ESCALON GENERAL PLAN

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Quad Knopf

CITY OF ESCALON

General Plan

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INTRODUCTION

INTRODUCTION

California state law requires each city and county to adopt a General Plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" (§65300). The California Supreme Court has called the General Plan the "constitution for future development." Escalon's General Plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private. State law specifies that each General Plan address seven issue areas: land use, circulation, open space, conservation, housing, safety and noise.

The Escalon General Plan provides comprehensive planning for the future. It encompasses what the City is now, what it intends to be, and provides the overall framework of how to achieve this future condition. Estimates are made about future population, household types, and employment, so that plans for land use, circulation and public facilities can be made to meet future needs. The General Plan represents an agreement on the fundamental values and a vision that is shared by the residents and the business community of Escalon and the surrounding area of interest. Its purpose is to provide decision makers and staff of the City of Escalon with direction for confronting present issues, as an aid in coordinating planning issues with other governmental agencies, and for navigating the future.

- The Land Use Element provides the central policy context on which to base all land use decision making in Escalon. It is through the implementation of the goals, objectives, and policies, that the future land use pattern of Escalon will continue to be shaped.

- The Housing Element looks at the current and future need for housing units, the capacity in the City for additional units, the types of households that will need some form of assistance or special housing, and ways to perpetuate existing housing.

- Transportation routes, design standards for streets, and current and future traffic levels on City streets are among the issues covered in the Circulation Element of the General Plan.

- Conservation issues include strategies for an orderly transition from agriculture to urban uses, groundwater recharge, conservation of ground water resources, and commitment to conservation of agricultural lands by establishing a greenbelt around the City.

- Open space and recreation issues include discussion of parks and recreation resources, targeted growth of these facilities, and targeting open space to function in a multi-use capacity.

- Existing and future noise from traffic, rail and other activities are issues discussed in the Noise Element.

- The Safety Element of the General Plan analyzes conditions in the City and surrounding area that may be hazardous to those who live and work there, such as flood inundation, fire and hazardous materials.

Each of these issue areas have goals, objectives, and policies designed to provide a safe and pleasant environment in the future. Escalon's General Plan contains not only the seven mandatory elements required by state law, but also several additional elements. These include: Public Facilities, Economic Development, Community Design, Urban Boundary, and Air Quality. Each General Plan chapter covers an aspect of the City's growth and development. Components of each section are interrelated and therefore must be consistent with each other. Taken together, they provide the guidance for all aspects of planning for the future.

Having adopted the General Plan, the City assumes the responsibility to implement it, to report on its continuous status, and to communicate with citizens and other agencies regarding the Plan's policies.

Organization of the General Plan

This General Plan is an update, expansion and reorganization of the 1994 General Plan. Significant changes to the 1994 General Plan have occurred; including expanding the boundaries of the Sphere of Influence (SOI) to include all four corners of the Brennan Avenue and State Route 120 intersection and the Campbell Avenue and State Route 120 intersection; the inclusion of 10-year growth boundaries; an updated circulation system; and a new Planning Area beyond the SOI. The Planning Area encompasses the City limits and SOI, and unincorporated territory bearing a relation to the City's planning.

The Escalon General Plan consists of three separate documents – a General Plan Background Report, Policies Statement, and the environmental impact report and technical appendices. The General Plan Policies document contains ten (10) chapters. The focus of each element consists of goals, objectives and policies associated with the major issue areas. Some of the elements contain related background information required by State law. The environmental impact report presents the three alternatives and documents how the proposed plan will impact the environment as compared to the alternative plans. The technical appendices contain technical reports and background information which provide a more detailed analysis.

Context

The Escalon General Plan Project Area is located within southeast San Joaquin County, approximately nine miles north of Modesto and 12 miles east of Manteca. The Escalon General Plan covers an eight square mile Planning Area which encompasses the City of Escalon and unincorporated San Joaquin

County, inclusive of the City's SOI. All lands outside of the City's SOI are regulated by the San Joaquin County General Plan and zoning designations. However, State law requires that cities plan for areas outside of their immediate jurisdiction, if the areas have a direct relationship to planning needs.

The Escalon Project Area consists of three distinct geographical areas: The City, which represents the incorporated City within the City limit boundaries; the existing SOI which is slightly larger than the City's previous SOI; and the Planning Area, which includes unincorporated San Joaquin County lands outside of the City's SOI.

Intent of the Plan

This General Plan was developed through a cooperative effort involving the City Council and Planning Commission, City staff and their consultants, and interested citizens who participated in "vision workshops." The General Plan Update process disclosed that expansion of employment, recreation and industrial opportunities, are concerns which have been instrumental in shaping the plan.

The Planning Commission and City Council adopted Planning Principles on January 8, 2004 which helped to guide the development of the General Plan and asked that a General Plan Advisory Committee (GPAC) review the policies appropriate to implement these principles, to develop a land use plan, and to develop appropriate zoning designations and regulations in conformance with the General Plan. The Planning Principles are as follows:

- Escalon's friendly, small town atmosphere should be preserved by ensuring diverse, appropriate scale retail services; citizen participation in decision making; quality of public schools and adequacy of public services.

- The Growth Control Ordinance should be continued to ensure that public services and infrastructure can be provided, and that new residents can be socially and physically accommodated in the community.

- Additional services and facilities should be planned so that Escalon provides a full range of medical, office, retail, convenience and entertainment services that are needed by residents.

- The role of the downtown as a focal point for the community should be preserved. Adequate expansion area should be planned so that it will grow in proportion to the rest of the community. Sites for more retail, entertainment, specialty stores and medical services should be identified.

- The commercial opportunities afforded by Highway 120 should be capitalized on.

- Development in the community should be compact and contiguous to existing developed areas. New development areas should "square off" existing developed areas.

- The City's Sphere of Influence and growth policies should ensure that the community is physically distinct from others and contains an agricultural buffer area.

- Traffic conflicts should be resolved, including connectivity between neighborhoods, access to industrial areas, and critical intersections. Growth should be allocated with accessibility constraints in mind.

- Local streets and minor collector streets should be used to provide connectivity between neighborhoods while limiting cross-town trips through neighborhoods. Collector and local roads should be designed to provide good, safe connectivity between neighborhoods, services and facilities.

Administering the General Plan Program

Once adopted, the General Plan does not remain static. State law provides direction on how cities can maintain the plan as a contemporary policy guide. Government Code section 65400 [b] directs the Planning Department to report annually to the City Council on the status of the plan and progress in its implementation.

Over time it may be necessary to re-evaluate the goals, objectives and polices and modify them due to changes in the environment, regional considerations, and the economy. Up to four general plan amendments per year for each mandatory element are permitted by State law. It is required that any decision on a general plan amendment be supported by findings of fact.

General Plan Requirements

While they allow considerable flexibility, state planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, state law and judicial decisions establish three overall guidelines for general plans.

- **The General Plan must be comprehensive.** This requirement has two aspects. First, the General Plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the City determines are relevant to its planning. Second, the General Plan must address the full range of issues that affects the City's physical development.

- **The General Plan must be internally consistent.** This requirement means that the General Plan must fully integrate its separate parts and relate them to each other without conflict. The internal consistency requirement has five dimensions: equal status among elements, consistency between elements, consistency within elements, area plan consistency and text and diagram consistency.

- **The General Plan must be long-range.** Since the General Plan affects the welfare of current and future generations, state law requires that the plan take a long-term perspective (§65300). The General Plan projects conditions and needs into the future as a basis for determining objectives. It also establishes long-term policies for day-to-day decision-making based upon those objectives.

CHAPTER 1.0

NOISE ELEMENT

1.0 NOISE ELEMENT

INTRODUCTION

Noise levels within the community of Escalon affect the quality of life of people living and working in the City. The most significant noise levels within the community are associated with the railroad lines and roadways. High noise levels associated with these and other activities can create stress and irritation. The Noise Element addresses the physiological, psychological and economic effects of noise by providing effective strategies to reduce excessive noise and limit community exposure to loud noise sources.

PURPOSE OF THE NOISE ELEMENT

Government Code § 65302 (F) states that a City's General Plan must include "*A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:*

1. *Highways and freeways*
2. *Primary arterials and major local streets.*
3. *Passenger and freight on-line railroad operations and ground rapid transit systems.*
4. *Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.*
5. *Local industrial plants, including, but not limited to, railroad classification yards.*
6. *Other ground stationary noise sources identified by local agencies as contributing to the community noise environment."*

SCOPE AND CONTENT OF THE NOISE ELEMENT

The State of California recognizes the relationship between noise and noise-sensitive uses and has adopted State Guidelines for Noise Elements. This Noise Element satisfies the requirements of State planning law and is a mandated component of the General Plan. Government Code Section 65302 (f) establishes the required components of the Noise Element. The Element also complies with California Health and Safety

Code Section 56050.1 guidelines for Noise Elements.

Future noise conditions from short- and long-term growth are quantified and identified as noise exposure contours. This noise information serves as the basis for developing guidelines for identifying compatible land uses; identifying the proper distribution of land uses on the General Plan Land Use Map; and establishing proper development standards.

The Noise Element comprises four sections: the Introduction; Purpose of the Noise Element; Scope and Content of the Noise Element; and the Goals, Objectives and Policies. In the Goals, Objectives, and Policies section, major issues pertaining to noise sources are identified and related policies are established. The objectives are statements of the City's desires and comprise broad statements of purpose and direction. The policies and standards serve as guides for reducing or avoiding adverse noise impacts on the population.

OBJECTIVES

A. To protect the citizens of the City from the harmful and annoying effects of exposure to excessive noise.

B. To protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

C. To preserve the tranquility of residential areas by preventing noise producing uses from encroaching upon existing or planned noise-sensitive uses.

D. To educate the citizens of the City concerning the effects of exposure to excessive noise and the methods available for minimizing such exposure.

E. To emphasize the reduction of noise impacts through careful site planning and project design, giving second preference to the use of noise barriers and/or structural features to buildings containing noise-sensitive land uses.

POLICIES AND STANDARDS

1. Areas shall be recognized as noise impacted if exposed to existing or projected future noise levels at the exterior of buildings in excess of 65 dB Ldn (or CNEL).

2. Noise sensitive land uses should be discouraged in noise impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce exterior noise levels to 65 dB Ldn (or CNEL) or less and 45 dB Ldn (or CNEL) or less within interior living spaces. Noise sensitive land uses include hospitals, residences, schools, churches, and other uses of a similar nature as determined by the Planning Director.

3. Industrial, commercial or other noise generating land uses should be discouraged if resulting noise levels will exceed 65 dB Ldn (or CNEL) at the boundary areas of planned or zoned noise sensitive land uses. Noise generating land uses should not be located near roadways or railways that exceed 65 dB(A).

4. The City shall enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC noise requirements).

5. New equipment and vehicles purchased by the City should comply with noise level performance standards consistent with the best available noise reduction technology.

6. The preferred method of noise control used is thoughtful site design. Secondarily, noise control should be achieved through the use of artificial noise barriers. Site and building design guidelines may include:

    a. Noise sensitive land uses should not front onto the primary noise source. Where this is not possible, the narrow portion of the building should face the primary noise source, and the interior layout should locate the most sensitive areas away from the noise source by placing garages, storage facilities, carports or other such areas nearest the noise source.

    b. Site design should permit noise to pass around or through a development. This can be achieved by placing the narrow or convex portion of the structure toward the primary noise source.

    c. Commercial and industrial structures should be designed so that any noise generated from the interior of the building is focused away from noise sensitive land uses.

    d. Two-story residential construction should be avoided, where possible, immediately adjacent to arterials or collectors unless an adequate combination of noise attenuation procedures are used.

    e. When possible, residential cul-de-sacs should be perpendicular to adjacent arterials or collectors.

    f. Loading and unloading activities for commercial uses should be conducted in an enclosed loading dock, preferably with a positive seal between the loading dock and trucks.

7. The City shall review all relevant development plans, programs and proposals to ensure their conformance with the policy framework outlined in this Noise Element.

8. Prior to the approval of a proposed development in a noise impacted area, or the development of an industrial, commercial or other noise generating land use in or near an area containing existing or planned noise sensitive land uses, an acoustical analysis may be required if any of the following findings are made:

a. The existing or projected future noise exposure at the exterior of buildings which will contain noise sensitive uses or within proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) exceeds 65 dB Ldn (or CNEL).

b. Interior residential noise levels resulting from offsite noise are estimated to exceed 45 dB(A).

c. Estimated or projected noise levels cannot be reduced to the noise exposure limitations specified in this Noise Element by the application of Standard Noise Reduction Methods.

When noise studies are necessary they should:

a. Be the responsibility of the applicant.

b. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics.

c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.

d. Include estimated noise levels in terms of dB Ldn (or CNEL) for existing and projected future conditions, with a comparison made to the adopted policies of the Noise Element.

e. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.

f. Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.

g. Be prepared as early in the project review or permitting process as possible, so that noise mitigation measures may be an integral part of the project design, rather than an afterthought.

9. Reduce downtown noise levels by re-routing truck traffic off of Main Street in downtown. Truck traffic is only permitted along 3rd Street from SR 120 to Main and along Main Street from 3rd Street south to Santa Fe.

10. Noise created by temporary activities necessary to provide construction or required services should be permitted for the shortest duration possible and limited to time periods that will have the least possible adverse impact on surrounding land uses.

CHAPTER 2.0

SAFETY ELEMENT

2.0 SAFETY ELEMENT

INTRODUCTION

The quality of life in Escalon is directly impacted by the sense of security of its residents and businesses. In order to provide a safe and enjoyable environment for residents, it is important to address the issues of crime, violence, and other human caused hazards, and to prepare a response to uncontrollable natural hazards. The Safety Element establishes objectives and policies and standards to ensure that there is an adequate, coordinated, and expedient response to public safety concerns.

PURPOSE OF THE SAFETY ELEMENT

The purpose of the Safety Element is to identify and address those features or characteristics existing in or near Escalon that represent a potential hazard to the community's citizens, sites, structures, public facilities, and infrastructure. The Safety Element establishes policies to minimize the danger to residents, workers, and visitors, while identifying actions needed to manage crisis situations such as earthquakes, fires, and floods. The Element also focuses on preventing criminal activity and violence before they occur. Additionally, the Safety Element contains specific policies to regulate existing and proposed development in hazard-prone areas.

SCOPE AND CONTENT OF THE SAFETY ELEMENT

The Safety Element satisfies the requirements of state planning law and is a mandated component of the General Plan. Government Code section 65302 (g) sets forth a list of hazards that the Element must cover, if they pertain to conditions in the City. These hazards are:

- Seismically induced conditions including ground shaking, surface rupture, ground failure, tsunami, and seiche:
- Slope instability leading to mudslides and landslides;
- Subsidence and other geologic hazards;
- Flooding;
- Wildland and urban fires; and
- Evacuation routes.

The Safety Element contains four sections: the Introduction; Purpose of the Safety Element; Scope and Content of the Safety Element; and Objectives, Policies and Standards. In the Objectives, Policies and Standards section, major issues pertaining to hazardous conditions and safety are identified, and related policies established. The policies serve as guidelines for reducing the risks associated with humans, including criminal activity and natural hazards. The policies also serve to direct and maximize community emergency preparedness.

2.1 Emergency Planning

OBJECTIVES

A. Reduce the potential for loss of life and property resulting from natural and man-made hazards to a minimum.

B. Coordinate responses in the event of a local or regional natural or man-made disaster.

POLICIES AND STANDARDS

1. The City will maintain its emergency preparedness, including evacuation procedures, to address potential natural and man-made hazards. These procedures shall be developed in coordination with San Joaquin County's emergency operations plans.

2. All new buildings shall conform to state standards set forth in the Dangerous Building Code contained in the most current edition of the Uniform Building Code.

3. The City of Escalon shall conduct joint training exercises between local fire and law enforcement personnel to develop coordinated action in fire suppression, traffic and crowd control.

4. The City may coordinate fire protection services with San Joaquin County and neighboring communities, including consideration of mutual aid and automatic agreements.

5. The City shall establish a network of streets that permits emergency vehicle access to any individual property that is no more than one minute from designated Arterial, Collector or Minor Collector roadways.

2.2 Fire Protection

OBJECTIVE

A. An effective and well-trained Fire Department that will protect the community from fire dangers.

POLICIES AND STANDARDS

1. The City's fire service response goal shall be five minutes from "tone-out" to arrival on scene.

2. The City shall maintain a reliable water supply system that meets the fire protection needs of the community.

3. The City shall enforce the municipal code as it pertains to the abatement of fire hazards related to existing buildings, structures, and weed control.

4. The City shall support local, state and federal programs designed to inform and educate the public concerning fire prevention and suppression.

5. The City will coordinate with San Joaquin County in the provision of fire protection services to ensure the maximum level of protection for all residences, commercial establishments and industries within the planning area.

6. The City will encourage installation of fire safety devices in all residences and require such installation at the time of original construction, remodeling or expansion.

7. The City will establish five minutes or two miles travel distance as the maximum response time or travel distance from the nearest fire station. Outside of this response range, built-in fire protection systems (i.e. sprinklers) shall be required in all new buildings.

8. The City will encourage the community to become involved in promoting state and federal fire protection programs in school and civic functions.

2.3 Flooding

OBJECTIVE

A. Protect the lives and property of residents from the hazards of flooding.

POLICIES AND STANDARDS

1. Consistent with Federal standards, the City shall implement FEMA regulations and design guidelines to address 100-year flood events, and require adequate storm drainage facilities to prevent flooding within the community.

2. The City will update the storm drain master plan for the City to include planned growth areas and require that development conform to it.

2.4 Public Safety Standard

OBJECTIVE

A. Adopt and implement safety standards for varying hazards.

POLICIES AND STANDARDS

1. Environmental Impact Reports should be required on all projects in areas of extreme hazard as defined herein (a project is defined within the California Environmental Quality Act).

2. It is the policy of the City to require that water supply systems be related to the size and configuration of land developments. Standards as set forth in the current subdivision ordinance shall be maintained and improved as necessary.

3. Development proposals shall take into consideration required fire standards, particularly in regard to critical facilities.

4. It is the policy of the City to maintain adequate street width and connectivity in the circulation system to enable prompt response and emergency access.

5. The street network shall be designed so that it does not pose undue hazards due to excessive vehicle speeds, excessive through traffic in residential neighborhoods or street design that is in substantial excess of future projected traffic volumes.

6. Existing traffic conflicts should be resolved, including connectivity between neighborhoods, access to industrial areas and critical intersections, and railroad/roadway conflicts.

CHAPTER 3.0

CONSERVATION AND OPEN SPACE ELEMENT

3.0 OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

INTRODUCTION

Some of the most valuable assets of Escalon include its agricultural land, parks, historical and architectural resources. The Open Space, Conservation and Recreation Element focuses on the protection and enhancement of open space, natural and recreational resources to ensure a high quality living environment in Escalon.

PURPOSE OF THE OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

The Open Space, Conservation and Recreation Element meets the state requirements for Conservation and Open Space Elements as defined in Sections 65302(d) and 65301(e) of the Government Code. According to these requirements, the Conservation element must contain goals and policies to protect and maintain natural resources such as water, soils, wildlife, and minerals, and prevent wasteful resource exploitation, degradation, and destruction. The Open Space Element must contain goals and policies to manage open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element must address several open space categories such as those used for the preservation of natural resources and managed production of resources, as well as open space maintained for public health and safety reasons. This last category of open space is addressed in the Safety Element. Because the subjects required to be addressed under the Conservation Element and Open Space Element overlap substantially, the two elements, and the Recreation Element have been combined for this Plan.

SCOPE AND CONTENT OF THE OPEN SPACE, CONSERVATION AND RECREATION

The Open Space, Conservation and Recreation Element expresses community policies to protect environmental, open space and recreational resources. Resources addressed in this element include: water resources; agricultural resources; cultural resources; ecological and biological resources; mineral resources; and parks and recreational facilities. Because everyday activities in Escalon affect air quality outside City boundaries and regional activities affect air quality within Escalon, regional air quality issues are also addressed in this element.

The Open Space, Conservation and Recreation Element is comprised of four sections: the Introduction; Purpose of the Open Space, Conservation and Recreation Element; Scope and Content of the Open Space,

Conservation and Recreation Element; and the Objectives, Policies and Standards. In the Objectives, Policies and Standards section, community open space needs and resource management issues are identified and corresponding policies are established. The objectives, which are overall statements of the City desires, are comprised of broad statements of purpose and direction. The policies serve as guidelines for planning and maintaining recreational facilities, enhancing the natural amenities of Escalon and minimizing the environmental effects of planned development.

3.1 Natural Resources

OBJECTIVES

A. Protect natural resources including groundwater, soils, and air quality, to meet the needs of present and future generations.

B. Ensure that environmental hazards including potential flooding and impacts from agricultural practices are adequately addressed in the development process within the City and the Escalon Planning Area.

POLICIES AND STANDARDS

1. Expand programs that enhance groundwater recharge in order to maintain the groundwater supply, including the installation of retention ponds in new growth areas.

2. No urban level development shall be approved in the City unless the development is, or can be served by the City sewer system.

3. Water conservation methods shall be continued.

4. To assist the City in meeting the clean air quality requirements of the federal and state Clean Air Acts, the San Joaquin Valley Air Pollution Control District will be consulted to provide community planning guidance to help reduce potential air quality impacts. In conformance with State legislation, an Air Quality Element shall be developed based on the Air District's Air Quality Guidelines for General Plans.

5. Promote biological diversity and the use of plant species compatible with the bio-region.

6. New construction activities shall comply with the standard and optional PM-10 control measures as set forth by the San Joaquin Valley Air Pollution Control District's *Guide for Assessing and Mitigating Air Quality Impacts*.

7. To protect human health, the City's water resources will be monitored on a regular basis to test for bacteriological and toxic chemical components.

8. Maximize farmland, open space, and wildlife habitat preservation on lands outside of the City by establishing a greenbelt including all lands not designated for future annexation on the General

Plan Land Use Diagram. The City shall use natural or manmade features to transition from urban to non-urban uses.

9. Initiate and/or support local and regional recycling programs, and transfer station-based solid waste sorting programs.

3.2 Recreation

OBJECTIVES

A. Provide adequate recreational facilities to accommodate residents and visitors.

B. Provide a range of leisure, recreation, and cultural programs and facilities that are accessible and affordable to all segments of the community.

POLICIES AND STANDARDS

1. The City shall provide parks at a minimum rate of 5.0 acres of park per 1,000 population, including 1.0 acre/1,000 population for mini parks, 3.0 acres/1,000 for neighborhood parks, and 1.0 acre/1,000 for regional parks. Neighborhood parks shall be at least 5 acres. Lighting and Landscape Districts shall be encouraged to ensure that the park facilities are adequately maintained.

2. Parks shall be developed as growth and fiscal resources warrant, which respond to the needs of the City's diverse population.

3. Develop and maintain parklands in accordance with the Parks Master Plan.

4. The City will maximize opportunity for joint use of public land and facilities such as schools, stormwater ponding basins and other recreation areas under public jurisdiction suitable for recreation.

3.3 Open Space

OBJECTIVES

A. Create and preserve an open space system in the Escalon planning area to meet a variety of needs.

POLICIES AND STANDARDS

1. The City will create and protect open space for the preservation of natural resources.

2. The City will create and preserve open space for outdoor recreation.

3. The City will preserve and protect agricultural use on lands in and surrounding the Escalon planning area for open space purposes and for the managed production of resources.

4. The City will create and maintain open space for public health and safety in areas which require special management or regulation.

CHAPTER 4.0

ECONOMIC DEVELOPMENT ELEMENT

4.0 ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

Escalon is a small agricultural community in the heart of the San Joaquin Valley. Many opportunities exist for expanding the existing commercial and industrial employment base. Escalon wishes to keep that small town charm, but at the same time provide an equal mix of jobs and housing and an increase in industrial opportunities.

PURPOSE OF THE ECONOMIC DEVELOPMENT ELEMENT

The purpose of the Economic Development Element is to provide guidance for economic development within the City of Escalon in order to attain an economically viable and self-sustaining community. In this sense, economically viable means providing a range of housing and employment opportunities that meet the needs of both residents and workers, attracting families and businesses to create demand for planned land uses, and establishing and funding public service levels that preserve or enhance Escalon's quality of life.

The Economic Development Element is an optional element of Escalon's General Plan. Authority for the Economic Development Element is found in State Government Code Section 65303, which allows cities and counties to add optional elements beyond the State-mandated elements. Once adopted, an optional element carries the same legal weight as any of the other elements. The Economic Development Element is not a required element in the General Plan. The City has prepared one in order to consolidate and codify a growing body of policy concerning the economic and fiscal viability of Escalon.

SCOPE AND CONTENT OF THE ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element establishes goals, objectives and policies to guide City efforts to maintain an economically viable community. In this sense, economically viable means providing a range of housing and employment opportunities that meet the needs of both residents and workers, that attract

families and businesses to create demand for planned land uses, and that establish and fund public service levels to preserve Escalon's quality of life.

The Economic Development Element is comprised of four sections: the Introduction; Purpose of the Economic Development Element; Scope and Content of the Economic Development Element; and the Goals, Objectives, and Policies. In the Goals, Objectives, and Policies section, the City's economic development needs are identified and corresponding policies established. The goals and objectives are comprised of the City's broad statements of purpose and direction. The polices and standards serve as guidelines for providing adequate industrial, commercial and office land, infrastructure improvements, and a commercial, industrial and residential balance.

GOAL

Foster and maintain a high quality of life for the City's residents by sustaining and developing a strong and diverse local economy.

OBJECTIVES

A. To achieve and maintain a balance of jobs and housing in Escalon.

B. To ensure that there is adequate industrial land that is adequately located and served to accommodate the needs of new employers.

C. To actively recruit new businesses, and retain existing ones, which generate local employment opportunities and sales tax revenues while assisting existing businesses in maintaining and enhancing sales, employment, and the appearance of their buildings.

D. Ensure that there is adequate infrastructure improvements which promote commercial and industrial development.

E. To encourage a balance of commercial and industrial uses which support a strong and diverse economic base, which provide adequate fiscal revenues, and which are compatible with the needs of the community.

4.1 Adequate Industrial, Commercial and Office Land

POLICIES AND STANDARDS

1. Coordinate economic development planning with land use planning. This shall include locating light and heavy industrial uses in locations that are most convenient for the community to serve, and to plan the size of industrial parcels that are most appropriate to meet the needs of the prospective employers. Heavy industrial uses shall be limited to the industrial areas south of Clough Avenue; light industrial uses should be permitted north of State Highway 120 and west of the Santa Fe railroad tracks.

2. The City should designate property in the industrial areas for an appropriate mix of large and small parcels. Approximately one-fourth of properties should be less than 5 acres, one-fourth should be for mid-sized parcels of between five and ten acres, approximately one-fourth should be for parcels of 10 to 20 acres, and one-fourth for properties larger than 20 acres.

3. Since rail service is important to 10-25 percent of industrial users, and given the community's significant rail-service assets, at least 20 percent of the parcels should be available to be served by rail. Encourage rail service in southern undeveloped areas. Adequate heavy truck access should be provided for the remainder of the parcels.

4. Encourage economic development activities which provide, either through initial stages or through expansion, the opportunity for career employment of local residents in jobs that will enable them to live in Escalon.

5. Commercial areas are encouraged to cluster in identified areas such as the downtown to prevent and discourage strip development. Where appropriate, locate commercial uses at focal points along major arterial streets such as McHenry Avenue and State Route 120.

4.2 Employer Recruitment and Retention

1. Encourage the preservation and expansion of existing industrial uses in areas designated as industrial. Land use that may conflict with employment-generating uses should be discouraged from locating adjacent to industrial areas.

4.3 Infrastructure Improvements

1. The City shall ensure that there is at least a 10-year supply (80 acres) of zoned and vacant commercial and industrial land inside the City limits at any one time. The City will ensure that infrastructure is installed or programmed in the Capital Improvement Program for a five-year supply of land so that such property is "ready-to-go." The City should develop an Industrial Park Specific Plan for the Southern Industrial Area to ensure that such supply is available.

2. If necessary, the City should encourage annexations and non-renewal of ag preserves to ensure that key industrial and commercial properties are available for development when necessary.

3. Plan and implement circulation improvements which eliminate the constraints to development of the Southern Industrial area, and development of a loop industrial street.

4. Conduct an economic development/redevelopment feasibility study, and implement a plan to finance needed infrastructure improvements, downtown improvements, and to remove substandard building conditions. The project should be used to "front-load" infrastructure improvement for key economic development activities.

4.4 Commercial, Industrial and Residential Balance

1. In the downtown area, retail, office, financial, government, and professional services shall be encouraged to expand the current business mix and increase the area's economic viability as a destination point for shopping, work, dining, and entertainment. The City should plan for the expansion of the downtown area on the westerly side of Main Street, where possible, and along the 1st, 2nd, and 3rd Street corridors between Main Street and SH 120. Future expansion should be considered from Main Street to McHenry. Both of the above are intended to provide expansion of the downtown and exposure to the community's main traffic arteries.

2. Based on projected population needs in the community, and the existing cross-commuting patterns, the City shall ensure that there is an adequate amount of office and industrial land to serve the needs of the community for the next 20 years. This will mean that at least 100 industrial acres will be needed to provide employment opportunities for those currently leaving the community and 75 to 100 industrial acres to accommodate new residents with this zone. Additional land shall also be planned to accommodate the relocation of industrial uses from the core of the community to designated industrial areas.

3. Maintain a balance of Commercial and Industrial uses in Escalon. The growth in Commercial and Industrial employment shall not substantially exceed the rate of growth in local residential population to eliminate the possibility that the community's jobs-housing balance will worsen. The amount of commercial and industrial land shall also be balanced with the amount of residential land so that the overall general plan will be fiscally positive. This will mean that at least four (4) but not more than nine (9) acres of residential land should be developed for each acre of commercial and industrial space in the community.

4. Encourage increased cooperation between the public and private sectors, such as the Chamber of Commerce, non-profit and community groups, service clubs, plant managers, and business associations, in formulating economic development plans and programs.

5. Enhance the downtown area as a focal point for civic and tourist activities.

CHAPTER 5.0

AIR QUALITY ELEMENT

5.0 AIR QUALITY ELEMENT

INTRODUCTION

The Air Quality Element is intended to protect the public's health and welfare by implementing measures that allow the San Joaquin Valley Air Pollution Control District to attain Federal and State air quality standards, that will move toward a sustainable level of air quality. To achieve this goal, the Element sets forth a number of policies and standards to reduce current pollution emissions and to require new development to include measures to comply with air quality standards. In addition, this Element contains provisions to address new air quality requirements.

California Government Code Section 65303 enables a county or city to adopt "any other elements or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city." The City of Escalon has adopted the Air Quality Element to help the community meet ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board.

PURPOSE OF THE AIR QUALITY ELEMENT

The purpose of the Air Quality Element is to identify air quality problem areas and implement policies and standards to address those problem areas. Without the implementation and maintenance of appropriate air quality standards, threats to public health and a declining quality of life may result. The Air Quality Element, although not mandated by state planning law, has been included in Escalon's General Plan to ensure a healthy environment through the management of our air resources.

SCOPE AND CONTENT OF THE AIR QUALITY ELEMENT

The Air Quality Element includes goals, objectives and policies for minimizing the number and length of vehicle trips, transportation alternatives, and for requiring area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design.

GOAL

To protect the health and welfare of Escalon residents by promoting development and planning practices that are compatible with air quality standards and regional efforts to improve air quality.

OBJECTIVES

A. Develop consistent and accurate procedures for evaluating the air quality impacts of new projects and ensure adequate mitigation of significant local and regional air quality impacts.

B. As part of the development review process, develop mitigation measures to minimize stationary and area source emissions.

C. Develop transportation systems that minimize vehicle delay and air pollution.

D. Develop consistent and accurate procedures for mitigating transportation emissions from new and existing projects.

E. Encourage alternative modes of transportation including pedestrian, bicycle, and transit usage.

F. Conserve energy and reduce air emissions by encouraging energy efficient building designs and transportation systems.

G. Support regional and local efforts to educate the public on the impact of individual transportation, lifestyle, and land use decisions on air quality.

H. Integrate land use planning, transportation planning, and air quality planning to make the most efficient use of public resources and to create a healthier and more livable environment.

I. Integrate land use planning, transportation planning, and air quality planning to make the most efficient use of public resources and to create a healthier and more livable environment.

POLICIES AND STANDARDS

1. Coordinate with other local and regional jurisdictions, including the SJVAPCD, San Joaquin Council of Governments (SJCOG), and the California Air Resources Board (ARB), in the development and implementation of regional and county plans, programs, and mitigation measures that address cross-jurisdictional and regional air quality impacts, including transportation and climate change impacts, and incorporate the relevant provisions of those plans into City planning and project review procedures. Also cooperate with the SJVAPCD, SJCOG, and ARB in:

   - Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality.
   - Identifying baseline air pollutant and greenhouse gas emissions.
   - Encouraging economy clean fuel for city vehicle fleets, when feasible.
   - Developing consistent procedures for evaluating and mitigating project-specific and cumulative air quality impacts of projects.
   - Developing a Sustainable Communities Strategy.

2. Require area and stationary source projects that would have a significant air quality impact, either individually or cumulatively, to incorporate adequate air quality mitigation in their design, including:

   - The use of best available and economically feasible control technology for stationary industrial sources;
   - The use of EPA-certified wood stoves in new residential units;
   - The use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible;
   - The promotion of energy efficient designs, including provisions for solar access, building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winter winds

3. Require development projects, infrastructure projects, and land use plans to include strategies to minimize the number and length of vehicle trips, which may include:

   - Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
   - Encouraging commercial/industrial project day care and employee services at the employment site;
   - Encouraging the provision of transit, especially for employment-intensive uses of 200 or more employees;
   - Providing incentives for the use of transportation alternatives;
   - Providing expansion and improvement of public transportation services and facilities, including bike lanes, pedestrian walkways, and bus stops.

4. Encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives by doing the following:

   - Consider right-of-way requirements for bike usage in the planning of new arterial and collector streets and in street improvement projects;
   - Require that new development be designed to promote pedestrian and bicycle access and circulation;
   - Provide safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers.

5. Encourage land use development to be located and designed to conserve air quality and minimize direct and indirect emissions of air contaminants by doing the following:

- Locate air pollution point sources, such as manufacturing and extracting facilities in areas designated for industrial development and separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals);

- Establish buffer zones (e.g., setbacks, landscaping) within residential and other sensitive receptor site plans to separate those uses from highways, arterials, hazardous material locations and other sources of air pollution or odor;

- Consider the jobs/housing/balance relationship (i.e., the proximity of industrial and commercial uses to major residential areas) when making land use decisions; Provide for mixed-use development through land use and zoning to reduce the length and frequency of vehicle trips;

- Accommodate a portion of the projected population and economic growth of the City in areas having the potential for revitalization;

- Locate public facilities (libraries, parks, schools, community centers, etc.) with consideration of transit and other transportation opportunities;

- Encourage small neighborhood-serving commercial uses within or adjacent to resident neighborhoods when such areas are aesthetically compatible with adjacent areas; do not create conflicts with neighborhoods schools, minimize traffic, noise, and lighting impacts; encourage and accommodate pedestrian and bicycle access; and, are occupied by commercial uses that have a neighborhood-scale market area rather than a community-wide market area;

- Encourage a development pattern that is contiguous with existing developed areas of the City.

6. Continue to implement broad-scale General Plan strategies to decrease the generation of air pollution and greenhouse gas emissions through the reduction of vehicle miles traveled, excessive vehicle traffic congestion, and excessive engine idling by providing public transportation options and making land use planning decisions that encourage pedestrian, bicycle, and transit trips rather than private passenger vehicle trips.

7. Minimize exposure of the public to toxic air pollutant emissions and noxious odors from industrial, manufacturing, and processing facilities through requiring an adequate distance between sensitive receptors and industrial sites, major arterials, and hazardous material locations.

8. Encourage new buildings and development designed to be energy efficient. Reduce energy consumption and greenhouse gas emissions through:

    - Requiring new development to be energy-efficient through passive design concepts (e.g., siting and location) and construction methods;

    - Encourage use of solar and alternative energy systems;

- Encouraging and accommodating projects that incorporate alternative energy, enhanced energy conservation measures, and other voluntary methods of reducing energy usage and greenhouse gas emissions;

IMPLEMENTATION STRATEGIES

1-1. Review development, land use, transportation, and other projects that are subject to CEQA for potentially significant climate change and air quality impacts, including toxic and hazardous emissions and require that projects provide adequate, appropriate, and cost-effective mitigation measures reduce significant and potentially significant impacts. This includes, but is not limited to, the following:

- Use of the San Joaquin Valley Air Pollution District (SJVAPCD) "Guide for Assessing and Mitigating Air Quality Impacts", as may be amended or replaced from time to time, in identifying thresholds, evaluating potential impacts, and determining appropriate mitigation measures;

- Contact SJVAPCD for comment regarding potential impacts and mitigation measures as part of the evaluation of air quality effects of discretionary projects that are subject to CEQA;

- Require projects to participate in regional air quality mitigation strategies, including SJVAPCD-recommended mitigation measures, when applicable and appropriate;

- Identify sources of toxic air emissions and, if appropriate, require preparation of a health risk assessment in accordance with SJVAPCD-recommended procedures;

- Circulate the environmental documents for projects with significant air quality impacts to the SJVAPCD for review and comment.

1-2. Maintain adequate data to analyze cumulative land use impacts on air quality and climate change. This includes tracking proposed, planned, and approved General Plan amendments, development, and land use decisions so that projects can be evaluated for cumulative air quality impacts, including impacts associated with transportation and land use decisions.

1-3. Review development and land use projects to ensure that measures are incorporated to reduce air pollutants, including particulate matter emissions, and greenhouse gases associated with project design, site preparation, grading, and construction as conditions of approval for all development projects, subdivision maps, site plans, and grading permits. These measures may include, but are not limited to:

- All applicable particulate matter control requirements of SJVAPCD Regulation VIII;

- Reduction in vehicle miles travelled through pedestrian/transit-oriented project design (see related policies and implementation strategies in the Circulation and Land Use Elements);

- Use of alternative energy sources;

- Provision of adequate electric or natural gas outlets to encourage use of natural gas or electric barbecues and electric gardening equipment;
- Access roads, driveways, and parking areas serving new commercial uses, industrial uses, recreational facilities, and other high-traffic uses are constructed with materials that minimize particulate emissions.

1-4. Reduce particulate matter emissions associated with City facilities and public rights-of-way through paving or stabilizing exposed surfaces subject to erosion, silt loading, and heavy runoff, to the extent feasible and appropriate.

1-5. Implement, where feasible, programs to reduce air quality impacts and greenhouse gas emissions associated with employee travel through the following programs, to the extent feasible:

- Encourage vehicle trip reductions through providing preferred parking locations for carpool and rideshare users;
- Provide incentives for employees who use alternative means of transportation (e.g., transit, biking, walking, carpooling, etc.);
- Participate in the San Joaquin Valley Clean Cities Coalition to identify fleet vehicle purchase opportunities and shared infrastructure investment opportunities and, where feasible and appropriate, purchase clean fuel vehicles for the City's fleet;
- Support teleconferencing in lieu of employee travel to conferences and meetings providing adequate teleconferencing equipment at the City's offices;
- Identify positions where telecommuting is feasible. Start a pilot program for the most promising positions with employee volunteers.

1-6. Review new development and rehabilitation projects for consistency with policies related to reducing energy consumption and greenhouse gas emissions. Acceptable energy reduction measures include, but are not limited to:

- Passive design concepts;
- Construction methods (LEED certification, exceedance of Title 24 energy standards, and green building methods);
- Use of trees, landscaping, and sun screens to shade west and south exterior building walls, particularly during the warm season;
- Use of energy-efficient water heating mechanisms for residences, commercial uses, industrial uses, swimming pools, and other uses;
- Limit installation of fireplaces and woodburning devices to EPA-certified or EPA-qualified devices;

- Provision of natural gas or electric outlets in outdoor areas to encourage use of energy-efficient fireplaces, barbecues, lawnmowers, and other devices;
- Use of light emitting diodes (LEDs) for traffic, street, and other outdoor lighting;
- Installation of "cool" roof (e.g., roof materials with a high albedo) and pavement materials; and
- Installation of solar panels.

1-7. Consider adoption of a "Green Building Program" that would encourage green building practices and materials. The program should include incentives for energy-efficient projects and could be implemented through a green building code.

1-8. Encourage community services agencies and organizations to fund energy efficiency projects, including heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization, for low income residents.

CHAPTER 6.0

CIRCULATION ELEMENT

SCOPE AND CONTENT OF THE CIRCULATION ELEMENT

The state General Plan Guidelines recommend that the circulation policies and plans should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the safe and efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The Guidelines indicate that the Circulation Element should address all facets of circulation including streets and highways, transportation corridors, public transit, railroads, bicycle and pedestrian facilities, and commercial, general, and military airports. The Escalon Circulation Element fulfills state requirements with a plan to provide effective circulation facilities supporting desired community development. Along with circulation, public utilities must be addressed in the General Plan. Instead of addressing utilities within the Circulation Element, the Escalon General Plan contains a Public Services and Facilities Element that discusses the provision of utilities and public services/facilities. This element contains goals, objectives, and policies and standards to improve overall circulation in Escalon. For vehicular transportation, a hierarchical roadway network is established with designated roadway types and design standards. The roadway type is linked to anticipated traffic levels, and acceptable levels of service are established to determine when capacity improvements are necessary. Because local circulation is linked with the regional system, the element also focuses on participation in regional programs to alleviate traffic congestion and construct capacity improvements. Alternative transportation modes are also emphasized in this element to reduce dependency on the automobile and thereby improve environmental quality.

GOAL

To design and maintain a fully integrated local network that provides for safe and convenient circulation using a variety of transportation modes.

OBJECTIVES

A. Maintain a roadway level of service (LOS) of D or better on local streets, Minor Collectors, Collector and Arterial streets.

B. Enhance the availability and accessibility of alternative modes of transportation, such as walking, bicycling, carpools, buses and rail.

C. Improve neighborhood livability by ensuring that streets are related to other aspects of the community, that enhance and contribute to Escalon's small town charm, provide safe and pleasant conditions for residents, and have adequate emergency access.

D. Design streets that promote safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists on neighborhood streets, while preserving access for emergency vehicles, buses, and other users.

E. Eliminate truck conflicts with commercial and residential areas in the community.

6.1 General Circulation and Street System

1. Periodically evaluate the adequacy of traffic impact fees for providing sufficient funding for circulation network improvements necessitated by planned future growth.

2. Incorporate features such as bus shelters, bicycle storage, bicycle racks and park and ride lots into the design of public and private development projects.

3. Designate a network of bicycle routes providing safe passage throughout the City; establish linkages between schools, parks and the designated bikeway.

4. Require bicycle storage facilities as a condition of approval for multi-family residential development projects containing 10 or more units and for all commercial and public development proposals.

5. Conduct an assessment of existing parking requirements and consider reducing them as a means of attracting commercial development.

6. Discourage truck traffic along Main Street in order to facilitate and encourage pedestrian access to downtown.

7. Provide additional landscaping, including street trees, along existing roadways. Utilize reclaimed water where feasible to irrigate roadway landscaping.

8. The City will budget for traffic improvements in the Capital Improvement Program each fiscal year.

9. Over-design of streets including streets that are too wide for projected traffic volumes shall be avoided to save lives, property and money.

10. In the interest of reducing housing production costs and City maintenance costs, street widths should be minimized. Where appropriate, private streets and other design features to reduce street

11. Lighting and Landscape Districts and other mechanisms shall be promoted and encouraged for the maintenance and operation of new appurtenances to residential streets.

12. Streets shall be designed and constructed to promote energy efficiency.

13. In new residential subdivisions, to the maximum extent possible, local streets should be aligned in an east-west orientation.

14. All new local streets and Minor Collectors shall have a minimum planting strip of 6 feet in width. Within the planting strip, the maximum spacing between trees shall be 25 feet on center.

15. Local residential streets shall be kept at a curb to curb width of 32 - 36 feet and provided with shade to prevent excessive heat build-up.

16. Design the street network with multiple connections and relatively direct routes for pedestrians, bicyclists as well as motorists.

17. To facilitate emergency response times, all new residential development shall have a Network Connectivity Rating of 1.4 or higher. In order to accomplish this, loop-lanes should be encouraged.

18. Residential streets shall be designed with sidewalks on both sides. Sidewalks shall be a minimum width of six feet to provide enough room for two pedestrians to walk side by side. Sidewalks and bike lanes shall be shaded by trees for pedestrian comfort.

19. Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high volume streets by designing pedestrian and bicycle pass-through pathways at cul-de-sac bulbs adjacent to Arterial roadways.

20. Through-streets and Collectors or Arterials should be no more than over a half-mile apart.

21. Short streets, trees, on-street parking, tee intersections, use of terminating vistas and traffic calming devices should be used to limit vehicle speed.

22. Use traffic calming measures to keep speeds on streets that provide direct access to homes down to 20 mph. (See Table 6-1)

23. Streets shall be designed in accordance with projected traffic volumes and city-adopted level of service standards. Oversized streets shall be discouraged.

24. Connectivity shall be encouraged and provided which permits vehicular and non-vehicular circulation within a neighborhood without exclusive reliance on perimeter Collectors and Arterials.

25. The right-of-way for the circulation system shall be developed and dedicated to the appropriate extent when development or division of property occurs. General Plan

26. Street widening and right-of-way acquisition in existing developed areas shall be undertaken when required for obvious safety reasons, such as trends towards higher accident rates or marked decline in overall levels of service.

27. Established truck routes shall be maintained. New truck routes should be limited to Arterials and Collectors.

28. Minor Collectors shall be used to provide connectivity within neighborhoods as shown in Figure 6-1. These streets shall have offsets, and/or other traffic calming features, in conformance with table 6-1, to discourage through-traffic. They should also be designed to avoid four way intersections, when possible.

29. Minor Collector streets shall provide access to traffic generating land uses such as schools, hospitals, shopping and recreation areas.

30. Arterials shall be designated to provide cross-town, through-town, and inter-city traffic. Frequent drive approaches shall be discouraged, where possible, to facilitate traffic fl ow and reduce potential traffic conflicts and hazards.

31. Direct access (driveways) to individual dwelling units to Arterials shall be prohibited. Direct access to Collector streets with projected traffic volumes at full build-out in excess of 2,000 average daily trips, shall also be prohibited.

32. Overnight truck (tractor-trailer) parking shall be prohibited in residential areas, or other areas that are deemed inappropriate.

33. Traffic calming features may be used in accordance with Table 6-1. Passive traffic calming features such as road curvature and width, narrowings, street offsets and other built-in features are preferred over roadway obstructions such as speed humps or tables, chicanes, barriers, diverters, or traffic islands.

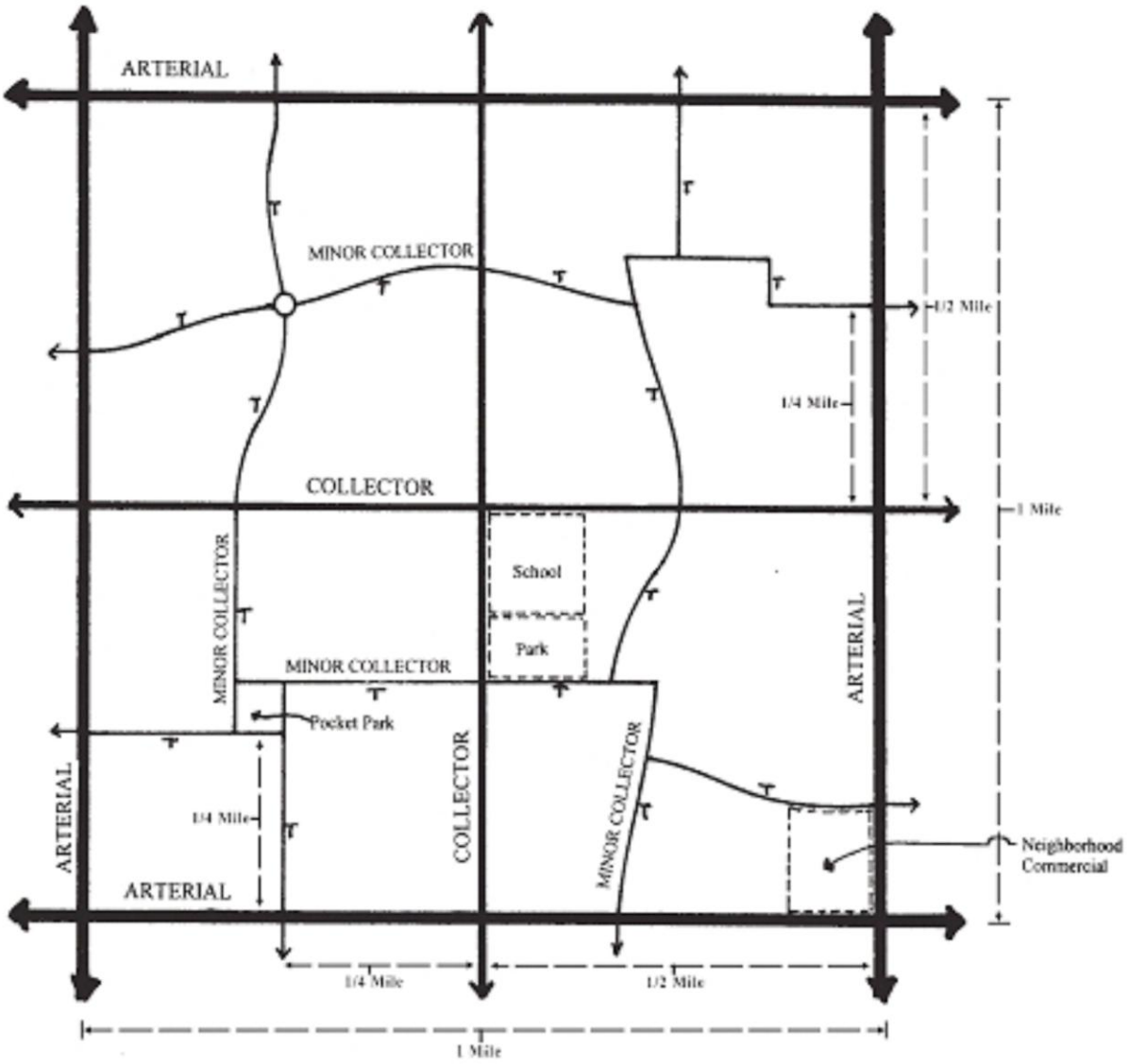
34. Minor Collectors and Local streets shall not carry an unreasonable level of through traffic. If it is determined that a Local street or Minor Collector is carrying an unacceptable level of through traffic, the City may take appropriate means to reduce traffic through creation of one-way traffic fl ow, installation of traffic diversion devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California. For the purposes of this policy an unreasonable level of traffic may be deemed to exist when traffic exists that is 25 percent in excess of the volume that would be expected from land uses directly served by these streets.

35. Maintain pedestrian, bicycle, transit, and automobile connections in existing neighborhoods and developments.

<u>Arterial Streets</u>

36. Arterial streets shall be built at a typical separation of one (1) mile with a typical right-of-way of 110 feet as shown in Figure 6-1 and 6-2.

Figure 6-1
Overall Conceptual Circulation Plan
(Illustrative Only, Refer to Policies for Precise Requirements)



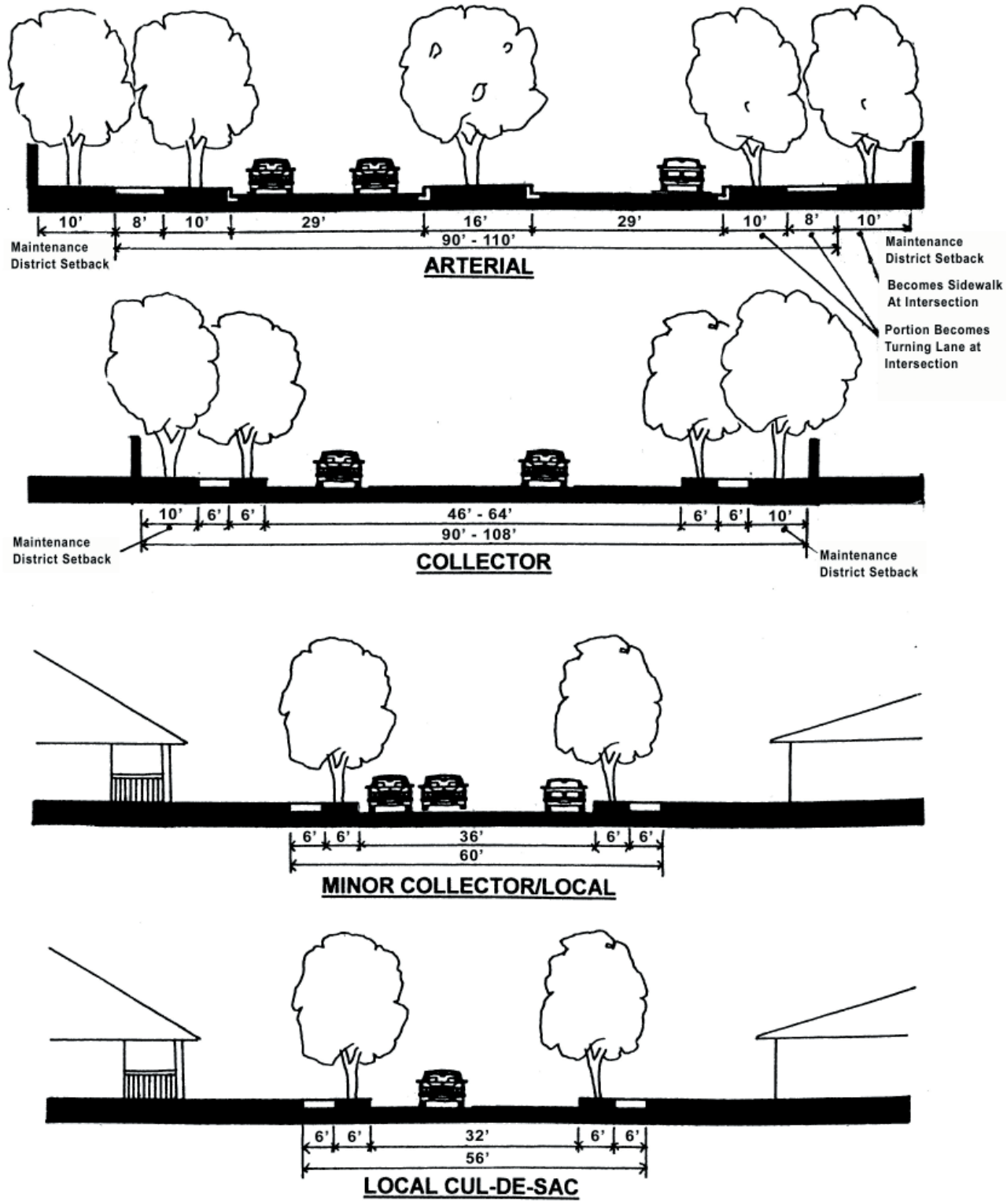
T = Traffic calming devices as required to maintain a speed of 25 MPH or less.

Table 6-1
Permitted Traffic Calming Measures

	Functional Classification				Subdivision Streets			
	Interstates Freeways Expressways	**Arterial Collectors**	**Minor Collectors**	**Local Roads**	**Collector Streets**	**Minor Collector Streets**	**Local Streets**	**Other Restrictions**
Volume Control Measures								
Full Closure Half Closure	Not Recommended			Only on an exception basis	Not Recommended		>500 vpd >25% non-local traffic	
Diagonal Diverter Median Barriers Forced Turn Islands	Not Recommended			<5,000 vpd >25% non-local traffic	Not Recommended		>500 vpd >25% non-local traffic	
Vertical Speed Control Measures								
Speed Humps	Not Recommended			Only on an exception basis	Daily volumes <3,000 vpd Posted speed <30 mph			Not on primary emergency routes or bus routes
Speed Tables Raised Crosswalks Raised Intersections	Not Recommended				Daily volumes <5,000 vpd Posted speed <35 mph			Not on primary emergency routes or bus routes
Horizontal Speed Control Measures								
Mini-traffic Circles	Not Recommended			Only on an exception basis	Daily volumes <5,000 vpd Posted speed <35 mph			Not on primary emergency routes or bus routes
Roundabouts	Not Recommended				Combined approaches daily volumes <5,000 vpd Posted speed <35 mph			
Lateral Shifts	Not Recommended				Daily volumes <10,000 vpd Posted speed <35 mph			
Chicanes	Not Recommended				Daily volumes <5,000 vpd Posted speed <35 mph			
Realigned Intersections	Not Recommended				Daily volumes <5,000 vpd Posted speed <35 mph			
Narrowings								
Bulbouts Two-Lane Chokers Center Islands	Not Recommended				Daily volumes <1,000 vpd Posted speed <35 mph			
Combined Measures	Not Recommended				Subject to limitations of component measures			

Note: Subject to Approval by City Engineer

Figure 6-2
Street Standards



37. Arterial Street Standards.

a. Driveway access to major activity centers shall be located away from adjacent intersections of Collector or Arterial street in a manner to avoid traffic conflicts.

b. The distance between driveways along commercially developed Arterials shall be limited in order to provide adequate ingress/egress and merging and weaving operations.

c. Where possible, driveways to major activity centers shall be located on adjacent Collector streets rather than on Arterial streets.

d. Driveways along Arterials to single-family residential property shall be prohibited; these properties shall receive access from Local streets or Minor Collectors.

e. If driveways must be provided near intersections for special commercial facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located far enough from the intersecting right-of-way in order to provide safe traffic operations.

f. Median breaks shall provide access to Collector streets and to major activity centers and shall be located adequate distance away from adjacent intersections of an Arterial or Collector Street.

g. Arterial streets shall include landscaping in accordance with Figure 6-2.

h. To ensure that the transportation system is so planned to minimize social and economic disruptions to the neighborhoods, Arterial streets shall skirt residential areas.

i. Arterial streets shall be designed to allow the efficient operation of public transit.

<u>Collector Streets</u>

38. Collector streets shall be built at a typical separation of one mile (typically between adjacent Arterial streets), with a typical right-of-way of 90 to 108 feet as shown in Figures 6-1 and Figure 6-2.

39. Collector Street Standards

a. Driveway access to major activity centers shall be located an adequate distance from adjacent Collector or Arterial street intersections.

b. The distance between driveways and intersecting local streets shall be limited in order to provide adequate ingress and egress.

c. Driveways to residential property along Collectors shall be consolidated whenever possible.

d. If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located far enough from the intersecting right-of-way in order to provide safe traffic operations.

e. Medians on Collectors shall be raised concrete where left turn control is needed or painted median or two-way left turn pockets where otherwise appropriate.

f. Collectors shall include landscaping in conformance with Figure 6-2.

40. Streets shall be designed for a level of traffic that will not cause a detrimental impact on adjacent land uses.

41. Unnecessary cross-traffic conflicts shall be eliminated to improve the traffic flow along Arterials and Collectors. Raised medians shall be installed as required to restrict unsafe turning movements.

42. Collector streets shall be up to four lanes for through traffic and may include an optional median for left turn access to local streets and adjacent land uses. On street parking may be provided where street capacity does not require left turns or four through lanes.

43. Arterials and Collectors in areas of existing development shall be built to standards consistent with a policy of reducing impacts on adjacent properties.

44. Where possible, Arterials and Collectors should form 4-leg, right-angle intersections; jog, offset and skewed intersections of major streets in near proximity shall be avoided where possible.

45. Sidewalks, paths and appropriate crosswalks shall be located in order to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths

46. Sidewalks, paths and appropriate crosswalks shall be located in order to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.

47. Where Arterial and Collector streets are required, residential development shall be oriented away (side-on or rear-on) from such streets, and properly buffered so that the traffic carrying capacity of the street will be preserved and the residential environment be protected from the adverse effects of the street.

48. Adequate access shall be provided to high intensity land use areas such as employment centers, shopping areas, and recreation facilities.

49. Due to the traffic congestion which results from numerous points of ingress and egress along commercial streets, future commercial developments or modifications to existing developments shall be master planned with limited points of ingress and egress onto a major street.

50. Left-hand movements into and out of commercial areas shall be minimized and existing points of ingress and egress shall be consolidated whenever possible.

<u>Minor Collectors</u>

51. Minor Collectors shall be used to provide access within a neighborhood, and to major activity centers in a safe and efficient manner as shown in Figure 6-1.

52. Minor Collectors Standards

a. Minor Collectors shall be designed to connect neighborhoods and neighborhood access to

schools, parks or other facilities without exclusive reliance on Arterials or Collectors as shown in Figure 6-1.

b. Minor Collectors shall be a 60-foot local street in accordance with Figure 6-2.

c. Minor Collector offsets shall be provided at least every 1,320 lineal feet of roadway, with such offsets between 125 to 200 feet. Streets shall be designed with gentle curves to achieve a 25 mph design speed. Other traffic calming features shall be provided in accordance with Table 6-1, if necessary to achieve the desired design speed.

d. Provide pedestrian accessibility from adjacent residential neighborhoods though linkages such as through-block connections or other accessibility methods. These street linkages may include access roads, open ended cul de sacs, pedestrian paths, or other such facilities for pedestrian and bike access, and emergency access, where necessary. Linkages should be made to abutting Collector or Arterials no less frequently than every 600 feet.

Local Streets

53. Local Streets shall be designed in accordance with adopted standards with right-of-way widths in conformance with Figure 6-2.

a. 56-foot Local streets (32-feet curb to curb) may be used in cul-de-sacs or on Local streets that will have traffic volumes that do not exceed 750 ADT.

b. Local street lengths should be short, preferably not exceeding 500 feet, or they shall be designed with gentle curves and changes in grade to limit the sight line to 500 feet.

c. A majority of streets should be curved or terminate so that no street vista is longer than 500 feet.

d. Traffic calming features such as curb extensions, traffic circles and medians may be used to encourage slower traffic speeds, in accordance with Table 6-1.

e. Local streets should be aligned to form three-way intersections when possible, in order to create inherent right-of-way assignment and to reduce accidents without the use of traffic controls.

f. Local streets that intersect an Arterial should be aligned with another street to form a four-way intersection. Local streets that intersect a Collector should provide for an offset. These streets should be designed so that they can easily be regulated by a stop sign or other traffic control device, if necessary.

g. Curb cuts for driveways to individual residential lots shall be prohibited along Arterial streets. Curb cuts shall be limited to intersections with other streets or access drives to parking areas for commercial, civic or multifamily uses. Clear sight triangles shall be maintained at intersections, unless controlled by traffic signal devices.

h. Pedestrian accessibility from adjacent residential neighborhoods shall be provided by the usage of through-block connections or other accessibility methods. These street linkages

may include access roads, open ended cul de sacs, pedestrian paths, or other such facilities for pedestrian and bike access, and emergency access, where necessary. Such a linkage shall be made to abutting Collector or Arterials no less frequently than every 600 feet.

54. The Subdivision Ordinance, Zoning Ordinance or other applicable City codes and ordinances shall be amended to include standards to address the policies and objectives of the Circulation Element.

55. Where alternate build out is not immediately needed, major traffic facilities may be phased so that there is adequate increase in economy.

6.2 Parking and Onsite Circulation

1. Parking standards will be evaluated to ensure that parking requirements are satisfied within walking distance of development, and so that Arterial and collector streets do not separate parking from the parking demand generator.

2. Soften the impact of expansive parking areas in all land use designations through landscaping and tree plantings as prescribed in the City Zoning Ordinance.

3. Maintain street tree lines and landscaped buffers between parking surfaces and street right-of-ways.

4. Facilitate and encourage adequate parking throughout the community including all commercial areas.

5. All new development, except as designated in the Downtown, shall provide adequate on-site parking for the on-site uses.

6.3 Pedestrian and Bicycle Modes

1. In existing developed areas where sidewalks do not exist, the City shall continue to support existing programs and pursue new programs for sidewalk construction. Bicycle accidents shall continue to be monitored and bicycle paths and lanes shall be established upon need.

2. Provide safe, aesthetic, and pleasant space for pedestrians.

3. Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation, or institutional activity is present and where residential densities are high.

4. Partially or wholly close certain streets which are not required for traffic so that they can be used for pedestrian circulation, and open space use.

5. Ensure convenient and safe pedestrian crossings.

6. Pedestrian and bicycle access shall be provided on Local streets and Minor Collectors to enable pedestrians to have access through a neighborhood, to shopping areas, to transit stops, schools and other such facilities.

7. Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.

8. Require, where security walls or fences are proposed for residential developments along Arterial or Collector streets, that pedestrian access be provided between the Arterial or Collector and the subdivision to allow access to transit vehicles operating on an Arterial or Collector Street. (see policy 52)

9. Promote safe, convenient, and accessible pedestrian access ways within the community except where there is no demonstrated need, such as industrial and rural residential areas.

10. Encourage the inclusion of green belts and common open space for pedestrian use within the residential development areas.

11. Require that Collector streets which are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or show an alternative route. Arterial streets shall provide for a Class I or Class II bike routes. In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.

12. Design bicycle and pedestrian paths so that interaction with vehicular traffic is minimized.

13. Require the provision for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.

14. Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.

15. Eliminate hazards on designated bikeways.

16. Prevent bicycle accidents through promoting bicycle safety education and improved traffic enforcement related to bicycle use.

17. Provide adequate and secure bicycle parking and/or storage facilities at all governmental, commercial, parks, community gathering areas, and residential locations, throughout the City.

6.4 Transit and Rail

1. Ensure choices among modes of travel and give priority to each mode when and where it is most appropriate.

2. Provide incentives for the use of transit, carpools and vanpools.

3. Improve the speed and efficiency of mass transit in the City and enhance the current status of the existing rail system including connections to rail passenger service.

4. The transportation facilities are interdependent, and efforts shall be made to ensure an efficient system by coordination of local and regional efforts. The regional and local transit links must be closely related and synchronized to provide maximum efficiency and transfers.

5. Coordinate the City's dial-a-ride system with regional transit services.

6. Arterials and Collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull-out lanes.

7. Give a high priority to public transportation systems which are responsive to the needs of the commuter, aged, handicapped and disadvantaged.

IMPLEMENTATION STRATEGIES

1-1. As part of the project review process for new development, large-scale redevelopment, and long-term planning projects, consult with transit providers to: identify appropriate locations for transit facilities, when appropriate, determine project impacts on transit operations and long-range transit plans, and ensure that impacts are mitigated.

1-2. Work with transit providers to develop long range transit plans based on land use plans supportive of future transit service.

6.5 Truck Routes

1. The City's Truck Route Ordinance shall be amended to designate SR 120, McHenry, Escalon-Belota Road, Santa Fe south of 3rd Street, and 3rd Street between Main Street and SR 120 as Truck Routes (reference Figure 6-3). Truck Routes on City Local, Collector and Minor Collector streets shall be prohibited.

2. The City will continue to encourage the construction of the City's Arterial Street system as part of the countywide network, and to seek non-local funding for its construction.

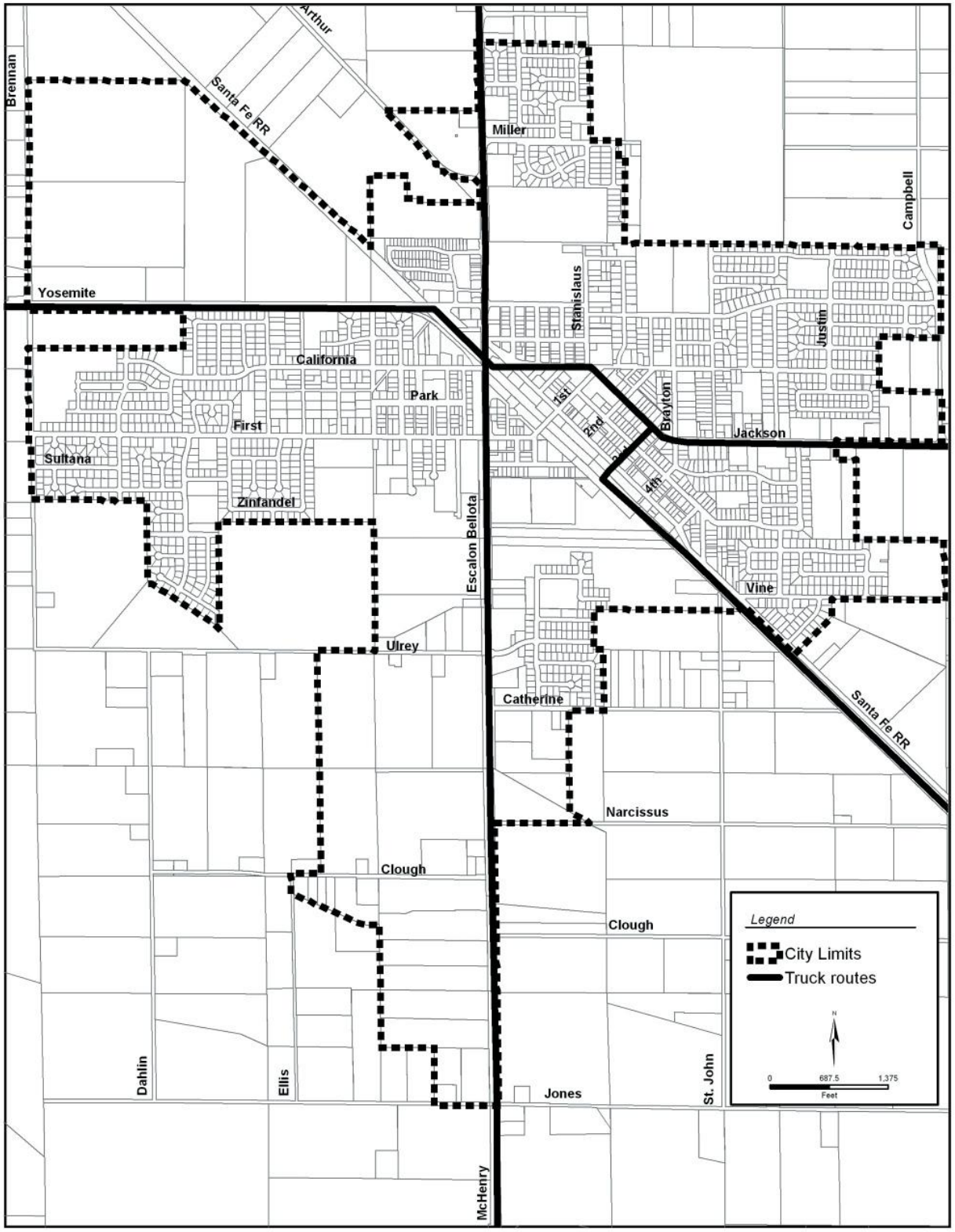
3. The City shall encourage Caltrans and the County to modify signage so as to direct through and truck traffic along SR 120 and McHenry/Escalon-Belota Rd, and to use Santa Fe and River Road as the preferred route for through traffic.

6.6 Transportation Planning

OBJECTIVE

A. Ensure that transportation control measures, alternative transportation options, and congestion management strategies are applied to long-term planning activities and large-scale new development projects.

Figure 6-3


Brennan
Arthur
Santa Fe RR
Miller
Campbell
Yosemite
Stanislaus
Justin
California
Park
First
1st
2nd
4th
Brayton
Jackson
Sultana
Zinfandel
Escalon Bellota
Vine
Ulrey
Catherine
Santa Fe RR
Narcissus
Clough
Clough
Legend
City Limits
Truck routes
N
0
687.5
1,375
Feet
Dahlin
Ellis
Jones
St. John
McHenry

POLICIES

1. All transportation improvement projects proposed for inclusion in regional transportation plans (Regional Transportation Plan, Regional Transportation Improvement Program, Congestion Management Plan, etc.) shall be consistent with the air quality, transportation, land use, and other goals and policies of the General Plan.

2. Projects included in the Capital Improvement Program and proposed for regional transportation plans should prioritize, in the following order: 1) projects that improve operations on existing roads without increasing capacity, 2) projects that encourage alternative transportation modes, 3) projects that increase capacity on existing roadways, and 4) new roadways.

3. Coordinate with Caltrans and the San Joaquin Council of Governments to minimize air quality and transportation impacts associated with planned and existing transportation facilities.

4. Require specific plans, commercial and industrial projects, subdivisions, and other large-scale projects to implement appropriate transportation control measures to reduce vehicle miles travelled and traffic congestion.

IMPLEMENTATION STRATEGIES

1-1. Establish an integrated and synchronized traffic signal network for major thoroughfares to assure smooth-flowing traffic through intersections and to minimize congestion through maintenance of stable traffic flow at intersections.

1-2. Coordinate with the San Joaquin Regional Transportation Authority/San Joaquin Council of Governments to identify and implement appropriate regional transportation control measures to reduce vehicle trips and vehicle miles traveled.

1-3. Review general plan amendments, zone change requests, specific plans, subdivisions, commercial and industrial projects, as well as other large-scale development projects to determine whether adequate transportation control measures are included.

1-3. Coordinate with regional transit providers, including rail and bus, to determine whether a multi-modal transportation facility would be appropriate in Escalon and potential locations. If it is determined that a multi-modal transportation facility would be appropriate, ensure that the next General Plan update identifies a site for the multi-modal transportation facility and that adequate transit, pedestrian, and bicycle access is provided.

1-4. Pursue regional, state, and federal funds available for bicycle and pedestrian facilities, transit improvements and operations, and multi-modal transportation systems.

CHAPTER 7.0

LAND USE ELEMENT

7.0 LAND USE ELEMENT

INTRODUCTION

The Land Use Element is a guide to future land use within Escalon and affects many of the issues addressed in the other General Plan elements. The Land Use Element identifies the type and location of future land uses within the City. The specific land uses and their location within the community in turn affect the remaining General Plan elements. For example, the location and type of land uses outlined in the Land Use Element affect the circulation system that is identified in the Circulation Element, and the land uses identified in the Land Use Element also reflect the community's goals for its future form and character, as outlined in the Community Design Element. In addition to land uses, the Land Use Element also addresses how growth will occur, with special attention given to public services and facilities and economic development.

PURPOSE OF THE LAND USE ELEMENT

As a city, state law requires that Escalon prepare and adopt a General Plan as a tool to manage growth and development. The Land Use Element is one of the seven mandatory elements of the General Plan.

The purpose of the Land Use Element is to describe present and planned land uses and their relationship to the community's long-range goals for the future. The Land Use Element identifies the proposed general distribution, location, and extent of land uses such as residential, commercial, industrial, and public/quasi public. The element consists of text and a map (reference map pocket) that outline the future land uses within the City and how these uses are integrated with the other General Plan elements and policies. The Land Use Map is a particularly important feature of the element since it shows the location, and types of development within the City. The element also describes the intensity or density of development planned for the community. The general location of future growth is also defined in the element.

The Land Use Element of the Escalon General Plan represents the City's desire for long-range changes and enhancements of land uses. Finally, the goals, objectives and policies contained in this element establish the framework for future land use planning and decision making in Escalon.

SCOPE AND CONTENT OF THE LAND USE ELEMENT

The Land Use Element complies with the requirements of the General Plan Land Use Element mandated in Government Code Section 65302(a). The element is comprised of five sections: the Introduction, Purpose of the Land Use Element, Scope and Content of the Land Use Element, Goals, Objectives, and Policies, and Land Use Map. In the Goals, Objectives, and Policies section, major land use issues are identified and related goals and policies are established to address these issues. The goals, which are overall statements of community desires, are comprised of broad statements of purpose and direction. Policies serve as guides for reviewing development proposals, planning facilities to accommodate anticipated growth, and accomplishing community economic development strategies. To achieve the goals, objectives, and policies, a logical, organized land use pattern is established with standards for future community development. The Land Use Map graphically identifies the planned land uses within Escalon.

GOAL 1

A. Preserve and enhance Escalon's unique character and achieve an optimal balance of residential, commercial, industrial, and open space land uses.

7.1 Community Identity

OBJECTIVES

A. Strive to keep Escalon separate and distinct from nearby communities.

B. Maintain and enhance Escalon's physical diversity, visual qualities and small-town characteristics.

C. Maintain the core area (Main Street from SR 120 to 5th Street) as the City's geographic center.

POLICIES AND STANDARDS

1. Develop design review standards for structures, landscaping and related development to facilitate compatibility with surrounding uses and the overall character of the community.

2. Gateways to Escalon and the downtown shall be designated and identified by well-designed, landscaped entrances to enhance access corridors. Land uses in the vicinity of Gateways should be of high quality design which reflects favorably on the image of the community.

3. Emphasize pedestrian amenities in the downtown area including landscaped open space areas, street furniture, lighting and signage.

4. Develop a City-wide street tree and landscape master plan to delineate neighborhoods, master and specific plan areas.

5. Develop scenic entryways (gateways) and roadway corridors into the City through special setback and landscape standards, entry signage open space and park development, and/or land use designations. These corridors shall also have enhanced landscape standards. Gateways and entryways to be considered should include:

Gateways:

North: Escalon Avenue/Mahon Avenue

South: McHenry Avenue/Jones Avenue

East: SR 120/Campbell

West: SR 120/Brennan Avenue

7.2 Residential Land Use

OBJECTIVES

A. Ensure adequate land area is available for future housing needs.

B. Provide new residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet projected demand throughout the community.

C. Identify locations for multi-family developments which are accessible to transportation routes, commercial areas, schools, and recreation facilities.

D. Goal: To enhance and maintain the quality of life in Escalon and to encourage a community identity and a pride in that identity.

POLICIES AND STANDARDS

1. Give priority consideration to infill development of vacant and underutilized land within the City limits through expedited permit processing. Consideration shall be given to financially assisting such development through special infrastructure financing programs.

2. Consider annexations which are consistent with the extension of public services and facilities and other City policies and plans. The City shall maintain at least a 10-year supply of zoned land in the City for all residential land use types, and a minimum five-year supply of "ready to

go" zoned land served by infrastructure. Designate an adequate amount of residential land in the General Plan for a 30-year supply of single-family and multifamily land uses.

3. In reviewing proposals for changes in land use to or from a residential land use, a fiscal/economic impact analysis shall be completed to ensure that the change is fiscally and economically beneficial to the City. The City shall also determine if the change will result in a residential land use inventory that is insufficient to meet the City's Regional Housing Needs Allocation.

4. Encourage the use of site development techniques which ensure that a good mix of housing types is provided through such methods as inclusion of duplexes on corner lots in low-density areas where they can be made to be compatible with surrounding development.

5. Plan and coordinate residential development in close proximity to planned urban facilities and services such as schools, parks, sanitary sewer, water, storm drainage, circulation network, transportation facilities and commercial centers.

6. Promote comprehensively planned and high quality building and site design for multi-family developments with the following criteria:

   - Exterior Elevations-Use design features such as offsets, balconies, projections, landscaping or similar elements to preclude large expanses of uninterrupted building surfaces.

   - Building, Parking, Walkway Separation-Provide privacy, light, air, and access to dwellings within the development by ensuring adequate distances among buildings, parking lots and driveways, and walkways.

   - Open Space, Landscaping, and Screening-Designate private open space exclusive of required setbacks, right-of-way, and easements within each development for the use of residents.

   - Open space, landscaping and screening should provide outdoor space for the residents and mitigate negative impacts related to land use compatibility between the development and adjacent land uses, noise, lighting, parking (screening and shading), on-site traffic circulation, and preservation of natural features.

   - Energy Efficiency-Encourage the following measures: 1) appropriate landscaping materials to provide shade in the summer and protection from the weather in winter; 2) eaves, canopies, awnings, along south and west elevations; 3) secured bicycle storage areas with lock-up capabilities.

7. Continue to encourage the distribution of low and moderate income housing throughout the community and on smaller sites.

8. Encourage development of housing for seniors and other special populations (i.e., developmentally disabled and physically handicapped). Locational criteria for these development proposals, at a minimum, should include proximity to health care,

recreation/cultural, and/or commercial facilities; and, aesthetic quality of area, including noise impact compatibility, and open space.

9. In order to avoid over concentration of multifamily dwelling units, they should be spread throughout the community, integrated as part of overall neighborhood planning, and be in concentrations consistent with Policy 22.

10. Encourage planned unit developments according to the following criteria:

    - For mixed-use developments which include a Convenience Center or a Neighborhood Center, the minimum site area shall be 20 acres. Sites less than 20 acres may be considered upon recommendation of the Planning Commission.

    - Common usable open space, exclusive of right-of-way and required setbacks, shall be encouraged to the greatest extent possible for recreation and open space purposes.

    - Existing natural features shall be preserved and enhanced consistent with the Conservation, Open Space, Parks and Recreation Element.

    - Density shall not exceed the underlying zoning provisions. Density increases may be granted in accordance with the Zoning Ordinance such as density bonuses or for infill projects, or for affordable housing.

11. Identify residential areas adjacent to roadways and other noise-sources. (i.e., railroads, airport, industry) which require setbacks and/or special soundproofing to reduce negative noise-related impacts, as identified in the Noise Element. Mitigation measures shall include the following:

    - The performance standards of the City's Noise Element.

    - Noise mitigation "packages" including the use of setbacks to ensure that the exterior noise levels at the closest building façade do not exceed 65 dB Ldn and interior noise exposure of 45 dB Ldn or below.

    - For multi-family development, site design techniques shall be used to reduce the need for supplemental noise mitigation requirements. Also, investigate the feasibility of requiring greater setbacks for multi-family residential development along arterials and collectors as an alternative to walls and fences.

12. Develop design measures to buffer residential development from non-residential land uses. These measures should, at a minimum, include setbacks; roadways; community waterways; landscaping; and landforms such as berming, fences, and walls.

13. Encourage higher density residential development near employment centers, commercial development, transit, and parks.

14. Provide for the continued viability of existing single-family areas in the downtown of the community and encourage medium and high-density residential development in the central business district where such uses do not conflict with existing neighborhoods.

15. Require special site development standards for proposed non-residential or more intensive land uses adjacent to established residential areas to minimize negative impacts on abutting properties.

16. Estate Residential areas shall be designed to provide opportunities for residential dwellings or in conjunction with small-scale farming and animal husbandry or in a semi-rural setting. Estate Residential development (6 persons per acre - up to 2 dwelling units per gross acre) shall be directed to areas where:

    - All urban services (i.e. storm drainage, schools, sidewalks, lighting) may not be required; Adjacent to long-term agricultural areas where more intensive future urban development is unlikely because of public safety conflicts such as the airport protection area;

    - Boundaries between dissimilar land uses (i.e., industrial to residential in the northwest and agriculture to residential in the southwest);

    - In areas where the viability of large-scale agriculture may ultimately be threatened due to the encroachment of non-agricultural uses, and which do not warrant designation to a higher density.

    Subject to the following minimum conditions:

    a. Developments will not be permitted to have farm animals.

    b. Full road, sewer, and water improvements shall be installed.

    c. Development setbacks and buffering will ensure that there will be no conflicts with adjacent rural residential uses.

    One half-acre lot shall be allowed in the R-E zone through the approval of a conditional use permit if the City determines that the size or shape of the site limits the development of a standard size subdivision or the approval of 1/2-acre parcels would facilitate infill development.

17. Continue to encourage comprehensively planned Low Density Residential development (up to 21 persons/acre - 2 to 10 dwelling units net acre). Developments in excess of 7 units per acre may be permitted through the PD process. Usage of duplex or halfplex units shall be encouraged to increase overall densities where they are made to be compatible with the overall residential development.

18. Promote Medium Density Residential development (up to 40 persons per acre - 10 to 15 dwelling units per net acre) which typically consists of duplex, triplex and four-plex development for in-fill or new development at Local/Collector and/or Collector/Collector intersections to a maximum of 50 units in one contiguous development on sites ranging from 3.5 to 5 acres. Medium Density Residential developments on sites less than 3.5 acres at arterial/collector intersections may also be considered. Medium density developments may be permitted on corner lots in single-family zones where they can be provided in conformance with Policy 18. Medium density residential developments may also be used in infill areas where they

can be made to be consistent with adjacent properties through the PD process and contract zoning.

19. Locate High Density Residential development (up to 58 persons per acre - 15 to 29 dwelling units per net acre) throughout the City at arterial, collector and Data locations according to the following criteria:

    - Arterial intersections - 100-unit maximum on sites ranging from 3.5 to 5 acres.
    - Arterial/collector intersections - 75-unit maximum on sites ranging from 2 to 5 acres.
    - Mid-block arterials - 50-unit maximum on sites ranging from 1 to 3 acres.
    - Downtown - at in-fill locations, which do not jeopardize the viability of existing single-family areas.
    - High-density residential developments may also be used in in-fill areas where they can be made to be consistent with adjacent properties through the PD process and conditional zoning. Consistency and compatibility with adjacent properties shall be evaluated based on issues including but not limited to: adjacent zoning, adjacent land use, proposed building mass, and the adequacy of public facilities available to the site.

    Densities in excess of 20 units/acre will be reviewed on a case-by- case basis and may be approved through a the PD process where measurable community benefit is demonstrated and where infrastructure including mass transit facilities is available (or can be made available) to accommodate impacts of increased density.

20. Future growth of the City shall conform to the Growth Management Ordinance of the City of Escalon. Residential building permits shall be limited as provided by the City's Growth Management Ordinance in effect.

7.2 Commercial Land Use

OBJECTIVES

A. Ensure the continued viability of Escalon's existing commercial areas.

B. Designate appropriate and sufficient commercial land for Escalon's needs to the year 2025 with appropriate phasing.

C. Investigate and implement methods of accelerating the project review process for commercial and industrial development proposals which generate employment opportunities.

POLICIES AND STANDARDS

1. Ensure that future commercial development is concentrated in shopping districts and nodes to discourage expansion of new strip commercial development.

2. It shall be a priority of the City to develop commercial land on the west and east sides of the community along SR 120.

3. In order to accommodate modern shopping center formats, the depth of new commercial areas shall be at least 500 feet. The depth of existing commercial development along SR 120 and McHenry Avenue may be extended on a case-by-case basis if the extension increases the feasibility of commercial development and the proposed action will not create land use conflicts or reduce viability of adjacent residential properties.

4. Encourage convenience commercial development in residential areas that serve the needs of the area and include site development standards which minimize negative impacts on adjacent properties.

5. Development standards for the interface between commercial or office uses and residential uses shall be as follows:

   - A landscaped setback of at least ten feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line between commercial or office uses and residential properties that have a common property line.

   - A masonry wall eight feet in height shall be erected along the property line where commercial and office uses have a common property line with residentially designated properties.

   - A masonry wall three and one-half feet in height or landscape berm shall be erected along the front setback line, parallel to, and ten feet from the local streets abutting planned residential uses.

   - A commercial loading and storage areas shall be screened from view of adjoining residential property by a combination of landscape planting and a masonry wall. Loading areas shall be enclosed and be located so that there are no noise impacts to adjacent residential properties. All storage shall be within an enclosed structure.

   - Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent noise from the equipment from exceeding 55dB (A) measured at the nearest residential property line.

6. In order to encourage the integration of Neighborhood and Community Commercial uses into neighborhoods, designs should de-emphasize the usage of walls as buffers where they create barriers to pedestrian access. Continuous block walls shall be discouraged and offsets, landscaping pockets and openings shall be encouraged.

7. In order to promote non-vehicular modes of transportation, and to limit the unnecessary usage of Collectors and Arterials for vehicular access, commercial development shall provide direct pedestrian and vehicular access to adjoining residential areas through Minor Collectors, Local Streets and/or through pedestrian access points.

8. Designate Convenience Centers for personal and convenience goods and services for nearby residential areas. Such centers may be in new, in-fill, and/or consolidated existing strip commercial developments and at a scale which is compatible with surrounding residences. Special site design standards shall be imposed on these facilities including high quality architecture, landscaping, signage and lighting to ensure that they are aesthetically pleasing. Convenience Centers may be approved by a planned development permit on the corner of arterial/ collector intersections on sites of three acres or less, and at least at one-half mile away from neighborhood shopping centers. Where possible, such centers are to be developed as part of specific plans or master plans.

9. Designate Neighborhood Centers for shopping centers with a major grocery store as an anchor and supporting businesses which serve one square mile residential area. Location shall be at one corner of arterial/arterial or arterial/collector intersections on sites of approximately 10 acres in area. Centers shall be located no closer than approximately one mile from other General Plan-designated neighborhood centers, from existing Grocery stores, or from General Plan-designated community centers.

   The center's scale and site design must be compatible with the surrounding residential area with an emphasis on access, circulation, parking, signage, noise, and landscaping. Where possible, these facilities should be planned and integrated into neighborhoods as part of a specific plan or master plan.

10. Preserve and enhance the Central Business District (CBD) as the community's historic services center. Promote retail commercial, specialty retail, professional/administrative office, personal services, professional services, public and community facilities and urban residential uses.

11. Visitor-serving commercial areas are to be promoted along the SR 120 corridor for tourists and travelers uses. Development in these areas shall be in compliance with the goals, policies and development standards of the Community Design Element to promote the SH 120 corridor as a scenic entrance to the community.

12. Designate an Historic Preservation Conversion zone district to preserve distinctive structures and areas proposed for conversion in the Central Business District where adequate parking can be provided.

7.4 Industrial Land Use

OBJECTIVES

A. Promote industrial sites which are functional, have adequate public services, and have access to major streets and railroads.

POLICIES AND STANDARDS

1. Promote a mix of industrial uses that provide the City with a sound, diverse industrial base.

2. Provide adequate land for a wide range of industrial uses. Heavy industrial uses (warehousing) and higher intensity uses not compatible with residential development should be located in the

industrial area along McHenry Avenue and light industrial uses should be located in the industrial area north of SR 120. In order to increase the capture rate of industries in the community, such areas should be master planned to expedite processing of applications, and aggressively marketed (along with the industrial park) to targeted industries.

3. Industrial development should not create significant off-site circulation, noise, dust, odor, visual, and hazardous materials impacts that cannot be adequately mitigated.

4. Prepare a specific plan for the south industrial area to provide for an adequate mix of parcel sizes, identification of needed infrastructure, transportation routes and development of guidelines for future annexations.

5. In order to achieve a high-quality natural environment, it shall be the policy of the City to encourage industries which demonstrate minimum air and water quality impacts and to discourage air and water quality impacts which cannot be offset.

7.5 Public and Institutional Land Use

GOAL

A. Provide sites for adequate public facilities to serve projected growth.

POLICIES AND STANDARDS

1. Update the water, wastewater and storm drainage master plans, and any other specific or master plans related to infrastructure development on a periodic basis.

2. Annually monitor the need for law enforcement, fire and other emergency services personnel as the City grows.

3. Continue to implement a recycling and source reduction program to promote recycling.

4. Continue to plan and provide efficient public safety and leisure/cultural facilities and services for the community.

5. In considering development proposals which have the potential to affect school capacity, the City shall refer such proposals to the Escalon Unified School District for review and comment to ensure that adequate school facilities are implemented to serve the proposed developments. Developers should mitigate impacts to schools in accordance School District plans.

OBJECTIVES

A. The City shall coordinate the location of school sites in the community with the school district in an effort to assist the school district in providing school facilities at the optimum locations and in a timely manner.

B. Provide transportation and recreation opportunities near schools.

C. Promote schools as focal points for neighborhood areas and as planning elements for new growth areas.

POLICIES AND STANDARDS

1. Coordinate school location and site design with the school district according to the following guidelines to ensure that adequate facilities are available.

Elementary Schools

Description: Facilities for 500 to 750 students in grades K through 5.

Location: Interior residential areas at a collector/local intersection. Additional street frontage is desired for transition area to adjacent residences. Abuts neighborhood park with adjacent development backing or siding onto school. Maximize pedestrian and bicycle access and on/off circulation. A new elementary school shall be located in the area bounded by SR 120, McHenry, Brennan and the arterial 1/4-mile south of Ullrey.

Service Area: 1/2-mile radius to serve a population of 5,000 to 8,000.

Site Area: 15 to 20 acres.

Facilities: Approximately 20 classrooms, administration building, library, multi-purpose building (lunches, recreation, and community meetings), multi-purpose recreation/open space with hardcourt play areas and equipment, off-street parking, bus loading/unloading area, and bicycle storage area. Security fencing separates buildings from play areas. Public use of play areas is encouraged.

Middle Schools

Description: Facilities for 700 to 1,000 students in grades 6 through 8.

Location: Residential areas with central location for surrounding elementary schools at collector/ collector or collector/local intersections. Additional local street frontage desired for transition to adjacent residential areas. Maximize pedestrian and bicycle access and on/off-site circulation. A new middle school shall be located north of SR 120 and east of Escalon-Bellota Road.

Service Area: Approximately six elementary schools. Site Area: 25 to 30 acres.

Facilities: Approximately 30 classrooms and labs; administrative center, library/media center; multi-use buildings, (cafeteria, band, chorus, shops, labs); athletic facilities for football, baseball, track; off-street parking; bus loading/unloading area; and bicycle storage area. Security fencing separates buildings from athletic fields. Public use of athletic fields is encouraged.

High Schools

Description: Facilities for 1,000 to 1,400 students in grades 9 through 12.

Location: Arterial-collector intersection with additional frontage on two other streets. Prefer same collector as area middle school. A new high school shall be located south of SR 120 and west of McHenry.

Service Area: Coincides with district service boundaries. Site Area: 50 to 60 acres.

Facilities: Approximately 40 classrooms and labs; library/media center; administration building; gym; cafeteria; standard outdoor athletic facilities; off-street parking, bus loading/unloading; bicycle storage area. Security fencing separates buildings from athletic fields/facilities. Public use of athletic areas is encouraged.

2. Divide adequate locations and planning for at least two elementary, two middle and two high schools in the community. A full range of K 12 facilities should be provided both north and south of the Union Pacific Railroad alignment.

3. Discourage and restrict commercial development that conflicts with school facilities.

4. Restrict development of High Density Residential complexes abutting school sites.

5. Work with the school district and other area schools to develop and administer land use planning curriculum.

6. The school district shall coordinate its school location, facility construction and phasing with the City's development guidelines contained in the General Plan and the City's Capital Improvement Program to ensure that school facilities are located in areas where there are planned and programmed streets, sewerage, storm drainage systems and other necessary infrastructure.

7.6 Land Use Planning

OBJECTIVES

A. To create a land use pattern that minimizes impacts on the environment, locates compatible uses in close proximity to one another, and encourages reduced vehicle trips.

POLICIES AND STANDARDS

1. Provide for orderly outward expansion of new urban development that is contiguous with existing development, allows for the incremental expansion of infrastructure and public services, and minimizes impacts on the environment.

2. When reviewing proposed changes to the land use map, circulation map, and/or zoning code, consider air quality and mobility.

3. Preserve and enhance existing neighborhoods and commercial districts having transit and pedestrian-oriented designs.

4. Encourage development of vacant and underutilized in-fill parcels, particularly those that support pedestrian and other alternative modes of transportation.

5. Limit provision of public services to the incorporated city boundaries.

IMPLEMENTATION STRATEGIES

1-1. Continue to implement internal Community Development Department procedures and practices to that ensure all affected jurisdictions and agencies are notified of development proposals in accordance with state law.

1-2. Continue to review proposals and projects submitted to the City by outside agencies for potential impacts to the City's roadways, resources, and land use pattern. The review will address all topics identified under CEQA, topics addressed in the General Plan, and potential fiscal impacts to the City.

1-3. Coordinate with local and regional agencies regarding regional planning, land use, transportation, air quality, and biological issues.

1-4. Prioritize specific plans, large-scale developments, and general plan amendments that incorporate transit/pedestrian-oriented land uses and design.

1-5. Ensure that land uses proposed in general plan updates and amendments are supported by adequate existing or planned infrastructure and utilities, including water, wastewater, and a multi-modal transportation system.

1-6. During general plan updates and preparation of specific plans, encourage location of residential areas within walking distance of schools, parks, community centers, and other amenities.

1-7. During general plan updates and developer-initiated general plan amendments, prioritize placement of future high and medium-density residential sites within walking distance of services and amenities, such as: transit, neighborhood commercial services, employment centers, health services, schools, and parks.

1-8. Review development projects to ensure that adequate pedestrian, bicycle, and transit access is provided, where appropriate, and that design features, such as sidewalks, landscaping, benches, bicycle racks/lockers, and pedestrian walkways, promote non-vehicular transportation, to the extent feasible.

CHAPTER 8.0

COMMUNITY DESIGN ELEMENT

8.0 COMMUNITY DESIGN ELEMENT

INTRODUCTION

The Community Design Element brings together the physical elements and design features of Escalon thereby establishing a strong sense of place and local identity. The unique characteristics that define the community are protected and encouraged in this element. Residential, commercial and industrial design as well as landscaping, streetscape, focal points, boundaries and vistas are addressed.

PURPOSE OF THE COMMUNITY DESIGN ELEMENT

The Community Design Element addresses the conservation and enhancement of the visual quality of the Escalon environment. New development and redevelopment create pressure on the natural and historic resources in Escalon that form the community's unique character. The Community Design Element helps to preserve and improve the quality of life in Escalon by addressing: the protection of natural resources; the preservation and enhancement of the historical character of the community; the harmonious incorporation of new development into existing public and private development; and the maintenance of the community's "small-town, rural atmosphere."

SCOPE AND CONTENT OF THE COMMUNITY DESIGN ELEMENT

The Community Design Element is not a State-mandated element, but is an important component of the Escalon General Plan. The Element comprises four sections: this Introduction; the Purpose of the Community Design Element; the Scope and Content of the Community Design Element; and Objectives, Policies and Standards. In the Objectives, Policies and Standards section, major issues related to the preservation and enhancement of the character of the community are identified and related policies and standards are established to address these issues.

8.1 Gateways/Streetscape Design

OBJECTIVES

A. Improve the appearance of city streets.

POLICIES AND STANDARDS

1. Promote a city-wide street tree planting program which enhances the appearance of the street and is scaled in relationship to the function of the roadway. Tree wells shall be located and designed to ensure adequate sight distance for traffic and pedestrian safety.

2. The undergrounding of utilities along the City's main corridors is a priority. In developing areas, new development projects shall place all new utility lines underground. The City will also explore a range of options for undergrounding utilities in existing developed areas.

3. Preserve and protect views of the Sierras/foothills from the City's major roadways. Local streets should also be oriented to maximize such views.

4. Ensure all signs are compatible with the overall streetscape design including the redesign/removal of signs, which are disruptive elements.

5. Outdoor advertising billboards shall not be allowed within the City limits.

6. Establish coordinated, distinctive and high quality signage, accent plantings and paving materials for entries into the City. Locations for this treatment include SH 120, Main Street, and City Arterial Streets. As primary entrances to the City, these streets should reflect higher standards of development. Standards should contain provisions for minimum building setbacks, landscaping, sidewalk pattern and street furniture, with distinctions made between upgrade of existing uses and new development. Proper orientation, design and architectural features shall be regulated through zoning and the site plan review process.

7. A special design overlay shall be developed for the SH 120 corridor which includes the following features:

    a. For new developments, landscape setbacks shall be 30 feet, where existing development does not preclude.

b. A street tree standard shall be adopted for the segment including large trees indigenous to the area including Sycamore, Poplar, and occasional seasonal color should be provided by Red Buds, Ginkgo and others. Trees should be planted in clusters to provide adequate view windows to commercial development along SH 120 while achieving dense plantings at key locations.

c. Intersecting streets should have special entry treatments including low retaining walls with ornamental planting, commercial center signage integrated into the entry, and design features that provide interest such as rock outcroppings, river rock, or other means.

d. Specific designs shall be approved as part of the overall master plan or specific plan for the development.

8.2 Residential Development

OBJECTIVES

A. Improve the appearance and condition of existing residential areas.

POLICIES AND STANDARDS

1. Continue to use Community Development Block Grant funds for housing conservation areas to rehabilitate existing dwellings.

2. Pursue removal of vehicles on residential property, which are abandoned, unregistered or in a state of disrepair. Existing City codes pertaining to abandoned vehicles shall be enforced.

3. Review the adequacy of existing Zoning Code enforcement procedures pertaining to property maintenance.

4. Encourage the planting of street trees in existing residential neighborhoods. Specific policies will also be included for street trees in new residential, commercial and industrial development.

5. Encourage growth patterns that will promote livable neighborhood development principles including the following:

   a. Providing compact development so that vehicle use is reduced to the extent practicable, and so that vehicle trips are shorter.

   b. City neighborhoods (one square mile area) should have a mix of land uses including housing, schools, small shops and neighborhood shopping centers. Residential uses should be clustered within walking distance of commercial and service facilities.

c. Neighborhoods should be designed as suburban "villages" with connectivity consistent with the circulation element's policies.

OBJECTIVES

B. Promote high quality new residential neighborhoods.

POLICIES AND STANDARDS

1. Encourage innovative site planning and housing design. Specific Plans should continue to be used as a requirement for certain developments.

2. Require site plan review procedures for all single and multi-family residential development, including provisions for building setbacks, lot coverage, parking, access and circulation, outdoor lighting, signage, architecture and landscaping.

3. Require the planting of street trees in parkways.

4. The following techniques should be used in the design of single and multi-family residential development:

   a. Varying front yard setbacks within the same structure;

   b. Staggered and/or reversed unit plans to provide variability in the outward appearance of the building(s);

   c. Building materials and design that ensure consistency with adjacent land uses and structures;

   d. Adequate open space and landscaping;

   e. Dense landscaping adjacent to buildings;

   f. Encourage a variety of orientations to the buildings to avoid monotony; and,

   g. Limitation on second story views to adjacent property.

5. Parking areas in multi-family residential projects should be visible from the units they serve and be located behind the building where possible. Long rows of garages or parking spaces should be avoided.

6. Landscaped planters should be provided on an average of every ten spaces and should, where possible, align with building entrances.

7. Second story views to adjacent land areas should be controlled.

8. All new residential development shall include a landscaped parkway adjacent to the street curb.

9. Encourage residential developments to plant and maintain adequate and attractive front yard landscaping.

10. City shall evaluate existing residential setback requirements to increase landscaping and general neighborhood aesthetics.

11. City shall encourage the development of middle and upper price range of housing to increase housing opportunities for all economic segments of the community. Estate residential land use designation shall be used to encourage and preserve such housing types.

12. Strengthen the City's sense of history by identifying and preserving historic residential structures throughout the community.

8.3 Commercial and Industrial Development

OBJECTIVES

A. Ensure that all commercial and industrial development is attractive and of high-quality design, to enhance the image of the city.

POLICIES AND STANDARDS

1. Establish site plan review procedures for all commercial and industrial development, including provisions for building setbacks, lot coverage, parking, access and circulation, outdoor lighting, signage, and landscaping.

2. Promote rehabilitation of appropriate commercial sites and investigate funding opportunities for rehabilitation/remodeling of small businesses.

3. Strengthen the City's sense of history by identifying and preserving historic structures throughout the community.

4. Buildings on a site should be linked visually through architectural style, colors and materials, signage, landscaping, design details such as light fixtures, and the use of arcades, trellises or other open structures.

5. The height and scale of new development should be compatible with that of surrounding buildings where an established pattern or character is apparent. New development should provide a transition from the height of adjacent structures to the maximum height of new development.

6. Tall dominating structures should be broken up by creating horizontal emphasis through the use of trim, awnings, eaves or other ornamentation, and by using a combination of complementary colors.

7. All roof equipment shall be screened from a horizontal line of sight. Screening should be an integral part of the roof design and not appear as a "tacked on" afterthought. For flat roofs, a screen enclosure behind the parapet wall may be used if it is made to appear as an integral part of the structure's design. Ground or interior-mounted mechanical equipment (with appropriate screening) is encouraged as an alternative to roof-mounting.

8. Structures in pedestrian-oriented areas should provide continuous storefronts at the ground level front elevation.

9. Entries should be protected from the elements and should create a focus or sense of entry for the building. Wall recesses, roof overhangs, canopies, arches, signs, and similar architectural features should be integral elements of building design calling attention to the importance of the entry.

10. Vertical mixed use projects, where residential uses are located above commercial or office uses, or office uses located above commercial uses, are encouraged.

11. Buildings shall be designed with a precise concept for adequate signage. Signs shall be integrated into the design of buildings and should be part of the architecture. All signage shall be compatible with the building and site design relative to colors, materials and placement, and shall respect established architectural and/or historical character.

12. Monument-type signs are preferred over tall pole signs for business identification, wherever possible. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the development. Custom signs, which are unique and creative, are encouraged, provided that the style of the sign complements the style and design of the building. Historic signs that are in themselves architectural features shall be retained.

13. The planting of street trees is encouraged for all existing and new commercial and industrial development.

14. Buildings, landscaping, parking and other development features should be arranged in a manner that is compatible with the size, scale and appearance of nearby development.

15. Landscaped areas should be clustered on a site to maximize their effect on the public view.

16. Landscaping should be used to define areas such as entrances to buildings and parking lots, define edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for outdoor storage, loading and equipment areas.

17. Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended purpose.

18. Areas of a site not utilized for parking, circulation, storage or other uses, shall be landscaped.

19. Parking shall be screened and visually subordinate to the development. Parking lots shall not overwhelm views of a site and shall incorporate landscaping for all areas not used for vehicle storage, access or circulation.

20. Site planning should emphasize a strong relationship to the adjoining street(s) and encourage pedestrian circulation and access. Pedestrian access shall be separate from vehicular access, where feasible.

21. Site plans shall provide safe and well-defined pedestrian connections from buildings to parking areas, from buildings to the adjoining street(s), and among buildings on the same site. Pedestrian connections between commercial development and surrounding residential neighborhoods should also be provided.

22. Buildings, sidewalks, and parking lots should be located to minimize conflicts between pedestrian and vehicular circulation on a site.

23. Loading and trash facilities shall be located where they may be adequately screened from view (generally at the rear of the structures, away from the street).

24. Long expanses of fence shall be offset and architecturally designed to prevent monotony, and shall include landscaped pockets and limited openings.

25. Promote rehabilitation of appropriate industrial sites and investigate funding opportunities for rehabilitation/remodeling of small businesses.

26. Site design for new industrial development shall consider the following:

    a. Controlled site access;

    b. Service, storage, and loading areas located at the rear or side of buildings;

    c. Screening of storage and outdoor work areas and equipment;

    d. Landscaping, signage and other features to emphasize the main entrance;

    e. Landscaping for all areas not developed for parking, storage, buildings, etc.

27. Design elements which are undesirable and should be avoided include:

    a. Large, blank, flat wall surfaces;
    b. Exposed, untreated precision block walls;

    c. Chain link fence and barbed wire;

    d. False fronts;

    e. "Stuck on" mansard roofs;

    f. Materials with high maintenance (such as stained wood, shingles or light gauge metal siding)

    g. Mirror window glazing

    h. Loading doors facing the street; and

    i. Exposed roof drains.

28. Where industrial development abuts non-industrial uses, appropriate buffering techniques shall be employed such as setbacks, screening landscaping, or some combination of these.

29. An industrial site shall accommodate all of its required parking on-site without the use of on-street parking.

30. On-site circulation shall be designed to provide safe and efficient access for delivery vehicles, visitors and employees, and pedestrians.

31. Loading and delivery areas shall be clearly marked with directional signage where multiple access points are provided.

32. Loading areas shall be designed to accommodate trucks without them having to back onto or otherwise use the adjoining street when feasible.

33. When security fencing is required, it should be a combination of solid pillars, or short solid wall segments, and wrought iron grillwork and not include barbed wire.

34. Design the community so that there is interaction between neighborhoods and a strong emphasis on neighborhood conservation.

35. Priority should be given to development in the downtown area.

CHAPTER 9.0

PUBLIC SERVICES AND FACILITIES ELEMENT

9.0 PUBLIC SERVICES AND FACILITIES ELEMENT

INTRODUCTION

The Public Services and Facilities Element addresses the community need for public services and facilities. The majority of Escalon is developed and sufficiently served by existing public services and facilities. Future development of the remaining vacant land within the City will require expansion of public services and facilities to meet the increase in demand for service. Planning for this future increase in demand will ensure that the needs of future residents for public services and infrastructure are met, while avoiding adverse impacts to the existing community.

PURPOSE OF THE PUBLIC SERVICES AND FACILITIES ELEMENT

The purpose of the Public Services & Facilities Element is to ensure that sufficient levels of public services are provided as Escalon develops. Working in conjunction with the Land Use and Economic Development Elements, the Public Services & Facilities Element plans for the needed expansion and funding of public services and infrastructure to coincide with new development.

SCOPE AND CONTENT OF THE PUBLIC SERVICES AND FACILITIES ELEMENT

The Public Services & Facilities Element is not a state-mandated element. The issues addressed within this Element closely relate to the Land Use Element and Economic Development Element. The Element is comprised of four sections: the Introduction; Purpose of the Public Services & Facilities Element; Scope and Content of the Public Services & Facilities Element; and the Objectives, Policies and Standards. In the Objectives, Policies and Standards section, major issues related to the provision of public services and facilities are identified and related policies and standards are established to address these issues. The objectives, which are overall statements of the community's desires, are comprised of broad statements of purpose and direction. The policies and standards serve as guides for infrastructure and facility improvements to provide sufficient levels of service.

9.1 Public Facility Improvement

OBJECTIVES

A. It is the policy of the City that new growth shall pay its own way. Fees shall be established to pay for both needed facilities, and incremental demands on existing facilities.

B. A master plan for the development and funding of necessary services and utilities (including but not limited to storm drainage, water and sanitary facilities) shall be developed and adopted. Funding can be through the formation of an assessment district, entering into deferral agreements or direct developer funding of improvements. Distribution of cost for improvements shall be done in a fair and equitable manner.

C. Facilities and services shall be consistent with the General Plan land use goals and objectives.

POLICIES AND STANDARDS

1. Continue to coordinate community irrigation ditch issues with local districts, private ditch companies, private land owners, and public agencies. Irrigation ditches shall be piped as a condition of approval prior to development on subject property.

2. Developers shall prepare an infrastructure and public services assessment as part of each annexation and/or development application to determine infrastructure needs, feasibility, timing, and financing.

3. Prepare and implement Citywide infrastructure master plans which carry out adopted land use goals, objectives and policies and federal and State regulations. These master plans shall be implemented through various funding mechanisms including assessment district, property owner's associations, user fees, development impact fees, mitigation payments, reimbursement agreements and/or other mechanisms which provide for equitable distribution of development and maintenance costs.

4. Require the extension and construction of infrastructure to proposed developments according to adopted elements and master plans. The City shall use reimbursement agreements or other financing techniques to reimburse developments for any oversizing cost, which may be required.

5. Coordinate urban growth management planning with public and private utilities.

6. Design storm water runoff drainage structures to decrease erosion.

7. Development fee credit may be given for public improvements made by a builder but shall not exceed the amount of fees.

8. Developers shall construct all tributary facilities necessary to connect to major infrastructure facilities, whether or not the major facilities have yet been constructed.

9. Temporary drainage facilities such as ponding basins may be constructed by the developer if the major facilities are not available, subject to City determination and approval. The developer will also be required to pay all applicable drainage fees in addition to constructing temporary facilities at his own cost.

10. Temporary drainage facilities such as retention basins shall be dedicated to the City. If the basin is abandoned within ten years, the property would revert to the original owner, subject to redevelopment of the site in a manner satisfactory to the City.

11. Upon the collection of adequate funds, the City will install major facilities in accordance with the master plan at the locations deemed most essential by the City, with due regard for community needs and areas from which fees were collected. To make the best use of funds, growth shall be encouraged in areas where it is possible to develop facilities incrementally.

12. To encourage groundwater recharge, ponding basins shall be designed as retention basins. However, pumping facilities shall be included in such facilities to handle peak flows and to provide for disposal of storm water into irrigation ditches when necessary. Stormwater inflow into irrigation district canals and pipelines shall be subject to existing or future agreements by and between the City and the irrigation districts specifying maximum inflow, maximum service area boundary and any other limitation thereto.

13. New development shall demonstrate that adequate sewerage capacity and sewage treatment capacity exist prior to development or that conditions of project approval will ensure adequate capacity will be created as part of the project prior to the issuance of building permits. Conditions may include installation of necessary facilities or other methods acceptable to the City.

14. New municipal water well sites should be planned which include pump, storage, pressure filtration and/or treatment equipment. These new wells should be located so that they will not conflict with planned residential neighborhoods. They should have design, screening, landscaping and architectural improvements which make them compatible with adjacent land uses.

15. The City shall require industrial sewage pretreatment for dischargers that have high biological treatment demands. Water conservation measures should also be encouraged for industrial, commercial and residential uses to preserve hydraulic capacity at the treatment plant and to reduce impacts to the sewerage system.

16. The City shall require the connection of existing and new business, residents and industries to the City's water and sewer system. The City shall establish fees, which enable it to recover the costs of such connection.

17. Conditions of approval shall be implemented with each development to assure that the necessary water production, distribution and/or treatment facility is in place prior to issuance of a building permit.

18. Conditions of approval shall be implemented with each development to assure that the necessary sewer collection facility is in place and/or wastewater treatment plant capacity is available prior to issuance of a building permit.

19. Monitor treatment plant operations and consider the related effects of land use changes when evaluating plan amendments.

9.2 Local Government Facilities and Services

OBJECTIVE

A. Provide high quality government facilities and services to the general public. Local government facilities and services shall be directed to the Central Business District of the community to the greatest extent possible.

POLICIES AND STANDARDS

1. Maintain innovative solid waste service and programs.

2. The City's Capital Improvement Program shall be adequate to meet future growth and development needs in conformity with the goals, policies and objectives of the General Plan.

CHAPTER 10.0

URBAN BOUNDARY ELEMENT

10.0 URBAN BOUNDARY ELEMENT

INTRODUCTION

Since it was originally incorporated in 1957, Escalon has grown to an estimated 2004 population of approximately 6,700 persons. The General Plan includes an assumption of low population growth, to about 11,950 persons, by the year 2025. The City's growth has been located within the present City boundary and concentrated along State Route 120, McHenry Avenue, and the southwest portion of town. Future growth is planned for the southwest and northwest areas of town.

PURPOSE OF THE URBAN BOUNDARY ELEMENT

The purpose of the Urban Boundary Element is to define the limits for extending City services and infrastructure so as to accommodate new development anticipated within the time frame of this General Plan. The element includes 10-year growth rings (boundaries) starting with the year 2015, 2025 (Sphere of Influence), 2035, and the outer boundary which is the Planning Area. Reference the map pocket for the Land Use and Urban Boundaries map.

SCOPE AND CONTENT OF THE URBAN BOUNDARY ELEMENT

The Urban Boundary Element is not a state-mandated element. It is, however, an important element because it limits leap-frog development and provides for an orderly transition from rural to urban land uses. The element comprises five sections: the Introduction; Purpose of the Urban Boundary Element; Scope and Content of the Urban Boundary Element; Objectives, Policies and Standards; and the Urban Boundary Map. The Policies and Standards section establishes boundaries for new development over the next 30 years. LAFCo's guidelines for Spheres of Influence and Planning Areas is also included.

10.1 Urban Boundaries

OBJECTIVES

A. Provide for an orderly and efficient transition from rural to urban land uses.

B. Minimize urban sprawl and leap-frog development.

C. Designate growth areas that can be served by logical infrastructure extensions.

POLICIES AND STANDARDS

1. First priority shall be given to development of vacant, underdeveloped, and/or redevelopable land where urban services are or can be made available. Parcels shall be substantially contiguous to existing development.

2. Identify and use natural and man-made edges, such as local roadways, as urban development limits for growth phasing lines.

3. Utilize low density and rural residential land uses as a buffer and transition between long-term agricultural uses and higher density urban development.

4. Prohibit the premature conversion of agricultural lands where agricultural preserves are present.

5. Encourage the use of parks and open space to enhance gateways to the City.

6. Discourage new or expanded urban development outside of the city's Urban Growth Boundaries.

10.2 Growth Policies

OBJECTIVES

A. Implement growth policies, which will guide the timing, type, and location of growth, preserve resource lands, protect natural features and open space, and encourage techniques which encourage energy conservation.

POLICIES AND STANDARDS

1. Establish a Planning Area Boundary around the City consistent with San Joaquin County LAFCo's Guidelines. This area should represent a potential 50-year growth boundary with an additional appropriate buffer and/or greenbelt area extending an additional one-quarter to one-half mile. This area should include any "areas or communities of interest" that may affect the City.

2. Establish Urban Development Boundaries for the logical, sequential development of the community over the next 30 years. These boundaries shall be established based on the following factors:

    a. Adequate residential, commercial and industrial capacity for the planning period.

    b. Inclusion of a 30 percent vacancy factor ("flexibility factor") for residential land; that is, at least 30 percent additional land shall be provided than needed for each 10-year ring.

c. Inclusion of at least a 50 percent vacancy factor ("flexibility factor") for non-residential land; that is, at least 50 percent additional land than needed for each 10-year ring.

d. Adequacy of infrastructure including existing and planned capacity of sewerage system, treatment plant, water system, schools, roadways, and other urban services and facilities.

e. LAFCo's guidelines for Planning Areas and Sphere's of influence, include the following factors:

(1) Logical areas for the extension of water transmission mains

(2) Ability to provide ample sewerage facilities

(3) Ability to provide adequate police and fire protection

(4) Ability to provide waste disposal

(5) Ability to provide parks and recreation

(6) Storm drainage service areas

(7) Existing school, postal and juridical districts and other special districts, which give municipal type, services.

(8) Compatible street circulation

(9) Geographic, economic and social relationships

(10) Needed community green belts

f. Community growth priorities.

3. Amendment of the Urban Growth Boundary shall be accomplished by a General Plan Amendment.

4. Provide for orderly growth and development patterns through the designation of growth boundaries to be phased over time. Development shall only be permitted in the Urban Development Boundary. The Urban Development Boundary may be expanded through a General Plan Amendment upon the following findings:

a. That at least 90 percent of the residential area within the Urban Development Boundary has been developed, or that undeveloped land within the Urban Development Boundary provides less than a ten-year supply of residential, commercial, industrial or public land uses; and that at least 80 percent of an individual land use (e.g., low density residential,

estate residential, community commercial, etc.) has been developed.

b. That adequate infrastructure exists in the expansion area, or will exist upon development.

c. That the expansion area is not larger than the area necessary to provide an adequate supply of residential, commercial, public and industrial land uses, plus an adequate vacancy factor.

5. Annexations to the City and expansions of the Urban Development Boundary shall be substantially contiguous to existing development in the community. To be "substantially contiguous" Urban Boundary expansions shall have at least 35 percent of the Urban Boundary expansion area contiguous to the existing Urban Development Boundary. In order to be "substantially contiguous," an annexation shall have at least 35 percent of its boundary contiguous to existing City limits.

CHAPTER 11.0

HOUSING ELEMENT

11.0 HOUSING ELEMENT

INTRODUCTION

The Housing Element describes housing goals, policies, and programs for the City of Escalon. A goal is defined as a general statement of the highest aspirations of the community. A policy is a course of action chosen from among many possible alternatives. It guides decision-making and provides a framework around which the housing programs operate. A program is a specific action, which implements the policy and moves the community toward the achievement of its goals. Programs are a part of the City's five-year action plan and constitute the City's local housing strategy.

PURPOSE OF THE HOUSING ELEMENT

The purpose of the Housing Element is to reflect and implement state goals and direction at the community level based upon local and regional needs determined through the Housing Element update process.

Policies and programs from the 1988 Housing Element have been either incorporated herein or updated, otherwise modified, or deleted as necessary to reflect accomplished programs and current needs.

Implementation of programs shall be on a continuous basis unless otherwise noted in the program description. Monitoring will be accomplished on an annual basis primarily through the annual General Plan review process and reported to the City Council.

SCOPE AND CONTENT OF THE HOUSING ELEMENT

The following goals, policies and programs are part of the free-standing Housing Element document which has previously been adopted by the City of Escalon and certified by the State Department of Housing and Community Development (adopted July 19, 2004). The element comprises four sections: The Introduction; Purpose of the Housing Element; Scope and Content of the Housing Element; and the goals, policies and programs of the previously adopted Housing Element.

11.1 Goals, Policies and Programs

A. PRESERVING HOUSING AND NEIGHBORHOODS.

Goal 1: **Intrusion of incompatible uses into residential uses will be prohibited and adverse effects of adjacent uses will be minimized.**

Goal 2: **Residential support uses such as commercial uses, parks and educational facilities shall be supplied in adequate amounts and in locations to serve the residents of the City without detriment to residential areas.**

Goal 3: **Conflicts between adjacent land uses shall be minimized.**

Goal 4: **All reasonable means will be used to ensure that all existing urban areas are planned with basic services, including storm drainage, sanitary sewers, water supply, and solid waste disposal and that all future development will coincide with planned extensions of these basic services.**

Policy 1: Uses allowed under the Low Density, Medium Density, or High Density Residential designations of the General Plan shall include only those uses specified in the Residential zoning districts. All nonresidential uses which are specifically permitted in these zones shall only be permitted if it can be determined that the use can be located so that it is not detrimental to people or property in the area.

Policy 2: Methods that should be used to maintain neighborhoods include:

(a) Encouragement of both public and private participation and expenditures;
(b) Conservation of existing housing, wherever possible;
(c) Preventing intrusion of incompatible land uses, increased traffic volumes and other potentially blighting influences.

Policy 3: The use of rehabilitation funds to prevent the decay of established residential areas shall be encouraged. Encourage maximum participation in CDBG process.

Policy 4: Land use applications shall be approved only if potential land use conflicts can be reduced to an acceptable level.

Program A1: ***Maintain and Enforce the Zoning Ordinance. The City shall maintain and enforce the provisions of the Zoning Ordinance which requires (a) a use permit for of all nonresidential uses in residential zoning, (b) site plan approval of any residential use of more than three units and all nonresidential uses; and, (c) construction of at least a 6 foot masonry fence to separate residential uses from non-residential uses.***

Responsible Agency: City Planning Department

Timeline: 2003 (ongoing program)

Funding Source: General Fund

Quantifier: Annual Status Report – As a part of the annual status report to the City Manager/ Council on the General Plan, the Zoning Ordinance shall be reviewed for consistency with the General Plan and State Housing Laws.

Monitoring: Annual Status Report

Program A2: ***Neighborhood Improvements.*** ***The City shall encourage residents to use available means to improve neighborhoods. These means include, at this time, the use of the Improvement Bond Acts under which citizens can install curbs and gutters and have the cost added to their taxes. During annual review of the Capital Improvement Program, the City shall determine which projects are appropriate to combine with such neighborhood improvements. (For example, when repaving of a street is planned, encouragement of neighbors to pay for adjacent curb, gutters and sidewalk improvements will be considered.) Other neighborhood improvement programs may include neighborhood "fix-up" programs, whereby the City will contact and serve as liaison with volunteer organizations for the purposes of improving neighborhood conditions.***

Responsible Agency: City Planning Department

Timeline: 2003 (annual program)

Funding Source: Improvement Bonds
Grants
Volunteer Organizations

Quantifier: 1,240 linear feet of curb and gutter installed per year (Improvement Act Bond). Assist in improving housing conditions for 5 dwelling units in need or minor or moderate repair per year (25 total). (Volunteer Organizations)

Monitoring: Annual Report to City Council

Program A3: ***Community Development Block Grants, HOME Funds and Tax Credits.*** ***The City shall actively seek Community Development Block Grant and HOME funds for use in voluntary housing rehabilitation programs by non-profit organizations including the provision of retrofit to accommodate disabled persons, and for new construction to meet lower income and special needs.***

Responsible Agency: City Planning Department

Timeline: 2003 (and annually)

Funding Source: CDBG, HOME and Tax Credits

Quantifier: One application for CDBG each year 2003-2008 resulting in the development of ten (10) very low-income dwelling units. (Also see Program C4 Infrastructure Reimbursements and Cost Participation). One HOME application in 2004, and one HOME application in 2007 for a total HOME assistance of 20 low and 20 very low income dwelling units.

Monitoring: Annual Public Hearing on the use of CDBG funds before the City Council Report on status of HOME Application to City Council in 2004 and 2007

Program A4: ***Analysis of the Use of Federal and State Rehabilitation Loan Program. The City shall pursue sources of funds and means of establishing an effective housing rehabilitation program.***

Responsible Agency: City Planning Department

Timeline: 2003 (ongoing annually)

Funding Source: Federal and State Rehabilitation Loan Program

Quantifier: 2004 (ongoing). One successful application during the 2003-2008 planning period resulting in the rehabilitation of ten dwelling units.

Monitoring: Annual Status Report to City Council regarding grant applications

Program A5: ***Technical Assistance to Organizations Involved in Private Rehabilitation. The City will continue to provide technical assistance and provide outreach of information and grant application assistance to private organizations involved in rehabilitating housing to provide reasonable accommodations for persons with disabilities. The City should meet with non-profit groups to assist in providing this service.***

Responsible Agency: City Planning Department
City Building Department

Timeline: 2003 (and ongoing)

Funding Source: General Fund (Staff technical assistance)

Quantifier: Provide Technical Assistance upon request

Monitoring: Annual Status Report to City Manager

Program A6: ***Redevelopment Agency Feasibility Study. The City will explore the feasibility of establishing a Redevelopment Agency including an analysis of how such an Agency could assist the City in meeting its low and very low housing needs through a housing RDA set-aside, as well as additional analysis on the potential tax increment benefits of job creation to enhance the jobs to housing balance in the community.***

Responsible Agency: City Planning Department
City Manager/City Council

Timeline: 2004-2005

Funding Source: City General Fund

Quantifier: The City will produce a feasibility study of establishing a Redevelopment Agency by 2005

Monitoring: Annual Status Report to City Manager/Council

B. PRESERVING HOUSING AFFORDABILITY

Goal 1: **The City shall encourage the provision of units available for sale or rent to low and moderate income households in new housing developments.**

Goal 2: **Second unit dwellings are allowed in an residential General Plan designations per State Statute.**

Goal 3: **New and innovative housing systems constructed on and off site which reduce costs without sacrificing quality shall be promoted and utilized.**

Goal 4: **An overall increase in urban residential densities shall be encouraged to make more efficient use of land and facilities.**

Goal 5: **The City shall remove governmental constraints to the development, improvement, and maintenance of the housing stock where the constraint is inconsistent with State Law and community values.**

Goal 6: **There shall be maintained at least three residential General Plan designations to provide for a range of housing densities.**

Policy 1: Density Bonuses shall be granted in a manner consistent with State Density Bonus Law.

Program B1: ***Adoption of the Latest Model Codes.*** ***The City will work through CALBO (California Building Officials Association) to have the latest editions to the model codes adopted by the State in a more timely fashion.***

Responsible Agency: City Building Department

Timeline: 2004 (ongoing annually)

Funding Source: General Fund

Quantifier: Annual Review of Code Completed

Monitoring: Annual Status Report

Program B2: ***Weatherization Activities. The City will establish an outreach brochure identifying weatherization activities and grants targeted to lower income seniors and continue to refer elderly homeowners and low income householders within certain income limits and the general public to agencies offering weatherization programs.***

Responsible Agency: City Planning Department
City Building Department
Modesto Irrigation District
Pacific Gas and Electric

Timeline: 2003 (ongoing annually)

Funding Source: General Fund

Program B3: ***Revisions to State Energy Standards. The City will cooperate with other jurisdictions in the County to work with the State Energy Commission to modify the Title 24 Residential Energy Standards in order to simplify the administration and enforcement of such standards, to reduce implementation costs, and to make such requirements more cost effective.***

Responsible Agency: City Building Department

Timeline: 2003 (ongoing annually)

Funding Source: General Fund

Program B4: ***Urban Residential Densities and Density Bonuses.*** ***The City shall continue, on an ongoing basis, to monitor its policies and ordinances to provide for the most efficient densities without detriment to the small town character of the City. The City should continue to implement compact, smart growth principles such as traditional neighborhood design and traffic calming techniques. The City shall grant density bonuses commensurate with State Density Bonus Law resulting in ten additional very low-income dwelling units during the planning period.***

Responsible Agency: City Planning Department

Timeline: 2003 (ongoing)

Funding Source: General Fund (Staff resources)

Quantifier: Ten (10) very low-income dwelling units provided through density bonus.

Monitoring: Annual Report to City Manager/City Council

Program B5: ***Duplexes on Corner Lots.*** ***The City shall continue to allow duplexes to be built on corner lots in the R 1 (Single Family Residential) zoning district, providing that each unit faces a separate street so that the duplex looks like a single family dwelling from either street.***

The City will continue to implement the existing program of exempting one of two multi-family units in accordance with the Growth Management Ordinance. The City will encourage the use of this exemption through establishment of a new inclusionary housing requirement (Program B7 & B9).

Responsible Agency: City Planning Department

Timeline: 2004

Funding Source: General Fund

Quantifier: Amendment of the Zoning Ordinance by 2004 and construction of 10 moderate-income duplexes in addition to the inclusionary dwelling unit requirement as specified in Program B10.

Monitoring: Annual Status Report to the City Manager/City Council

Program B6: ***Zoning Ordinance Enforcement.*** ***The current zoning ordinance will be enforced. This will include: (a) permitting the use of the density bonus for the provision of low and moderate income housing units; (b) permitting second dwelling units through an ordinance that is more liberal than required by State Law; (c)***

permitting innovative housing such as zero lot line developments through the use of the Planned District zone; and (d) permitting full utilization of existing lots even if they do not meet the requirements of the current zoning ordinance.

Responsible Agency: City Planning Department

Timeline: 2003

Funding Source: General Fund (Staff Resources)

Quantifier:

Monitoring:

Program B7: ***Inclusionary Zoning – Higher Density.*** ***The City of Escalon shall consider the adoption of an inclusionary housing zoning ordinance amendment to require that ten percent of housing units in a development be provided for higher density dwelling units (such as duplexes, attached single family or apartments), or an adequate site for ten percent of the total number of dwelling units for multi-family development be provided.***

Responsible Agency: City Planning Department
City Manager/City Council

Timeline: 2004

Funding Source: General Fund (Staff Resources)

Quantifier: Consideration shall be given to adoption of an inclusionary housing zoning ordinance in 2004 that results in the development of 25 low and 25 very low income dwelling units throughout the planning period.

Monitoring: Annual General Plan Status Report to City Manager/Council

Program B8: ***Development Agreements for Seniors Housing.*** ***The City shall amend the GMO to permit development agreements so that affordable seniors housing that includes a minimum of 10% very low income, 10% low income, and 10% moderate income dwelling units will have a guaranteed building permits over a two-year period under the following conditions:***

The seniors community is a mixed use/dwelling type community with both owner occupied and renter occupied dwelling units;

The seniors community has on-site amenities for residents conducive to both active and passive seniors lifestyle;

The seniors community complies with the City's adopted design guidelines and zoning ordinance.

Responsible Agency: City Planning Department
City Manager/City Council

Timeline: 2003 (ongoing annual activity)

Funding Source: General Fund (Staff Resources)

Quantifier: Two Development Agreements during the planning period resulting in the development of forty seniors housing units (including 20 very low and 20 low income units)

Monitoring: Annual Status Report to the City Manager/Council

Program B9: ***Inclusionary Housing.*** ***The City shall consider adoption of an ordinance to require that 10-15 percent of all units in a development be available for moderate and lower income families.***

Responsible Agency: City Planning Department

Timeline: 2004

Funding Source: General Fund (Staff Resources)

Quantifier: Consideration shall be given to adoption of an inclusionary housing zoning ordinance in 2004 that results in the development of 5 low and 5 very low income dwelling units throughout the planning period.

Monitoring: Annual General Plan Status Report to City Manager/Council

Program B10: ***Growth Management Ordinance Building Permit Exemptions – Lower Income. Continue to implement the existing program whereby dwelling units that are provided for low and very low-income persons with at least 20-year deed restrictions are exempted from the Growth Management Ordinance Building Permit allocation.***

Responsible Agency: City Building Department

Timeline: 2003 (ongoing annual program)

Funding Source: General Fund

Quantifier: Exempt (10) low and (20) very low-income dwelling units other than senior's housing (described in Program B8) with at least 20-year income restrictions during the planning period.

Monitoring: Annual Status Report to the City Manager/City Council.

Program B11: ***Secondary Dwelling Units.*** ***Establish an outreach program that promotes secondary dwelling units in R-1 zones. The City should produce a brochure identifying the advantages of secondary dwelling units, permitting process, and City contact for additional information. The City currently restricts the size of secondary dwelling units to 600 square feet, and provides an affordable housing alternative for small families, lower and moderate-income families and/or seniors. Through encouraging secondary dwelling units, some existing units may be freed for larger low-income families. Secondary units will generally be rented by the owner of the primary dwelling and would be considered market (moderate) income for Housing Element purposes.***

Responsible Agency: City Building Department

Timeline: 2003 (ongoing annual program)

Funding Source: General Fund

Quantifier: Exempt 25 secondary moderate-income dwelling units during the planning period.

Monitoring: Annual Status Report to the City Manager/City Council.

Program B12: ***Conservation of At Risk Units.*** ***Conserve the existing supply of subsidized and below-market-rate housing to insure that affordability is preserved through an early warning system and timely application of state and federal grant funds for conservation. The City will contact owners/operators of subsidized multi-family housing at least annually to determine the status of at-risk units. Such monitoring will allow the City to apply for needed grant funds to preserve these units.***

Responsible Agency: City Planning Department

Timeline: 2003 (and ongoing)

Funding Source: General Fund

Quantifier: Establishment of early warning system and contact property owners and/or information

Monitoring: Annual monitoring/Status report and recommendations for grant application to City Manager and Council.

C. ASSURING ADEQUATE SITES FOR HOUSING

Goal 1: **Residential expansion within areas shown on the General Plan will require the extension of municipal facilities to serve the area.**

Goal 2: **New developments shall be analyzed to determine the need for any improvements required off-site, and provision shall be made to ensure financing of these improvements.**

Goal 3: **Development of vacant residential land within the City shall be encouraged prior to annexing additional residential land.**

Goal 4: **Residential parcels shall have frontage on a public road. Private rights-of-way may be allowed only in the case of Planned District approvals.**

Goal 5: **Adequate residential land shall be zoned to provide adequate sites for the identified housing need.**

Policy 1: Each new development shall be required to provide for or contribute to necessary off-site improvements, which may include, but are not limited to the following off site improvements: (1) sewerage facilities; (2) water facilities; (3) drainage facilities, (4) roadways; (5) traffic controls; (6) intersections; (7) public buildings and areas.

Program C1: ***Provision of Public Services.*** ***The City will continue with its efforts to expand and improve the sewer and water system serving the City. The City has adopted master storm drainage, sewer, and water plans that will permit service to all segments of the general plan area. These plans shall be implemented as needed to provide service to developing areas.***

Responsible Agency: City Public Works Department

Timeline: 2003 (ongoing)

Funding Source: General Fund

Quantifier: Compliance with Infrastructure Master Plan

Monitoring: As a part of the Annual General Plan Status Report, an analysis will be conducted that identifies needed improvements consistent with the infrastructure master plans. The Infrastructure master plans shall be evaluated on an annual basis and a determination made whether or not they need to be updated.

Program C2: ***Annexations and Pre-zoning (Multi-Family). As a part of the current General Plan Update to be completed in 2004, the City will identify and pre-zone additional multi-family medium and high density residential land for development in suitable quantity to meet the City's 20-year multi family growth needs. Sites for at least 471 medium density units and 464 high-density units, shall be designated. The City shall annex adequate land for at least 187 multi-family units, or the City shall redesignate adequate land in the city limits for such land uses, including existing commercial and industrial properties.***

Responsible Agency: City Planning Department

Timeline: 2003

Funding Source: General Fund

Quantifier: Adopted General Plan with adequate land pre-zoned for multi-family medium and high-density residential land for development in suitable quantity to meet the City's 20-year multi family growth needs

Monitoring: Adoption of General Plan Update and annual Status Report (thereafter) to the City Manager and City Council.

Program C3: ***Precise Development (Multi-Family). The City will amend the Zoning Ordinance after the 2004 General Plan Update to allow multi-family residential as a permitted use with a Precise Development plan in Commercial zones.***

Responsible Agency: City Planning Department

Timeline: 2004

Funding Source: General Fund

Quantifier: Amended and adopted Zoning Ordinance

Monitoring: Annual Status Report to the City Manager/City Council

Program C4: ***Infrastructure Reimbursement Agreements and Cost Participation. The City will continue to encourage developers to provide the necessary long-range infrastructure associated with development through the filing of reimbursement***

agreements with developers. As an incentive for the development of low and very low-income dwelling units, the City will list this type of project (which provides an offset the costs of extending infrastructure for private lower income development) as a desirable CDBG and HOME funding activity, hold the required public hearings and make an annual determination on the best use of CDBG or HOME funds.

Responsible Agency: City Public Works Department
City Manager/City Council

Timeline: 2003 (and annually)

Funding Source: General Fund
CDBG Funds
HOME Funds

Quantifier: One Reimbursement Agreement during the planning period for the benefit of at least 20 low income and 20 very-low income dwelling units with one form of City financial assistance (CDBG, HOME, etc., see program A3)

Monitoring: Annual Status Report of General Plan and Reimbursement Agreements

Program C5: ***Building Permit Monitoring Program.*** ***The City will establish a building permit monitoring program and provide a bi-annual report to the City Manager and City Council. The Building permit monitoring system and report will trade the number of building permits issued as well as the exempted dwelling units. Each report shall include an analysis on how the RHNA numbers can be achieved through the remainder of the Housing Element cycle (2003-2008) which complies with the adapted Growth Management Ordinance.***

Responsible Agency: City Building Department
City Planning Department

Timeline: 2004 (and ongoing bi-annual reports)

Funding Source: General Fund

Quantifier: Bi-annual reports with analysis of how RHNA numbers can be met through the duration of the planning cycle

Monitoring: Bi-annual report to City Manager/City Council

D. ELIMINATING HOUSING DISCRIMINATION

Goal 1: **The City will not condone any form of discrimination or segregation in housing.**

Goal 2: **The City shall promote all public and private efforts to assure a full range of choice in the purchase and rental of housing.**

Policy 1: The City shall continue to support the strict observance and enforcement of anti-discrimination laws and practices.

Policy 2: Low and moderate cost housing should be dispersed throughout the City.

Program D1: ***Removal of Impediments to Fair Housing.*** ***The City shall review the current San Joaquin County Impediments to Fair Housing Study and establish new programs in the Housing Element Update where necessary to remove such impediments.***

Responsible Agency: City Planning Department

Timeline: 2003

Funding Source: General Fund (Staff Resources)

Quantifier: Removal of any impediments identified.

Monitoring: Review of the most current San Joaquin County Impediments to Fair Housing Study and Removal of any impediments identified

Program D2: ***Equal Housing Opportunity.*** ***The City shall refer all complaints of housing discrimination to the San Joaquin Valley Resource Center for action. The City shall identify a Department responsible for receiving complaints in regard to housing discrimination; provide an informational outreach program and establish procedure for resolving complaints regarding housing discrimination.***

Responsible Agency: City Planning Department

Timeline: 2003 (and ongoing)

Funding Source: General Fund

Quantifier: Referral of any and all complaints to the appropriate Agency

Monitoring: Annual Report to City Council on the number, nature of complaints and the Agency referred to.

Program D3: ***In response to SB 520, the City will also make dwellings adaptable and accessible for disabled persons by assigning funding priority, where feasible, to housing rehabilitation cases in which accessibility improvements are planned, and where such improvements are the only ones necessary. The City shall also continue to enforce ADA compliance during all permit processes for new construction and rehabilitation.***

The City will also conduct a midterm analysis and determine whether there are constraints on the development, maintenance and improvement of housing intended for persons with disabilities, consistent with Senate Bill 520, and report its findings in the annual General Plan Status Report to City Council. The analysis will include an evaluation of existing land use controls, permit and processing procedures and building codes. If any constraints are found in these areas, the City will initiate actions within six months of the completion of the evaluation to address them, including removing the constraints or providing reasonable accommodation for housing intended for persons with disabilities.

Responsible Agency: City Planning Department

Timeframe: By 2004

Funding Source: General Fund

Quantified Objective: Amend Zoning Code

Program D4: ***The Zoning Ordinance will be reviewed and modified to ensure that appropriate zoning districts in the City in which temporary emergency shelters and transitional housing could be developed and that standards and procedures for the reasonable accommodation of such projects exist. The City shall also encourage such projects through fast track permit processing, modified parking standards (if justified), and modified impact fees.***

Responsible Agency: City Council, Planning Commission and City Planning Department

Timeframe: By 2004

Funding Source: General Fund

Quantified Objective: Update Zoning Ordinance

Program D5: ***The Zoning Code will be modified to allow Group Homes of six persons or less by right in residential zones, and Group Homes of seven or more with a use permit. The City will also adopt clear requirements for approval of group homes that will give greater certainty to an applicant and remove an impediment to fair housing choice for elderly, disabled or persons with special needs.***

Responsible Agency: City Planning Department, Planning Commission, and City Council

Timeframe: 2004

Funding Source: General Fund

Quantified Objective: Amended Ordinance

Program D6: ***The City shall continue its program of disseminating information to the public regarding state and federal laws that prohibit discrimination in housing. In addition, a staff person shall be designated to receive and refer housing discrimination complaints to the appropriate state and federal enforcement agencies, to distribute information to the public and to provide the tenants' rights handbook. The City will also: (1) request that the local media provide coverage and information about the issue through public service announcements; (2) post flyers at City Hall, provide flyers to community service providers, various local churches on a continuing basis; and, (3) refer complainants to the appropriate State and Federal agencies which enforce fair housing laws and will cooperate with local, state and federal agencies that investigate claims of discrimination.***

Responsible Agency: City Council and City Planning Department

Timeframe: By 2004

Funding Source: None required

Quantified Objective: Posting informational brochure(s) an annexation shall have at least 35 percent of its boundary contiguous to existing City limits.