The memorandum used a conservative 10 percent decrease from the previous study to predict Levels of Service (LOS) for circulation in the community. LOS is a measure of how easily traffic moves through an area. The study found that two intersections, Capay Street/Yolo Avenue and Plainfield Street/Yolo Avenue would provide LOS E which is the minimum level required by County policy. A 10 percent increase in traffic demand as well as continued advocacy for better transit service and bicycle and pedestrian pathways, would place impacts from the proposed plan below those predicted for the 2030 Countywide General Plan, which found circulation impacts to be less than significant.

**16 c. No Impact.** There are no airport or airfield facilities near the Town of Esparto that would be impacted by the 2019 Esparto Community Plan.

**16 d. Less than Significant Impact.** Although no significant changes to the road system in Esparto are proposed, the 2019 Esparto Community Plan encourages evaluation of a truck bypass using County Roads 21A and 85B, as well as a minor change to take SR 16 off Woodland Avenue and around the north side of the Depot District. These projects have a potential to improve the safety of Yolo Avenue and should the evaluations, coordinated with Caltrans, support these future projects, they would be required to meet all State and Federal safety standards so that they would not substantially increase traffic hazards or present a conflict with incompatible uses any more than was previously considered in the 2030 Countywide General Plan EIR for the area.

**16 e. No Impact.** The proposed 2019 Esparto Community Plan does not expand the community boundary nor block emergency access routes. There would be no additional impacts to emergency access than evaluated in the 2030 Countywide General Plan.

**16 f. No Impact.** The proposed 2019 Esparto Community Plan seeks to further the 2030 Countywide General Plan's trail and transit policies by designating regional trails connecting Esparto with Madison, Capay, and the Cache Creek area and encouraging a transit route between Esparto and Winters. It would not result in any permanent features that would affect or alter existing public transit, bicycle, or pedestrian facilities nor interfere with the construction of any planned facilities, as prescribed by the General Plan.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>17.</b>	<b>TRIBAL CULTURAL RESOURCES</b>				
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>					
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION

**17 a, b. Less than Significant Impact.** As discussed in Section 5. Cultural Resources, the 2019 Esparto Community Plan area is within the aboriginal territories of the Yocha Dehe Wintun Nation, and they were given formal notice and invitation by Yolo County to initiate SB 18 consultation for the 2019 Esparto Community Plan as an amendment to the 2030 Yolo Countywide General Plan. A similar invitation was sent to the Cortina Rancheria Band, Ione Band, Wilton Rancheria, Torres Martinez Desert Cahuila, and United Auburn Indian Community, who did not provide a response. A response received from the Yocha Dehe Wintun Nation on October 17, 2018, requested that the 2019 Esparto Community Plan provide more cultural context and recognize the Tribe's economic contributions to the town. This included information on Tribal history and current interests, employment at Cache Creek Casino Resort, and contributions to transportation for the region. Policies contained in the 2030 Countywide General Plan include preservation and conservation efforts to ensure impacts to cultural resources are protected. Given consultation with the Tribe, impacts to tribal cultural resources would be less than significant.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>18.</b>	<b>UTILITIES AND SERVICE SYSTEMS.</b>				
<p>Would the project:</p>					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>18.</b>	<b>UTILITIES AND SERVICE SYSTEMS.</b>				
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION

**18 a, b, d, e. Less than Significant Impact.** The existing wastewater treatment plant operated by the Esparto Community Services District (ECSD) complies with the waste discharge requirements issued by the Central Valley Regional Water Quality Control Board. ECSD has added evaporative ponds and increased capacity to serve approximately 2,000 dwelling units, which is in-line with the planned growth anticipated in the 2030 Countywide General Plan and proposed 2019 Esparto Community Plan. The Community Plan has policies requiring that new development ensure adequate water and sewer service to accommodate the development. An additional well is planned on the west side of the community with development of the proposed Orciuli subdivision. The project would result in less than significant impacts with compliance to current standards and regulations along with planned capacity to serve at levels anticipated for growth.

**18 c. Less than Significant Impact.** The proposed 2019 Esparto Community Plan would put policies in place to improve stormwater drainage through promotion of micro-retention, green infrastructure, and other strategies. These strategies include more vegetation to intercept rain and return it to the atmosphere through evaporation helping to ease the amount of flow from existing development into Lamb Valley Slough. New development would be required to provide onsite stormwater retention, which would be evaluated to ensure less than significant impacts.

**18 f, g. Less than Significant Impact.** Solid waste from new development projects in Esparto would be collected by Waste Management of Woodland and hauled to the Yolo County Central Landfill, a 722-acre facility. The landfill has a capacity of 12.3 million tons with an anticipated closure date of 2047. A recently approved addition to the landfill will double the capacity and push the closure date to approximately 2100. Solid waste from new development would account for a small portion of the existing capacity so that impacts from the 2019 Esparto Community Plan would be less than significant.

19.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION

**19 a-c. Less than Significant Impact.** Based on the analysis provided in this Initial Study and the implementation of uniformly applied County standards, all effects related to the 2019 Esparto Community Plan were examined and adequately addressed in the EIR for the 2030 Countywide General Plan, and any changes in the 2019 Community Plan would not degrade the quality of the environment or impact special status species of concern or their habitat. Development resulting from the proposed plan would be within a smaller community boundary area than adopted by the 2030 Countywide General Plan. No important examples of major periods of California history or prehistory in California were identified as being impacted in the Community Plan update. All potential significant effects from the 2030 Countywide General Plan are mitigated or avoided as a result of the 2030 Countywide General Plan EIR, and there are no additional effects for which there is a fair argument that a significant impact might result from the 2019 Esparto Community Plan. Any significant new development that may be proposed as a result of the plan would require separate environmental review. This study considered potential cumulative impacts of future development resulting from the plan. Based on the analysis provided in this Initial Study, impacts to human beings resulting from the proposed 2019 Esparto Community Plan would be less than significant with the implementation of all applicable uniformly applied County and State standards. Overall impacts from implementation of the 2019 Esparto Community Plan will be less than significant.

## **Attachment**

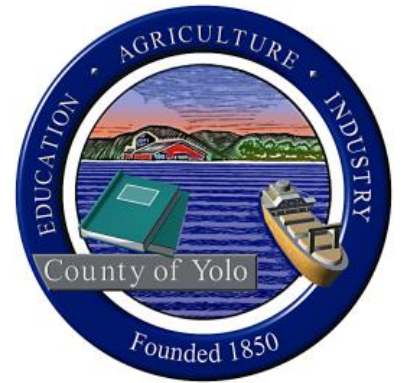
- Draft 2019 Esparto Community Plan

## **References**

- Draft *2019 Esparto Community Plan*
- *2007 Esparto Community Plan*
- Yolo County, 2009. *Yolo County 2030 Countywide General Plan*, adopted November, 2009 and *Yolo County 2030 Countywide General Plan Final EIR*, April 2009, available at <https://www.yolocounty.org/general-government/general-government-departments/county-administrator/general-plan-update/final-environmental-impact-report-eir>
- Yolo-Solano Air Quality Management District, 2007. *Handbook for Assessing and Mitigating Air Quality Impacts*, July, 2007.
- TJKM, 2018. *Eastern Esparto Circulation Study technical Memorandum*. November 2018.
- Yolo County Zoning Ordinance, *Title 8, Chapter 2 of the County Code*, 2014, as amended
- Response letter from the Yoche Dehe Wintun Nation

# Appendix A. 2019 Esparto Community Plan

# Town of Esparto Community Plan 2019



**Yolo County Board of Supervisors**

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Gary Sandy, Vice Chair  
Duane Chamberlain  
Jim Provenza  
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Pat Harrison  
Randy Jacobs  
Sandie Reed  
Susan Cooper  
Babs Beckwith

**Yolo County Department of Community Services**

Taro Echiburu, Director  
Leslie Lindbo, Community Development Director  
Stephanie Cormier, Principal Planner  
JD Trebec, Senior Planner  
Charlie Tschudin, Assistant Planner

The staff would like to acknowledge former Planning Commissioner Jack Kasbergen and former Principal Planner Eric Parfrey and to especially thank the Esparto Citizens Advisory Committee and all the community members who participated in the workshops and public meetings for their hard work and genuine concern about the future of their town.



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# 1. INTRODUCTION

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## Purpose

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

## Organization of the Plan

The Esparto Community Plan consists of seven chapters summarized below:

**Chapter 1** introduces the Community Plan's purpose and describes legal requirements, organization, relationship to the County General Plan, and the process.

**Chapter 2** describes the Community Plan's environment and extents including the Community Growth Boundary and a brief history of the community.

**Chapter 3** is a statement of the community's vision and compilation of the Goals and Policies described in the plan brought front and center for ease of use.

**Chapters 4 through 7** are the body of the plan addressing specific areas of concern to the community including Land use and Community Development, Transportation and Circulation, Economic Development, and Resiliency and Services. Each chapter describes existing and desired conditions in regards to each area of focus.

## Legal Authority

The Esparto Community Plan is consistent with California State law which permits cities and counties to adopt specific plans for the "systematic implementation of the general plan" (Government Code Section 65450 et. Seq.). The law requires that a specific plan shall include a text and diagram or diagrams which specify all the following in detail:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources where applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above referenced requirements.
- The specific plan shall include a statement of the relationship of the specific plan to the general plan.

California Government Code Section 65452 provides that the specific plan may address any other subjects which in the judgment of the planning agency are necessary or desirable for the implementation of the general plan.

## Relationship to the Yolo County General Plan

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

The focus of the Yolo County General Plan is to retain the rural character of the County, while directing urban development to existing cities and unincorporated communities such as Esparto. In order to retain a separate identity for these towns, Community Growth Boundaries are identified and development is to be located and designed in such a way as to protect, preserve, and perpetuate the small town characteristics and qualities of unincorporated communities.

The 2030 Countywide General Plan includes the following goals and policies that are directly applicable to the Esparto Community Plan:

### Community Character Element

**Goal CC-2** lists 16 policies to enhance community planning including off-street paths, increased density and mixed use development at town centers, parks, and sustainable design standards.

**Goal CC-3** has policies to update the Esparto Plan and rebalance the jobs to housing ratio.

**Goal CC-4** includes policies to further sustainable development and “smart growth” planning principals.

### Economic Development Element

**Goals ED-1 & 3** identify policies to diversify local economies and revitalize communities by ensuring that there is an adequate supply of commercial and industrial land, supporting infill, and improving town center street corridors to protect historical aesthetics and stimulate economic activity.

**Goal ED-4** seeks to expand local economies through a variety of tourism and recreational opportunities with an agricultural and open space emphasis.

### Circulation Element

**Goals CI-1 through 6** deal with comprehensive and balanced transportation system through policies which provide alternatives to automobile use by providing direct routes for bicycles and pedestrians which are comfortable, convenient, and safe.

### Public Facilities and Services Element

**Goal PF-3** sets policies including providing 5 acres of park per 1,000 residents in towns and creating greenbelts to connect schools, residential areas, and parks.

### Conservation Element

**Goal CO-2** includes policies to protect and restore biological resources including riparian habitat such as sloughs.

### Housing Element

**Policies HO-1.6 and HO-1.11** call for coordination with the Yocha Dehe Wintun Nation to expand workforce housing opportunities in Esparto and to encourage the development of large rental and for-sale units (containing three or more bedrooms) that are affordable for very-low and low-income households.

**Goal HO-4** focuses on the need to provide housing for special groups such as seniors and

farmworkers.

## **Governmental Jurisdiction**

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

In addition to the County, several special districts are involved with shaping Esparto's future. The implementation of this plan will require a coordinated effort among these different public agencies. The Esparto Community Services District provides sewer and water service as well as maintaining street lights and open space and some parks in town. The Esparto Fire Protection District provides fire protection and emergency response for the town. The Esparto Unified School District provides education facilities and services. The California Department of Transportation (Caltrans) has jurisdiction over State Route 16 which runs through the town of Esparto. Thus, the real implementation of this plan will require a coordinated effort among these different public agencies.

## **Process**

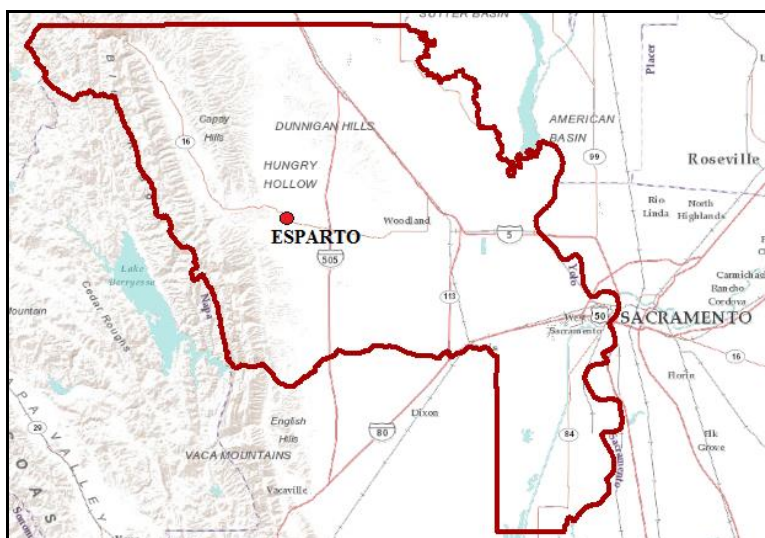
This plan is an update of the Esparto General Plan prepared by Crawford, Multari,, and Starr in 1996 and updated in 2007. The 2019 Esparto Community Plan builds on the previous plans and was prepared in collaboration with the Esparto Citizen Advisory Committee (ECAC) and included a series of public meetings once or twice a month at the Esparto Library between February 2018 and November 2018.

# **2. THE COMMUNITY PLAN AREA**

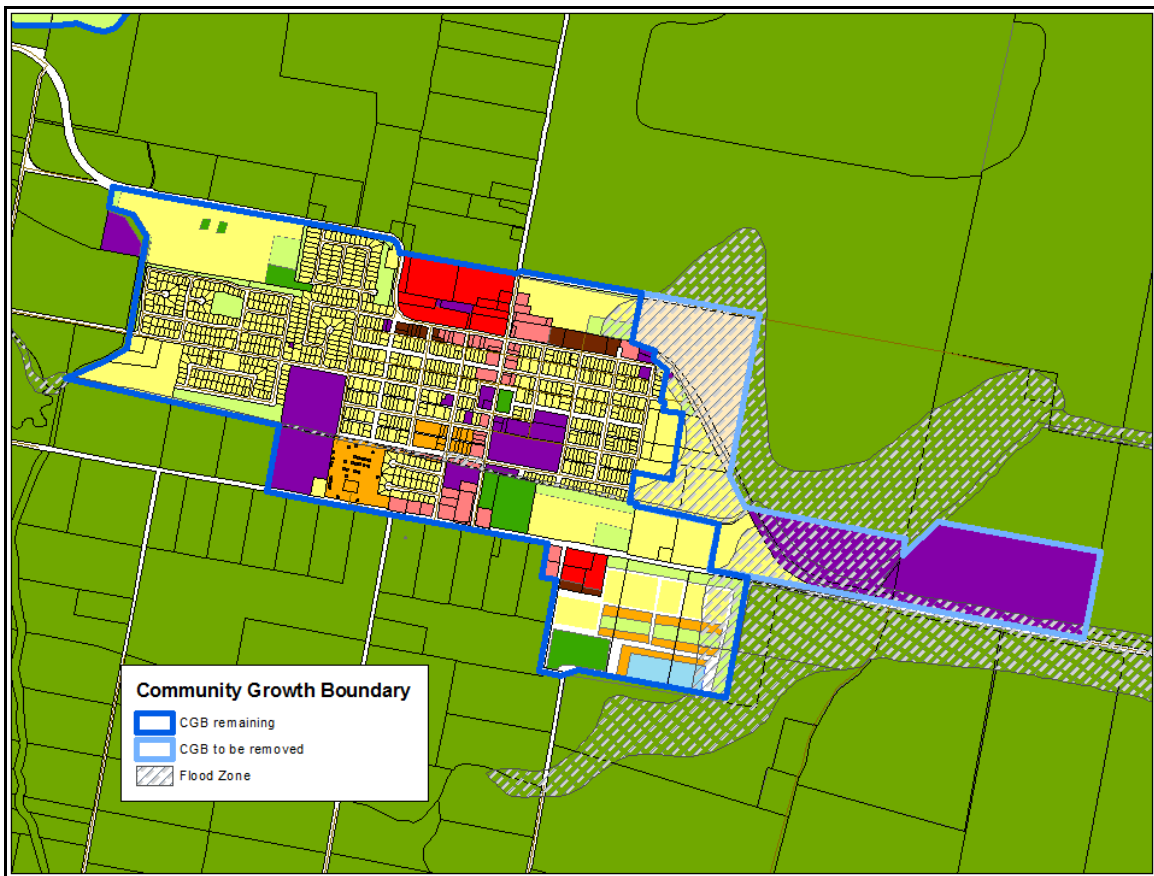
## **Location**

Poised as the Gateway to the Capay Valley, Esparto is located at the western edge of the fertile Sacramento Valley where Cache Creek flows from the Coast Ranges (See Figure 1). State Route 16 runs through the center of Esparto and connects the Capay Valley and Yocha Dehe Wintun Nation trust lands and casino to Interstate 505 and east of that to the County Seat of Woodland and Interstate 5. Within the community, SR 16 becomes the town's main street, Yolo Avenue.

**FIGURE 1. COMMUNITY LOCATION**



**FIGURE 2. COMMUNITY GROWTH BOUNDARY WITH FLOOD AREAS**



## Community Boundary

The Esparto Community Plan focuses on the area within the Community Growth Boundary of Esparto which currently consists of approximately 620 acres between the Winters Canal to the west and the Esparto Community Service District’s wastewater treatment ponds to the east. State Route 16 partly defines the southern boundary east of Yolo Avenue including 75 acres south of SR 16 and east of County Road 86A. The northern boundary aligns with County Road 20X and SR 16. The Community Growth Boundary serves to mark a clear separation between the urban development of the community and the productive agricultural land which surrounds the community on all sides. The new Community Growth Boundary is slightly smaller to remove areas within flood zones.

## History

Long before the Spanish and other Europeans arrived, the area today known as Yolo County was and continues to be home to indigenous people called the Patwin (which literally means ‘people’), or Southern Wintun. The earliest historic records for the Patwin come from 1791 during the Spanish mission period, which recorded villages throughout the region including the Capay Valley. Like other California Indian tribal groups, the Patwin were organized with principal villages and subsidiary settlements. The Patwin took advantage of the abundant natural resources offered by the land and water surrounding them. They hunted wild game, fished for Salmon in the river, and gathered edible plants such as acorns. They created fine baskets, nets, boats, and shelters from the tule reeds, willow, and other native plants and grasses. Today, the Yocha Dehe Wintun Nation, a Patwin tribe, is a sovereign government that has jurisdiction over approximately 1,122 acres of tribal trust land within Yolo County. They also manage over 17,000 acres of land for growing crops, grazing cattle, and

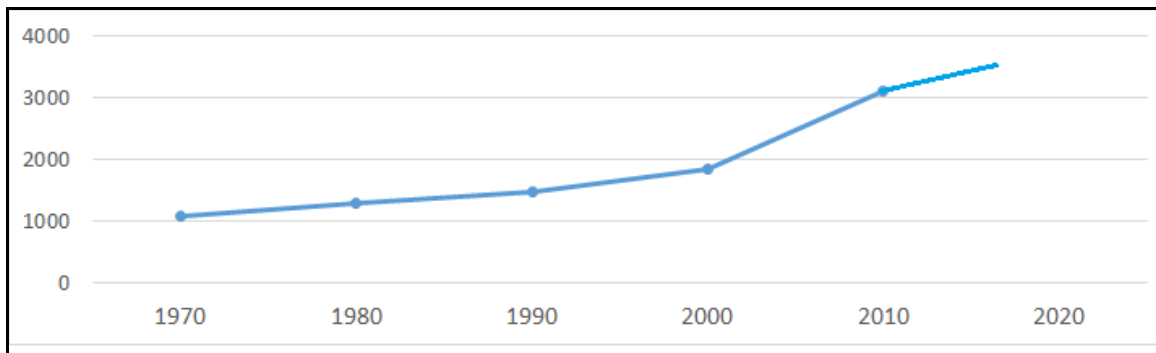
conservation. Additionally, the Tribe owns and operates the largest private employer in the County, the Cache Creek Casino Resort.

The arrival of European and American settlers in the mid-nineteenth century saw the establishment of an agrarian empire. In 1842, the Mexican government granted William Gordon two leagues of land (the Guesissosi grant) on both sides of Cache Creek from the western hills to the Sacramento River. Livestock and grain farming were the mainstays of the region's developing agricultural economy, although several small vineyards and orchards offered promise. In 1887, several San Francisco investors incorporated the Capay Valley Land Company, composed chiefly of officers of the Southern Pacific Railroad. The company planned to divide several large land holdings into 10- to 40-acre parcels for fruit farming and to establish town sites along the length of the coming railroad.

The Vaca Valley and Clear Lake Railroad which began rail service between Winters and Madison in 1877 was extended to the north end of the Capay Valley in 1888 as a subsidiary of Southern Pacific Railroad. Along the route, the town of Esperanza was laid out that same year. Esperanza was renamed Esparto, the Spanish word for feather grass, with the establishment of the Post Office in 1890. Esparto grew quickly. Within a few years, the new town featured a three-story hotel complete with gaslights, a pressurized water system, and electric bells (the hotel was torn down in 1935.) In 1893, Yolo County's second high school was established in Esparto and later expanded by a 1939 Works Progress Administration project. In 1959-60, the Esparto School District closed the last of the small elementary schools dotting the district and provided expanded school bus service to a consolidated elementary school in Esparto.

As with many small towns, change came to Esparto with the rise of the automobile. From 1937 to 1941, the railroad removed the tracks beyond Esparto and passenger service to Esparto ended in 1957. Although Esparto continued to see moderate population growth, first exceeding 1,000 residents around 1970 and then growing to 1,800 residents over the next thirty years, main street businesses dried up with even the one remaining gas station closing in the 1990's.

**FIGURE 3. POPULATION GROWTH**



Despite the loss of local businesses, the first decade of the twenty-first century saw a housing boom. A burst of growth increased the population of Esparto by 40% from 1,858 to 3,108 residents. In 2016, the population was estimated to be 3,618 residents (See Figure 3). A red hot housing market saw the addition of four new residential subdivisions in Esparto between 1997 and 2006 adding approximately 300 new homes. Four more subdivisions were approved for an additional 340 homes, but the economic downturn starting in 2007 has left those developments in limbo.

The impetus of the 2007 update was a sense that the traditional character of the town was being lost with the burst of large residential subdivision development and deterioration of historical buildings on Yolo Avenue which remained empty and unmaintained. The economic downturn over the last decade has put development in town on hold, but that long quiet period appears to be ending. The current update is intended to strengthen the Town's commitment to revitalizing Yolo Avenue and identify issues to make a more resilient community.

### 3. VISION, GOALS, AND IMPLEMENTATION

#### Vision

The guiding vision for this community is to enhance the quality of life and maintain the "small town" ambiance, community character, design and scale of Esparto for present and future generations of residents while fostering economic viability.

#### Goals and Policies

The Esparto Community Plan consists of a Land Use Map, which designates the locations of different types and intensities of land uses, along with community goals, policies, and programs. Goals are statements about the desired condition that the town is aspiring toward. Policies give direction toward accomplishing those goals. Programs are implementation actions needed to help make the plan come about.

Following is a compilation of the goals and policies for the Community Plan. They are all gathered in this chapter to facilitate review by community members, Yolo County staff, and members of the development community. Further information on the intention and reason for these policies can be found in the chapters that follow. The underlined heading gives the relevant chapter's name and the italicized bullet point gives the desired outcome discussed in that chapter with a page number in parentheses. The resulting policies are listed under the desired goal and numbered sequentially for each chapter.

#### Land Use and Community Character Chapter Goals and Policies

- ***The Community Growth Boundary shall protect agricultural land and urban development by defining a sharp boundary around areas that are safe for development (p. 25)***

E-LU.1. Esparto's Community Growth Boundary shall not include areas where natural conditions such as Flood Hazard areas are likely to pose a threat to public safety or produce excessive maintenance costs. The Community Growth Boundary shall not incorporate Agricultural or Rural Residential land uses (Figure 2).

E-LU.2. The comprehensible and compact scale of the town shall be maintained with businesses, schools, parks and social centers within walking distance of residences.

E-LU.3. All development within the Community Growth Boundary shall be required to obtain water and sewer service from the Esparto Community Services District. New development shall pay its fair share of providing additional public services needed to accommodate such development.

E-LU.4. New development within the Community Growth Boundary shall be required to install curbs, gutters, and sidewalks, or to secure the installation of such improvements.

- ***Seek a better balance of land uses to provide for more diverse housing and job opportunities (p. 25)***

E-LU.5. The land use designations for Esparto shall be as shown on Figure 4. The zoning for parcels shall be consistent with the land use designations of the Community Plan.

E-LU.6. Low density residential land use shall compose less than half of the Community's total area.

E-LU.7. Residential density around the town center and along Fremont Street shall be increased to encourage the creation of smaller, more affordable lots.

E-LU.8. Job providing Commercial and Industrial uses shall compose at least a fifth of the



Community's total area.

➤ ***Provide a variety of opportunities for commercial development on the town's main street (p. 26)***

E-LU.9. Yolo Avenue, including the town square at Grafton Street, the Historic Business District (E-LU.15), and the Esparto Depot District (E-LU.17) shall remain the community and business center of Esparto; residential neighborhoods shall have clearly identified walking routes to the town's main street.

E-LU.10. Encourage denser residential uses and cottage businesses around the town square.

E-LU.11. New commercial development and tourist-oriented services shall be encouraged and mainly focused along SR 16 from County Road 21A to Antelope Street.

E-LU.12. All new Commercial development shall make use of the adopted Yolo County Commercial Design Guidelines. Additionally, all commercial development shall meet the following community design standards:

- All lighting shall be shielded, downward directed, and located far enough from property lines to prevent spillover light on adjacent properties.
- Rooftop and ground-level mechanical and service equipment shall be screened from public view.
- Existing mature trees shall be incorporated into the design of the project to the extent feasible.

E-LU.13. The town shall identify a location and source of funding for a future community center. Potential sites might include a new facility built at the Park and Aquatic Center or the existing fire station should the fire station relocate out of the town center.

E-LU.14. Use standard Commercial Local (C-L) and Commercial General (C-G) zoning in Esparto with differentiated development guidelines for the Historic Business District and Esparto Depot District.

➤ ***Restore the Historic Business District (p. 27)***

E-LU.15. The Historic Business District is defined as the lots designated for local commercial land use fronting Yolo Avenue and Woodland Avenue between North Grafton Street and Fremont Street. New development in the Historic Business District shall reflect the form, spacing, height, and materials of the historical structures, and should incorporate the following elements:

- New or renovated buildings shall have a maximum front and side setback of 10 feet. The rear setback shall be a minimum of 10 feet unless adjacent to residentially zoned property where 20 feet shall be required.
- New buildings shall be two-stories or a minimum of 22 feet tall.
- Building frontage of new or renovated structures shall be 80% to 100% of the frontage measured from side property line to side property line. From 40% to 75% of a commercial building frontage shall be clear windows that allow views of indoor space or product display areas. The windows shall be no more than 3 feet above the sidewalk with a vertical surface between 4 and 8 feet tall.
- No more than 30 feet of horizontal distance of a street facing wall shall be provided without architectural relief such as windows.
- Commercial buildings shall have a primary entrance door facing either Yolo Avenue or Woodland Avenue. Entrances at building corners may be used to satisfy this requirement. Building entrances may include doors to individual shops or businesses, or a lobby, plaza or courtyard which accesses shops or businesses.
- Off-street parking shall be prohibited in the area generally bounded by Grafton Street and Woodland Avenue for the parcels fronting Yolo Avenue unless located behind the buildings and not accessed by a driveway from Yolo Avenue.

E-LU.16. The first floor of commercial buildings in the Historic Business District shall be reserved for retail, restaurants, and offices with higher visitor use. Second floor residential use is encouraged as a means for providing additional housing and to assist in achieving financial feasibility of ground floor commercial development, and promote community viability.

➤ ***Coordinate a comprehensive development plan for the Esparto Depot District that builds on its unique history and character (p. 27)***

E-LU.17. The Esparto Depot District includes the parcels north of Woodland Avenue between CR 87 and SR 16. Projects located there are encouraged to include a mix of residential and nonresidential uses. Retail uses are strongly encouraged on the ground floor and other uses such as residential, office, or services, are encouraged on upper floors or behind the retail area. Residential uses should be accessory to commercial uses and cover less than half of the ground floor area.

E-LU.18. The architecture and design of structures should be coordinated throughout the site to accent the historic Esparto Depot building and compliment the adjacent Historic Business District.

E-LU.19. Projects should include public amenities such as gathering areas, public art, or landscaped open space.

E-LU.20. Development of the northern parcels shall include a road consistent with Caltrans highway standards linking CR 20X to SR 16. The County is encouraged to work with Caltrans to reroute SR 16 using this route so that Woodland Ave may be returned to local road status.

➤ ***A variety of housing types and prices is needed in Esparto, but new residential development must be in character with the existing town (p. 28)***

E-LU.21. Monument signs identifying residential subdivisions shall not be allowed. New residential growth in Esparto shall be integrated seamlessly as part of the community as a whole.

E-LU.22. Construction in new residential subdivisions shall follow Yolo County Residential Design Guidelines and additionally, provide a front porch. Porches and other parts of a residence with the exception of the garage may encroach 10 feet into the 20-foot front setback for Low Density Residential (R-L) zoning.

E-LU.23. A variety of residential types such as townhouses, attached housing, split lot duplexes, or small apartments and condominiums shall be integrated into new low density residential subdivisions and not concentrated in separate zoning districts. In all subdivisions or housing projects with at least 50 lots/units, the developer shall set aside a minimum of 10% of the gross area to be available for higher density rental residential units.

E-LU.24. Areas zoned for Medium Residential (R-M) neighborhoods shall include a variety of residential unit types such as townhouses, attached housing, split lot duplexes, or small apartments and condominiums. To facilitate diverse residential development, setback for R-M zoned parcels in Esparto shall have no required side yard setbacks.

E-LU.25. The design of multifamily housing shall compliment surrounding development and provide one covered parking space per unit.

➤ ***To provide employment opportunities and economic development, land will be designated for light industrial use southeast of the intersection of SR 16 and CR 86A (p. 29)***

E-LU.26. New industrial development shall be encouraged in the area on the south side of Highway 16, and east of County Road 86A, as shown by Figure 4.

E-LU.27. Commercial and Service Uses in Article 7 of the County Zoning Code shall solely follow and support primary industrial uses.

- E-LU.28. Local organizations including the New Season Community Development Corporation, Capay Valley Vision, and the Esparto Chamber of Commerce, shall actively promote, pursue, and attract appropriate industrial development. Of special interest is industry related to agriculture such as meat processing or nut hulling.
- E-LU.29. Access to new light industrial development fronting Highway 16 shall limit encroachments and make use of County Road 86A to the extent feasible.
- E-LU.30. All new industrial development shall make use of the adopted Yolo County Industrial Design Guidelines.
  - **Sufficient park land is available to every part of the community (p. 29)**
- E-LU.31. Design stormwater detention areas to provide recreational opportunities and parks where uses do not impede utility.

**Economic Development and Downtown Revitalization Chapter Goals and Policies**

- **Restore and revitalize main street businesses on Yolo Avenue (p. 30)**
- E-ED.1. The New Season Community Development Corporation shall continue to renovate the properties they acquire and guide owners in renovating other historical buildings.
- E-ED.2. Commercially zoned areas shall include existing structures and infill areas including renovated historic buildings, brownfields, and remodeled residences near the main street for live/work and a variety of commercial opportunities.
- E-ED.3. The County is encouraged to work with Caltrans to reach an agreement to waive encroachment permit requirements or abandon part of the SR 16 right of way along Yolo Avenue so that street amendments such as tree planting, benches, and other amenities may be added to Yolo Avenue to enhance the appeal of the district.
  - **Identify community strengths and business opportunities in the town (p. 31)**
- E-ED.4. The County is encouraged to help find funding for the non-profit New Season Community Development Corporation that was formed to assist in economic development.
- E-ED.5. Economic development shall draw on Esparto's agricultural heritage to provide residents and visitors more opportunities for buying local food. These opportunities might include a farmers market, restaurants, and produce markets.
- E-ED.6. Esparto should identify and recognize historic buildings and investigate the possibility of a local museum to recognize the town's origins as a railroad town and agricultural center.
- E-ED.7. The Esparto Chamber of Commerce should make use of Esparto's location as a Gateway to the Capay Valley and Berryessa Snow Mountain National Monument to encourage agricultural and recreational tourism such as farm visits, bicycling tours, rafting, camping, and hiking.
- E-ED.8. The Esparto Chamber of Commerce shall identify more potential seasonal events to increase community pride and bring economic benefit.
- E-ED.9. The community should highlight, in particular, the need for locally desirable businesses such as a grocery store, laundromat, gas station, ice cream store, and restaurants.
  - **Improve broadband services (p. 32)**
- E-ED.10. The community is encouraged to work with the County and Capay Valley Vision toward creating a regional broadband system for the entire Capay Valley.

E-ED.11. The County is encouraged to work with local internet services providers to make community Wi-Fi available for the length of Yolo Avenue.

### **Circulation and Transportation Chapter Goals and Policies**

➤ ***Improved safety on Yolo Avenue and SR 16 (p. 33)***

E-CT.1. The County is encouraged to coordinate with Caltrans to incorporate active traffic calming measures to protect pedestrians where SR 16 passes through town as Yolo Avenue. This may include Caltrans abandoning part or all of their right-of-way through town to allow the County to incorporate hardscape to ensure resident safety.

E-CT.2. Safety measures on Yolo Avenue should include some of the following approaches:

- Narrowing traffic lanes
- Pedestrian refuges
- Vehicle activated speed limit signs
- Stop and yield to pedestrian signs
- Embedded pavement light systems
- Off-street pedestrian crossings over Lamb Valley Slough

E-CT.3. The Yolo Avenue bus stop shall be relocated to mid-block to improve pedestrian safety at intersections.

E-CT.4. Evaluate the use of County Roads 21A to 85B as a designated route for large truck traffic and casino buses. Extensive safety improvements to the intersection of 21A and 85B would be required.

➤ ***Maintain the grid system to distribute circulation within town (p. 35)***

E-CT.5. New local streets shall be consistent with Policy CC-2.16 of the Land Use and Community Character Element of the Countywide General Plan which sets a maximum block length of 600 feet, requires a street grid oriented in the cardinal directions, and multiple connections through the community with existing and proposed development.

E-CT.6. New development adjacent to Lamb Valley Slough shall be required to provide pedestrian crossings over the Slough to connect with the grid.

➤ ***Improve active transportation and public transit facilities and routes through town and regionally (p. 35)***

E-CT.7. The County is encouraged to identify a funding mechanism to provide a complete sidewalk system for the entire town.

E-CT.8. A multi-use path shall be established around the town for errands, to link principal school routes, and for recreation. Such a trail system shall also provide a link to other routes that lead to Cache Creek, Madison, and to the Capay Valley.

E-CT.9. A trail the length of Lamb Valley Slough shall be pursued to provide east to west access for non-motorized traffic.

E-CT.10. Yolobus is encouraged to add direct service between Esparto and Winters.

### **Resilience and Services Chapter Goals and Policies**

➤ ***Mitigate flood risks from Lamb Valley Slough (p. 38)***

E-RS.1. New development shall provide a 50-foot drainage easement over Lamb Valley Slough with additional 25-foot maintenance and trail easements along each side of the drainage easement.

- E-RS.2. New development shall preserve and enhance existing riparian and wetland habitat along Lamb Valley Slough and other small canals in the planning area, unless the need for flood protection and maintenance prevents such preservation and enhancement.
- E-RS.3. Caltrans and the County are strongly encouraged to improve the Yolo Avenue and Fremont Street bridges respectively to withstand 100-year flood events.
- E-RS.4. Prior to approval of any major development projects, the County shall require project-by-project stormwater runoff mitigation through a variety of onsite retention strategies.
  - ***Use of green infrastructure to aid in stormwater retention and urban cooling (p. 39)***
- E-RS.5. Drainage infrastructure for new developments should make use of pervious pavement, tree canopy cover, bioswales, and similar methods to capture stormwater.
- E-RS.6. Widespread tree plantings shall be encouraged to reduce urban heat effects and retain water. New residential development shall require one 15-gallon low water tree per 3,500 square feet of lot area for each lot. Plantings shall be required to be watered and maintained by the developer at least 2 years until establishment. Plants that are lost during this period shall be replaced and maintained for a minimum two year period until establishment.
  - ***Ensure that all structures are safe in the event of an earthquake (p. 40)***
- E-RS.7. Renovation of seismically vulnerable historical buildings in Esparto shall include upgrades to the latest and highest appropriate seismic retrofit standards under the Uniform Building Code.
  - ***Maintain local educational, emergency, and healthcare services (p. 40)***
- E-RS.8. Outbuildings used for the middle school classrooms should be replaced with permanent structures.
- E-RS.9. Health care and emergency services should be expanded in Esparto. One ambulance is available in the community, but backup service is needed.
- E-RS.10. The Esparto Fire Department should continue to train members as Emergency Medical technicians.

## **Implementation**

Implementation of the Esparto Community Plan depends on both public and private participants. There are many challenges to revitalizing a small, unincorporated town, including the identification of funding for infrastructure improvements, phasing of improvements, and the coordination of multiple responsible agencies. Potential alternative funding sources are listed in Appendix C. Public expectations vary, and there are often competing interests. Community building occurs one step at a time and adoption of this Community Plan will not result in immediate change. The process does not end with the adoption of this document and it is important to continue with the steps necessary to bring about the vision of the Plan. Periodically, it is desirable to reexamine the Community Plan's goals; the plan is intended to be a living document that can be changed and updated as local conditions change.

The plan identifies a number of programs listed below to be achieved in the next five years and the next ten years. These programs are summarized in Table 1. They represent measurable milestones by which the success of the plan can be periodically evaluated.

## **Implementation Programs**

### ***Esparto Community Plan***

1. The County will revise its zoning ordinance and map to reflect the land use designations of this Community Plan.
2. The town shall identify a location for a future community center. Potential sites might include a new facility built at the Park and Aquatic Center or the existing fire station should the fire station relocate out of the town center.
3. Local organizations including the New Season Community Development Corporation, Capay Valley Vision, and the Esparto Chamber of Commerce, shall actively promote, pursue, and attract appropriate industrial development. Of special interest is industry related to agriculture such as meat processing or nut hulling.
4. The Esparto Chamber of Commerce shall identify more potential seasonal events to increase community pride and bring economic benefit.
5. The County is encouraged to coordinate with Caltrans to incorporate active traffic calming measures to protect pedestrians where SR 16 passes through town as Yolo Avenue. This may include Caltrans abandoning part or all of their right-of-way through town to allow the county to incorporate hardscape to ensure resident safety. The Yolo Avenue bus stop shall be relocated to mid-block to improve pedestrian safety at intersections.
6. The County will update and expand the Bicycle Transportation Plan to address walking, bicycling, and transit facilities for Esparto and the western county.
7. The County will identify a funding mechanism to provide a complete sidewalk system for the entire town.
8. The County will update the previous drainage study to set improvement and restoration standards for Lamb Valley Slough. Improvements for the two noncompliant bridges over the slough should be included.
9. Esparto Community Service District will ensure that revenue covers all services provided including detention area maintenance by updating their zone of benefit.
10. The Esparto Citizen Advisory Committee will undertake an annual review and evaluation of implementation of this plan.

**TABLE 1: SUMMARY OF 5-YEAR AND 10-YEAR OBJECTIVES**

Within 5 Years	Within 10 Years
<p>Revise zoning ordinance and map.</p> <p>Complete Yolo Avenue safety improvements</p> <p>Complete renovation of historic buildings in the Historic Business District</p> <p>Adopt a trail plan to connect Esparto to Madison, Capay, and Cache Creek</p> <p>Annex the light industrial parcels south of SR 16 into the ECSD</p> <p>Complete drainage study and restoration plan for Lamb Valley Slough</p>	<p>New Season CDC finds permanent occupants for all the renovated buildings in the Historic Business District</p> <p>Adopt improvement and restoration program for Lamb Valley Slough</p> <p>Bring Yolo Avenue and Fremont bridges up to required standards</p> <p>Construct trails to connect Esparto to Madison, Capay, and Cache Creek</p> <p>Attract agricultural and/or clean industrial development to area south of SR 16</p>

## **4. LAND USE AND COMMUNITY DEVELOPMENT**

### **Existing Land Use Conditions**

As discussed in the Community Plan Area section, Esparto was founded as a railroad town, which means that it was platted following a standard pattern that had been developed by the railroad companies as they spread westward over the country: a grid of blocks of 50-foot by 150-foot lots separated by 60 to 80-foot wide roads and 20-foot wide alleys spreading from one side of the railway. In Esparto, the old train depot, now restored, still stands at the top of Yolo Avenue. Originally, the 50-foot wide business lots along the main street only provided opportunities for small businesses that would not challenge the railroad monopoly in town. Over time, however, wealthier investors consolidated the lots and built larger business blocks like the historic buildings which remain on Yolo Avenue north of Capay Street.

At the time of the 1996 plan update, Esparto had not expanded significantly from the original 8 block by 4 block grid laid out by the railroad. An elementary school and the new Country West subdivision pushed development west of Omega Street and other new development had jumped the slough to reach CR 21A between Yolo Avenue and Omega Street. The old railyard north of Woodland Avenue was identified as industrial use. Commercial uses were limited to the historical downtown at the north end of Yolo Avenue and east on the south side of Woodland Avenue, and at the south end of Yolo Avenue and east on the north side of CR 21A.

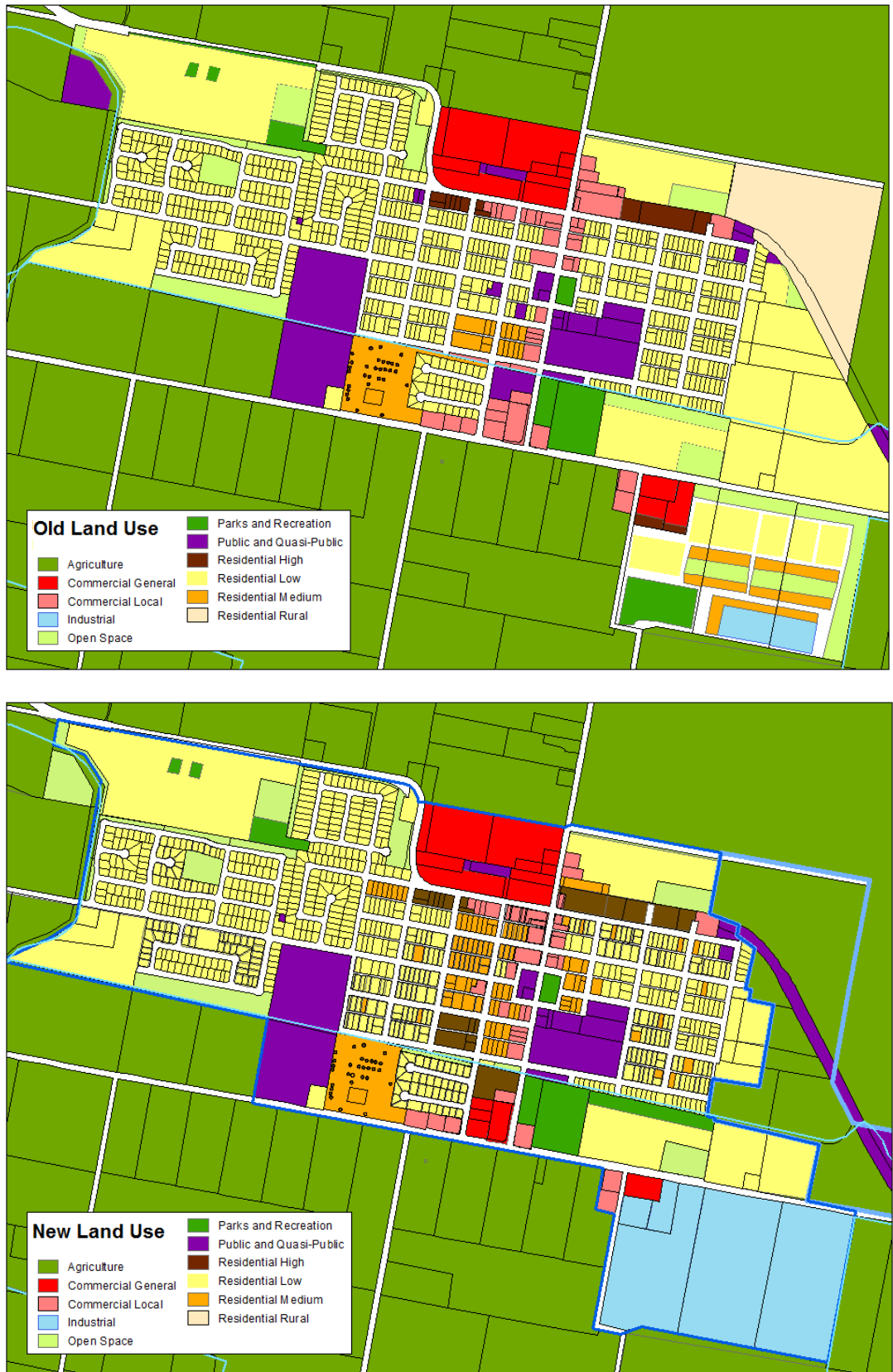
The 1996 update designated over 70 acres of light industrial use south of SR 16 and changed the designated industrial areas around the old train depot to commercial use. New low density residential areas were expanded to the Winters Canal on the west side of town and east to the old railroad alignment. This was followed by the 2007 update which created a new Downtown Mixed Use zone for the commercial land around north Yolo Avenue and the train depot and put together community design guidelines.

The 2030 Countywide General Plan Land Use element identified growth boundaries to centralize non-agricultural land use. Land use within Esparto's Community Growth Boundary (CGB) is designated by ten general types of use under the 2030 Countywide General Plan (See Table 2). General Plan designations for land within the CGB include various residential and commercial types, as well as industrial, public, recreational and open space uses. Additionally, a Mineral Resources Overlay applied to State designated gravel mining resources along Cache Creek covers the northwest corner of land within the Esparto growth boundary area.

Zoning is guided by the General Plan's land use designations with eleven zoning districts present within Esparto's prior boundary: Rural Residential (RR-5); Low, Medium, and High Density Residential (R-L, R-M, R-H); Local Commercial (C-L), General Commercial (C-G) and Downtown Mixed Use (DMX); Light Industrial (I-L); Public/Quasi-Public (PQP), Parks and Recreation (P-R), and Public Open Space (POS) (Table 2). Additionally, there are two overlay zones present: Sand Gravel Reserves Overlay Zone (SGR-O) and Planned Development Overlay (PD-#). The Sand Gravel Reserves overlay the northwest corner of the Community Growth Boundary and are State designated mineral resource zones included in the Cache Creek Off-Channel Mining Plan. The Planned Development Overlay Zone allow for more flexible and efficient land use in project site design. Most of the modern residential subdivisions in Esparto have a PD Overlay Zone including: Country West I (PD-42), Country West II (PD-48), Parker Place (PD-49), Esparanza Estates (PD-53), Lopez Subdivision (PD-57), Orciuoli (PD-59), E Parker (PD-60), and Story (PD-61). The Story, E. Parker, and Orciuoli subdivisions have been approved, but the final maps have yet to be recorded.



Figure 4: Old and New Land Use Designations



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

General Plan Land Use Designation	General Description	Consistent Zoning Districts
Residential Rural (RR)	Single-family dwellings on estate size lots. (2 acre minimum)	RR-5
Residential Low (RL)	Single family dwellings on urban size lots. (4 to 10 dwelling units per net acre)	R-L and R-L/PD
Residential Medium (RM)	Single and multi-family dwellings on urban size lots and mobile home parks. (10 to 19 dwelling units per net acre)	R-M
Residential High (RH)	Multi-family dwellings on urban size lots. (20 or more dwelling units per net acre)	R-H
Commercial General (CG)	Larger retail and other businesses that serve the everyday needs of the region, including grocery, restaurants, offices, and like uses.	C-G
Commercial General (CG)	Maintain “main street” character of downtown; protect historical buildings. Allows a wide range of uses, including visitor serving shops, restaurants and specialty retail	DMX
Commercial Local (CL)	Small local retail, service, and office uses that serve the everyday needs of nearby residents.	C-L
Industrial (IN)	Light industrial and service commercial businesses including those that serve the needs of agriculture.	I-L
Public/Quasi-Public (PQ)	Public services and facilities, including government offices, schools, libraries, and community infrastructure.	PQP
Parks and Recreation (PR)	Developed park facilities, play grounds, sports fields, and public pools.	P-R
Open Space (OS)	Public open space, water bodies, agricultural buffer areas, and habitat.	POS

**Figure 5: Examples of Land Uses**



**5a: Low Density Residential**



**5b: Medium Density Residential**



**5c: High Density Residential**



**5d: Local Commercial**



**5e: General Commercial**



**5f: General Commercial (Downtown Mixed Use)**



**5g: Public/Quasi-Public**

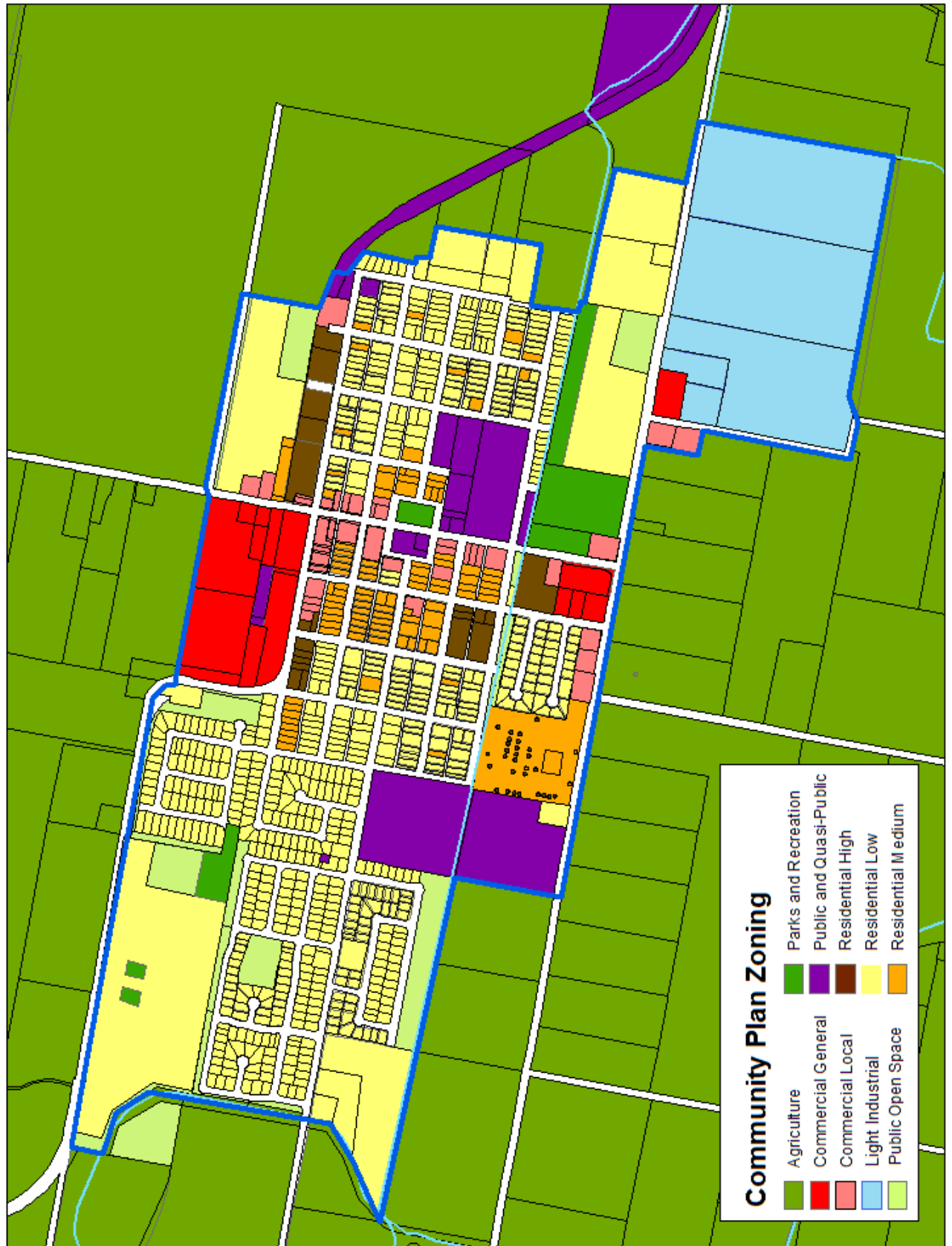


**5h: Parks and Recreation**



**5i: Open Space**

Figure 6: Zoning Map



## Desired Land Use Conditions

- ***The Community Growth Boundary shall protect agricultural land by defining a sharp boundary around areas that are safe for development***

In order to preserve and protect agricultural lands, Esparto has a Community Growth Boundary (CGB) which centralizes non-agricultural, urban development in a compact area. Likewise, in order to protect life and property, the Countywide General Plan calls for areas of significant hazards or resources to be prohibited from CGBs. The Esparto CGB currently includes areas east of Alpha Street which are a FEMA designated floodplain (see figure 2). These areas include 30 acres of Rural Residential (RR-5) zoned land currently in agricultural production at the northeast corner of the CGB and land designated as Low Density Residential east of Alpha Street. The three parcels adjacent to Alpha Street between Capay Street and Madison Street and parcel adjacent to SR 16 which are outside the flood area will retain Low Density Residential (R-L) zoning. The rest of the parcels within the flood zone will be removed from the growth boundary and returned to an agricultural designation to prevent residential development in the floodplain and encroachment on the Esparto Community Service District's sanitation facilities.

- ***Seek a better balance of land uses to provide for more diverse housing and job opportunities***

The community feels that Esparto has become primarily a bedroom community where residents must travel to larger communities to work and shop. There is concern that few services and jobs are available in town. The current community plan has a majority of the land designated for lower density housing (Table 3). In fact, over half of the land within the CGB is designated for low and rural density residential (52%). The next highest amount of land is zoned for Public uses (22%) and at much smaller amounts Commercial Uses (10%), Medium Density Residential (5%), Open Space including stormwater retention areas (3%), and finally High Density Residential and Parks and Recreational at less than 1%. The 2007 Esparto Plan had a moderate amount of land designated for Industrial (12%), but that was sharply reduced by a later update to 1%.

**TABLE 3: LAND-USE COMPARISON**

Land-Use	Current Acreage	Proposed Acreage	Current % of Area	Proposed % of Area
Rural Residential (RR)	33.5	0	5%	0 %
Low Density Res (RL)	308	209.7	48%	45 %
Med Density Res (RM)	17.8	30.7	5%	7 %
High Density Res (RH)	6.4	14	<1%	3 %
Local Commercial (CL)	20.4	17.5	1%	4 %
General Commercial (CG)	6.1	29.3	9%	6 %
Industrial (IN)	8	75.5	1%	16 %
Public/Quasi-Public (PQ)	138.3	40.7	22%	9 %
Open Space (OS)	32.7	27.4	3%	6 %
Parks and Recreation (PR)	9.1	17.3	<1%	4 %
Total	620	462		

With the removal of the eastern low density residential areas in the flood zone from the community and a conversion to denser residential zoning around the community center, the percentage of land designated very low and low density residential land is reduced to 45%. However, there remains plenty of housing capacity due to the three subdivisions pending buildout and increased residential capacity around the town center.

The lots platted for the original railroad settlement are typically 50 feet wide and 150 feet long

compared to more recent development where lots are more likely to be slightly wider, but shorter with few measuring greater than 100 feet long. The historical lots are 7,500 square feet compared to more recently platted lots for low density residential development which range from approximately 4,000 to 7,000 square feet. These larger lots present an opportunity to increase density by dividing them into smaller lots where appropriate. The Yolo County Land Use Code requires a minimum lot size of 3,500 square feet for Low Density Residentially zoned land and 1,500 square feet for Medium Density which presents the potential for infill residential development. Over 35 duplex lots already exist in the old town area and in particular, end lots have been encouraged to subdivide into 2 or 3 separate lots of 3,000 or 2,000 square feet. Rezoning to Medium Density Residential around the Town Square could bring more density and therefore weight to the heart of the town as well as make better use of the available transit, parks, and community services. The community should encourage denser infill development around the town center.

The designation of the 75 acres south of SR 16 at 86A back to industrial use provides opportunities for economic development and jobs for 17% of the community's area. Commercially designated area remains about the same and focused on Yolo and Woodland Avenue. Currently, Downtown Mixed Use zoning (DMX) is not a General Plan land use designation, but a zoning allowed under the General Commercial designation. The uses allowed within this zoning are a mixture of those typically allowed in General Commercial and Local Commercial zones. Although DMX zoning is being removed, the total amount of commercial land as C-L and C-G remains about the same.

The land designated as Public/Quasi-public was the most reduced area from 22% to 9% mainly by the removal of the wastewater treatment area from the Community Growth Boundary and reclassification of the new Park and Aquatic Center from the Public/Quasi-public land use designation to Parks and Recreation. This reclassification also increases the amount of land in Parks to 3%. The amount of Open Space remained essentially the same, but with the reduction of total community area, the percentage of community area designated as Open Space increases to 7%.

➤ ***Provide a variety of opportunities for commercial development on the town's main street***

The previous Esparto plan update sought to focus commercial development on the underutilized aging buildings along Yolo Avenue between Grafton Street and Woodland Avenue and the mostly undeveloped land around the old train depot northwest of the corner of Yolo and Woodland Avenues. A major component of that plan was the development of Downtown Mixed Use (DMX) zoning for these areas. This zoning district was intended to maintain the main street character of downtown Esparto by allowing a diverse range of uses including local businesses, visitor services, and residential use. The adopted ordinance set design guidelines such as maximum front setbacks and a minimum building height and various specific design guidelines which differ between the Historic Business District and the Esparto Depot District.

The permitted land uses in the DMX zone are a mix of General Commercial and Local Commercial zones. DMX most resembles Local Commercial zoning, but is less restrictive of several more intensive land use such as large retail, alcohol sales, hotels and conference centers, entertainment venues, and hospitals typical of General Commercial zoning. These higher intensity uses more appropriate to General Commercial would seem less compatible for mixed residential uses due to scale, noise, and hours of activity. The Yolo County Zoning Code currently allows mixed residential uses in both General Commercial and Local Commercial zones and the recommended design guidelines for the separate Historic Business and Esparto Depot Districts are more appropriate in the Esparto Community Plan than the County Zoning Code. Therefore, the DMX zone should be removed and specific design guidelines for each district included here with the parcels zoned for the appropriate commercial zoning: Neighborhood Commercial for the Historic Business District and General Commercial for the Esparto Depot District.



➤ **Restore the Historic Business District**

**Figure 7: Historic Business District**



The Historic Business District should remain the focus of commercial development in Esparto. The New Season Community Development Corporation should continue to acquire and renovate buildings in the district and find new tenants to purchase and occupy the buildings. Design Guidelines for remodels and new construction in the Historic Business District should blend with the existing structures following required maximum setbacks, minimum height, and architectural styles and features. These were currently defined in the County Zoning Code, but are now included in the Esparto Community Plan. The specific area of the Historic Business District has been reduced to the 13 lots along SR 16 (Yolo and west Woodland Avenues) between Grafton Street and Fremont Street. Ten of the lots have existing buildings: four of the buildings would meet design standards and are occupied (DO)

including the historic IOOF/Lindberg building and Clarence Johnson home and shop; two buildings would meet the district design standards, but are unoccupied and dilapidated (D); and four buildings are occupied, but do not meet design standards (O) (See Figure 7).

The community has expressed concern with this focus on the north end of town and wishes to balance the northern emphasis with new development occurring at the south end of Yolo Avenue. The community has said that it would like to see the Town Square at Grafton Street serve as the town center as it has historically. This can be achieved by meeting the 2030 General Plan policies that call for higher levels of use and density within downtown areas. To achieve this, denser residential designations and some local commercial has been expanded to all areas between Fremont and Bonyng Streets and Capay and Plainfield Street. Parcels near CR 21A between Yolo and Fremont Avenues would have a more flexible General Commercial designation though they would still be required to use the County Commercial Design Guidelines. A future community center could be located at the location of the fire house or new Park and Aquatic Center as well.

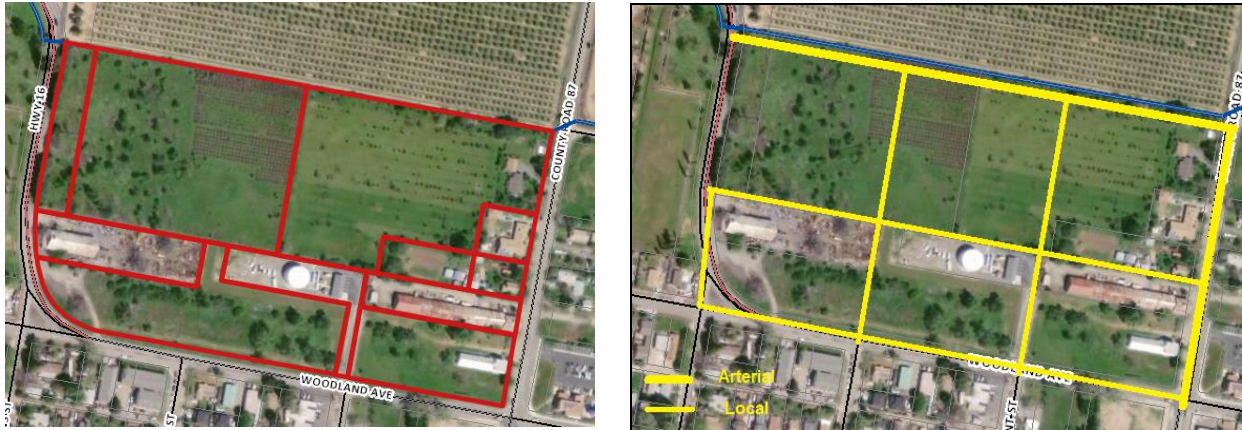
➤ **Coordinate a comprehensive development plan for the Esparto Depot District**

As previously mentioned, the mostly undeveloped land around the old Esparto train depot north of Woodland Avenue between CR 87 and SR 16 is currently designated General Commercial use with a zoning of Downtown Mixed Use although the zoning states that the design guidelines for this area only apply to parcels over an acre in size which would exclude 3 smaller parcels on the east side of the area (see Figure 8 below).

The area would perhaps best be developed under one large comprehensive master plan; however, this will be difficult due to the fact that the area consists of 11 separate parcels with each parcel under separate ownership. Regardless, the County will coordinate development if the parcels are not consolidated so that projects are coordinated and meet specific design guidelines for the area. The site also faces a challenge in that SR 16 turns west from Yolo Avenue to Woodland Avenue and north along the Orleans Street alignment. This serves to further isolate the site from the community. When

the site is eventually developed, the County will work with Caltrans to route SR 16 along the east and north boundaries of the site to facilitate connection of the development to the community.

**Figure 8: Esparto Depot District and Street Grid**



- ***A variety of housing types and prices is needed in Esparto, but new residential development must be in character with the existing town.***

Esparto has become primarily a residential community. In 2016, it was estimated that 3,618 people were living in approximately 1,200 housing units. Most units are single family homes on lots ranging in size from 5,000 -10,000 square feet of which many are original town lots measuring 50 by 150 feet. The neighborhood streets are arranged in a grid, with alleys located mid-block. Many of the homes were constructed in the 1950's and 1960's and reflect a variety of architectural styles and materials; a few homes were built around the turn of the last century and can be considered representative of Victorian period architecture. The tree-lined streets and period architecture all contribute to Esparto's character.

Rising housing costs in Sacramento and surrounding communities has resulted in increased development pressures on outlying communities, including Esparto. New residential development in Esparto has been predominantly detached single-family dwellings. While these new houses are generally affordable when compared to many other surrounding communities, they are still beyond the means of many residents of Esparto. For this reason, new residential development should include more attached housing types and some housing priced to be affordable to lower income households with an eye toward special populations. In particular, the senior population of Esparto has been growing steadily over the past decade. There is a need to provide senior housing in town as well as affordable rental apartments.

While new development is seen as desirable by the local residents in order to provide additional housing, make more local services feasible, and to boost the local economy, there is also a concern that the small town character and lifestyle currently enjoyed could be lost or diminished if new development is not properly managed. Residents are concerned that new development may not reflect the size, scale, and materials of the existing neighborhoods and thus diminish the character of the town.

In an effort to address state-wide housing needs, the State of California requires regions to address housing issues and needs based on future growth projections for the area. The California Department of Housing and Community Development allocates regional housing needs to regional councils of governments throughout the state. The Regional Housing Needs Plan (RHNP) for Yolo County is developed by the Sacramento Area Council of Governments (SACOG), and allocates to cities and unincorporated counties their "fair share" of the region's projected housing needs, or the Regional Housing Needs Allocation (RHNA). The needs plan allocates the needs allocation based on

household income groupings over an eight year planning period.

The intent of the RHNP is to ensure that local jurisdictions address not only the needs of their immediate areas but also fill the housing needs for the entire region. Additionally, a major goal of the RHNP is to assure that every community provides an opportunity for a mix of affordable housing to all economic segments of its population. Unincorporated Yolo County is responsible for 1,890 units for the 2013-2021 planning period though 1,528 of those units are to be provided by the University of California- Davis. Of the 362 remaining units, the County is on track to meet or exceed the required number with 288 units built by 2018. As the only community in the unincorporated county that has public water and sewer and lies outside of a flood zone, Esparto is providing most of the housing for the unincorporated County. The County has already exceeded its housing requirements for Very Low and Low Income units in large part through the Mercy Housing project. An additional 65 Low to Moderate Income units are included in the 320 units pending for the three approved subdivisions below.

**TABLE 4: PENDING RESIDENTIAL PROJECTS**

<u>Project</u>	<u>Total Units</u>	<u>Inclusionary Units</u>
Castle/Orciuoli	180 SF units	18 low/18 mod
Emerald/Storey	78 SF units	8 low/8 mod
Emerald/E. Parker	62 SF units	6 low/7 mod
<b>TOTAL</b>	<b>320 units</b>	<b>32 low/33 mod</b>

Even with the removal of low density residential areas in the flood zone from the community area, Esparto still has plenty of potential for various types of residential development. The pending residential subdivisions provide a variety of single family homes and through increases in allowed density around the town center of Esparto, smaller more affordable attached or detached homes and apartments will become available.

- ***To provide employment opportunities and economic development, land will be designated for light industrial use southeast of the intersection of SR 16 and CR 86A***

A policy of Yolo County’s General Plan is for communities to provide 1.2 jobs per household. Currently that would mean over 1,300 local jobs for Esparto. With only the school district and a handful of businesses as local employers, Esparto is in need of many new jobs. The town’s Community Plan must provide for land where job producing businesses would be able to easily locate. Restoration of the 75 acres of industrially designated land south of SR 16 is one strategy for providing a large area for an industrial or research campus. Given that a quarter of the acreage will be converted to building floor area, this area could provide between 800 and 1,600 jobs depending on the specific use. The location has excellent access to SR 16 with improvements to make it safer and more accessible underway. The parcel will also be connected to public water and sewer with pending development on the northern side of SR 16 making it more favorable for development.

- ***Sufficient park land is available to every part of the community***

The amount of Parks and Recreation designated land for unincorporated communities is uniquely specified by the 2030 General Plan. Policy CC-2.13 requires 5 acres of neighborhood parks per 1000 people. With approximately 3,500 residents, Esparto should have over 15 acres of parks. Current park facilities include the 1-acre Community Park in the town center and approximately 9-acre Park and Aquatic Center. The pending residential subdivision would add enough housing for another 1,000 residents requiring another 5 acres of parks. The approved tentative maps for these subdivisions provide approximately 3.5 additional acres of park area. Although the schools have a number of athletic fields, there is not currently the required amount of park lands available to the general public.

Required park areas should be located throughout town and of appropriate size. Parks should also be connected to trails and contiguous where feasible to maximize recreational area. Currently, existing park areas are located in the central and south central parts of the community. The northern part of the community and in particular, the newer western part of town do not have any recreational areas other than walking paths around large open detention basins. Given the compact nature of the community within the growth boundary, it will be difficult to find the land needed for parks; however, with over 30 acres of the community zoned as open space for detention basins and buffering Lamb Valley Slough, identifying and developing recreational uses that are compatible with detention basins would allow more efficient use of areas to meet the recreational needs for the community.

## **5. ECONOMIC DEVELOPMENT**

### **Existing Conditions**

The origins of Esparto's economy lie in its establishment in 1888 by the Capay Valley Land Company as a railroad town supporting agricultural production in the Capay Valley. At the time, the mainstays of the region were livestock and grain, but the investors divided large holdings in the area into smaller plots for vineyards and fruit farms. Agriculture continues to be the major business of Esparto and the Capay Valley with numerous crops including tomatoes, almonds, alfalfa, grapes, peaches, apricots, berries, organic produce and even recent interest in cannabis production with the State's decriminalization of its use. The region's most renowned product is celebrated each spring with the Almond Festival.

Business within the town however, has been in slow decline for some time. Although Esparto's population has remained stable and even grown over the last half of the twentieth century, its businesses have dried up, with the bank and last remaining gas station closing in the 1990s.

In 2007, the New Season Community Development Corporation was chartered to bring jobs, vitality, and commerce to downtown Esparto. In the past decade, New Season has had a number of successes. Although the iconic Wyatt Building was demolished in 2009 due to safety concerns, New Season has successfully renovated the historical Lindberg (IOOF) and Adams buildings and found tenant businesses. The organization continues to work on cleaning up the Wyatt building site so that it can be redeveloped. Other than these renovated buildings, three other businesses have been started in the DMX zoned area, El Toro Market, Hog Canyon Café, and Ravine Bar and Grill, though none have renovated their buildings to comply with the DMX design requirements.

Despite a growing population, Esparto lacks in jobs for residents. Locally, the Esparto Unified School District with 101 employees and agriculture-related jobs are the main work opportunities. The nearby Cache Creek Casino Resort (CCCR) currently has over 2,200 employees and expects to hire between 300 and 500 new, full-time employees when the hotel expansion is completed. CCCR is the largest single employer in the Capay Valley. Otherwise, residents must commute to Woodland, Davis, or even Vacaville and Sacramento for jobs.

Today, Esparto could be on the verge of an economic renaissance. The Cache Creek Casino Resort continues to grow and draw visitors from throughout northern California. The popular rise of food culture has brought increased awareness to the numerous organic farms and quality products produced in the Capay Valley. Finally, the establishment of the Lake Berryessa Snow Mountain National Monument in 2015 immediately east of the Capay Valley along with other recreational opportunities on Cache Creek could become a regional draw for outdoor enthusiasts. These draws as well as increased costs in the San Francisco Bay area and Sacramento could fuel a revitalization of the town's economy.

### **Desired Economic Development Conditions**

- *Restore and revitalize the historical businesses on Yolo Avenue*

A major concern of the most recent Esparto Plan was the preservation of aging commercial buildings in the business district that had been underutilized and poorly maintained. The stretch of Yolo Avenue between Grafton Street and Woodland Avenue encompasses a number of commercial and warehouse buildings built in Esparto prior to 1920. The Countywide General Plan recognizes three of these structures as historical resources: the Esparto Railroad Station, Clarence Johnson Shop, and Lindberg/IOOF Building. The Railroad Station and Johnson shop are under private ownership and are both in good condition after the recent renovation of the Railroad Station. The New Season Community Development Corporation has brought the Lindberg/IOOF Building up to code with an ADA compliant elevator installed through funding from the Yocha Dehe Wintun Nation. Pacific Ace Hardware has moved into the space and purchased the building from New Season. Additionally, the Adams Building across from the Lindberg Building has been partially renovated, but requires additional fire and earthquake improvements. New Season's office is in that building along with tenants which include a gym and up until recently, a coffee shop.

In addition to setting policies to preserve historical structures, the previous Esparto Plan proposed a new land use designation and zone for Esparto's historical business district and nearby land fronting on Yolo Avenue and Woodland Avenue. The Downtown Mixed Use zone was later adopted into the zoning code under the General Plan's General Commercial land use. The zone includes an array of building design regulations found in both the zoning code and the 2007 Esparto Plan update. This approach has made the zoning somewhat difficult to comprehend and enforce among applicants and reviewers. It is possible that this complicated zoning has unintentionally deterred development as well. The building design standards are now simplified and clearly stated in Chapter 3 of this Community Plan and focused on the historical business district along Yolo Avenue between Grafton Street and Woodland Avenue.

Another possible impediment to revitalization of the business district is the fact that the Caltrans right of way for SR 16 is unusually wide through the block spanning about 95 feet from building front to building front. This has made it difficult to improve the streetscape through tree plantings and outdoor areas along the sidewalk. Any improvement would require a Caltrans encroachment permit which is costly and time consuming and any maintenance or repairs of structures in the area would require another encroachment permit from the State. Abandonment of the sidewalks by Caltrans so that their right of way covers only the street area between the curbs would free up businesses to plant trees or add outdoor areas to make the district more appealing to residents and visitors. New Season CDC, Yolo County and agency partners, should facilitate a coordinated street character for the district and continue to encourage rehabilitation of the buildings and finding tenants to fill them.

➤ ***Identify community strengths and business opportunities***

It may be difficult for a small town like Esparto to compete for regional businesses, but it has unique qualities and strengths resulting from its history and location at the entrance to the Capay Valley. The combined population of Esparto and the Valley is only around 5,000 people compared to retail centers like Woodland with 50,000 people or Vacaville with nearly 100,000 people. What these larger communities do not have however, is Esparto's proximity to agriculture and recreational opportunities in the Capay Valley. Other communities in Yolo County have made use of their historic downtowns and special events to draw visitors such as Winters and more recently Woodland. Local business organizations should identify unique features that would appeal to visitors and capitalize on its unique location and character.

As the Gateway to the Capay Valley, Esparto can build on the regional agricultural heritage which is benefitting from the rise of interest in farm-to-fork and organic food. Despite being surrounded by very productive farmland, Esparto is something of a food desert. The three groceries located in town have a very limited selection of fresh foods; only El Toro market offers fresh meat and vegetables. There is currently one restaurant serving hamburgers and pizza and a deli at Manas Custom Meats location. Agricultural opportunities might include restarting the farmers market or inviting Capay Valley farmers to have more of a presence in town. An example is the specialty mushroom and produce stand next

to Manas Ranch Custom Meats which has recently been approved.

The Capay Valley also has many recreational opportunities that Esparto could use to increase its visibility as a destination. Bicycling is a popular recreational activity in Yolo County. The annual Davis Double Century ride is said to be the most popular double century in California and passes through the Capay Valley and close by Esparto. The Davis to Capay bike ride is a very popular route year round. Restoration of Cache Creek will provide other opportunities and the recent designation of the Berryessa Snow Mountain (BSM) National Monument will increase awareness of outdoor recreational opportunities in and around the Capay Valley. The town of Winters has long benefited from its location on SR128 serving as an attractive stop for visitors to Lake Berryessa. Esparto could fulfill a similar role on SR 16 for visitors to BLM lands around the Cache Creek Wilderness.

➤ ***Improve Broadband services***

Esparto and the Capay Valley have been slow to benefit from modern communication services which has an effect on business opportunities. Broadband services are still limited for the region. Currently, there are three communication service providers for Esparto: AT&T, Esparto Broadband, and Frontier Communications. AT&T maintains old copper lines that provide for landline phone service and minimal broadband with speeds between 12-20 Mbps. Frontier has a fiber network and runs at faster speeds. Esparto Broadband is a local company that offers 25, 50, or 100 Mbps packages. AT&T is in discussions with the Esparto Fire Department to place transponders on the old tower next to the fire station. With so much business dependent on internet today, more should be done to support and improve internet access in Esparto. Although the library provides free public high speed internet within and around the building, expansion of free community internet for the length of Yolo Avenue would be a great service to businesses, residents, and visitors to the town.

## **6. CIRCULATION AND TRANSPORTATION**

### **Existing Circulation**

Currently, automobiles are the principal form of transportation in Esparto. The average number of cars per household is 3 in Esparto which is higher than the average for California. State Route 16 passes directly through the Town of Esparto connecting the Capay Valley with Woodland, Davis, and Sacramento to the east and Winters and Vacaville to the south on Interstate 505. Local trucking has taken the place of the old railroad to transport crops from the farms to processing plants. The harvest season brings the highest volume of trucking into the Esparto Area. Trucks transporting gravel mined from Cache Creek are required to avoid the town by using 87 north to CR 19 and over to I-505 except for local deliveries. A recurring idea has been to create designated truck routes for trucks and buses using SR 16 to help reduce truck traffic in the center of Esparto.

The traffic traveling on Highway 16 has dramatically increased since the Cache Creek Casino Resort opened in Brooks. Average daily traffic on Highway 16 at County Road 21A in Esparto doubled from 5,100 vehicles in 1999 to 10,400 vehicles in 2004. The number of average daily trips has remained about the same since 2004 with 11,000 vehicles recorded for 2016. The Yocha Dehe Wintun Nation has contributed mitigation monies to upgrade some portions of Highway 16 in the Capay Valley. These funds are primarily overseen and administered by CalTrans. The Tribe contributes annually to the Yolo County Transit District ("Yolobus") to operate additional public transportation service routes to the Capay valley. In 2018, the Tribe's contribution totaled over \$1.7 million.

Yolobus provides regular service to Cache Creek Casino Resort from Esparto, Woodland, and beyond. Currently the bus makes hourly round trips from 5:30 to 9:30 am, 1:30 pm to 5:30 pm, and 9:30 pm to 12:30 am year round. The bus stop is in the Town Center at Yolo Avenue and South Grafton Street. There is not currently direct service to Winters.

An East Esparto Circulation Plan Update was completed in 2018 to look at potential impacts of the

three yet pending subdivisions in combination with a proposed gas station at the corner of Yolo Avenue and CR 21A and increased use of the SR 16 due to the 459-room hotel expansion at the Cache Creek Casino. Additionally, Caltrans is currently engaged in another SR 16 Safety Improvement Project. The Caltrans project includes improving road shoulders, a roundabout in Madison, and traffic light at the south end of Yolo Avenue at the intersection with CR 21A. Further pending improvements to Yolo Avenue by Caltrans include curb bulb-outs and ADA ramps, and additional lighting.

The 2018 Circulation Plan Update focuses on Level of Service (LOS) which is a measure of how easily automobile traffic flows through an area regardless of pedestrian or bicycle safety. LOS is graded from A- free flow or the highest level of traffic flow, to F- forced or the lowest level. The 2030 Countywide General Plan allows LOS E for Yolo Avenue which is considered operating at capacity, common in heavily developed areas where lane changes and merging slow traffic flow. Although not required by the State of California, LOS has typically been the engineering standard used to measure circulation because it is relatively easy to engineer a solution for automobile traffic by building more infrastructure for automobiles. New State guidelines however, require circulation to be measured by Vehicle Miles Traveled (VMT) in order to meet California's Greenhouse Gas reduction goals. VMT seeks to reduce automobile traffic by providing for alternative types of transportation and linking residential land uses more strongly with land uses which provide jobs and services.

The 2007 Esparto Plan set in place policies requiring off-street paths for active transport such as walking and bicycling. The more recent residential subdivision projects on the west side of town have included a paved path that circumnavigates the new developments as well as sidewalks along all the streets. Sidewalks were not provided in the original settlement and have only recently been required for new construction of residences in the older parts of town. A Safe Routes grant was received to provide sidewalks for north side of Plainfield Street and south side of Madison Street west of Yolo Avenue. Otherwise, sidewalks in town are provided in an unorganized, piecemeal fashion with individual infill projects and remodels.

### Desired Circulation Conditions

- *Improved safety on Yolo Avenue and SR 16*

Figure 9: Areas of Safety Concern



The community feels that the greatest transportation related issue is the speed and amount of traffic on State Route 16/Yolo Avenue. As the main route to the Capay Valley, many different types of vehicles use SR 16 from valley residents to farm equipment, freight trucks, Cache Creek Casino tour buses and visitors looking for recreational activities in the valley or mountains beyond. There has long been discussion in Esparto of the possibility of a bypass to reroute highway traffic from the center of town. Given the likely further economic blow to the town however, Caltrans does not support this option. Some traffic does already avoid Yolo Avenue by traveling on CR 21A and 85B. With some improvements that route could be designated as a route for heavier bus and truck traffic.

The 2007 Esparto Plan update occurred concurrently with an Esparto Main Street Revitalization Plan which included several means to reduce traffic speed in the community. Phase one was completed by the County in 2010 and consisted of painted bulb-outs, back-in diagonal parking, and printed brick surfaces for pedestrian crossings. Subsequent phases were not completed, but Caltrans has incorporated similar concepts in their 2015 Collision Reduction Plan. The plan includes various street and pedestrian improvements such as curb and gutter construction with raised bulb-outs, ADA curb ramps, and additional street lights along Yolo Avenue mainly between Grafton and Plainfield Streets.

Despite these upcoming improvements, the community remains concerned about the speed of vehicles using SR 16 through town and the safety of pedestrians trying to cross the road. Three locations in particular are of concern: the intersection of SR 16 and CR 86A, south Yolo Avenue from CR 21A to Grafton, and North Yolo Avenue at the Woodland Avenue intersection (See Figure 8).

County Road 86A will eventually align with the entrance to the E Parker subdivision becoming a four-way intersection with residential development north of SR 16 and commercial including a grocery store, meat market, and produce stand on the south side. The designated industrial land would also be accessed from 86A and this intersection. Current Caltrans safety improvements will expand SR 16 road to add a turning lane; however, the community feels that this location warrants a traffic light and safe pedestrian crossing from the north to south side of SR 16 allowing pedestrians to safely visit these stores.

South Yolo Avenue has been slow to develop and not held much of a draw for pedestrians south of the bridge over Lamb Valley Slough. The location of the high school and elementary school on Plainfield Street make crossing Yolo Avenue at Plainfield and Madison Streets popular with students creating a hazard for them due to traffic on Yolo Avenue that has not slowed from highway speeds. The completion of the Park and Aquatic Center on the east side of Yolo Avenue south of the slough and a proposal for a gas station and convenience store across from it west of Yolo Avenue will only increase the number of students and pedestrians crossing Yolo Avenue and exposed to speeding traffic. Caltrans has funded a traffic light at the intersection of SR 16 and CR 21A, but it will keep the sweep turn for westbound SR 16 north onto Yolo Avenue which does little to slow or pulse traffic heading into a heavy pedestrian area. The community wishes the sweep lane removed requiring a full stop before traffic turns north onto Yolo Avenue. Better traffic calming and safer pedestrian crossing are also desired.

Similarly, the north end of Yolo Avenue is an unprotected turn with a high amount of pedestrian use from the apartment complex on the northeast corner of the intersection with Woodland and the downtown businesses. A traffic signal or roundabout have been discussed for this intersection and any solution needs better traffic calming and protections for pedestrians.

The County has had problems with installing improvements due to the fact that maintaining them requires a permit from Caltrans to do work in the State road right of way. This adds an unacceptable level of liability to improvements because the County cannot immediately repair hazards that occur. A possible solution is for Caltrans to release parts of its right of way through town so that the County is free to repair any improvements to these areas. Another possible solution is to have a standing encroachment permit for maintenance. Either solution will require better communication and cooperation with the State agency.



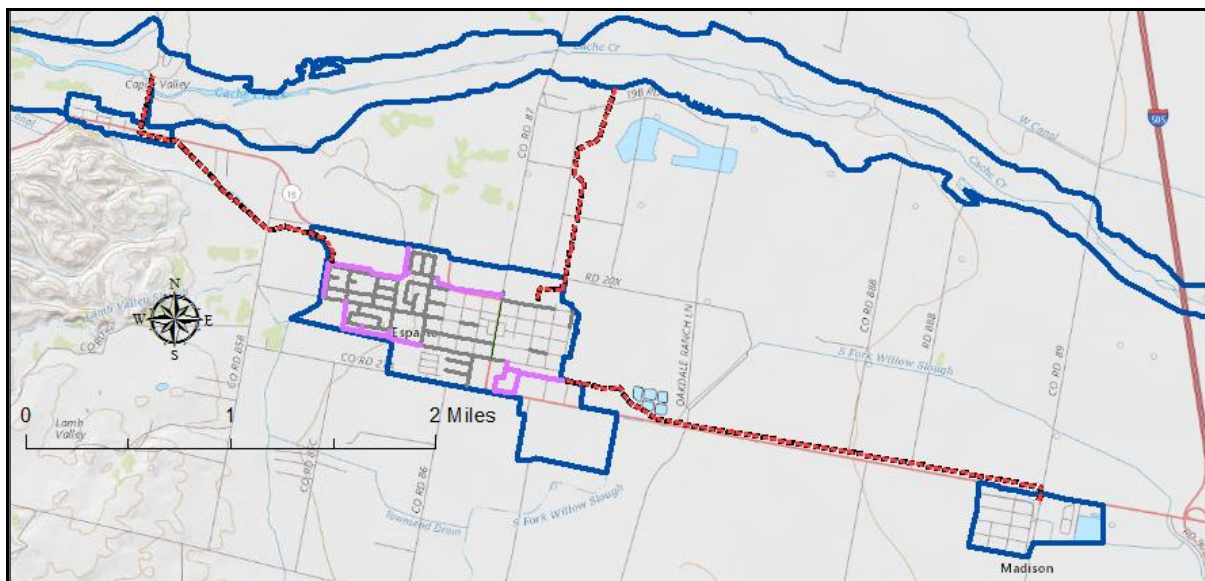
➤ **Maintain the grid network of streets to distribute circulation within town**

The original town was laid out as a grid of blocks 400 feet long and 320 feet wide. This pattern was designed for walkability and prevents traffic chokepoints such as those resulting from the limited number of routes over Lamb Valley Slough. Currently, all traffic in town must use only two crossings: either Fremont Street or Yolo Avenue. With the floodplain east of town setting the edge of the Community Growth Boundary, the 2018 East Esparto Circulation Plan Update determined that there is no longer a need for expansion of the grid in that direction or provision of another car crossing over the Lamb Valley Slough at Alpha Street or farther east though a pedestrian crossing may be appropriate. Development to the west however, may require another vehicular crossing in addition to pedestrian crossings.

Based on the original town grid which ended at Omega Street, no plan was made for extension of the grid and the Countrywest subdivision platted as a spiraling cul-de-sac in 1989 blocked any further expansion of the grid west of Omega Street. Although east-west vehicle traffic in town is limited to Grafton Street, there is still potential for pedestrian and bicycle paths including the planned connection between Duncan Drive and Bruno Street to bridge the gap above Woodland. Another potential east-west path connection is along Lamb Valley Slough.

➤ **Improve Active Transportation and Public Transit through town and regionally**

**Figure 10: Walking and Bicycling paths**



There is a desire on the part of the community for better bicycle and walking paths in and around the town for recreation, trips to school, and errands at the town center. Off of State Route 16, the low traffic volumes and slower speeds in town make walking and bike riding relatively comfortable. However, walking and bike riding are less pleasant on State Route 16 and county roads where traffic is faster. Enhancement of the pedestrian and bicycle network in and around the town is needed. The recently constructed subdivisions have provided pedestrian and bicycle paths and proposed projects will also be required to provide links to trails around the community, according to the plan illustrated in Figure 10. East to west connectivity through town needs to be improved as well. Currently, Grafton Street is the only road that completely transects the town from Alpha Street past Omega Street and through the more recent western development to County Road 85B. Only one block of Grafton Street east of Omega Street has sidewalk.

As mentioned above, all streets west of Omega Street have sidewalks including a sidewalk along the

west side of Omega Street and there is an off-street path that circumnavigates the outside of these developments. The stretch north of Duncan Drive is planned to connect with the sidewalk along Bruno Street; however, further progress east ends in cul-de-sac or jogging south to Woodland Avenue which has no sidewalk and joins SR 16.

A potential off-street path along Lamb Valley Slough has also been identified. An off-street path already runs along the southern boundary of the retention area south of Clover Street near the slough as well as between the elementary school and the slough. Currently, the path near the school is gated off, but if open to the public, the path would exit onto Plainfield Street which has a sidewalk along the north side all the way to Yolo Avenue. On the east side of Yolo Avenue, a recently constructed pedestrian bridge crosses over Lamb Valley Slough between the High School and the new Esparto Park and Aquatic Center. A path is also planned to continue east to the edge of the community.

The Community also expressed a desire for pathways to communities and parks outside Esparto including a bike route for students from Madison attending school in Esparto and recreational trails leading to Capay and the Capay Open Space Park as well as north along CR 87 to Cache Creek. Possible routes are shown above (Figure 10).

## 7. RESILIENCE AND SERVICES

### Existing Conditions

Resilience is the capacity to recover quickly from adverse conditions, to withstand and recover from crises with minimal hardship. It is a hopeful and practical response to multiple emerging challenges including environmental concerns such as climate change and biodiversity loss, and social and economic issues such as the Great Recession. The Yolo County Hazard Mitigation Plan identifies four priority hazards for the County that are likely or highly likely to occur with critical to catastrophic consequences. These include Severe Weather and Flood hazards as Catastrophic priority hazards and Drought and Wildfire as Critical priorities.

**TABLE 5: HAZARDS**

<b>Unincorporated Yolo County— Hazard Profiles Hazard</b>	<b>Probability of Occurrence</b>	<b>Geographic Extent &amp; Potential Magnitude</b>	<b>Priority Hazard</b>
Severe Weather	Highly Likely	Catastrophic	Yes
Flood	Likely	Catastrophic	Yes
Drought	Likely	Critical	Yes
Wildfire	Highly Likely	Critical	Yes
Earthquake	Occasional	Critical	Yes
Dam Failure	Unlikely	Critical	No
Volcanic Activity	Unlikely	Critical	No

Climate and weather related risks are of the greatest concern. California’s climate has long featured wide swings between drought and flood, but recent years have seen an increase in the frequency of extreme wet and dry weather events with unusually rapid transitions between the two extremes. This “Climate Whiplash” will test the County’s water storage, distribution, and flood protection infrastructure.

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

The total water supply currently available to the district includes surface water from the Clear

Lake/Indian Valley/Cache Creek system as well as from groundwater. The availability of water for delivery has varied greatly over the last decade due to extreme variability in rainfall, but typically the district has the capability of delivering surface water supplies of over 200,000 acre-feet per year. Very little water is wasted during the irrigation season. Most of the drainage water that runs off irrigated fields is returned to the conveyance system and reused by farmers further downstream. In cooperation with the U.S. Bureau of Reclamation, an irrigation management service is available to help growers schedule their irrigations. Groundwater use has remained sustainable.

Areas subject to flooding are shown on Figure 2. Flooding in Esparto has occurred in two forms: excessive ponding following heavy rainfall in poorly drained areas and breaching of levees along the Lamb Valley Slough. During periods of extensive rainfall, the flat topography of the area can create localized ponding, especially between Madison and Esparto on State Route 16 and in the east area of town. Lamb Valley Slough drains the area located to the west of Esparto and takes water collected at the Winters Canal through to the east side of town. The design of the slough and lack of regular maintenance has combined to restrict the flow of storm water causing the channel to overflow in severe storms.

A related concern is potential failure of the Indian Valley Dam upriver on Cache Creek. Although unlikely, Cache Creek is located less than one mile to the north and the area of inundation resulting from a failure of the Indian Valley Dam would come close to the north side of town.

Esparto is just outside of the Moderate Wildfire Severity Area which begins at CR 85B and runs west through the Capay Valley and up the Capay Hills to the more severe wildfire hazard areas along the County's western border. Although wildfire may be a highly likely occurrence west of the town and impacts may be felt due to evacuations and firefighting efforts in the Capay Valley, the town itself lies in area designated Non-Wildland/Non-Urban and considered less at risk.

The final two environmental hazards considered are earthquakes and volcanic activity. Although there are no recorded fault zones in Esparto itself, there are several in the vicinity. A moderate earthquake from one of the faults in the Capay Valley could result in damage to structures made of inflexible materials, such as masonry and plaster. The closest volcanic hazard is the Mt. Konociti/Clear Lake area which is considered a dormant site.

#### Water and Sanitation

The Esparto Community Services District provides water wells and distribution lines, sewer lines and wastewater treatment for Esparto. The existing water supply for the Esparto Community Service District (ECSD) is from groundwater wells located throughout the community. ECSD currently has four operational wells: 1, 5, 6 and 7. Well 1 is the primary supply for the town with the other wells supplementing during peak demand periods. Well 6 was brought online with the Mercy Housing Project. Well 7 was dug in anticipation of the new subdivision pending on the east side of town. Another well is anticipated for pending development on the west side of town. There is a 500,000 gallon ground-level storage tank at Well #5 with booster pumps and a hydro pneumatic tank and generator. ECSD currently provides water to 950 households and has the capacity to double that to over 1,900 households.

The Sustainable Groundwater Management Act (SGMA) enacted by the California legislature in 2014 requires water basins to operate at sustainable levels. Groundwater levels have remained steady according to the Yolo County Flood Control and Water Conservation District.

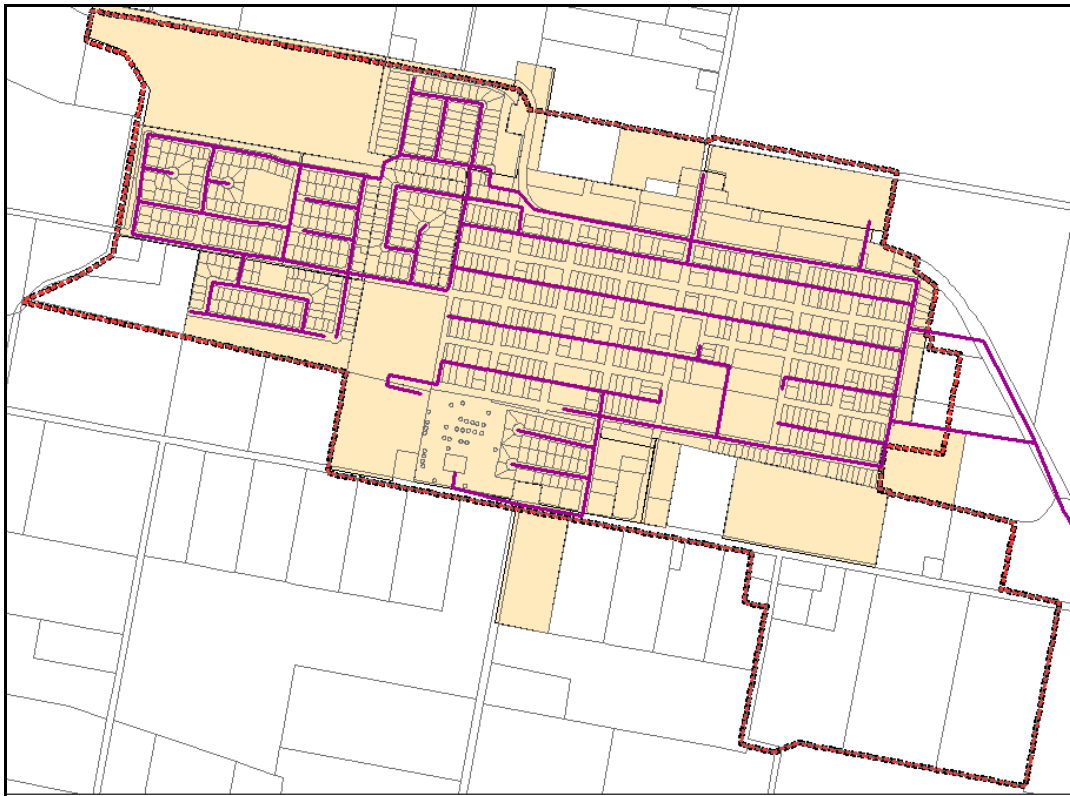
The Yolo County Health Department and the State Department of Water Resources (DWR) are responsible for monitoring the water quality in Esparto. The County Health Department tests for the coliform bacteria levels in the water supply, while DWR checks for infiltration of dangerous chemicals. Water quality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

The original wastewater collection, conveyance, and treatment system within ECSD consists of 6-

inch, 8-inch, and 10-inch sewer lines constructed in the late 1960s to convey flow to the treatment plant east of town. Beginning in 2002, 8-inch and 10-inch lines were extended from existing lines to serve new development on the west and north sides of the community. The 10-inch line ties into the 12-inch Alpha Street line along the east side of town and extends west along Woodland Avenue to the intersection of Omega Street (Figure 11).

The wastewater treatment facilities consist of ten facultative ponds located east of Esparto at the Esparto Wastewater Treatment Plant (WWTP). The plant has been upgraded over the past decade to handle all current and pending development. The original 17.7 acres system of facultative ponds for treatment with disposal by percolation and evaporation has had aeration systems added and four new ponds totaling approximately 25 acres have been constructed in anticipation of build out of the approved subdivisions.

**Figure 11: ECSD Service Area and Sewer Lines**



## **Desired Resilience Conditions**

### **➤ Mitigate flood risks from Lamb Valley Slough**

The community has long been concerned with the flood risk from Lamb Valley Slough which accommodates runoff from lands west of Esparto as well as most of the stormwater runoff from the town. The channeled slough formed the southern boundary of the original platted town, but in recent decades, the town has crossed it and grown south to CR 21A. Although the original town map from 1888 lists the width of the Lamb Valley Creek Canal as 40 to 60 feet with a depth of 16 feet, modern maps only give the feature a 42-foot easement for the channel with no required setback.

Newer subdivisions have been required to provide large stormwater retention areas so that they do not further contribute runoff to Lamb Valley Slough; however, maintenance and the lack of capacity in the slough continue to be a major concern. The previous plan update calls for the County to develop

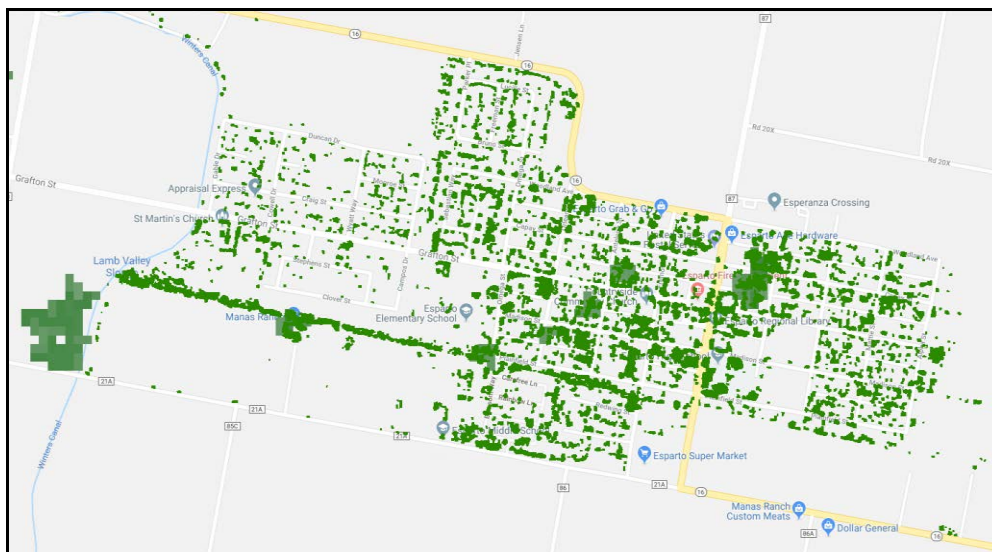
standards for maintenance easements along Lamb Valley Slough, but no standards have been set. Recently approved subdivision maps have shown a 50-foot improved channel for the slough and 25-foot maintenance easements on either side of the channel. Setting these requirements as the standard would use the historical average channel width and also meet the needs of the Yolo County Flood Control and Water Conservation District for access and maintenance.

The biggest flood risk along Lamb Valley Slough is the section of Plainfield Street west of Yolo Avenue around the Fremont Street and Yolo Avenue bridges. This stretch of the slough in particular suffers from close encroachment of structures on adjacent properties and bridges that were not constructed up to standards. The south side of the slough which has a nearby Caltrans garage has been reinforced so that it does not flood. The north side, however, has a series of extremely narrow commercially-zoned lots that run parallel to the slough and range from approximately 20 to 70 feet in width. One is developed with a communications tower and covered with old equipment. There is also a residence and a large garage structure built on the edge of the slough. A 1996 letter from the Caltrans District Director and a 2000 letter from a consultant both state that the current Fremont Street and Yolo Avenue bridges fail to meet 100-year flow conditions for the slough. These two factors create a bottleneck in the slough and in the past accumulated debris under the bridges have blocked the slough's flow and led to flooding in the area. Further intense development on the small commercial lots would exacerbate the risk of flooding and commercial zoning is inappropriate. The parcels should be rezoned to Open Space and the two lots between the bridges should be publicly acquired to prevent future risk to property and to better protect the slough. Open Space zoning would still accommodate the existing communications tower and potential small solar system which the owner of the two westernmost lots desires.

Lamb Valley Slough joins other drainages just east of town forming a floodplain that runs from CR 20X to CR 86A and draining away down SR 16 (Figure 2). As discussed in the Land Use section, removing areas of development from the floodplain by reducing the Community Growth Boundary on the east side will avoid future flooding issues for that area. Furthermore, preventing future development to the north and east will protect the town from the risk of failure of the Indian Valley Dam upriver on Cache Creek. Cache Creek is located less than one mile to the north and the area of inundation resulting from a failure of the Indian Valley Dam would come close to the north side of town.

- ***Use green infrastructure to aid in stormwater retention and urban cooling***

**Figure 12: Tree Canopy Cover**



Another way to reduce the risk of flooding along Lamb Valley Slough and increase community resiliency is to make use of green infrastructure systems which incorporate biological functions into streets and drainage systems to increase stormwater infiltration, evaporation, and retention to decrease runoff by capturing it closer to the source. Additional benefits include improving water quality and through plantings of trees and vegetation, increased carbon sequestration, air quality improvement, stress relief, and urban cooling. Techniques for incorporating green infrastructure include intercepting stormwater runoff in streetside planters, permeable surfaces, and increased tree canopy cover.

As can be seen in the above image of tree canopy cover, the original town plat between Alpha and Omega Streets has a high level of tree cover compared to the more recent development west of Omega Street (Figure 12). Although it would be expected that trees planted in the last twenty years or so with the newer development would not be as mature or large as older trees in town, the number of trees appears less than the older parts of town. The more recent subdivisions were required to plant one tree per lot, but the resulting view is unshaded concrete accented by turf and garages with a sparse colonnade of trees along the street. Increasing the number of trees would soften the view as well as increase cooling and stormwater retention. In the older parts of town, the only large treeless areas are the schools and athletic fields. Each of the new subdivisions has a large areas for stormwater retention which is now a barren expanse of grass and weeds. Incorporation of green infrastructure improvements could enhancement these retention basins to increase the resiliency and quality of the environment in Esparto.

➤ ***Ensure that all structures are safe in the event of an earthquake.***

Some of the older buildings in town are made of masonry and other materials that may not be able to withstand a sizeable earthquake. The historic buildings on Yolo Avenue would be at risk for seismic damage. In the last decade, the New Season Community Development Corporation has worked on renovating the structures. To date, seismic upgrades to the Lindberg Building have been completed. The Adams Building needs further work.

➤ ***Maintain local educational, emergency, and healthcare services***

The Esparto Unified School District (EUSD) serves approximately 1,000 students within its 550 square mile jurisdiction with an elementary, middle school and high school located in Esparto. A continuation school is located in Madison. The district houses the district office at the high school and also rents a bus yard facility in Esparto. Enrollment has been fairly steady over the last 20 years.

EUSD has identified a capacity of 525 students for the elementary school and 270 students for the high school. The middle school for grades 6-8 is identified as having no capacity because the portable buildings used for classrooms are considered near or at the end of their useful lives. Additionally, the district has expressed some concern at the deteriorating condition of the elementary school. With the schools near capacity, continued buildout of the three approved subdivisions in Esparto would add a significant number of new students requiring an expansion of the existing schools.

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

There are currently two sheriff's deputies who routinely patrol the Esparto area. They work eight hours per day, five days per week. Local sheriff's deputies are first responders to traffic accidents. However, California Highway Patrol (CHP) is the main enforcer of traffic in the area. CHP has one officer on "day watch" and two or three officers on "swing shift" in Esparto and the surrounding areas seven days a week. One or two officers work the "grave yard shift"; however that shift serves the entire

county. Currently, CHP has a contract with Yolo County for increased patrols, funded by Cache Creek Casino, that adds one or two additional CHP officers in the area typically during peak traffic hours or when the casino hosts special events. Residents have identified a need for a resident deputy in town to improve public safety and response time for Esparto and throughout the Capay Valley.

The Esparto Fire Protection District serves an approximately 74 square mile service area in Yolo County, providing fire suppression and emergency medical services to the town and surrounding rural area. As of 2017, the existing service population within the district included an estimated 1,143 housing units, 2,874 residents, and business enterprises employing approximately 909 persons. The Fire District staffing includes a full-time paid Firefighter, a part time clerk, and a contingent of 14 volunteer firefighters. The Firefighter works a 40-hour schedule during normal work hours, and is on-call the remainder of the week. The District fire station is located at 16960 Yolo Avenue in the center of Esparto. Equipment at the Esparto Fire Station includes: 3 engines (Type I, II/III, and III), a rescue squad, water tender, and 2 pick-up trucks (command and utility). The District owns the Esparto Fire Station Property and does not anticipate growth in the next decade that would require an additional station; however, the current property is aging and in need of renovation. An increase of service population may also require full-time firefighters who would need living and sleeping quarters which do not currently exist at the station.

The District provides emergency medical technician (EMT) services but not paramedic services. An ambulance is parked in town to provide emergency transportation to a regional hospital. The nearest hospital is Woodland Memorial Hospital in Woodland, approximately 14 miles from Esparto and UC Davis Medical Center in Sacramento is the closest major trauma center. The Town of Esparto has limited medical and other health care services. Health services are generally sought in Woodland or Davis for any complicated or extensive medical treatment. Esparto does have one local clinic, the Esparto Family Practice Center, which is run by the Agricultural Workers Health Center, a non-profit corporation. The clinic primarily serves farmworkers. There is one dental office in Esparto, open part time.

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<https://www.itreetools.org/>

<https://nacto.org/publication/urban-street-design-guide/street-design-elements/stormwater-management/>



## Appendix A- Esparto Tree List

The following invasive tree species are prohibited:

Tree of Heaven (*Ailanthus altissima*), Russian Olive (*Eleagnus augustifolia*), Blue Gum Eucalyptus (*Eucalyptus globules*), Mayten (*Mayten boaria*), Black Locust (*Robinia pseudoacacia*), Chinese Tallow Tree (*Sapium sebiferum*), Salt Cedar (*Tamarix* spp)

The following lists include species native to Yolo County and those recommended by the County Master . The size categories are: Small (S) 15 to 20 feet tall, approx. 15-foot canopy; Medium (M) 25 to 40 feet tall, approx. 30-foot canopy; and Large (L) over 40 feet tall, over 30-foot canopy. Only Small trees are appropriate under power lines. Other than the oaks, most species listed below are riparian and have higher water needs.

Additional tree and recommended landscaping resource information for Yolo County can be found in the adopted Design Guidelines: <http://www.yolocounty.org/home/showdocument?id=15789>

### YOLO COUNTY NATIVE TREES

Species Common Name	Size	Evergreen	Dropped Fruit	Drought Tolerant	Flood Tolerant	Notes
<i>Quercus douglasii</i> Blue oak	L		Acorns	X		Very slow growing
<i>Quercus lobata</i> Valley oak	L		Acorns	X		
<i>Quercus wislizeni</i> Interior live oak	M	X	Acorns	X		
<i>Platanus racemosa</i> California sycamore	L				X	
<i>Fraxinus latifolia</i> Oregon ash	L		Samara		X	
<i>Acer negundo</i> Box elder	L				X	
<i>Umbellularia californica</i> California laurel	M	X			X	Alleopathic
<i>Aesculus californica</i> California buckeye	M		Nuts	X		Toxic nuts. Summer deciduous
<i>Juglans hindsii</i> California black walnut	L		Nuts		X	Alleopathic
<i>Populus fremontii</i> Fremont cottonwood	L				X	
<i>Alnus rhombifolia</i> White alder	L				X	
<i>Pinus Sabiniana</i> Grey Pine	L	X	Cones	X		Not great shade
<i>Acer Macrophyllum</i> Big Leaf Maple	L					

<https://calscape.org/loc-yolo%20county/cat-Trees/ord-popular/?&poploc=1&srchcr=sc5ba10cd1694a6>

**YOLO MASTER GARDENER LIST**

Species Common Name	Size	Evergreen	Fruiting	Drought Tolerant	Notes
<b><i>Celtis australis</i></b> European Hackberry	L			X	Fast growing
<b><i>Cercis canadensis</i></b> Eastern Redbud	S				
<b><i>Chilopsis linearis</i></b> Desert willow	M			X	
<b><i>Chionanthus retusus</i></b> Chinese fringe tree	S				
<b><i>Crataegus phaenopyrum</i></b> Washington hawthorne	S				
<b><i>Lagerstroemia sp</i></b> Crape myrtle	S			X	
<b><i>Carpinus sp.</i></b> Hornbeam	M				
<b><i>Pistacia chinensis</i></b> Chinese pistache	M			X	
<b><i>Zelkova serrata</i></b> Japanese elm	M				
<b><i>Arbutus</i></b> Strawberry tree	S			X	
<b><i>Cedrus deodara</i></b> Deodar Cedar	L	X			
<b><i>Pinus Pinea</i></b> Italian Stone Pine	L	X	Cones	X	
<b><i>Pinus Halepensis</i></b> Alleppo Pine	L	X	Cones	X	
<b><i>Quercus Suber</i></b> Cork Oak	L		Acorns	X	

<http://ucanr.edu/sites/YCMG/files/181041.pdf>

# Appendix B-1984 Inventory of Historic Buildings

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION

## HISTORIC RESOURCES INVENTORY

Ser. No. 5627-3 - 9999  
 HABS \_\_\_\_\_ HAER \_\_\_\_\_ Loc \_\_\_\_\_ SHL No. \_\_\_\_\_ NR Status 3D  
 UTM: A10/585665/4283220 C10/585525/428310  
 B16/585655/4283080 D16/585296/428330  
 (5151)

### IDENTIFICATION

1. Common name: Esparto Commercial District
2. Historic name: Esparto Commercial District
3. Street or rural address: multiple Esparto/Madison-Area 2  
 City Esparto Zip 95627 County Yolo
4. Parcel number: multiple
5. Present Owner: multiple Address: \_\_\_\_\_  
 City \_\_\_\_\_ Zip \_\_\_\_\_ Ownership is: Public \_\_\_\_\_ Private X
6. Present Use: various commercial Original use: various comercial

### DESCRIPTION

- 7a. Architectural style: Victorian and Twenties-era Commercial
- 7b. Briefly describe the present *physical appearance* of the site or structure and describe any major alterations from its original condition:

This is a two-and-a-half block district fronting on Yolo Avenue (or Main Street as it is known by locals). The district encompasses the 13 commercial and warehouse buildings built in Esparto prior to 1920. The buildings are principally one story structures, but two are two stories in height (these being the two oldest buildings). Various styles are represented, but the most predominant is a classically influenced storefront popular at the turn of the century. Also present are a Tudor Revival influenced garage structure, a Mission Revival former bank and some railroad related structures. Buildings in the district are generally in good condition though some minor alterations have occurred. Few additions have been made to the district since the 1920's and for this reason it remains just the way it appeared at the turn of the century.

Attach Photo Envelope Here

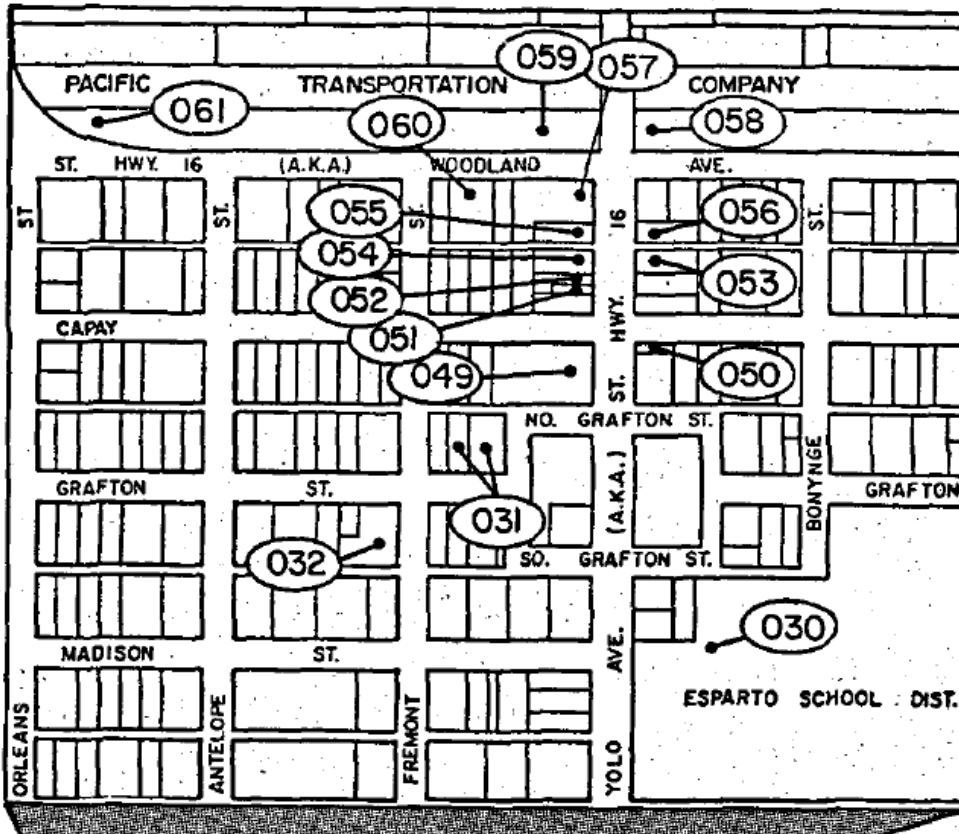
8. Construction date:  
 Estimated \_\_\_\_\_ Factual 1888-  
1920
9. Architect various unknown
10. Builder various unknown
11. Approx. property size (in feet)  
 Frontage \_\_\_\_\_ Depth various  
 or approx. acreage \_\_\_\_\_
12. Date(s) of enclosed photograph(s)  
Winter 1985-86

- 13. Condition: Excellent \_\_\_ Good  Fair \_\_\_ Deteriorated \_\_\_ No longer in existence \_\_\_
- 14. Alterations: minor
- 15. Surroundings: (Check more than one if necessary) Open land \_\_\_ Scattered buildings \_\_\_ Densely built-up   
Residential  Industrial  Commercial  Other: \_\_\_\_\_
- 16. Threats to site: None known  Private development \_\_\_ Zoning \_\_\_ Vandalism \_\_\_  
Public Works project \_\_\_ Other: \_\_\_\_\_
- 17. Is the structure: On its original site?  Moved? \_\_\_ Unknown? \_\_\_
- 18. Related features: \_\_\_\_\_

**SIGNIFICANCE**

- 19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

This is the most intact and substantial commercial downtown in the unincorporated portion of the Yolo County and ranks second in age and character only to the downtowns of Woodland and Winters. The townsite of Esparto was laid out in 1888 by the Capay Land Co., a subsidiary of the Southern Pacific R.R. which had purchased the Vaca Valley and Clear Lake R.R. and extended the line from Madison to the head of the Capay Valley. Esparto was the largest of four towns established along this line. The town began with the building of the depot in 1888. By the terms of the original subdivision, no one individual could own more than five lots and the starting price was \$150 per lot. When the town was subdivided, residential and commercial lots were provided for with the depot at the head of the town. The district has never been a totally thriving commercial core and has mostly been dependent on the presence of the railroad as its primary economic stimulus. Only a small residential core grew up around the downtown. A town park was provided on the main street, but the commercial core evolved to the north of it only.





050

2. 828 Yolo

Year Built: 1914

Cal Holman Real Estate

Small one-story structure with second story residence in rear. The front facade is composed of two store bays separated by two adjoining doors in the center. Large display windows, recessed entry and transoms above are all present in the characteristic manner.

Building was built for Clarence Johnson for use as his barber shop and residence. It served has a barber shop until recently when it became a real estate office. 049,050



053

3. 916-20 Yolo Street

Year Built: 1918

Odd Fellows Building

This is a large two story building with a stepped and raised parapet. Additional front facade features include a tile hood just below the parapet, sash windows (two groups of three on the front), and the Odd Fellows insignia in two places below the tile hood. The building is unaltered except the brick storefront.

The building was built originally for joint use by the Odd Fellows and Masons. T.A. McDougall was contractor and builder; building cost \$13,000. Has an auditorium and dance pavillon with spring floor; downstairs has been a post office Bar and a bakery.



054

6. 921 Yolo Street  
Adams Block

Year Built: 1890

A large two-story plaster building with bays separated by pilasters on the upper and lower floors. Building has classical formality common on commercial buildings during the period. Storefront has four large display windows and a single recessed entry in center. Original arched windows were replaced with smaller sash in the Twenties.

This landmark of Esparto was originally called the Adams Block for owner David Quincy Adams, a pioneer landowner on Rancho Canada de Capay (north of Cache Creek) for whom the Adams Ditch was also named. The building has had many functions over the years including grocery, dry goods and hardware store originally. In 1906 the upper floor served as a school and later as a Masonic Hall.



059

10. 900 Woodland Avenue  
Esparto Depot

Year Built: 1888

This is the original Esparto R.R. Depot now used as a supply store. Building spans the R.R. tracks though original front entry faced Yolo Street. Main portion of depot is two stories high with gabled roof. Front facade had half-timbering, wide eaves and sash windows on upper story and shiplap and lean-to porch below.

Built by the Vaca Valley & Clear Lake R.R. to serve Capay and Esparto. This was the first building in Esparto which was a railroad town. Depot was major shipping point for Capay Valley almonds until 1961.

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION

HISTORIC RESOURCES INVENTORY

Ser. No. 5672 - 3 -  
 HABS \_\_\_\_\_ HAER \_\_\_\_\_ Loc \_\_\_\_\_ SHL No. \_\_\_\_\_ NR Status 3  
 UTM: A 10/585500/4283060 C \_\_\_\_\_  
 B (5151) D \_\_\_\_\_

IDENTIFICATION

1. Common name: \_\_\_\_\_
2. Historic name: Fred and Roy Wyatt Houses
3. Street or rural address: 924 and 928 Grafton (Esparto/Madison-Area 2)  
 City Esparto Zip 95672 County Yolo
4. Parcel number: 49-296-02 and 49-296-01  
02=Benjamin and Eva May Herbst 02=P.O.Box 67
5. Present Owner: 01=Douglas and Lucille Erickson Address: 01=P.O.Box 288  
 City Esparto Zip 95695 Ownership is: Public \_\_\_\_\_ Private X
6. Present Use: residences Original use: residences

DESCRIPTION

- 7a. Architectural style: Craftsman Bungalow
- 7b. Briefly describe the present *physical appearance* of the site or structure and describe any major alterations from its original condition:

These are two small Craftsman bungalows with an adjoining driveway. Both the houses are built low to the ground and are one-story. The house at 924 Grafton has a single front-facing gabled roof which projects forward to form the porch overhang. It is supported by four wide columns. The main entry is located center front and is flanked on either side by three-part windows typical of the bungalow period. The house at 928 Grafton also has a single, shallow front-facing gabled roof, but it is juxtaposed by projecting lean-to overhang which forms a corner wrap-around porch. This overhang is supported by arroyo stone elephantine piers. A pergola is located on the remaining half of the front facade and is supported also by an arroyo stone elephantine pier.

Photo shown below is Roy Wyatt - 924 Grafton. Fred Wyatt shown on continuation page.



8. Construction date: Estimated \_\_\_\_\_ Factual 1918
9. Architect unknown
10. Builder unknown
11. Approx. property size (in feet)  
 Frontage 50 Depth 150 each  
 or approx. acreage \_\_\_\_\_
12. Date(s) of enclosed photograph(s)  
Winter 1985-86

13. Condition: Excellent  Good  Fair  Deteriorated  No longer in existence
14. Alterations:
15. Surroundings: (Check more than one if necessary) Open land  Scattered buildings  Densely built-up   
Residential  Industrial  Commercial  Other:
16. Threats to site: None known  Private development  Zoning  Vandalism   
Public Works project  Other:
17. Is the structure: On its original site?  Moved?  Unknown?
18. Related features:

**SIGNIFICANCE**

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

In addition to being two of the most innovative bungalow examples in the county, these houses are important for their early owner, Fred and Roy Wyatt. They were the grandsons of the James N.B. Wyatts who settled at Capay in 1874 and the sons of Dr. M.O. Wyatt, a dentist and banker in Winters, the first and only president of the Bank of Esparto from 1913-33 and charter president of the Yolo County Farm Bureau.

In 1915, Dr. Wyatt took over A.H. Fredson's interest in the Esparto General Store which was operated by two of his sons. Fred Wyatt handled the grocery department until 1925 when he moved to San Leandro and helped organize the Elmhurst Packers, Inc. In 1943 Elmhurst merged with Gerber Baby Foods, Inc. and Wyatt became a vice-president. Wyatt Pavilion Theatre on the UCD campus was named in his honor.

Roy Wyatt began operating the hardware department of the Wyatt Bros. Store and in 1925 bought out his brother Fred's interest. Roy's son Shelford operated the store from 1950-78. Roy and Fred Wyatt were active in civic affairs and both served as charter officers of the Countryside Church in 1924.





## **Appendix C- Potential Grants and Funding Sources**

USDA Community Facilities Program: <https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>.

-USDA Rural Energy Alternatives Program: <https://www.rd.usda.gov/programs-services/rural-energy-america-program-renewable-energy-systems-energy-efficiency>.

-California State Department of Parks and Recreation New Parks Program: [https://www.parks.ca.gov/?page\\_id=29906](https://www.parks.ca.gov/?page_id=29906).

-Yocha Dehe Community Fund: <https://www.yochadehe.org/communityfund>

-Doyuti T'uhkama (Yocha Dehe Wintun Nation Compact Credit Program): <https://www.yochadehe.org/doyuti>.

-Yocha Dehe Wintun Nation: \$300,000 annual funding available to improve quality of life in Yolo County

-Caltrans: Yolo 16 Safety Improvements  
<http://www.dot.ca.gov/d3/projects/subprojects/0C470/index.html>.

-Caltrans: State Route 16 Capay/Esparto Improvement - Collision Severity Reduction Project  
<http://www.dot.ca.gov/d3/projects/subprojects/4F170/index.html>.

-Caltrans: Local Partnership Program  
<http://www.catc.ca.gov/programs/sb1/lpp/formulaic/index.html>.

-Yolo County: Rural Investment Program <http://www.yolocounty.org/general-government/general-government-departments/county-administrator/cao>.

**Appendix D- Zoning Changes**

Parcel Number	Rezone From	Rezone to <b>A-N</b>
049130008	R-L (Low Density Residential)	A-N (Ag Intensive)
049130009	R-L (Low Density Residential)	A-N (Ag Intensive)
049130011	R-L (Low Density Residential)	A-N (Ag Intensive)
049130016	R-L (Low Density Residential)	A-N (Ag Intensive)
049130020	R-L (Low Density Residential)	A-N (Ag Intensive)
049130041	RR-5 (Rural Residential)	A-N (Ag Intensive)
049130042	R-L (Low Density Residential)	A-N (Ag Intensive)
Parcel Number	Rezone from	Rezone to <b>C-L/C-G</b>
049160011	C-L (local commercial)	C-G (General Comm)
049293005	PQP (Public/Quasipublic)	C-L (local commercial)
049296003	R-L (Low Residential)	C-L (local commercial)
049298003	PQP (Public/Quasipublic)	C-L (local commercial)
049384001	C-L (local commercial)	C-G (General Comm)
049384003	C-L (local commercial)	C-G (General Comm)
049384004	C-L (local commercial)	C-G (General Comm)
049240001	DMX (Downtown Mixed)	C-G (General Comm)
049240002	DMX (Downtown Mixed)	C-G (General Comm)
049240009	DMX (Downtown Mixed)	C-G (General Comm)
049240008	DMX (Downtown Mixed)	C-G (General Comm)
049240006	DMX (Downtown Mixed)	C-G (General Comm)
049240017	DMX (Downtown Mixed)	C-G (General Comm)
049240005	DMX (Downtown Mixed)	C-G (General Comm)
049240007	DMX (Downtown Mixed)	C-G (General Comm)
049240024	DMX (Downtown Mixed)	C-G (General Comm)
049240016	DMX (Downtown Mixed)	C-G (General Comm)
049250002	DMX (Downtown Mixed)	C-L (local commercial)
049250003	DMX (Downtown Mixed)	C-L (local commercial)
049250004	DMX (Downtown Mixed)	C-L (local commercial)
049250010	DMX (Downtown Mixed)	C-L (local commercial)
049250001	DMX (Downtown Mixed)	C-L (local commercial)
049250007	DMX (Downtown Mixed)	C-L (local commercial)
049273004	DMX (Downtown Mixed)	C-L (local commercial)
049273002	DMX (Downtown Mixed)	C-L (local commercial)
049273005	DMX (Downtown Mixed)	C-L (local commercial)
049273003	DMX (Downtown Mixed)	C-L (local commercial)
049273006	DMX (Downtown Mixed)	C-L (local commercial)
049271006	DMX (Downtown Mixed)	C-L (local commercial)
049271004	DMX (Downtown Mixed)	C-L (local commercial)
049271003	DMX (Downtown Mixed)	C-L (local commercial)
049271009	DMX (Downtown Mixed)	C-L (local commercial)
049311001	DMX (Downtown Mixed)	C-L (local commercial)
049311002	DMX (Downtown Mixed)	C-L (local commercial)
049311003	DMX (Downtown Mixed)	C-L (local commercial)
049301002	DMX (Downtown Mixed)	C-L (local commercial)
049274010	DMX (Downtown Mixed)	C-L (local commercial)
049301001	DMX (Downtown Mixed)	C-L (local commercial)
049301003	DMX (Downtown Mixed)	C-L (local commercial)

049312001	DMX (Downtown Mixed)	C-L (local commercial)
049295004	DMX (Downtown Mixed)	C-L (local commercial)
049312007	DMX (Downtown Mixed)	C-L (local commercial)
<b>Parcel Number</b>	<b>Rezone from</b>	<b>Rezone to I-L</b>
049110002	C-G (General Commercial)	I-L (Light Industry)
049110003	C-G (General Commercial)	I-L (Light Industry)
049110018	Mixed zoning	I-L (Light Industry)
049110019	Mixed zoning	I-L (Light Industry)
049110020	Mixed zoning	I-L (Light Industry)
<b>Parcel Number</b>	<b>Rezone from</b>	<b>Rezone to O-S</b>
049363002	C-L (Local Commercial)	O-S (Open Space)
049365001	C-L (Local Commercial)	O-S (Open Space)
049373001	C-L (Local Commercial)	O-S (Open Space)
<b>Parcel Number</b>	<b>Rezone from</b>	<b>Rezone to R-H</b>
049250011	DMX (Mixed Use)	R-H (High Density Residential)
049160001	PQP (Public/Quasipublic)	R-H (High Density Residential)
049364001	R-M (Med density Residential)	R-H (High Density Residential)
049364003	R-M (Med density Residential)	R-H (High Density Residential)
049364004	R-M (Med density Residential)	R-H (High Density Residential)
049366001	R-M (Med density Residential)	R-H (High Density Residential)
049366005	R-M (Med density Residential)	R-H (High Density Residential)
049366007	R-M (Med density Residential)	R-H (High Density Residential)
<b>Parcel Number</b>	<b>Rezone from</b>	<b>Rezone to R-M</b>
049250003	DMX (Downtown Mixed)	R-M (Medium Density Residential)
049250004	DMX (Downtown Mixed)	R-M (Medium Density Residential)
049250007	DMX (Downtown Mixed)	R-M (Medium Density Residential)
049262001	R-L (Low Density Residential)	R-M (Medium Density Residential)
049262006	R-L (Low Density Residential)	R-M (Medium Density Residential)
049262007	R-L (Low Density Residential)	R-M (Medium Density Residential)
049262008	PQP (Public/Quasipublic)	R-M (Medium Density Residential)
049262009	PQP (Public/Quasipublic)	R-M (Medium Density Residential)
049272001	R-L (Low Density Residential)	R-M (Medium Density Residential)
049272002	R-L (Low Density Residential)	R-M (Medium Density Residential)
049272003	R-L (Low Density Residential)	R-M (Medium Density Residential)
049272004	R-L (Low Density Residential)	R-M (Medium Density Residential)
049272005	R-L (Low Density Residential)	R-M (Medium Density Residential)
049272006	R-L (Low Density Residential)	R-M (Medium Density Residential)
049272007	R-L (Low Density Residential)	R-M (Medium Density Residential)
049272008	R-L (Low Density Residential)	R-M (Medium Density Residential)
049272009	R-L (Low Density Residential)	R-M (Medium Density Residential)
049274001	R-L (Low Density Residential)	R-M (Medium Density Residential)
049274002	R-L (Low Density Residential)	R-M (Medium Density Residential)
049274003	R-L (Low Density Residential)	R-M (Medium Density Residential)
049274004	R-L (Low Density Residential)	R-M (Medium Density Residential)
049274005	R-L (Low Density Residential)	R-M (Medium Density Residential)
049286003	R-L (Low Density Residential)	R-M (Medium Density Residential)
049291001	R-L (Low Density Residential)	R-M (Medium Density Residential)
049291002	R-L (Low Density Residential)	R-M (Medium Density Residential)
049291003	R-L (Low Density Residential)	R-M (Medium Density Residential)
049291005	R-L (Low Density Residential)	R-M (Medium Density Residential)
049291006	R-L (Low Density Residential)	R-M (Medium Density Residential)



***Esparto Community Plan***

049322006	R-L (Low Density Residential)	R-M (Medium Density Residential)
049325013	R-L (Low Density Residential)	R-M (Medium Density Residential)
049333005	R-L (Low Density Residential)	R-M (Medium Density Residential)
049334002	R-L (Low Density Residential)	R-M (Medium Density Residential)
049338004	R-L (Low Density Residential)	R-M (Medium Density Residential)
049342007	R-L (Low Density Residential)	R-M (Medium Density Residential)
049344001	R-L (Low Density Residential)	R-M (Medium Density Residential)
049345003	R-L (Low Density Residential)	R-M (Medium Density Residential)
049371004	R-L (Low Density Residential)	R-M (Medium Density Residential)