

III. Escalon Planning Area

A. OVERVIEW

The Escalon Planning Area encompasses 62,713 acres in the southeast corner of San Joaquin County. The Area includes the city of Escalon, its unincorporated urban fringe and rural agricultural lands. The City of Escalon, located approximately 21 miles southeast of downtown Stockton and 10 miles north of downtown Modesto, had a 1990 population of 4,437. Another 5,300 people lived in rural and agricultural residences outside the city within the planning area. Table III.A-1 presents the existing profile for the Escalon Planning Area; Table III.A-2 presents anticipated growth.

Table III.A-1: Escalon Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
City of Escalon	934	4,450
Remainder of the Planning Area	<u>61,779</u>	<u>5,350</u>
TOTAL	62,713	9,800

Table III.A-2: Growth in the Escalon Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>19890</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	9,800	13,800	3,400	4,900	2,800	4,600
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	2.1	1.7	2.0	1.7	1.5	1.5

B. ESCALON

1. Background

On March 12, 1957, Escalon became the sixth incorporated city in San Joaquin County. Escalon was originally surveyed at right angles to the Atchison Topeka & Santa Fe Railroad, which traverses the

city along a diagonal axis from northwest to southeast. The decline of the railroad and increase in traffic on State Route 120 has diverted commercial activity away from downtown and changed the pattern of development in the community. Most of Escalon's growth has been to the west along First Street and to the east along Yosemite Avenue and Main Street. The city enacted a growth management ordinance in 1979 limiting building permits to 75 new units per year and revised the ordinance in 1986 to provide more flexibility.

2. Land Use Profile

In 1987, the City of Escalon contained 612 gross acres of residential development and schools, 122 acres of commercial development, and 200 acres of industrial development. The city contains a distinct "east side" and "west side", with the railroad and downtown area dividing the two. Very little growth has occurred to the north or south of downtown. Land around the city limits is generally agricultural.

3. Planning Factors

Escalon is flat, with few physical constraints to development. There are no flood hazards in or around the city. The surrounding area is considered prime agricultural land. The principal constraint is noise, namely traffic noise along Highway 120 and railroad noise along the A.T. & S.F. tracks.

The City of Escalon has a water system which is considered to be adequate but in need of some improvement. The city operates its own wastewater treatment plant south of town on the Stanislaus River. As of 1986, the plant was considered adequate to handle a population of 5,000. Further expansion will be required to accommodate growth to 2010.

The Escalon Consolidated Fire Protection District provides fire protection to the majority of the planning area; the Ripon, Colledgeville, and Farmington Fire Districts provide fire protection in the outlying portions of the planning area. The city provides its own police services. Escalon has an elementary, middle, and high school. The city's 1987 Land Use Element indicates the city will need three more elementary schools and a high school before it is built out.

The city's circulation system consists of a major east-west arterial (State Rte. 120), bisected by a north-south county road (Escalon-Bellota Road/McHenry Avenue). Route 120 is the primary access route between the Bay Area and Yosemite National Park and is frequently congested. A freeway bypass has been proposed about a mile south of the existing highway. Extensions of several collector streets are also planned as the city grows.

4. 2010 Land Use Map

Assumptions

1. New urban development in the Escalon community will occur in the City of Escalon.

Community Plan 2010 Map. The Community Plan 2010 Map for areas surrounding Escalon (available separately) is a large oversized map which accompanies this document. The city's general plan provides a significant amount of land to the north and south for residential expansion. Higher residential densities are to be encouraged around the downtown area. Industrial land uses are limited to the area south of the city along the west side of McHenry Avenue. Construction of the State Route 120 bypass will increase the feasibility of industry in this area. The 1987 City's Land Use Element emphasizes the need to maintain a strong central business district. Commercial uses are to be encouraged in downtown, and along McHenry Avenue and State Route 120.

C. BALANCE OF PLANNING AREA

Beyond the city limits and urban expansion area of Escalon most of the land in the planning area is in agricultural use. Parcels to the northeast of the city are generally smaller than parcels to the south and west; all are designated Agriculture. Land along the Stanislaus River is to be maintained in open space, with regional recreation areas preserved along several miles of riverfront. No part of the planning area outside of the Escalon community is planned for development.