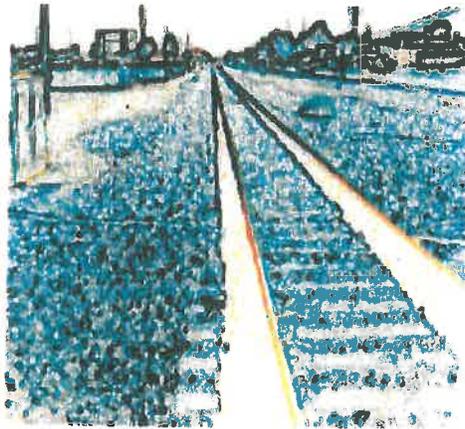


EAST STREET CORRIDOR SPECIFIC PLAN



**Adopted by the
City Council
May 19, 1998**

CREDITS

CITY COUNCIL

Elaine Rominger - Mayor
Melton M. Losoya - Vice Mayor
David M. Flory
Daniel E. Ryhal
Steve E. Borchard

PLANNING COMMISSION

Dennis O'Bryant - Chairperson
Jack L. Mahan, Jr. - Vice Chairperson
John Eaton
Toni Thompson
Steve A. Brazo
Felix P. Ybarra
Michele Carotenuto

EAST STREET CORRIDOR CITIZENS ADVISORY COMMITTEE

Frank Joule - Chairperson
Steve E. Borchard
Dudley Holman
Xavier Tofoya
Cirenio Rodriguez
Marcia Cary
Diane Banchemo

Bruce Dumars
Rodney Hersom
Maria Lopez
Dennis O'Bryant
James R. Ocheltree
Ross Parker
John J. Speight

FORMER MEMBERS

Neal Peart
Robert Pittman
Daphne Reynolds
Alex Seiberth

TABLE OF CONTENTS

| | |
|--|------------|
| SECTION 1. INTRODUCTION | 1-1 |
| 1.1 Purpose and Content of the Specific Plan | 1-1 |
| 1.2 Methodology and Organization of the Plan | 1-1 |
| 1.3. Plan Area Setting | 1-3 |
| 1.3.A. History | 1-3 |
| 1.3.B. Major Planning Issues | 1-6 |
| 1.4 The Vision | 1-8 |
| | |
| SECTION 2. LAND USE ELEMENT | 2-1 |
| 2.1 Goals and Policies | 2-1 |
| 2.2 Residential Land Use | 2-6 |
| 2.2.A. Existing Conditions | 2-6 |
| 2.2.B Residential Zoning Classifications | 2-8 |
| 2.2.C. Residential Rehabilitation | 2-8 |
| 2.2.D. Mobile Home Park Regulatory Policy and Physical Improvements | 2-10 |
| 2.3 Commercial Land Use | 2-12 |
| 2.3.A Characteristics and Zoning Classifications for Commercial Land Use | 2-12 |
| 2.4. Other Uses | 2-14 |
| 2.4.A. Yolo County Fair Grounds | 2-14 |
| 2.4.B. California Northern Railroad Company | 2-14 |
| 2.4.C. Yolo Shortline Railroad Company | 2-15 |
| 2.4.D. Southern Pacific Real Estate Enterprises (Now Union Pacific) | 2-16 |
| 2.4.E. Motels | 2-16 |
| 2.5 Land Use Table | 2-17 |
| 2.5.A. Purpose | 2-17 |
| 2.5.B. Permitted Commercial Uses | 2-17 |
| 2.5.C. Special Conditions | 2-21 |
| 2.6. Existing Non Conforming Uses | 2-22 |
| | |
| SECTION 3. CIRCULATION ELEMENT | 3-1 |
| 3.1 Concept | 3-1 |
| 3.2 Goals and Policies | 3-1 |
| 3.3 Existing Conditions | 3-1 |
| 3.4 Access Spacing/Control | 3-2 |
| 3.5 Operational Considerations | 3-4 |
| 3.6 Proposed Specific Plan Land Uses and Roadway Improvements | 3-4 |
| 3.7 Roadway System Impacts and Mitigation Measures | 3-5 |

EAST STREET CORRIDOR SPECIFIC PLAN



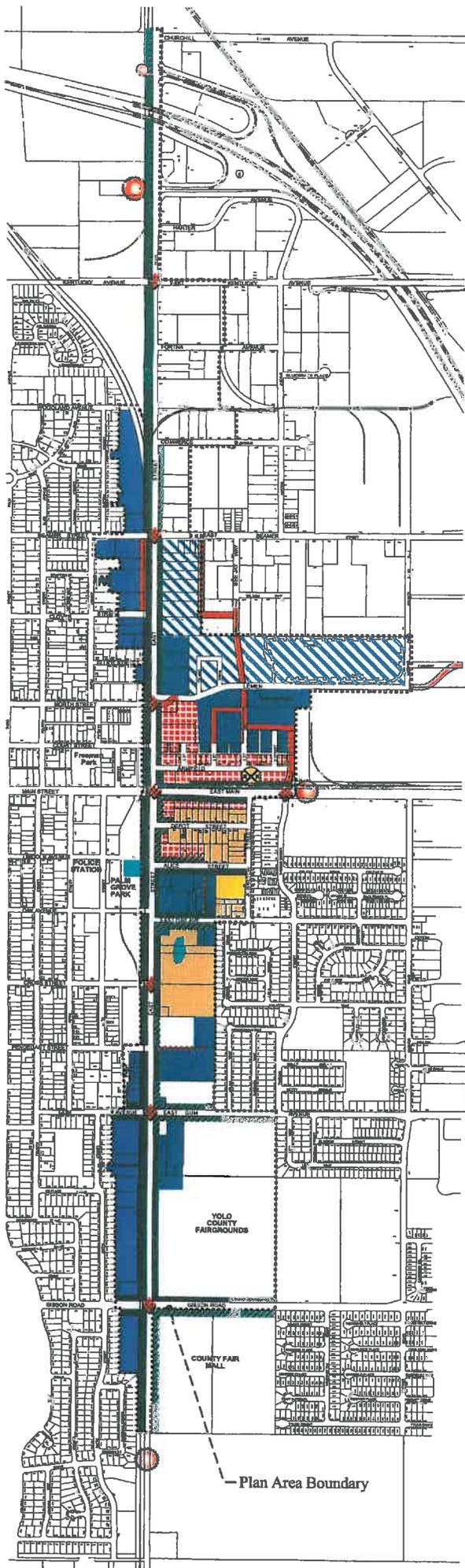
City of Woodland
Yolo County
California
Land Use and
Development Options

Revised: 6/12/98



Legend

-  **New Roadway**
 - New local streets to create development opportunities.
 - Re-alignment of North/Lemen.
 - Creation of Lemen as an alternative to East Main.
-  **Optional New Roadway**
 - New local street as needed to create development opportunities.
-  **New Open Space**
 - Provide new open space in the mobile home park and residential areas. Improve the plum grove into a small park.
-  **Full Spectrum Streetscape**
 - Bike lane and landscaping (both sides of tracks) on west side of East Street.
 - Landscaped parkway with canopy trees between curb and sidewalk.
 - Six foot sidewalk on east side and side streets.
 - Bus shelters as appropriate.
 - Removal of unnecessary curb cuts.
-  **Modified Streetscape**
 - Streetscape improvements similar to Full Spectrum modified to accommodate existing structures.
-  **General Commercial Opportunity Areas**
 - Underutilized properties were either redevelopment or private action can create more intensive commercial site utilization. Allows residential use.
-  **Service Commercial Opportunity Areas**
 - Underutilized properties were either redevelopment or private action can create more intensive commercial site utilization.
-  **Central Business District Opportunity Areas**
 - Underutilized properties were either redevelopment or private action can create more intensive commercial site utilization. Allows residential use.
-  **Housing Rehabilitation Target Area**
 - The stable neighborhoods where there is a need to provide a city sponsored residential rehabilitation program for low and moderate income families.
-  **Residential Opportunity Areas**
 - Underutilized properties where either redevelopment or private action can create residential development opportunities.
-  **Market Driven Commercial/Residential Opportunity Areas**
 - Areas where opportunities exist for more intensive use as either commercial or residential or both.
-  **Rail Station Relocation**
 - Relocation of the rail station for use by the Yolo Shortline excursion and potential future transit center.
-  **Major Entrance Elements**
 - Entrance Structures to the City or Downtown.
 - Entrance Structures at East and Main composed of an agricultural design (wind mill, elevated tank house, etc) or railroad design (water tank, hand car, etc.) with signage.
 - North and South Entrance Structures composed of a cluster of Columnar Trees (Poplar, Palm, etc.) with signage.
-  **Minor Entrance Elements**
 - Entrance signage at freeway off ramps.
 - Drought tolerant shrubs and perennials.
-  **Enhance Pedestrian Crossing**
 - Pedestrian activated signals.
 - Enlarged waiting areas at corners.
 - Alternative materials used for cross walk and corners.
 - Landscaped areas.
-  **Existing Uses to Remain**



East Street Corridor Specific Plan

Section 1. Introduction

SECTION 1. INTRODUCTION

1.1 PURPOSE AND CONTENT OF THE SPECIFIC PLAN

This plan evolved from the recognition that the East Street Corridor should no longer be a separate shopping and transportation area but rather a more aesthetically pleasing and economically productive part of the surrounding neighborhoods.

The mission of the East Street Corridor Specific Plan is to create a guiding framework for the development and redevelopment of the East Street Corridor. The goal of the Plan is to:

- Identify its highest and best use in order to enhance the economic base,
- Improve property values,
- Provide good housing for all residents,
- Create beautiful entryways into the community,
- Decrease crime,
- Preserve historic places, and
- Create a place of notable beauty.

The plan emphasizes the character of the area and identifies improvements and/or programmatic activities which will enhance not only the physical character, but also the quality of life and economic viability of the corridor and its residents, property owners, and business operators.

The planning area is, with few exceptions, all of those properties that front on East Street within the City Limits (See Figure 1.1 on page 1-2).

1.2 METHODOLOGY AND ORGANIZATION OF THE PLAN

The City appointed Citizens Advisory Committee has met with members of the business and residential communities, conducted a half-day walking tour, met with city staff, conducted four community workshops, conducted a focused workshop with mobile home park

residents, distributed and analyzed a Committee oriented questionnaire, solicited input at the Yolo County Fair, reviewed background documents, and attended 18 Committee meetings.

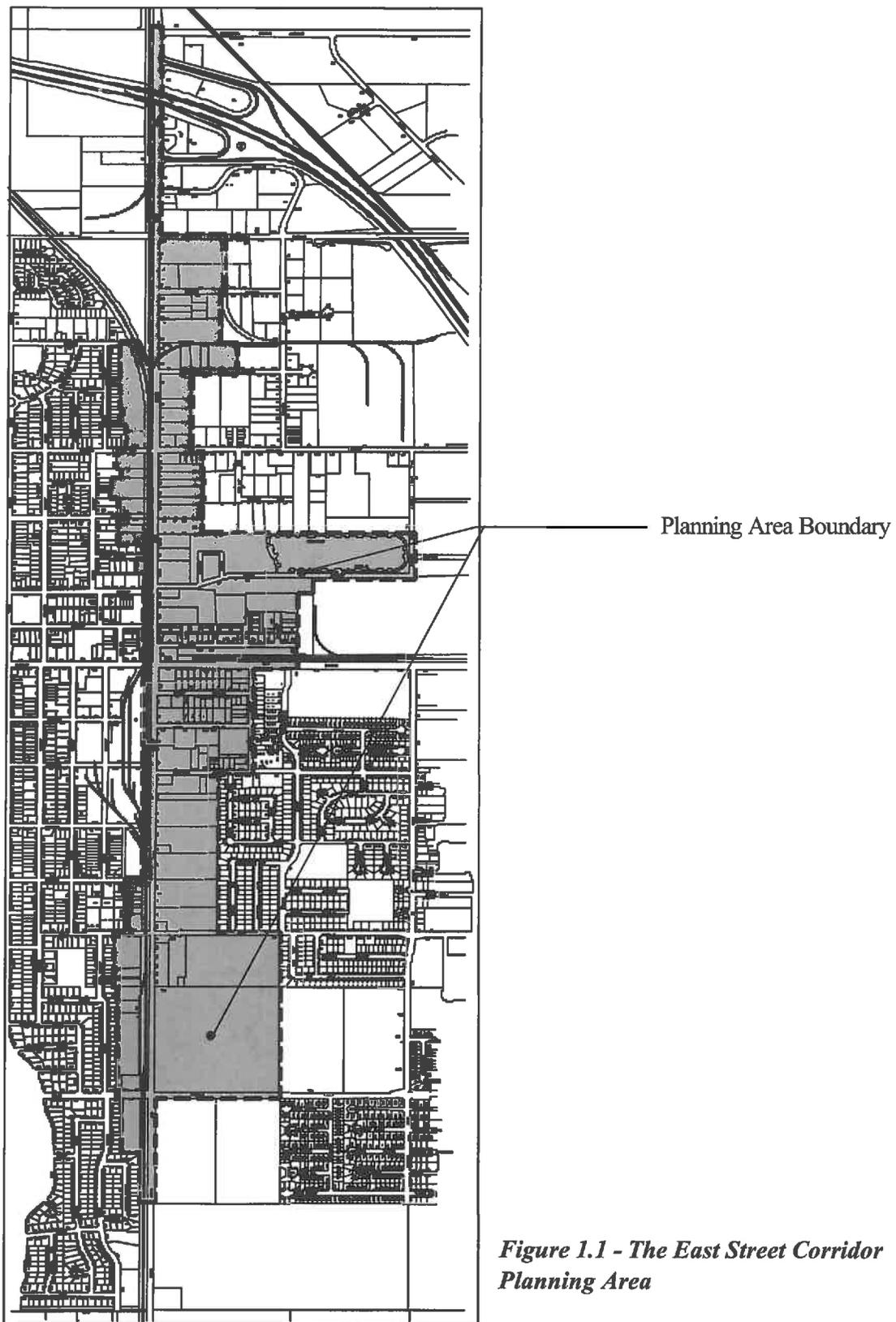


Figure 1.1 - The East Street Corridor Planning Area

The results of this work has been the development of the various elements that comprise the plan. The draft plan elements are aimed at enhancing East Street Corridor as a mixed-use residential, shopping, service and community environment.

In addition to this introductory section the plan includes the following elements:

- ❑ **Land Use** - The Land Use Element guides the location and types of uses that are appropriate for the redevelopment of the corridor.
- ❑ **Circulation** - This Element discusses how people move around in the corridor on foot, bicycle, on transit and in the automobile. The element also establishes guidelines for the circulation improvements.
- ❑ **Urban Design** - The Urban Design Element provides direction on how the built environment including public improvements, private improvements and open space will be developed.
- ❑ **Historic Preservation** - This Element identifies historic resources and provides requirements for their preservation or recognition.
- ❑ **Public Facilities, Services and Infrastructure** - This Element establishes standards for the provision of City services consistent with the City's General Plan.
- ❑ **Implementation** - The Implementation Element identifies the costs and funding priorities associated with the implementation of the plan.

1.3. PLAN AREA SETTING

1.3.A. History

The 1920s saw the East Street Corridor grow in importance as the major north-south transportation route linking Woodland to other regions of the state. During this period there was increased construction of roads in Yolo County to meet to the needs of the traveling public which was having a love affair with the automobile. Though there had been automobiles in Woodland since 1900, they were not a common sight on local streets until about 1916. Prior to that cars were expensive and the roads often in poor condition. In 1916, the Yolo Causeway was completed by the state which greatly shortened the trip between Woodland and

Sacramento. In 1919 Yolo County voters approved a bond issue to build more local roads and bridges which resulted in over a million dollars in improvements. In January of 1920, Highway 99 between Dunnigan and Zamora was opened, the last link in a state-paved highway that stretched from Woodland to Red Bluff. East Street carried this Highway 99W (later State Highway 99W/State Route 113) traffic through Woodland until the early 1970s when I-5 and I-505 became the new major north-south routes. The completion of the new SR

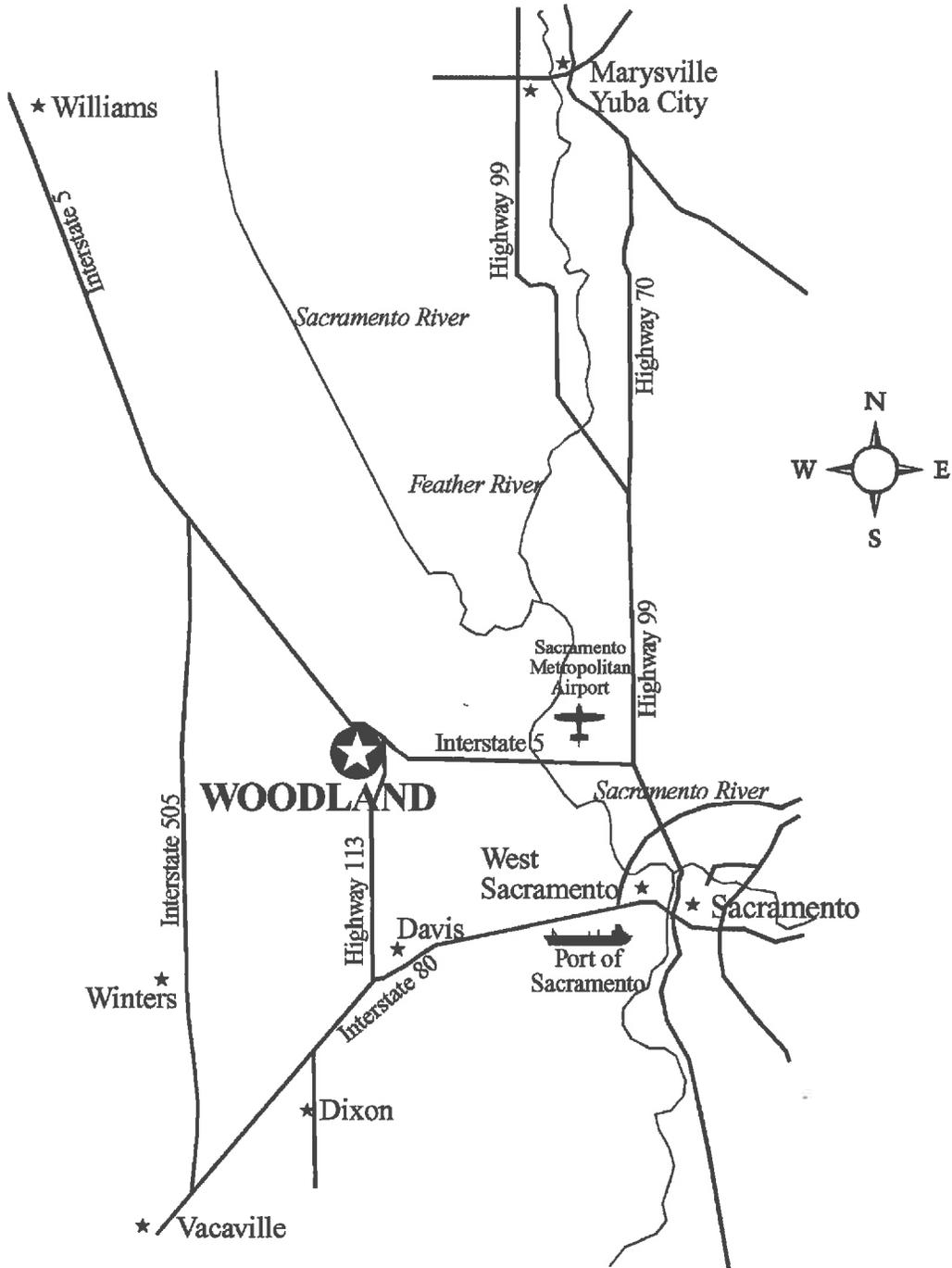


Figure 1.2 - Woodland in the Region

113 Freeway in 1990 which completed the connection between Woodland and Davis signaled the end of East Street as a regional transportation route and resulted in its becoming more of a local arterial street and link with Knights Landing to the north. The completion of County Fair Mall in 1986 helped to maintain East Street's importance as a local commercial-light industrial corridor.

The railroad first arrived in Woodland in 1869 with the tracks originally laid west of College street. In 1872 the tracks were relocated to their present day location along East Street. From this point on the East Street Corridor served the community as a highway and rail transportation corridor with both passenger and freight rail service provided. Freight needs were especially important for the many grain processors, storage warehouses and grain brokers.

During the 1920s and 1930s East Street saw a dramatic increase in retail and highway commercial uses serving the traveling public in addition to continued industrial development serving the local farmers, truckers, merchants and shopowners. 1920s motorists traveling through Woodland along East Street could spend the night at newly established motels and auto courts and campgrounds and make use of other highway oriented services such as service stations, cafes and restaurants. During the era the corridor also included lumber yards, planing mills, a small stock yard, an ice house, numerous bulk petroleum distributors, rail passenger and freight depots, trucking operators, storage warehouses and street car and concrete pipe manufacturing plants.

Woodland was the recognized grain center of Yolo County during the 1920s and the East Street Corridor played a major role in the grain business with the establishment of grain processing, storage and distribution activities some of which continues to this day. Significant grain businesses of the era were the Globe Rice Mill and Brown and Collins Grain. The 1920s saw a significant shift into rice growing and with it the establishment of rice drying, milling, storage and distribution facilities within the corridor. In 1906, Yolo farmers planted 150,000 acres of barley and 80,000 acres of wheat. In 1915, rice was first planted as an experiment and four years later there were 30,000 acres of rice in Yolo County. Even more successful than rice were tomatoes, also introduced on a commercial basis in Yolo County during the 1920s

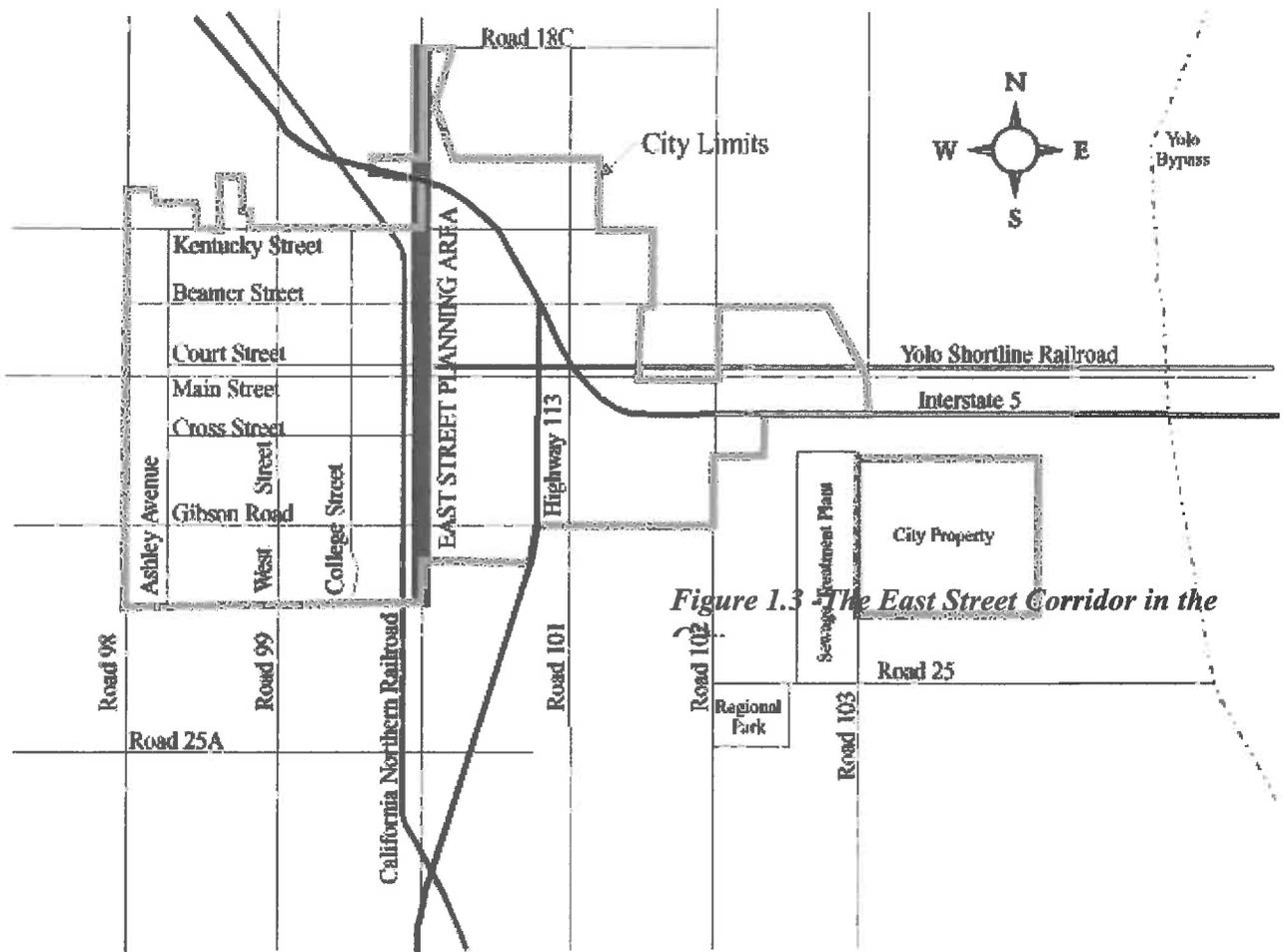
During the 1930s the Community saw the coming of the Matmor Cannery (now Del Monte Corporation), Spreckles Sugar, the first commercial rice drying facility in the state (built by Kenneth Brown) and

Marvin Landplane manufacturing rice field leveling equipment, all of which added much needed jobs to the community and to the importance of the East Street Corridor as a mover of goods and provider of services.

The 1940s saw a continuation of industrial and commercial development within the corridor including the establishment of Hays Trucking Business (at one time one of the largest agricultural carriers in the state), farm equipment sales and Tafoya's Market.

1.3.B. Major Planning Issues

The following are major planning issues that have influenced the planning effort for the East Street Corridor:



- ❑ The plan area includes a wide variety of divergent land uses - distinct residential neighborhoods, an adjacent contemporary shopping center, light industrial, agricultural processing, warehousing, strip commercial and the Yolo County Fair Grounds.
- ❑ The plan area is adjacent to the downtown area, the seat of city and county government.
- ❑ The corridor is serviced by two rail lines (California Northern and Yolo Short Line) which have potential for transit, cargo, and recreation.
- ❑ The Railroad right-of-way, streetscape details, new open space, and private development can all support the transformation of East Street into an environment that is an asset to the community.
- ❑ East Street (formerly Highway 113) is a major entrance into the community. The Main and East Street intersection is also a major entrance into the historic core of Woodland.
- ❑ East Street is both a north-south Corridor and a potential link between neighborhoods, functions, and places to the East and West of it. It could become a bridge that enhances the neighborhoods surrounding it instead of a barrier that separates them.
- ❑ The Intersection of East Street and Main Street can provide an anchor or termination for the Downtown Retail District. Contemporary large-scale retail can be designed to be compatible with the existing downtown historic district.
- ❑ Compact growth and in-fill policies in the City of Woodland help to support the successful revitalization of the East Street Corridor.
- ❑ The Alice, Oak, and Gum Street area will require special attention because of the possible existence of toxics, historic resources, undesirable uses, and substandard mobile home parks and motels.
- ❑ The Armfield Neighborhood will also require special attention because of the potential existence of toxics, historic resources, residential units in need of substantial rehabilitation, and automobile repair facilities mixed into the predominately residential area.

- ❑ The mobile homes and other housing types are important affordable housing resources. The plan must enhance access to affordable housing while addressing social, visual, transportation, and economic goals for the community.

- ❑ The need to retain the unique urban design character of the corridor while removing blight in the area.

1.4 THE VISION

The "Vision" describes what could happen along the East Street Corridor if the East Street Corridor Specific Plan is embraced and aggressively implemented. The "Vision" provides a snapshot of two time frames: the first five years and after 15 to 20 years.

SHORT TERM (3 TO 5 YEARS)

Armfield Street:

- 10-foot high Italian Cypress trees define the street.
- The Woodland Historical Commission's painstaking restoration of the SP station is complete.
- The Armfield Street centerpiece is drawing new businesses and visitors every day.
- Yolo Short Line excursions are popular, and the station houses a new sandwich shop and railroad-oriented boutique to cater to the riders.
- Two national-chain, family oriented restaurants have committed to opening up on Armfield Street.
- The art deco style, historic gas station at Armfield and East Streets is now a popular coffee house.

East and Main Streets:

- City crews have wrapped up improvements to the East and Main intersection, undergrounding and bike trail projects.
- Landscape improvements along the corridor are being designed and are scheduled for construction within a year.

Housing:

- The Woodland Mobile Home Park Cooperative, recently established and the owners of the Woodland and Dana Mobile Home Parks, is working closely with city staff to upgrade the parks.
- The old City corporation yard is now filled with homeowners, realizing the American Dream with their families in a new neighborhood.

- ❑ The City's Housing Rehabilitation and Commercial Revitalization Program is up and running, with four homes in Sprague's Subdivision undergoing a needed facelift.

Revitalization:

- ❑ The California Northern has relocated its yard facilities, opening up the land to use as new residential enclaves in the downtown area.

LONG TERM (15 TO 20 YEARS)**Armfield Street:**

- ❑ The Italian cypress are reaching for the sky, stretching their branches to heights of 20 to 30 feet.
- ❑ Armfield Station is a local hotspot, home to several popular restaurants and retail stores.
- ❑ The synergistic relationship between the station and the Armfield Street corridor, has sparked a boom in office-residential projects and an after-five life that fills parks and outdoor cafes.
- ❑ On most nights live music fills the corridor, as local talents ply their trade at the busy restaurants.
- ❑ Artists, many of them working out of the 15-unit live-work project at the former County Prison Farm, exhibit and sell their wares along the bustling corridor.
- ❑ The new North Valley Regional Transportation Authority has announced plans for a multi-modal transit stop to service the busy Armfield Station.

Revitalization:

- ❑ The north end of the corridor continues to provide a home for Woodland's smaller industrial users, while the south end is being converted to upscale retailing.
- ❑ The retail centers are being designed to intertwine with the adjacent residential uses.

- ❑ Conversion of the Woodland Mobile Home Park is complete, with new landscaping and coach homes turning the former eyesore into a park-like, affordable neighborhood.
- ❑ As properties have been improved so have the adjacent streetscapes, and East Street is taking on the feel of a true pedestrian friendly neighborhood. Residents are seen taking walks alone or in groups and it is common for stroll the corridor with their family pets or children, while they window shop and breathe in the fresh Woodland air.

East Street Corridor Specific Plan

Section 2. Land Use Element

SECTION 2. LAND USE ELEMENT

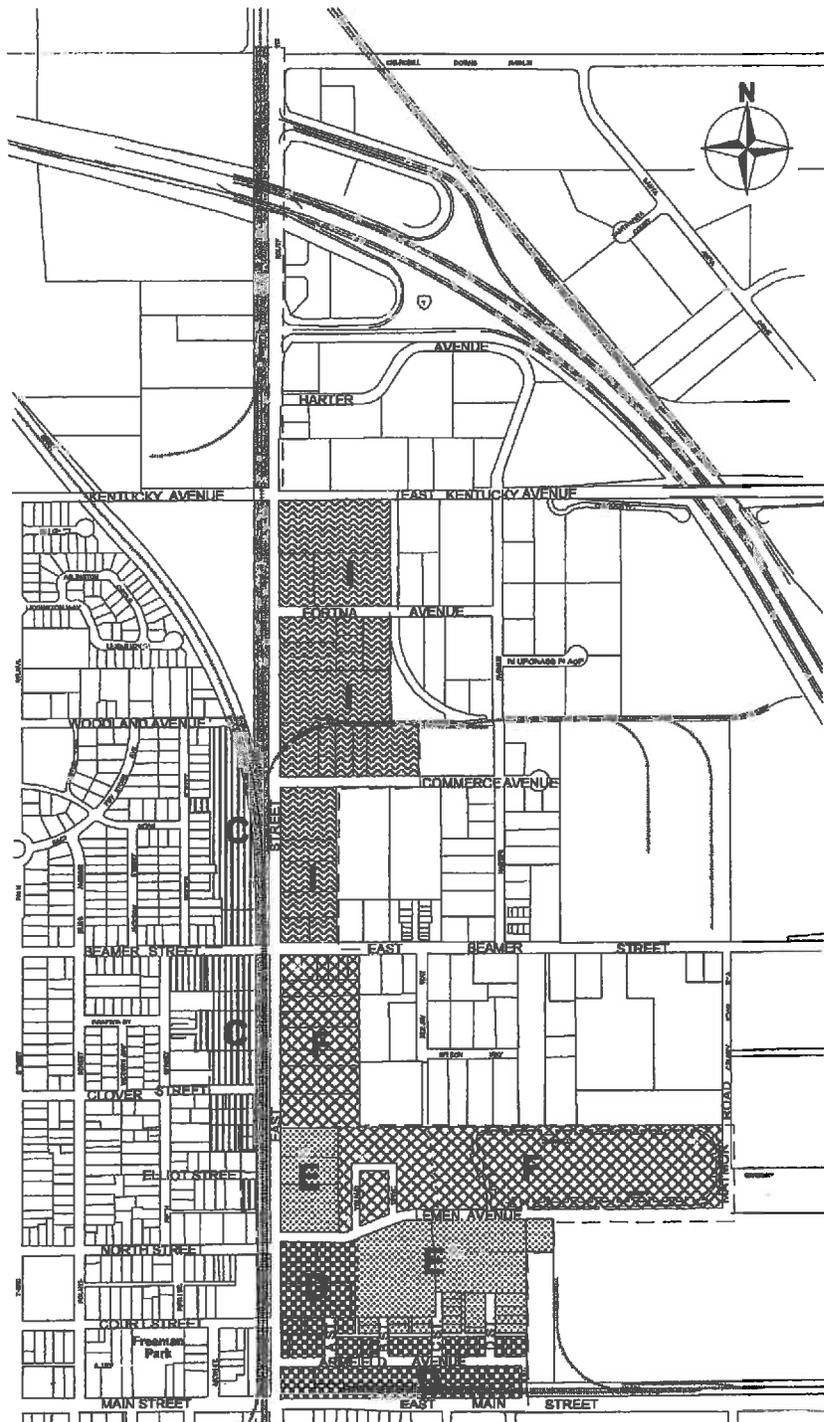
The Land Use Element for the East Street Corridor Specific Plan is divided into three subsections which include Residential, Commercial and Special Land Uses. The plan includes seven specific zoning classifications including:

- Area A - Neighborhood Preservation
- Area B - Mobile Home Park
- Area C - Mixed Use Residential/Commercial
- Area D - Central Business District
- Area E - General Commercial
- Area F - Service Commercial
- I - Industrial

These zoning classifications are shown on Exhibit 2-1 and 2-2. The Land Use Matrix (Table 2.4) identifies allowed and conditional uses in each zoning classification.

2.1 GOALS AND POLICIES

- Goal 2.1: Promote the development of new single and multi-family housing opportunities on sites contiguous to existing residential areas within the Specific Plan Area.*
- Goal 2.2: Preserve and improve the existing housing stock within the East Street Corridor.*
- Goal 2.3: Improve the land use and dwelling conditions to enhance the scenic character of the corridor, while enhancing the quality of life for mobile home park residents.*
- Goal 2.4: Create a viable economy for the East Street Corridor which will enrich existing businesses, stimulate private investment, and encourage new businesses in order to enhance the entire community.*
- Goal 2.5: Provide a place where residents of Woodland and surrounding areas will be drawn to meet their retail, service, social cultural, entertainment, housing, and governmental needs.*
- Goal 2.6: Increase the attractiveness of the East Street Corridor in order to improve Woodland's overall image as a place to live, work, shop, and do business.*
- Goal 2.7: Establish an economic development program that creates employment and business opportunities.*



**EAST STREET
CORRIDOR
SPECIFIC PLAN**



**City of Woodland
Yolo County
California**

Exhibit 2-2

**Northern Section
Zoning**

- | | |
|---|------------------------------------|
| Neighborhood Preservation (Area A) | Central Business District (Area D) |
| Mobile Home Park (Area B) | General Commercial (Area E) |
| Mixed Use Residential/Commercial (Area C) | Service Commercial (Area F) |
| | Industrial (I) |



**EAST STREET
CORRIDOR
SPECIFIC PLAN**

City of Woodland
Yolo County
California

Southern Section
Zoning

- | | |
|---|------------------------------------|
| Neighborhood Preservation (Area A) | Central Business District (Area D) |
| Mobile Home Park (Area B) | General Commercial (Area E) |
| Mixed Use Residential/Commercial (Area C) | Service Commercial (Area F) |

Policy 2.1. Rezone sites for the development of single and multi-family housing with the adoption of the Specific Plan.

Policy 2.2. The City shall promote the development of affordable housing opportunities for persons of low/moderate income through the utilization of Redevelopment Agency Housing Tax Increment, CDBG and HOME financing.

Policy 2.3. The City will promote voluntary owner participation in housing improvement efforts.

Policy 2.4. The City shall seek grant funds to provide affordable financing for units occupied by low/moderate income households.

Policy 2.5. The City shall design and implement a housing rehabilitation program offering technical and financial assistance to low/moderate income households.

Policy 2.6. The City shall assume the enforcement authority for the oversight of mobile home parks in Woodland from the California Department of Housing and Community Development-Division of Codes and Standards.

Policy 2.7. The City shall promote the reduction of residential density at Dana Trailer Park and Woodland Mobile Park by rezoning adjacent commercial land to SP-MH, thereby increasing the overall land area.

Policy 2.8. The City shall seek funds to provide affordable financing for infrastructure and open space improvements. Provision of funds will be contingent upon the owner entering into affordability covenants preserving space rent affordability for household of low/moderate income, through the establishment of a homeowner controlled cooperative or ownership by a non-profit corporation.

Policy 2.9. The City shall design and implement a mobile home replacement program offering technical and financial assistance to low/moderate income households.

Policy 2.10. The City shall allow for the conversion of the Woodland Court Motel and Tony's Motel properties to a Central Business District use as the owner(s) realize market opportunities.

Policy 2.11. Redefine the East Street Corridor as a destination and not a thoroughfare.

Policy 2.12. Encourage retail, dining, entertainment and housing development in the East Street Corridor in order to protect the East Street Corridor economy and environment.

Policy 2.13. Encourage, in particular, comparison goods retailers and businesses, professional, financial, governmental, and personal services.

Policy 2.14. Encourage the relocation of incompatible uses from the East Street Corridor that are likely to discourage new investment.

Policy 2.15. Develop incentive programs aimed at attracting private investment in the East Street Corridor, that are consistent with other City objectives.

Policy 2.16. Increase tourism and other currently underdeveloped economic activities in the East Street Corridor.

Policy 2.17 Encourage merchants together with other groups to develop effective campaigns to expand patronage and attract new investment.

Policy 2.18. Offer financial programs that will remove the economic constraints to the East Street Corridor investment.

Policy 2.19. Make appropriate public investments the East Street Corridor to enhance its attractiveness and efficiency that are consistent with other City goals.

2.2 RESIDENTIAL LAND USE

The residential portions of the East Street Corridor Specific Plan Area represent a valuable asset to the area and the City of Woodland. A sense of neighborhood and community exist among residents of the area. The City believes that reinvestment in this housing stock will preserve and protect this City resource.

There are several non-residential areas in the East Street Corridor that would be well suited for residential development. Residential infill projects could integrate vacant and under-utilized land into existing neighborhood areas, enhance the sense of community and provide additional housing opportunities

The Specific Plan expands the opportunity to develop of housing within the Corridor through the designation of land for housing. Two new land use zoning classifications and one existing zoning classification are incorporated into the Plan to provide for housing. These include:

- Neighborhood Preservation (Area A)
- Mobile Home Park (Area B)
- Mixed Use Residential/Commercial (Area C)

2.2.A. Existing Conditions**2.2.A.1. Survey of Existing Housing**

In January of 1996 the Rural California Housing Corporation conducted an assessment of the existing housing conditions within the East Street Corridor. The scope of the survey was to visually inspect the exterior of all residential units and evaluate the need for improvements. The entire housing conditions assessment can be found in Appendix A.

2.2.A.2. Manufactured Housing Assessment

There are three mobile home parks situated along East Street that provide housing for 189 households. The names of the facilities are Dana Trailer Park, Woodland Mobile Park and Bell's Trailer Court. Each complex is on land designated as C-3, Service Commercial Zone. The use of these properties as mobile home parks is not consistent with the current land use designations.

Of the 157 units of mobiles evaluated 38 percent or 60 units were either dilapidated or in need of substantial rehabilitation.

2.2.A.3. Single Family Housing Assessment

The majority of the single family housing is situated in two residential neighborhoods. Armfield and Sprague's Subdivision (generally Depot, Alice and Johnston Streets) are two distinct neighborhoods that are divided by East Main Street.

The land use designation for Armfield is Service Commercial while Sprague's Subdivision is a blend of Service Commercial and Duplex.

Nearly 10 percent of the units surveyed were found to be in a dilapidated condition. Approximately 28 percent of the housing stock within the study area is in need of substantial rehabilitation.

2.2.A.4. Multiple Family Housing Assessment

Multiple family housing in the East Street Corridor is comprised of duplex units, apartments and motor court motel rooms converted to weekly occupancy apartments. Land use designations where multi-family housing is located includes Multiple Family, Service Commercial and Duplex Zones.

**Table 2.1
Residential Housing Conditions Survey Summary**

| Type | Sound | Minor | Moderate | Substantial | Dilapidated | Total |
|------------------------|------------|-----------|------------|-------------|-------------|------------|
| 5th Wheel | | | Not Rated | | | 4 |
| Apartments | 8 | 25 | 6 | | | 39 |
| Duplex | 6 | 2 | 2 | | | 10 |
| Granny Flats | 1 | 1 | 1 | | | 3 |
| House | 11 | 7 | 33 | 23 | 7 | 81 |
| Mobile Home | 11 | 22 | 64 | 30 | 30 | 157 |
| Travel Trailers | | | Not Rated | | | 28 |
| Hsg Authority Apts.132 | | | | | | 132 |
| Motel/ Apts. | | 17 | 43 | | | 60 |
| TOTAL | 169 | 57 | 122 | 97 | 37 | 514 |

2.2.B Residential Zoning Classifications

2.2.B.1. Neighborhood Preservation (Area A)

The Sprague’s Subdivision area shall be zoned as Neighborhood Preservation (Area A) to maintain the residential character of the neighborhood (see zoning map Figure 2-1 and 2-2). This land use designation will sustain a maximum residential density of 8 residential units per acre.

2.2.B.2. Mobile Home Park (Area B)

The City shall adopt a Mobile Home Park zoning classification (Area B) for the existing Dana Trailer Park and Woodland Mobile Park. Maximum density for Mobile Home zoning shall be 12-20 units per acres (current density is approximately 18.25 units to the acre).

**Table 2.2
Mobile Home Park Density**

| | Current Units | Current Permitted Use | Proposed Zoning @ max. density |
|----------------------|---------------|-----------------------|--------------------------------|
| Dana Trailer Park | 89 | 105 | 124 |
| Woodland Mobile Park | 56 | 68 | 53 |
| Bell’s Trailer Park | 32 | 41 | 0 |
| Total | 177 | 214 | 177 |

The Plan rezones a portion of the land area along East Street that is contiguous with the existing Dana Trailer Park and Woodland Mobile Park to Area B. This will result in a net area

gain of 3.7 acres. The total land area will then include 11.89 acres combining both parks. The Plan provides, at a minimum, 177 mobile home spaces in the new park (this is the current number of mobile home units in all three parks), resulting in a reduced density of 14.88 units per acres.

2.2.C. Residential Rehabilitation

The City shall promote voluntary owner improvements of housing within the Sprague's Subdivision and the area east of Fifth Street, between Clover and Elliot Street.

The Plan will facilitate the use and targeting of subsidized financing to improve the housing stock while maintaining the affordability for households of low and very-low incomes. The City shall seek to utilize funds from HUD - Community Development Block Grant, CA. Department of Housing and Community Development - HOME Grant, and other sources as they become available. Additionally, the Redevelopment Tax-Increment Low-Income Housing Set-Aside funds will be invested as opportunities present themselves.

The City shall design and implement a housing rehabilitation program within the neighborhood. The rehabilitation program will offer financial and technical assistance to property owners in the repair and preservation of the housing stock occupied by low and moderate income households.

Technical assistance offered by the City will include building inspection, loan packaging, procurement of construction contract services, construction management and financial disbursements. The City will either secure the services of an outside consultant, specializing in the provision of these services or develop the capacity of City staff to perform them.

Financial assistance to owners of target income households shall include below market rate amortized loans or deferred payment loans. The loan repayment rates, terms and conditions shall be based occupancy status and period of affordability achieved through City subsidies. Owner-occupants financing will be based upon the household's ability to incur additional monthly housing expense. Owner-investor, (renter-occupied) housing loan rates and terms will be based upon the period of affordability for the resident/tenants.

The City shall seek to preserve the architectural integrity of housing constructed prior to 1950. If City financial assistance is provided to owners for rehabilitation, the City shall consult with the State Office of Historic Preservation and/or the Woodland Historical Commission on the historic or architectural value of individual structures.

2.2.D. Mobile Home Park Regulatory Policy and Physical Improvements

The City seeks to improve the residential environment and housing conditions within two of the three existing mobile home parks (the Dana Trailer and Woodland Mobilehome Parks) within the Plan area. Currently the regulatory enforcement of the parks and the residential

units, (manufactured housing-mobile home coach), are governed by the California Department of Housing and Community Development, Division of Codes and Standards.

The City shall exercise the option under Title 25, Division 1, Chapter 2, which provides that the City can assume jurisdictional authority over the operations, health and safety of each park. Revenue generated from the licensing and annual registration of each park and coach shall be dedicated to a City fund to regulate the parks and enhance residential quality of life for the occupants.

The design and licensing of the parks were predicated upon a manufacture home sizing at the time the parks were initially put in operation. Manufactured housing at that time were "single-wide", or approximately 8 to 12 feet in width. Typical manufactured housing built after 1978 were constructed as "double-wide" units, requiring approximately double the surface area.

The City will negotiate with park owner(s) to redevelop the Dana Trailer and Woodland Mobilehome Parks.

The goal will be to minimize the relocation of existing occupants through a phased development approach. The City shall first encourage park owners to develop new site plans. The site plans will develop targets for each park, identifying the optimum number of spaces. Through attrition the attempt will be to reduce displacement, relocation and replacement housing liabilities.

The next phase shall be to remove the commercial uses along East Street adjacent to the parks and the Dana Motel to increase the net land available for use as coach spaces. After a sufficient amount of land has been accumulated at each park, improvements can commence. Initially, the development of infrastructure and coach spaces along the western side of the Parks will allow for the moving of existing coaches within the park, thus minimizing relocation costs. Improvements to the rear of each parcel, (eastern boundary), will begin after the initial phase is complete. When all improvements are complete at Dana Trailer Park and Woodland Mobilehome Park, relocation opportunities will be available for the residents of Bells Trailer Court.

Each of the parks require the upgrade of infrastructure. This includes water distribution lines, sewer collection lines, electrical service, gas service, drives, recreational areas for youth, landscaping and open space. A landscaping or fencing buffer needs to be developed along East Street to enhance the safety for park children, while creating a transition from East Street to the residential area. The cost associated with these improvements could drive up the cost of individual space rental. In order to preserve the affordable housing resource, the City shall seek funds to provide below market interest rate loans, and/or grants. The City shall enter into negotiations with park owner(s) to structure loans based upon the owner's ability to preserve affordable space costs for existing low and moderate income households.

The City shall design and implement a mobile home replacement/financing program for individual owner-occupants. The replacement program will offer financial and technical assistance to improve the housing stock and maintain affordability for units occupied by low and moderate income households.

Technical assistance offered by the City will include building inspection, loan packaging, procurement of replacement housing, temporary relocation assistance payments and financial disbursements. The City will either secure the services of an outside consultant, specializing in the provision of these services or develop the capacity of City staff to perform them.

Financial assistance to target income mobile home owners shall include securing financing from conventional mobile home lenders and a combination of below market rate amortized loans or deferred payment loans from the City. The City loan repayment rates, terms and conditions shall be based upon current housing debt and the period of affordability achieved through City subsidies.

The Mobile Home Park land use designations incorporates the Design Guidelines and Development Standards found in Section 4 of this Plan.

The City shall provide financial and technical support to resident groups within each mobile home park to explore the feasibility and viability of cooperative or non-profit corporate park ownership. Residents of each park expressed an interest in preserving affordable space costs and increasing their role in the governance of each neighborhood. Mobile home cooperatives could provide such a vehicle.

The City shall engage the services of a consultant or identify City staff to meet with interested park residents and owner(s) to test the viability of cooperative conversion of the park. Financial information will be gathered on the purchase, improvements and operating costs. Training will be provided to residents on the responsibilities of cooperative management and financial plan evaluation. With a viable plan and park resident interest, the City shall support the conversion of parks to mobile home cooperatives.

These concepts have been tested on a preliminary basis, the analysis can be found in Appendix D.

2.3 COMMERCIAL LAND USE

The Plan attempts to be responsive to market conditions by reducing the overall amount of land designated as commercial and by allowing a mixture of uses throughout the corridor as well as within smaller subareas

The Plan also improves the overall quality of development by reducing intensity of uses allowed in areas that are currently designated as Service Commercial by upgrading the zoning to General Commercial and improving the list of permitted uses for the General Commercial zone.

In the Armfield area the Plan foresees an evolution from Residential and Service Commercial uses to an upscale commercial area to enhance the downtown corridor, referred to as "Yolo Station". The Armfield area is also the home of a new Central Business District zone.

The existing Industrial areas are maintained with only minor changes made to their development standards.

2.3.A Characteristics and Zoning Classifications for Commercial Land Use

The Commercial land uses allowed in the East Street Corridor Specific Plan are included in five zoning categories Central Business District (Area D), General Commercial (Area E), Service Commercial (Area F), Residential Commercial Mixed Use (Area C) and Industrial (I) which are shown on Exhibits 2-1 and 2-2. The Land Use Matrix, Table 2.4, identifies the allowed and conditional uses for each zone. In addition, Development Standards are provided in Section 4.

There are approximately 228 acres of commercially designated land in the East Street Corridor. This amount of commercial land could accommodate up to 12.6 million square feet of commercial development with floor area ratios (FAR) ranging from .5:1 for Area F to a maximum of 1.5:1 for commercial and office uses (Total Floor Area to Net Lot Area). See the following table for a range in potential commercial development.

Table 2.3
Range of Intensity of Commercial Development

| <i>Note: DUs = Dwelling Units</i> | | Minimum Density | Maximum Density |
|-----------------------------------|--------------|--------------------|--------------------|
| Zone | Acreage | DUs/FAR | DUs/FAR |
| Area D | 36.0 | 0/.8 | 25/1.5 |
| Area E | 69.1 | 0/.6 | 25/1.5 |
| Area F | 26.1 | 0/.5 | 25/.8 |
| I | 38.8 | N/A | 0/.5 |
| Area C | 48.3 | 0/.6 | 25/1.5 |
| TOTAL | 228.3 | N/A | N/A |

2.3.A.1. Central Business District (Area D)

The Plan extends the current Central Business District to the east along East Main Street and into the Armfield neighborhood and creates a new extension to the CBD. This zone is referred to as (Area D). The area will be the site of "Yolo Station" commercial development which is focused around the relocation of the Southern Pacific terminal and the Yolo Shortline excursions, see Urban Design, Section 4 and Prototypical Development Scenarios, Appendix D for more details. By extending the Central Business District to the east across East Street will help bridge, physically and psychologically, the Downtown with the larger floor plate retail uses that are found east of the planning area. This extension will also allow the opportunity for more intensive new office development to occur adjacent to the Central Business District and complement the current city and county office complex as well as the "Garden Office" development contemplated in the Downtown Specific Plan's Area D.

2.3.A.2. General Commercial (Area E)

Much of the area along the corridor will remain commercial but be upgraded from Service Commercial to General Commercial (Area E). All of the properties designated as (E) are either vacant or in commercial use. The Land Use Matrix identifies permitted and conditional uses that will enhance the types of uses which will locate along the corridor over time.

2.3.A.3. Service Commercial (Area F)

Two areas north of Lemen Avenue are designated as Service Commercial (Area F). These areas include the Housing Authority site known as Yolano Village/Donnelly Circle and an area south of East Beamer. Both areas are adjacent to Industrially zoned properties and thus provide a transition between industrial uses and general commercial uses.

2.3.A.4. Residential/Commercial Mixed Use (Area C).

All of the areas west of the California Northern Rail Line along the corridor have been designated as Residential/Commercial Mixed Use (Area C). All of these areas are adjacent to existing or proposed residential areas which should be protected from intrusive uses. The Area C zone is seen as a transition zone utilized to buffer residential and more intensive commercial uses. This zone allows for either commercial or residential uses or a combination of both depending on market forces or owner preference. The development standards provided in Section 4 work to assure that this potential mixture of uses are compatible.

2.3.A.5. Industrial (I)

The area north of Beamer on the east side of East Street which is currently zoned Industrial is to remain as Industrial (I) with only minor modifications to the Development Standards as identified in Section 4. There are no changes to the Zoning Ordinance's Land Use Matrix (see Section 25-18-10 of the Zoning Ordinance for a listing of permitted uses in the Industrial Zone).

2.4. OTHER USES

2.4.A. Yolo County Fair Grounds

The Yolo County Fairground presently occupies 53+/- acres of land on the east side of East Street between Gibson Road and Gum Avenue. The fair is owned and operated by the 40th District Agricultural Association of the State of California (the Yolo County Fair). The fairground's property consists of three separate parcels. Most of the developed portion of the property, which is south of the main parking area, is within the unincorporated area of Yolo County. The main parking area, including the Little League field, is within the jurisdiction of the City of Woodland. Vehicular access to the property is provided by East Street, Gum Avenue and Gibson Road. The Fair Grounds were pre-zoned in 1980. No land uses changes are proposed.

2.4.B. California Northern Railroad Company

The California Northern Railroad (CFNR) operates two locals from Woodland serving the area from Davis to Willows five days per week and Davis to Woodland on Saturdays. During sugar beet harvest in the spring and fall, the California Northern Railroad Company operates additional crews dedicated solely to handling the sugar beet trains from the plants at Woodland and Hamilton City. The tracks along the East Street corridor represents the CFNR Main Line, support, and yard tracks serving the industrial areas of Woodland. The CFNR railroad track right-of-way is to be zoned the same as the adjacent zoning classification on the west side of the right-of-way.

Though not located in the East Street Corridor Specific Plan area these service functions impact on the aesthetics and circulation patterns within the Corridor. It is recommended that as development opportunities arise that will generate tax increment revenues from the current site between Pendegast and Lincoln the service yards and switching functions be relocated out of the downtown area. Other sidings should be removed and the land made available for redevelopment when the sidings are no longer in use.

2.4.C. Yolo Shortline Railroad Company

The Yolo Shortline Railroad (YSLR) owns or has rights to the property bounded by East Main Street, E Street and Armfield Avenue, "YSLR Armfield property."

The YSLR Armfield property is owned in part by Union Pacific Railroad Company and in part by Yolo Shortline; however, the entire property is used by Yolo Shortline or lessees or licensees of Yolo Shortline. Part of the property is a rail yard and the remainder is either bare land, docks, or old foundations of packing sheds and warehouses and associated facilities. Yolo Shortline owns the tracks and docks on the property. The primary purpose and use of this property for the last 30 years has been to transfer commodities between railcars and trucks

either for export to other parts of the country or imports for local distribution. This usage continues, although in a reduced volume and number of railcars than in the past.

The easterly portion of the YSLR Armfield property is used as a parking and loading area for the Yolo Shortline's excursion trains, which operate on weekends from mid-May through mid-October. Other special excursions operate occasionally throughout the year from this location. The excursion loading area should be maintained at the site. In support of the excursions the relocation of the old Southern Pacific Station to the YSLR Armfield property is recommended, see the Urban Design section (Section 4 and the Prototypical Development Scenarios in Appendix D) for more details. In return for the relocation and use of the Station, YSLA must agree to properly maintain the site and eliminate or minimize the storage of idle train cars.

Yolo Shortline also uses the rail yard on the YSLR Armfield property to store railcars for loading or marshalling cars into trains or other switching operations. The docks are occasionally used by licensees for loading or unloading equipment.

Yolo Shortline has been previously approached by the City of Woodland to explore the possibility of moving its tracks and operations from the YSLR Armfield property to another site. To consider this prospect, however, the Yolo Shortline Railroad Company would need a site at least comparable to the existing site, with at least the same amount of usable track and docks. They need to be relocated to a suitable replacement site with replacement facilities.

The City of Woodland explored the cost and potential of alternative sites in a study performed approximately three years ago and is willing to initiate acquisition and relocation of the Armfield operation if a viable redevelopment project is identified for the site.

2.4.D. Union Pacific

The railroad's property (located in the Downtown Specific Plan Area) that is no longer committed to railroad use is available for sale. The railroad has no other plans for this property. The City could acquire all or part of this excess property if a viable redevelopment project is identified for the site. The City Redevelopment Agency has prepared a schematic master plan is currently seeking an entity to develop an office park south of the Blue Shield office complex. As part of that development the existing palm grove would be maintained and improved as a park (see Section 4 for a schematic design for the park).

2.4.E. Motels

The Plan expands the opportunities for development on two sites that now have residential/motel facilities. The City shall adopt a Central Business District (Area D) zoning for the area now including the Woodland Motor Court and Tony's Motel. This zoning allows for residential and commercial uses, or a combination of both uses concurrently. The zoning enables an owner to develop live/work or similar uses on the properties.

The highway motor court architecture of the late 1940s and 1950s may serve as a theme for commercial usage.

2.5 LAND USE TABLE

2.5.A. Purpose

The purpose of the Land Use Tables (Table 2.4) is to designate the uses permitted in each zone, subject to design and development standards for such uses as defined in Section 4.

2.5.B. Permitted Commercial Uses

To determine in which zone a specific use is allowed:

1. Find the use in the left hand column.
2. Read across the table until either a "letter" or an "x" appears in one of the columns.
3. If a letter appears this means that the use is allowed in the zone represented by that column, but only if certain conditions are complied with. The conditions applicable to that use are those corresponding to the letter listed in Section 2.4.B.
4. If an "x" appears in a column the use is allowed in the zone represented by that column without being subject to any of the conditions listed in Section 2.4.B.
5. If neither a "letter" nor an "x" appears in a column, the use is not allowed in the zone represented by that column.
6. The Planning Commission shall interpret the appropriate zone for any land use not specifically listed in the Table, based on a finding of consistency with the purpose of the zone and that use is of the same general character as that of the uses permitted in that zone.
7. Overlay zones are not included in table.

| USES | ZONES | | | | | |
|--|-------|---|---|---|-----|---|
| | A | B | C | D | E | F |
| Accessory buildings and uses customarily appurtenant to a permitted use | x | x | z | x | x | x |
| Adult Bookstores | | | | h | h | h |
| Adult Motion Picture Theaters | | | | h | h | h |
| Ambulance service | | | | | c | x |
| Antique stores | | | x | x | x | |
| Apartments and multifamily dwellings | p | | c | | | |
| Appliance sales, service, and supply | | | z | x | x | x |
| Auto sales, new & used, including RV, trailer & motorcycles | | | | | c | c |
| Auto rental or lease agency, including & trailer rental and limousine service | | | | | c | c |
| Auto parts & accessory store, including radio, stereo, or CB shop | | | c | | x | x |
| Auto and truck service stations | | | c | | d/z | x |
| Auto-minor service & repair. Includes such uses as tire sales & service radiator replacement; brake service; diagnosis & tune-up; glass installation & smog inspection | | | | | c | x |
| Auto-major service & repair. Includes such uses as transmission rebuild; radiator rebuild; starter / generator rebuild; body repair; paint shop & machine shop | | | | | c | c |
| Auto-Lube Shop | | | | | c | c |
| Bakeries | | | x | x | x | x |
| Barber and beauty shops | | | x | x | x | x |
| Bars, cocktail lounges, and taverns | | | c | c | c | c |
| Bed & Breakfast Facilities | z | | z | | c | c |
| Boarding and rooming houses | p | | | | b | |
| Bowling Alleys | | | | | c | c |
| Bus Depot | | | c | c | c | c |
| Cabinet, carpenter, and woodworking | | | | | c | c |
| Cafes, coffee shops and restaurants, except drive through facilities | | | x | x | x | x |
| Cardrooms | | | | | c | c |
| Car washes | | | | | z | x |
| Churches | | c | | | c | c |

| USES | ZONES | | | | | |
|--|-------|---|---|---|---|---|
| | | | | | | |
| Clothes cleaning & laundry pick-up stations | | | z | z | x | x |
| Commercial recreation facilities, other than those listed in Table 2.4 | | | c | z | c | c |
| Communication and public utility service facilities | | | | | c | c |
| Dance halls | | | | | c | c |
| Day care centers | | c | c | c | c | |
| Deep lot development | | r | r | | | |
| Drive-in, fast foods, self service, take out restaurants | | | c | | c | c |
| Drug stores and pharmacies | | x | x | x | x | |
| Electrical sales, service, and supply | | | c | | x | x |
| Family day care homes max/14 children | x | x | x | | | |
| Film processing pick-up stations | | | x | x | x | x |
| Financial institutions, without drive through facilities | | | x | x | x | x |
| Financial institutions, with drive through facilities | | | c | c | c | c |
| Fire extinguisher sales & service | | | c | | c | x |
| Flea markets | | | | | | c |
| Florists | | | x | x | x | x |
| Food and grocery stores | | | z | z | x | x |
| Fortunetelling | | | | m | m | m |
| Foster homes, residential care homes | b | | | | | |
| Funeral homes and mortuaries | | | z | z | x | |
| Gift Shops, Curio | | | x | x | x | |
| Glass sales, service, and supply | | | z | | x | x |
| Hardware stores | | | x | x | x | x |
| Heating and air conditioning sales, service and supply | | | z | | x | x |
| Home occupations | q | q | q | | | |
| Hospitals | | | | | c | c |
| Hotels and motels | | | c | c | c | c |
| Hydraulic equipment, well drilling sales service and supply | | | | | | c |
| Janitorial | | | | | c | x |
| Laundromats | | | z | z | x | x |
| Laundry, dry cleaning plants | | | | | c | c |
| Liquor sales, on and off sale | | | c | c | c | c |
| Live / work units | | | z | z | z | |
| Locksmiths | | | z | x | x | x |
| Machine shops | | | | | | c |

| USES | ZONES | | | | | |
|--|-------|---|---|---|---|---|
| | | | | | | |
| Massage Establishment | | | | i | i | i |
| Medical and dental clinics | | | x | x | x | x |
| Medical laboratories | | | x | x | x | x |
| Mini Marts | | | c | c | j | j |
| Miniature golf | | | | | | c |
| Mobile homes on permanent foundation | n | x | | | | |
| Mobile home parks | n | z | | | | |
| Multi-use developments | | | g | g | g | g |
| Newspaper / Publishing | | | c | c | x | x |
| Nursing and convalescent homes | p | | c | | | |
| Offices | | | x | x | x | x |
| Opticians | | | x | x | x | x |
| Parking facilities, including truck parking and park and ride lots | | | | | a | a |
| Parking facilities, off site | | | c | c | c | c |
| Passenger terminals | | | c | c | c | c |
| Pet Grooming | | | c | c | c | x |
| Pipe sales, service, and supply | | | | | x | x |
| Plant nurseries and green houses | | | z | z | x | x |
| Plumbing sales, service, and supply | | | | | x | x |
| Pool halls | | | c | c | c | c |
| Pool service and supply | | | | | x | x |
| Prescription pharmacies | | | x | x | x | x |
| Printer / copies | | | x | x | x | x |
| Produce stands | | | x | x | x | x |
| Public and Private Schools | | c | c | c | c | c |
| Public and quasi public buildings and uses appropriate to the area | | | c | x | c | c |
| Public scales | | | | | | c |
| Pump sales, service, and supply | | | | | x | x |
| Recreational vehicle & boat storage | | | | | c | c |
| Recycling service center | | | | | | c |
| Research & Development | | | c | | c | z |
| Residential - single family / duplex / split lot | x | | z | z | z | z |
| Residential - multiple family | p | | b | c | c | c |
| Residential hotels | | | c | c | c | |
| Residence for a caretaker or watchman | | | z | | | |
| Retail stores and shops (Not otherwise listed) | | | x | x | x | c |
| Rice storage, excluding processing | | | | | | c |

| USES | ZONES | | | | | |
|---|-------|---|---|---|---|---|
| | | | | | | |
| Second attached residential unit | o | | o | | | |
| Shoe repair | | | x | x | x | x |
| Shopping centers | | | c | c | c | c |
| Sign companies | | | z | c | z | x |
| Skating rinks | | | | c | c | c |
| Social halls, lodges, fraternal | | | z | x | x | x |
| Studios art and craft / dance | | | z | x | x | x |
| Swimming, tennis, and racquetball clubs, health clubs | | | c | c | x | x |
| Taxi cab service | | | c | | x | x |
| Tattoo Establishments | | | | | c | c |
| Technical, trade & craft schools and studios | | | | x | x | x |
| Temporary construction storage yards | | | | | a | a |
| Temporary outdoor uses | | | f | | f | f |
| Temporary tract offices | | q | q | | | |
| Theaters | | | | z | | |
| Tire recapping | | | | | | x |
| Travel trailer parks and overnight campgrounds | | | | | | c |
| Upholstery | | | z | z | x | x |
| Variety stores | | | x | x | x | x |
| Veterinary offices and clinics | | | z | z | z | x |
| Video game centers | | | | z | c | c |
| Video games when incidental to a permitted use | | | a | x | a | a |
| Welding shops | | | | | | c |
| Wholesale and distributing businesses | | | | | | x |
| Youth oriented entertainment | | | c | z | c | c |

2.5.C. Special Conditions

The following special conditions apply to those land uses indicated by corresponding letter in Table 2.4:

- a. Accessory use, incidental to principal use.
- b. Conditional Use Permit required if for more than 6 guests, persons or dwelling units.
- c. Conditional use Permit required.
- d. Conditional Use Permit required if abutting any residential zone.
- e. Conditional Use Permit required if gross floor area exceeds 2,500 square feet.
- f. Temporary Outdoor Uses: See section 25-13-30 of the Zoning Ordinance for specific requirements.
- g. Conditional Use Permit required. A list of permitted uses may be approved with the use permit.
- h. Conditional Use Permit required and subject to the following restrictions:
 1. Such use must be located more than seven hundred and fifty (750) feet from any of the following zones: A-1, O-S, R-1, R-2, R-M, MH, N-P and Areas A, B and C.
 2. Such use must be located more than one thousand (1,000) feet from any other adult bookstore or adult motion picture theater.
 3. Conditional Use Permit required and subject to the following restrictions if required by Section 15.30 of the Municipal Code to obtain a license.
 4. Such use must be located more than 750 feet from any of the following zones: R-1, R-2, R-M, or N-P and Areas A, B and C.
- i. Refer to Article VI of Chapter 13 of the Municipal Code for specific requirements.
- j. Conditional Use Permit required if associated with gasoline sales, and/or sales of alcoholic beverages or open between 10:00 p.m. and 7:00 a.m. subject to location requirements as follows:
 1. Not allowed within 500 feet of a public, or private school (K-12) or playground.

- k. Refer to Land Use Matrix (Areas A & B) of the Downtown Specific Plan. Applied
- l. Refer to the Downtown Specific Plan and the Land Use Area Matrix contained in
- m. Conditional use permit required and subject to the following restrictions:
 - 1. Such use must be located more than one thousand feet from any other such use.
- n. Subject to Section 25-21-50 of the Zoning Ordinance.
- o. The addition shall not exceed 10% of existing living area. "Living area" means the Administrator. May be approved without public hearing.
- p. Existing uses in N-P Zone on December 6, 1979. These uses may be replaced with be expanded or enlarged by Conditional Use Permit.
- q. Office must be converted to residences when sales activity ceases.
- r. Conditional Use Permit subject to Section 25-21-30 of the Zoning Ordinance.
- z. Zoning Administrator Permit required.

2.6. EXISTING NON CONFORMING USES

Non conforming uses are subject to Section 25-21-55 of the Zoning Ordinance with the following exception: The Planning Commission may grant a one time extension of one (1) year to continue the non conforming use.

East Street Corridor Specific Plan

Section 3. Circulation Element

SECTION 3. CIRCULATION ELEMENT

3.1 CONCEPT

East Street within the Specific Plan area is a four lane arterial designed with a preference for mobility rather than property access. Dedicated left-turn ingress to most driveways and public street intersections is not available, which creates undesirable access conditions for existing and potential land uses. Since the Specific Plan intends to increase the potential level of development within the East Street corridor, the roadway system must respond by providing a higher degree of access for adjacent properties while also preserving sufficient capacity to ensure that roadway operations do not deteriorate and cause extensive travel delays on East Street.

3.2 GOALS AND POLICIES

The overriding goal for developing a roadway system that will support the land use changes contained in the Specific Plan is the following:

Goal 3.1: Balance mobility and access needs for East Street so that the corridor will be a desirable place to develop.

This goal is supported by the following policies, which are action-oriented statements intended to provide specific direction about how to develop the Specific Plan roadway system.

Policy 3.1.1. The City of Woodland shall construct roadway capacity enhancements necessary to maintain level of service (LOS) "C" or better at major East Street intersections within the Specific Plan unless these enhancements would conflict with other desired objectives or policies of this plan. Under these circumstances, LOS "D" should be maintained.

Policy 3.1.2. The City of Woodland should develop and adopt roadway and intersection design standards for the East Street Corridor that include, but are not limited to, signalized intersection spacing, driveway spacing, intersection off-set spacing, left-turn ingress and egress, bus turnouts, bicycle lanes, and crosswalks.

Policy 3.1.3. The City of Woodland shall improve pedestrian access in the East Street Corridor by providing and emphasizing pedestrian crosswalks at signalized intersections.

3.3 EXISTING CONDITIONS

Table 3.1 shows that all study intersections operate at Level of Service (LOS) "C" or better. Frequent users of Court Street, Lemen Avenue, or Cross Street may consider the LOS to be worse due to the delay experienced when waiting to turn right or left onto East Street. The reported LOS represents overall intersection operation and not individual turning movements. For example, the overall intersection LOS at the East Street/Court Street intersection is "B" (average vehicle delay of 6.4 seconds) even though the eastbound left-turn movement from Court Street experiences substantial delay (greater than 60 seconds per vehicle) during the p.m. peak hour. The fact that the through vehicles on East Street experience no delay effectively weights the overall intersection delay downward. Because of these circumstances, the intersection analysis results were reviewed in detail to determine if specific turning movements experienced substantial delay. As a result, the roadway system developed for the Specific Plan considered improvements to all intersections in the East Street corridor.

Table 3.1
Existing P.M. Peak Hour Intersection Operations

| <u>Intersection</u> | <u>Traffic Control</u> | <u>P.M. Peak Hour LOS</u> |
|--------------------------------|------------------------|-------------------------------|
| East Street/Beamer Street C | Signal | |
| East Street/Lemen Avenue | Westbound Stop Sign | A |
| East Street/North Street | Eastbound Stop Sign | A |
| East Street/Court Street | Eastbound Stop Sign | D |
| East Street/Main Street | Signal | C |
| East Street/Oak Avenue | Eastbound Stop Sign | A |
| East Street/East Oak Avenue | Eastbound Stop Sign | A |
| East Street/Cross Street | Eastbound Stop Sign | B |
| East Street/Pendegast Street | Eastbound Stop Sign | A |
| East Street/Gum Avenue | Signal | B |
| East Street/Gibson Road | Signal | C |

3.4 ACCESS SPACING/CONTROL

The following is a suggested access plan that balances the need for maintaining safe and efficient traffic flow on East Street with the need to provide access to developed and developable properties. This suggested access plan should be considered as guidance because special circumstances (such as providing access to odd-shaped parcels) may dictate variances from the standards:

- Major Cross-streets should have a minimum spacing of 1,000 feet. This spacing allows for signalization with reasonable vehicle progression in the corridor. These locations should also be the primary focus for pedestrian crossings.

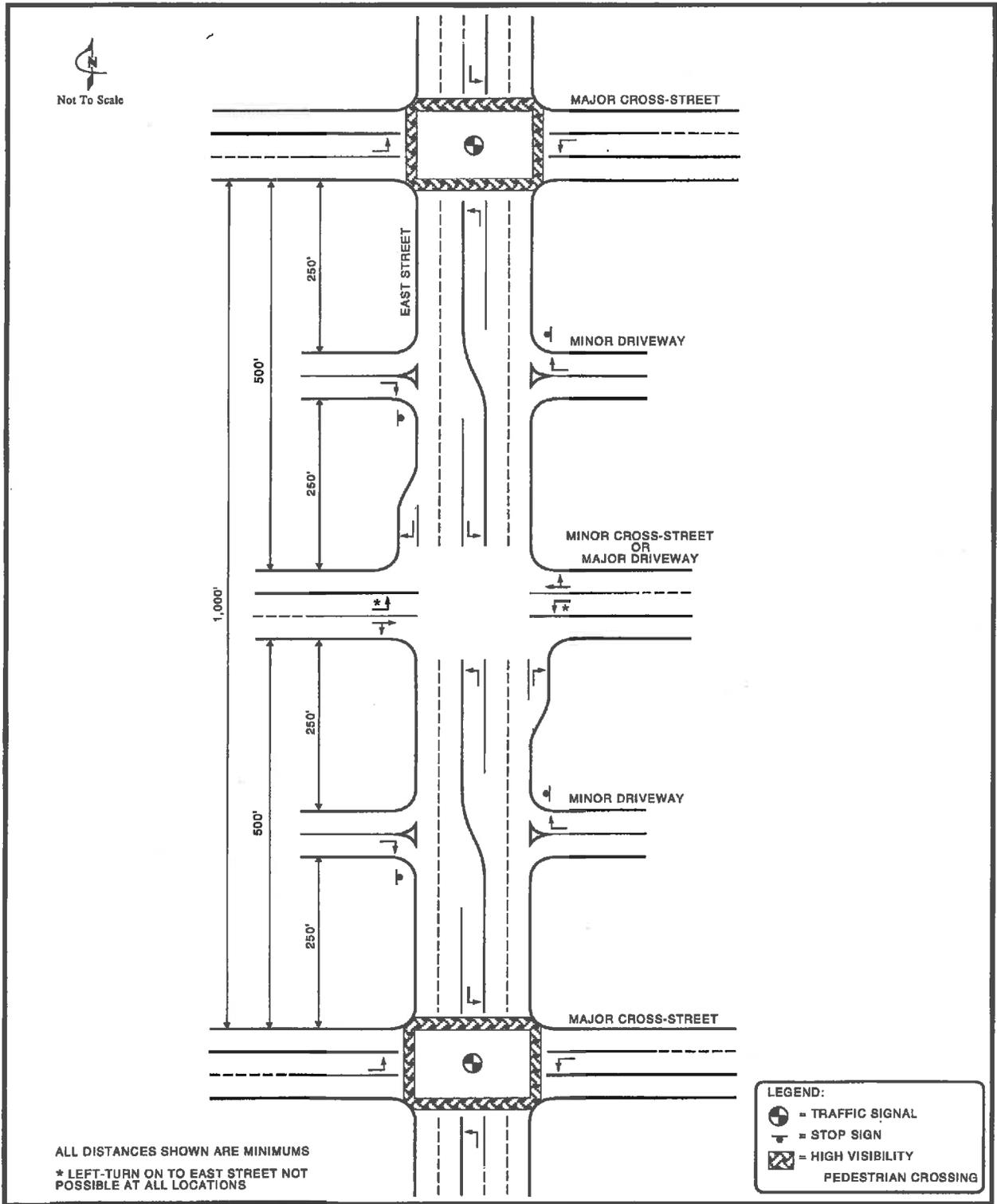


Figure 3.1 – Access Spacing/Control

- Minor Cross-streets or Major Driveways should be placed at the mid-point between intersections (i.e.-500' from the intersections). This placement will allow left-turn ingress from East Street. The ability to provide left-turn egress will depend upon the type of median and activities on the opposite side of the street. Left-turn egress can be provided with a two-way, center left-turn lane or with a raised median by providing a left-turn storage/acceleration area in the median for traffic turning left from the side street.
- Minor driveways should be spaced at a minimum of 250' (from each other and intersections). These driveways should be limited to right turns (in and out) because left-turn queuing space will not be available in the median.

Right-turn lanes (or "deceleration lanes") should be considered for major and minor driveways on a case-by-case basis, depending upon the amount of traffic volume and right-of-way. Figure 3.1 illustrates the suggested access plan.

3.5 OPERATIONAL CONSIDERATIONS

The signals along East Street within the study boundaries should be electronically interconnected to create a "system" of signals that provides for vehicular progression. A coordinated signal system will minimize vehicular delays and maximize the street capacity for a fixed number of lanes.

A raised median should be provided along East Street wherever possible. A raised median provides several benefits: 1) it provides space for aesthetic improvements such as landscaping, 2) it narrows the perceived width of the street, 3) it protects motorists from on-coming traffic, and 4) it increases the capacity of the roadway for a fixed amount of pavement. The locations for raised medians must be chosen carefully as it can limit property access. However, if driveways and intersections are properly located, median breaks can be constructed to provide property access.

3.6 PROPOSED SPECIFIC PLAN LAND USES AND ROADWAY IMPROVEMENTS

Implementation of the Specific Plan will affect land use and circulation within the East Street Corridor. Land use projections developed by Bay Area Economics for the Specific Plan area are included in Appendix E. These projections reflect the net increase in new development by 2020.

To support the new development, an initial set of roadway improvements was identified for the Specific Plan based on the goal, policies, and design standards discussed above. Major roadway improvements included the following:

- Realigning North Street, and Lemen Avenue to create a single signalized intersection with East Street about 850 feet north of Main Street and restricting access at Court Street to right-turns only;
- Constructing new roadways to connect Lemen Avenue with East Beamer Street, Cannery Road, and Main Street;
- Restricting access at Oak Avenue and East Oak Avenue to right-turns only; and
- Signalizing the East Street/Cross Street intersection.
- Provide high visibility pedestrian crossings at the following signalized intersections:

| | |
|---|--------------------------------|
| East Street/Kentucky Avenue | East Street/Cross Street |
| East Street/Beamer Street | East Street/Gum Street |
| East Street/North Street/Lemen Street and | East Street/Gibson Street |
| East Street/Main Street | East Main Street/Thomas Street |

To determine if these circulation changes were sufficient to accommodate expected development levels, p.m. peak hour traffic operations were analyzed for the study intersections mentioned earlier under cumulative (2020) conditions.

3.7 ROADWAY SYSTEM IMPACTS AND MITIGATION MEASURES

The intersection analysis for cumulative (2020) conditions required the development of p.m. peak hour turning movement forecasts. These were developed using the City of Woodland General Plan Traffic Model.

Traffic forecasts for the p.m. peak hour under 2020 conditions were generated for both cumulative no project and cumulative plus project conditions. The no project forecasts reflect 2020 land use development levels assumed in the General Plan while the plus project scenario reflects additional land use. See Appendix E.

Using the intersection traffic volumes, lane configurations, and traffic controls, peak hour traffic operations were analyzed for the study intersections. Table 3.2 compares the cumulative analysis results with existing conditions and also indicates whether mitigation is necessary under cumulative plus project conditions to maintain LOS "C" .

**Table 3.2
Comparison of P.M. Peak Hour Intersection Operations
Under Existing and Cumulative Conditions**

| Intersection Project | East Street | | P.M. Peak Hour LOS | | |
|-------------------------|----------------------------------|-----------------------|--------------------|------|-----|
| | Existing Mitigation Required? | Cumulative No Project | Cumulative | Plus | |
| Beamer Street | C | D | D | | Yes |
| Lemen Avenue | A | C | C ¹ | | No |
| North Street | A | D | C ¹ | | No |
| Court Street | B | F | C | | No |
| Main Street | C | D | E | | Yes |
| Oak Avenue | A | A | A | | No |
| East Oak Avenue | A | C | A | | No |
| Cross Street | B | F | E | | Yes |
| Pendegast Street | A | A | A | | No |
| Gum Avenue | B | D | D | | Yes |
| Gibson Road | C | E | D | | Yes |

Notes: ¹ Only one LOS is reported for these two locations because the Specific Plan roadway improvements include the realignment and consolidation of these roadways into one signalized four-way intersection with East Street.

As shown in Table 3.2, the initial roadway improvements identified for the Specific Plan are not sufficient to maintain LOS "C" at all study intersections. Incorporating the following mitigation improvements into the Specific Plan roadway system will maintain LOS "C" under cumulative 2020 conditions for all study intersections except East Street/Main Street, which will operate at LOS "D".

- Restripe the eastbound approach to the East Street/Beamer Street intersection to include an exclusive left-turn and a shared through/right-turn lanes.
- Widen the eastbound approach to the East Street/Main Street intersection to include an exclusive right-turn lanes.
- Widen the eastbound approach to the East Street/Cross Street intersection to include exclusive left-turn and right-turn lanes and widen the northbound approach to include an exclusive left-turn lane and two exclusive through lanes.
- Widen the eastbound and westbound approaches to the East Street/Gum Avenue intersection to include an exclusive left-turn lane and a shared through/right-turn lane.
- Widen the northbound and southbound approaches to the East Street/Gibson Road intersection to include exclusive dual left-turn lanes.

East Street Corridor Specific Plan

Section 4. Urban Design Element

SECTION 4. URBAN DESIGN ELEMENT

4.1 APPLICABILITY

4.1.A. Scope

This section provides requirements and guidelines for the design improvements in both the public right-of-way and on private property within the East Street Corridor Specific Plan area.

This section applies to construction of new buildings or modifications and additions of existing buildings. It is not intended to necessitate modifications to existing buildings unless a property owner wishes to construct modification and or additions to an existing building. Those modifications and/or additions shall comply with this section.

See Section 7 for a discussion of application and processing requirements for improvements on private property.

4.1.B. Requirements and Guidelines

4.1.B.1. "Should" and "Shall"

Mandatory requirements are designated with the term "shall". Guidelines are designated with the term "should" and are highly desirable but not mandatory.

4.1.B.2. Design Theme

It is not the intent of this section to required stylist themes for the Corridor or for the City to "design" buildings for property owners but to provide requirements and guidelines that will allow a diversity of styles and design to "work together" and to enhance the values of all property in the area.

4.2 SETTING AND CONCEPT

4.2.A. The Old East Side Highway

East Street was known by its highway designation State Route (SR) 113. It connected the community to the outlying farms and served as a north/south road that skirted the town core. The railroad was built along the west side of East Street providing far away

connections for the incoming and outgoing bulk materials and products needed and generated by the surrounding agricultural community.

SR 113 was ultimately built and located as a freeway overshadowing the need for East Street to serve outlying areas and the trucking industry has replaced a major component of the shipping previously provided by the railroad. Several gas stations, diners and agricultural silos remain serving their original purpose. Some motels remain serving different purposes, but many structures stand merely as relics and reminders of a different era in East Street's history.

Nonetheless, as East Street, Woodland and American urban settlement evolve, it is important that reminders of this past be retained. It so happens that pieces of these past forms, such as the courtyard arrangement of the motels and the place marking character of the silos lend themselves to the needs of a new community development character for East Street.

4.2.B. East Street Character - Continuity/Unity in the Public Realm/Private Form Flexibility

Streets, such as Woodland's Main Street, embody the character of 19th century and early 20th century America. The continuity of storefronts, street trees and uninterrupted sidewalks remain powerful means of creating a continuous sense of place within the context of a linear thoroughfare.

On East Street, the existence of the railroad on the west side of the street, the automobile orientation of the historical uses, the unlikely demand for more of this kind of Main Street style storefront commercial space and the demands of contemporary commercial development all preclude this Main Street form for East Street's future.

A future form of East Street will lend itself to cafes, walking and bicycling, socializing and other pedestrian placemaking opportunities that are the foundation of community building. It will provide connections within and between neighborhoods and the larger community, but it will be different from Main Street.

In response to this need for place making, the historic context of East Street and the contemporary needs of community development, the character of East Street should be guided by the following principles:

1. Unity in the Public Realm.

The public realm (streets, sidewalks, curbs, gutters, trees, streetlights, etc.) should have a consistency the entire length of the street. This consistency with details that reinforce comfort and safety for pedestrians will provide a piece of the continuity necessary to create a sense of place along East Street.

2. Private Form.

Private form (and uses) shall have the greatest flexibility possible within the context of a few simple form guidelines discussed in Section 4.4. The form guidelines are intended to suggest means for incorporating contemporary uses into forms that have some relationship to East Street's past.

3. A Chain of Outdoor Places.

Since the continuity of storefronts and cafes with windows that connect to the street is less likely on East Street, new developments will provide individual courtyards or outdoor places that increase the likelihood of more intensity of outdoor activity in a separated discontinuous manner, such as a string of beads.

4.2.C. Anchoring the East End of Main Street

The continuous storefronts on Main Street provide a strong and resolute character to the street. However, on both ends it slowly breaks down without a clear gateway or terminus, thus weakening the character of the street as a whole.

An essential function of the East Street Specific Plan will be to provide clarity and a sense of arrival to the east end of Main Street, the most important district in Woodland. The relocation of the train station to Armfield and associated new commercial development will provide the catalyst for organizing the form for this eastern end of Main Street. The primary components in the composition will include:

1. Redevelopment on the north and south side of Armfield in conjunction with train station location and the provision of a terminus for the present excursion train and potential future passenger trains.
2. A strong landscape form on the north and south side of Main Street east of East Street in conjunction with the widening of Main Street.
3. The enhancement of pedestrian access through the East Street and Main Street intersection.

4.2.D. Neighborhood Linkages/Pedestrian Access

Currently, East Street is a major barrier for connections between neighborhoods on the east and west side of the street. In contrast, Main Street functions as the connection point for neighborhoods north

and south of it.

The Specific Plan is intended to nurture as much connectivity as possible with:

1. The placemaking guidelines described in Section 4.4.B. for the private improvements on the east and west side of the street.
2. Enhanced pedestrian crossings at several points along the street.
3. The enhancement of safety and comfort for pedestrians with the proposed street improvements along the length of East Street.

4.3 PUBLIC RIGHT OF WAY REQUIREMENTS

This section includes requirements for improvements in the public right-of-way of way. The intent of improvements to the public right-of-way of way within the Corridor is to enhance safety, enjoyment and accessibility for pedestrians and to improve the appearance of the Area. The improvements will generally be made incrementally when improvements on adjacent private property are undertaken.

4.3.A. East Street - Public Right-of-Way Improvements

Existing Section Condition:

- * Existing 6" curb and gutter at west edge.
- * Street width varies generally from $\pm 52'$ to $\pm 76'$ wide
- * Railroad main line generally raised above surrounding grade.
- * Some billboard advertising located in easement areas.
- * Intersections at cross streets with railroad crossing arms and control boxes, stop signs and/or stop and turn signals, and street name signs.

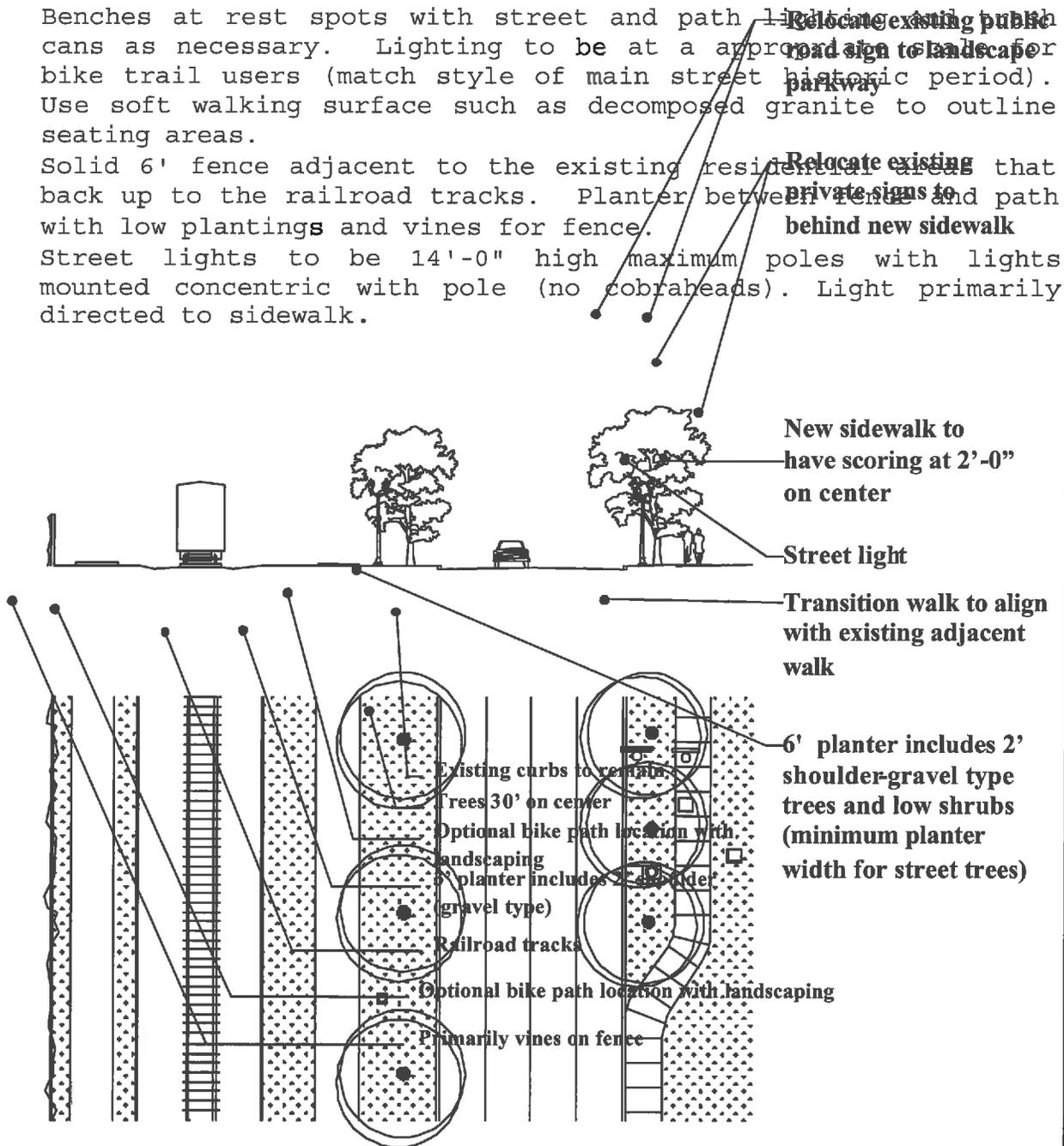
New Improvement (See Figure 4.1):

- * Existing curb and gutter to remain.
- * New street tree plantings of large shade type trees reminiscent of old East Street south of City limits. Species of heritage scale such as *Platanus acerifolia* 'Bloodgood'/London Plane, *Ulmus parvifolia*/Chinese Elm, or *Celtis sinensis*/Chinese Hackberry should be used. Smaller accent trees should be used at various locations such as near intersections where visibility may be a concern.
- * Low landscape plantings to create separation between street and path. Planting to be irrigated with low flow watering systems and automatic controllers.
- * New bike and pedestrian path should have 8' minimum width. May occur on east or west side of rail road tracks depending on site

Urban Design Element

specific considerations. Width of right-of-way varies. Both sides of the railroad tracks shall be landscaped where possible.

- * Benches at rest spots with street and path lighting as necessary. Lighting to be at a appropriate for bike trail users (match style of main street historic period). Use soft walking surface such as decomposed granite to outline seating areas.
- * Solid 6' fence adjacent to the existing residential area that back up to the railroad tracks. Planter between fence and path with low plantings and vines for fence.
- * Street lights to be 14'-0" high maximum poles with lights mounted concentric with pole (no cobraheads). Light primarily directed to sidewalk.

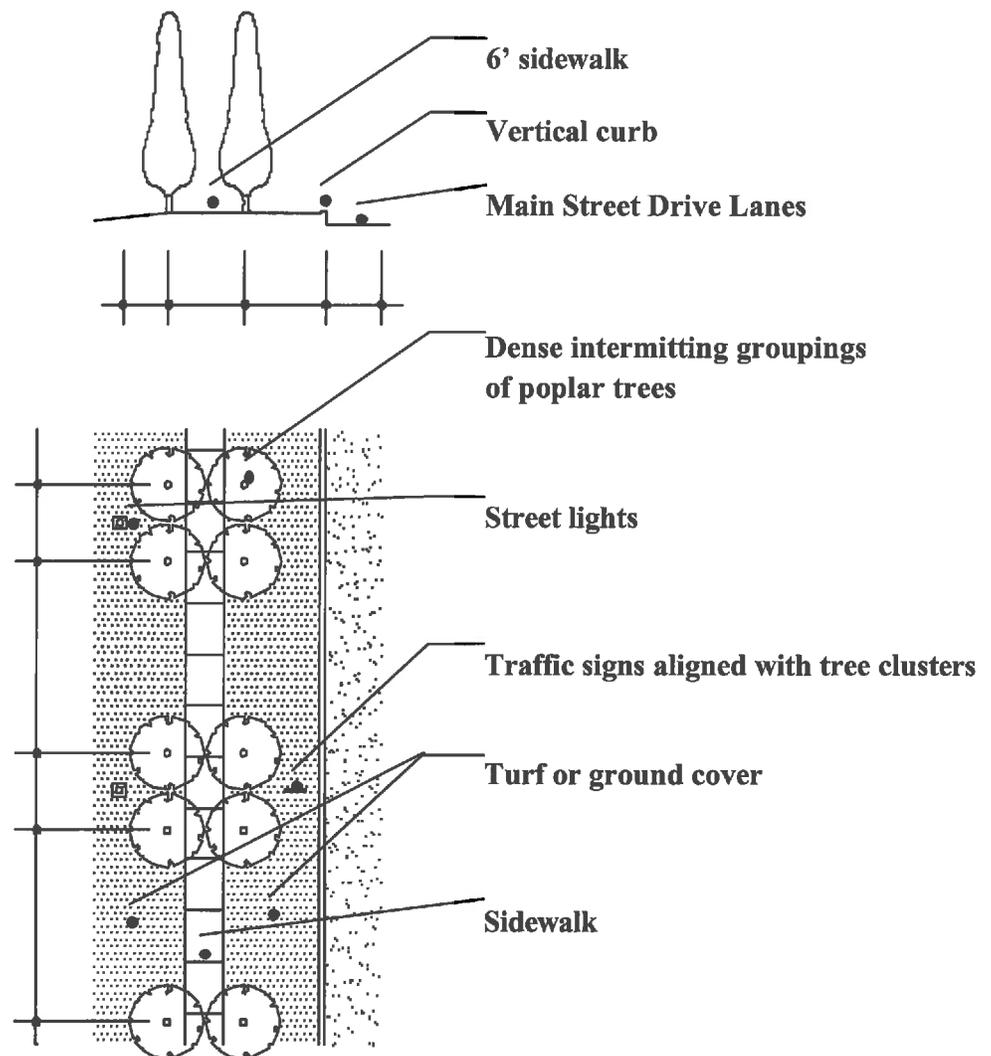


- Street Lights to be 14'-0" high maximum poles with lights mounted concentric with pole (no cobraheads). Light primarily directed to sidewalk.
- Existing utilities will need to be evaluated on a parcel by parcel basis.
- Both sides of the rail road tracks are to be landscaped irrespective of the location of the rail road track location.

Figure 4.1 – East Street Improvements

4.3.B. East Main Street - South Side Public Right of Way Improvements

The improvements shown in Figure 4.2 are for the south side of Main Street within the plan area. The improvements correspond to those on the north side which are shown in Appendix D Armfield District "Armfield Station" Prototype Plan.



- Street lights to be consistent with requirements for Downtown District for Main Street

Figure 4.2 – Main Street Improvements

4.3.C. Entrance Signage - North End - Freeway Offramps

Figure 4.3 proposed a location for signage at the Interstate 5 off-ramps to East Street on the north end. The sign design should be coordinated with other Woodland identification and entrance signage currently being designed.

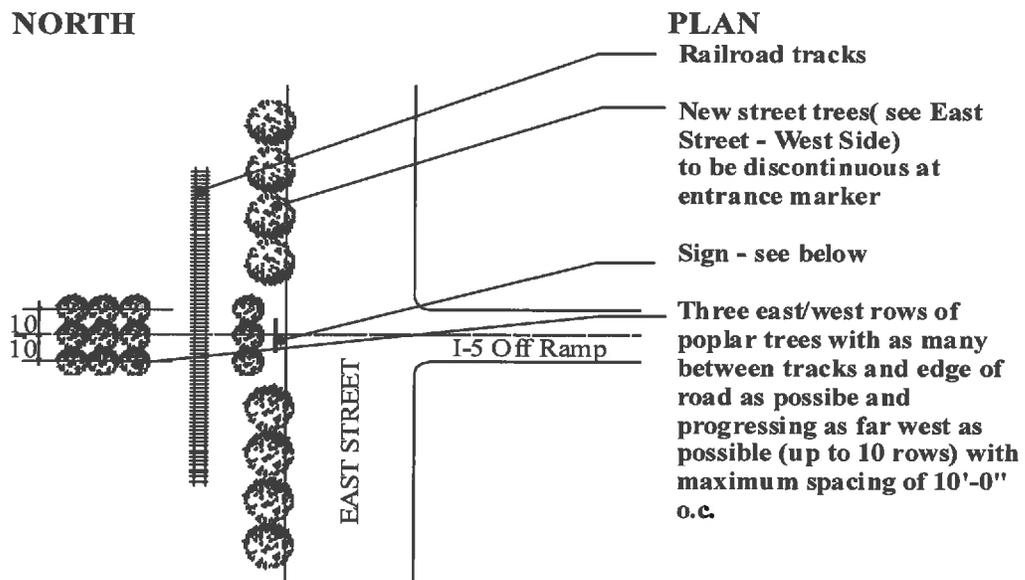


Figure 4.3 – Northern Entrance Signage

4.3.D . Entrance Signage - South End

Figure 4.4 shows a double row of poplar trees is planted as a wind break up to the edge of both sides of the road. The trees extend into the landscape in both directions as far as the eye can see. The living form functions like a medieval city wall, yet speaks to Woodland's agricultural past. As the trees mature, their form takes on new meaning.

Columnar Tree Rows

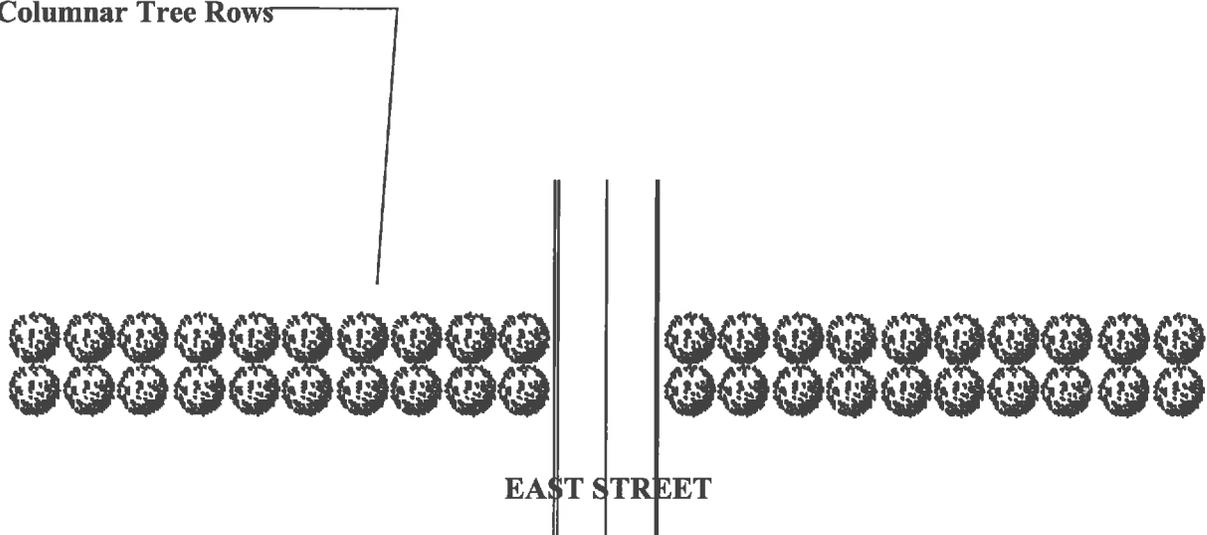
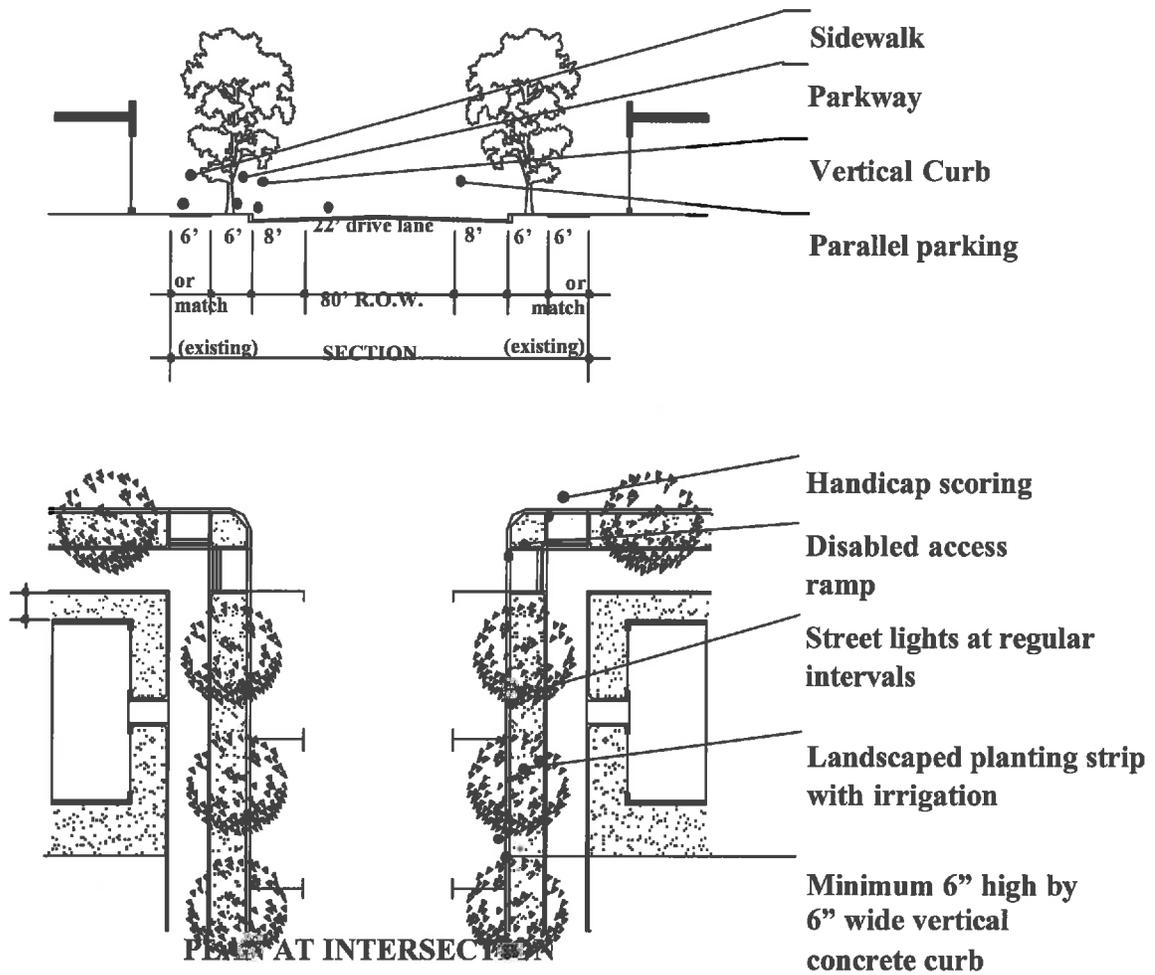


Figure 4.4 – Southern Entrance Signage

4.3.E . Modifications to Existing Streets or New Streets

The improvement design, shown in Figure 4.5, is to be used for modifications to existing streets and for all new streets other than East Street.



- Trees – See Appendix
- Street lights to be single head lamp concentric with pole (no cobraheads)
- Irrigation for parkway planting strip to be from adjacent private property properties

Figure 4.5 – Modifications to existing streets

4.3.F. Typical Pedestrian Enhanced Crossing

The design concept for enhanced pedestrian safety, shown in Figure 4.6, is to be used where intersections are designated as "Enhance Pedestrian Crossing" on the Land Use and Development Option Map, including East Street and the following cross streets: Kentucky Avenue, Beamer Street, North Street, Cross Street, Gum Street and Gibson Street

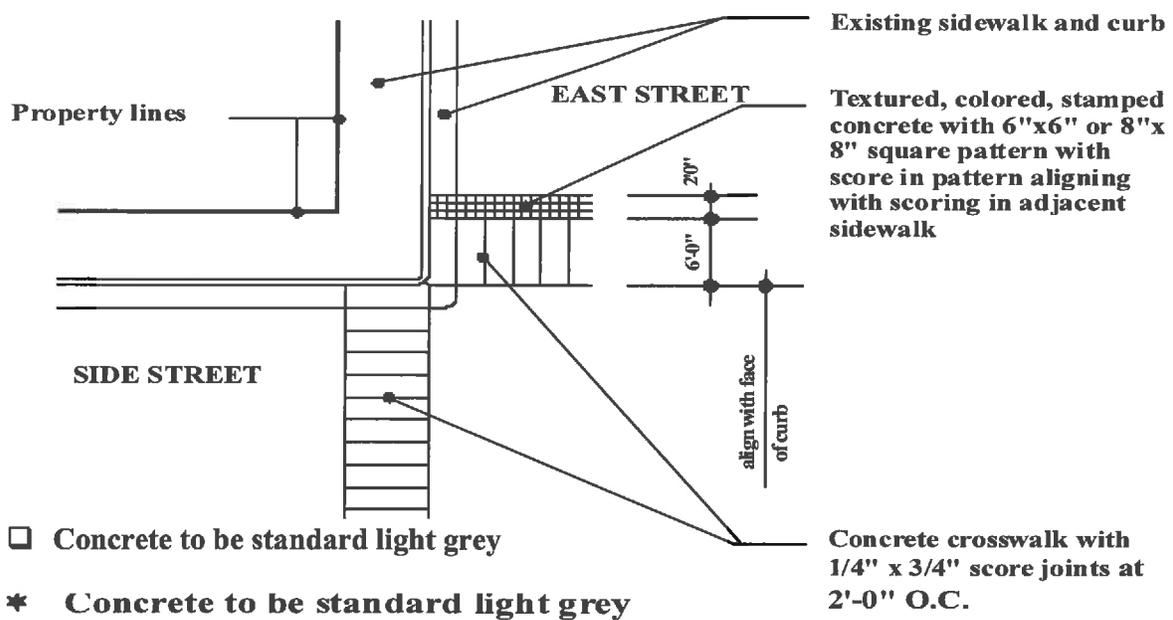


Figure 4.6 – Pedestrian Crossings

4.3.G. Intersection Improvements - Main Street & East Street

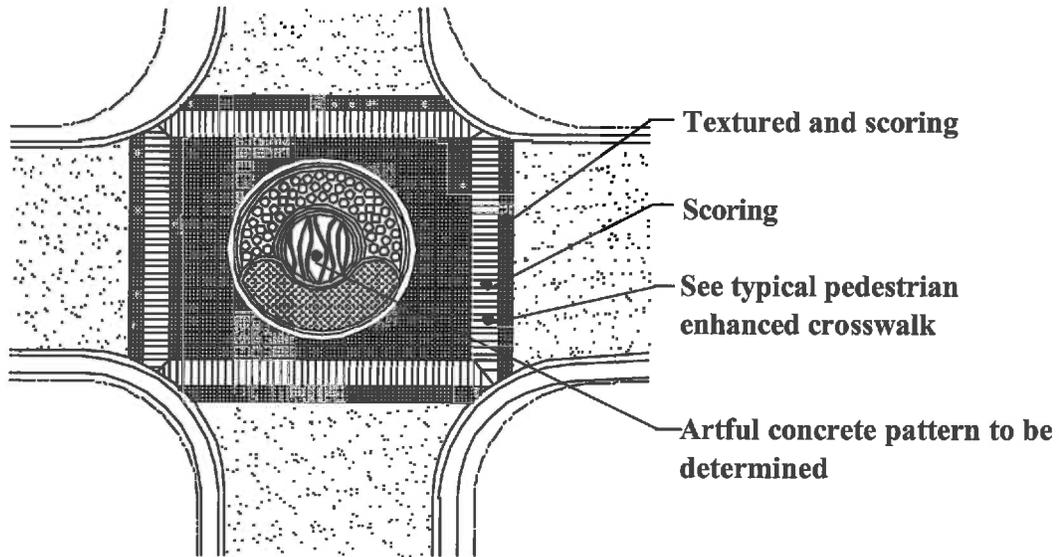


Figure 4.7 – Main and East Street Improvements

4.3.H. Public Open Space

4.3.H.1. Concept

For successful revitalization of the East Street Corridor, new and existing open spaces must be considered collectively as a greenway network as well as individually on the basis of their function and character.

An integrated system of public open spaces will promote the goals and identity of the redevelopment area by:

- Providing inviting active and passive recreational areas for neighborhood residents and visitors.
- Facilitating convenient and safe bicycle and pedestrian travel throughout the Corridor.
- Functioning as the key visual unifier of the East Street Specific Plan area.
- Reinforcing the new and distinctive gateways to the Corridor.

Appropriate stylistic choices in landscape elements will draw from the rural, agricultural vernacular and historic railroad connections of the area. Special care shall be taken to use landscape design techniques that encourage regular use. Examples of such techniques are:

- Designing open space areas that are well defined, comfortable and human in scale.
- Ensuring that connections between spaces are convenient.
- Prescribing design details that are user-friendly, inviting and aesthetically pleasing.
- Promoting visual access and safety throughout.

4.3.H.2. Open Space Elements

The following six key elements will be used to create a successful open space network in the East Street Corridor Specific Plan area:

a. Streetscapes

A series of design features that runs the length of a street such as street paving, sidewalks, median strips, street trees, lamp fixtures, benches, trash receptacles and other landscape features make up a "streetscape." Use of a consistent specific and limited planting palette, historic references in design details and rhythmic spacing of shade trees will create a strong identity for the East Street Corridor.

There is no visual continuity to the current streetscape that runs along East Street. Landscaped areas are scattered and incomplete and existing signage is scattered. There are, however, several valuable features that should be worked into a new, unifying street treatment:

- The walnut trees at the southern entrance of the Corridor
- The olive trees within the Yolo County Fairgrounds
- A few oak trees adjacent to the railroad tracks that are significant in size or age

These trees should be preserved and worked into the permanent, visible streetscape of the Corridor. Some newer commercial landscape has been installed per the City of Woodland's Landscape Ordinance. These plantings should be evaluated for their contribution to the overall streetscape and preserved or modified to conform to the new layout of East Street.

b. Public Open Spaces and Parks (Greenways)

These are valuable assets that will bring life to the Corridor by providing places for people to recreate and gather. Existing public open spaces should be enhanced and expanded where practicable, and development of new spaces for use by both residents and visitors is encouraged.

c. Residential Open Space

Residential neighborhoods benefit from having meaningful common open space that can be enjoyed by all residents because it encourages outdoor activity and community interaction. Both existing and new residential developments within the Corridor should have landscape and recreational areas which provide opportunity for gathering and safe play near home and which form linkages with other open space

destinations.

d. Commercial Open Space

Spaces adjacent to retail businesses and other commercial uses should provide pleasing landscapes and inviting resting and strolling places. These design features will invite use which will, in turn, enhance business and promote safety. Landscape design in these area should seek to reinforce the identity of the Corridor and the heritage of the area as well as to respect signage and circulation flow to and from adjacent properties.

e. Bikeways

Currently, bicyclists traveling on East Street and into adjacent neighborhoods must use surface streets which are not marked with bicycle lanes. Traveling north or south requires frequent crossing poor visibility intersections. Traveling across East Street requires riding over railroad tracks which are hazardous for bicycle tires.

The City of Woodland Bikeway Master Plan calls for a system of safe and convenient bicycle/pedestrian trails/lanes throughout and surrounding the city. Improvements to bicycle circulation throughout the East Street Corridor should follow the Plan guidelines and make strong links with adjacent sections of the system.

Bicycle circulation within the Corridor and connections to other parts of the community is important because it encourages non-motorized travel, facilitates convenient access to community businesses and services and links noncontinuous open spaces together. A safe and pleasing landscaped bicycle path should run the length of the East Street Corridor and connect to adjacent neighborhoods.

f. Links and Connectors to Open Space and Traffic Corridors

A complete system of linkages among open spaces, adjoining neighborhoods and local businesses is vital to the economic and cultural success of the redevelopment of this area. Such linkages are made up of sidewalks, crosswalks, bike paths and lanes, pedestrian paths, streets, driveways, turn lanes and alleys. The system must be convenient, safe, accessible to disabled citizens, and aesthetically pleasing. By making the area "walker friendly" and auto convenient, both the character and economic viability of the district will be enhanced.

4.3.H.3. Significant Existing Vegetation

Because of their visual and historic significance to the community, the series of walnut trees lining the southern end of East street, the olives along the Yolo County Fairgrounds frontage, the historic oaks along the railroad tracks and other significant trees should be preserved and integrated into the improved streetscape and site design. Routing of new walkways and bicycle paths should consider the inherent hazards of dropping fruit or nuts. When these important trees die, they should be replaced.

4.3.H.4. Specific Public Open Spaces

a. Yolo County Fairgrounds

The Yolo County Fairgrounds includes a significant amount of open space that is extensively used by the community. This use should continue.

b. Yolano Village

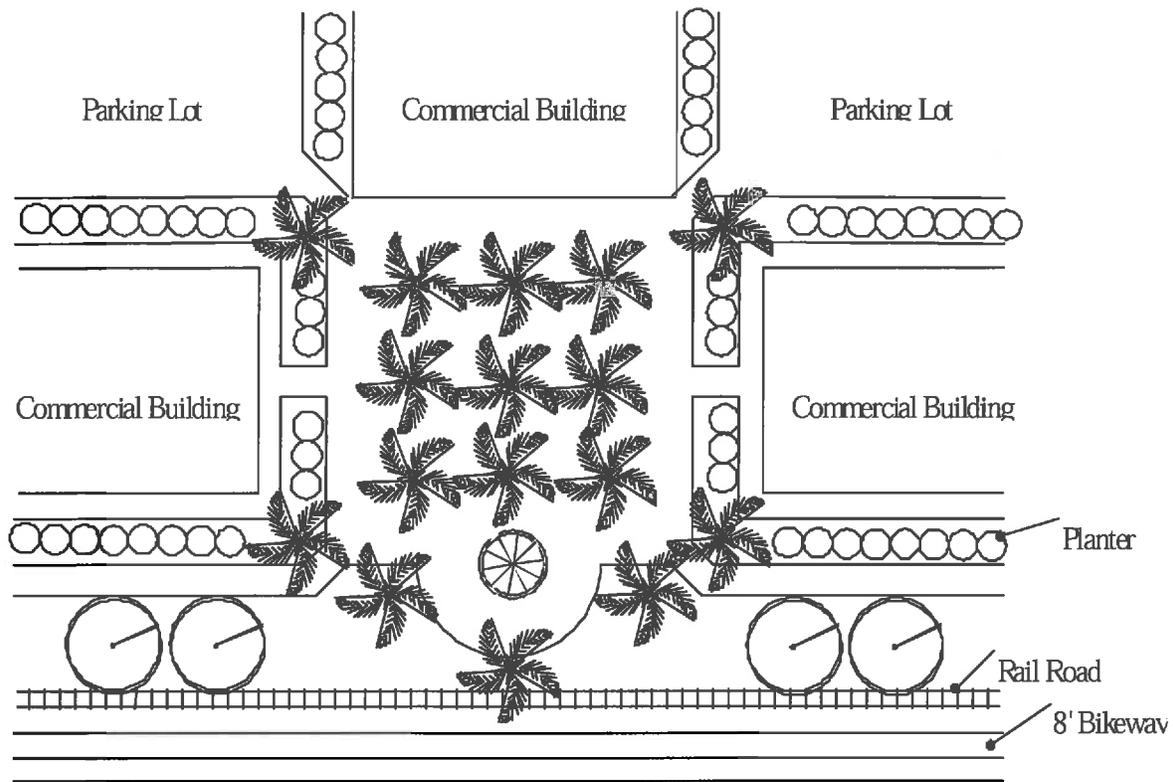
This public housing complex has well kept open space that provides recreational and community opportunities for residents. Whether this property continues to serve as public housing or is converted to other uses, these open spaces will significantly add to the livability of the complex and the value of the property. They should be preserved, maintained and enhanced as valuable open space.

During the period that the unit is used for residential purposes, additional open-space elements could be added including community gardens, barbecue grills and basketball hoops. In addition, pleasingly landscaped screening and trellising around individualized outdoor spaces that are adjacent to living quarters would create privacy and accommodate transition between private and public spaces.

c. Palm Grove Plaza

At the intersection of Lincoln and East Street is a grove of *Washingtonia 'Robusta'* palms that were once a part of the railroad depot complex. Its location fronting East Street in the midst of a commercial development area makes this grove an ideal centerpiece for a peaceful greenspace. It creates a pleasant view from East Street and adjacent office buildings and a relaxing space in which to stroll, rest or have lunch. This will be a simple, courtyard style design similar to that which might be found in a corporate park or a university campus. A pleasing view into the courtyard from East

Street will be maintained and the courtyard will include places for sitting , eating and conversation. A lawn area at the base of the palms will provide a comfortable walking and seating surface and a fountain designed into the courtyard will modify street noise and set a reflective mood. Bicycle access must be provided in a way that does not create a thoroughfare. Walkways should be kept at the edges of the space. Landscaping in this open space should be limited to simple, low plantings at building foundations which complement the palm grove and lawn areas.



- Court landscape to provide gathering place from seating, eating or conversation. It should be simple in design, such as a campus quad.
- Court to create a comfortable visual environment as viewed from the office buildings and from the streets.
- Existing palms to be used as core to the open space. View to courtyard to be maintained from East Street.
- Lawn area to be created at base of palms for soft walking and seating surface.
- A fountain should be designed into the courtyard to create background noise and mood.
- Low plantings at building foundations to be installed to complement palms and lawn areas.
- Access to pedestrian/bikeway should be encouraged, but space should not be used as throughway for bikes.
- Walkways should not divide court and should be kept at edges.

Figure 4.8 Design Concept for Palm Court Beach Plaza

4.4 GENERAL PRIVATE PROPERTY DESIGN REQUIREMENTS

4.4.A. Site/Context

This sub-section has implications for the design and function of site plans, the configuration and orientation of how the building and site improvements relate to the street and to neighboring properties.

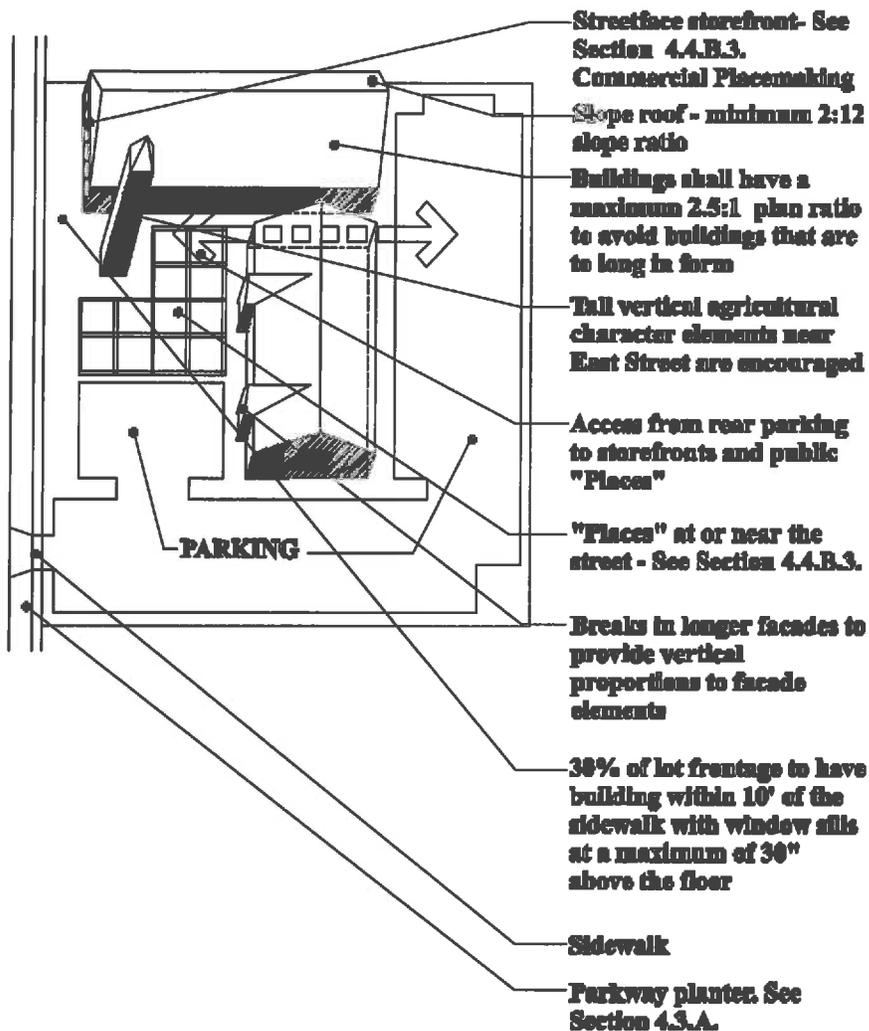
4.4.A.1. Massing-Height, Bulk, & Location on Property

a. General Site and Building Massing Criteria for commercial properties

For the purposes of maintaining access to air circulation, daylight, solar energy, privacy, and general architectural compatibility, a building or group of buildings shall demonstrate a compatible relationship with the surrounding context. This applies to:

- * Rhythm of spaces between buildings
- * Building scale, mass, and setbacks
- * Building orientation and relation to the street
- * Continuity of storefront on commercial streets.

Figure 4.9 summarizes the requirements for new construction and renovation projects on East Street.



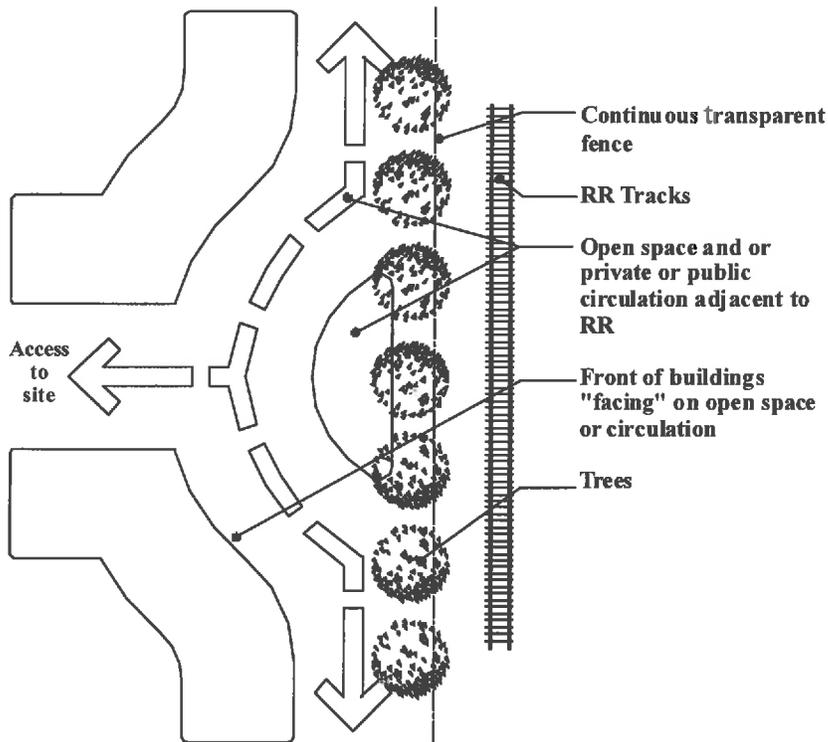
- Parking lots shall be located to the side (not on street corner) and rear of buildings
- Setbacks shall be as noted in Figure 4.9 and as follows:
 - 5'-0" sideyard setback except when adjacent to residential, then it shall be 20'-0"
 - 10'-0" rear yard setback except when adjacent to residential, then it shall be 20'-0".
- See Section 2.3.A. for floor area ratio requirement

Figure 4.9: Height, Setback, Courtyards and Building Forms

4.4.A.2. East Street - West Side and Railroad Right-Of-Way

The plan concept described below is intended to enhance surveillance of East Street by placing the "front" end of buildings on open space, drive courts or streets that face the rail road tracks for property west of the railroad tracks.

Where properties that have frontage on the railroad tracks and between Pendegast and Gum Streets, courtyards or streets should run east and west with an open end where they abut the railroad tracks.



- ❑ Uses shall not "back onto" the railroad right-of -way along East Street. Fronts of buildings with circulation to them and common open space shall face onto the railroad right-of -way.
- ❑ Fence between private property and railroad to be a maximum of 6'-0" high, 75% transparent and of permanent construction like wrought iron or tube steel. Chain links or wood fences are not allowed. Provide a minimum of 1'-6" irrigated planter strip on west side of the fence. Where trees are to be planted, planters should be a minimum of 7'-0" wide. Fence shall be continuous except at existing or new crossings of the railroad.
- ❑ A row of parallel parking or drive access is allowed between the fronts of buildings and the railroad right-of -way, but they should not include continuous perpendicular or angled parking, as in parking lots.

Figure 4.10 - West side of Railroad Right-Of-Way

4.4.A.3. Specific Site and Building Massing Criteria

a. Setbacks

Building shall be setback from property lines as follows:

| USE | STREETFRONT | | SIDE YARDS | REAR |
|----------------------|-------------|---------|------------|---------|
| | MINIMUM | MAXIMUM | MINIMUM | MINIMUM |
| Retail | A | B | C | C |
| Office | A | B | C | C |
| Industrial | D | B | C | C |
| Multifamily | 10' | 20' | 10' | E |
| Single Family | F | 25' | 5' | 20 |

NOTES:

- A. Where a parkway planter between the sidewalk and street exists or is to be built as part of the project, the minimum front yard setback is to be 0'. Where a parkway planter does not exist the frontage minimum setback is 8'-0". Setbacks between 0' and 8'-0" are not allowed.
- B. See section 4.4.A.2., Figure 4.8
- C. 20'-0" where adjacent to residential, 5'-0" elsewhere.
- D. 8'-0" for buildings up to 100' long. Add 1'-0" to the setback for each additional 10' in building length.
- E. Where multi-family buildings have rear yards or buildings with one plan dimension 1.5 time or greater than the other dimension a setback of 15'-0" for the rear yard or from the long side of the building shall be provided.
- F. 15'-0" for the habitable space (excluding an open porch without enclosed space above it) and 20'-0" for the garage.

b. Light and Air & Privacy

New structures located on the property shall maintain access to light and air circulation and ensure the privacy of existing private open spaces on the subject property and adjoining properties. See Figure 4.11.

c. Height

Commercial and Industrial buildings should not exceed 2 stories or 35' in height at the eave line for sloped roofs and at the parapet line for flat roofs, except for the tall vertical agriculture character element shown in Figure 4.9.

Residential buildings shall not exceed 3 stories or 35' at eave line for sloped roofs and parapet line for flat roofs.

Buildings within 800' of the intersection of East Street, East Main Street and outside of the Area A may be 4 stories in height or 60'.

To avoid dramatic scale conflicts, new buildings, that abut the 800' perimeter, that exceed the height of existing adjacent buildings should be setback from the existing building by two feet for each foot by which it exceeds it in height, except for the tall vertical agriculture character element shown in Figure 4.9.

d. Commercial Building Shape and Form

Commercial buildings shall be visually composed of simple shapes, such as rectangles, with a maximum plan proportion of 2.5:1. Buildings should have gabled, or hipped, sloped roofs.

The tall vertical agricultural character element as suggested in Figure 4.9 can be integrated into the building or stand alone. It can incorporate simple signage or it can be designed as art with a theme consistent with the project.

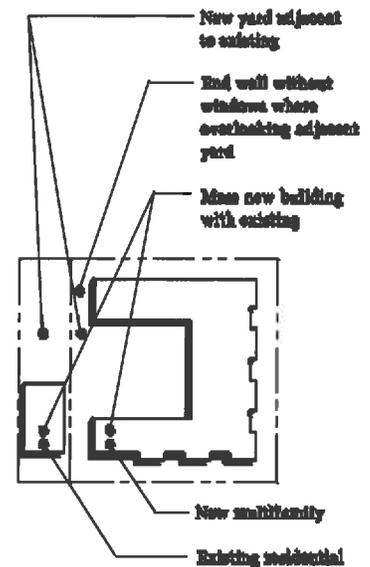
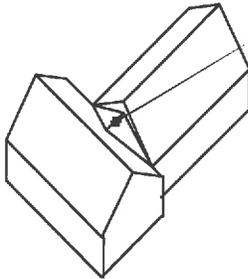


Figure 4.11 - Light, Air and Privacy



Cricket to accommodate drainage between simple roof forms from I-shaped and other complex building form with roof forms that break the building down to simple forms

Simple Roof Forms

e. Solar Access - Adjacent Property

To protect solar options on adjacent properties commercial, industrial and residential projects should be designed to maintain solar access to a roof area equivalent to a minimum of 20% of the total floor area of each building on adjacent properties. See Figure 4.13

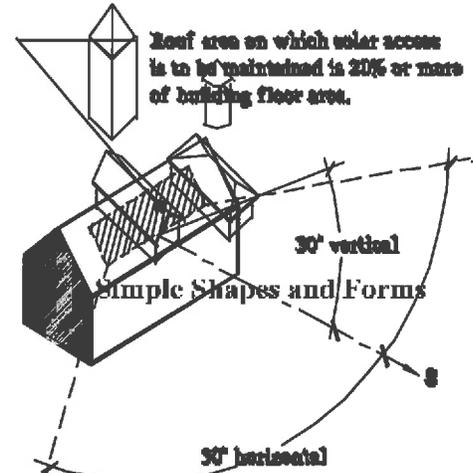


Figure 4.13 - Solar Access

f. Solar Access - Roof Area

To allow for future solar options 70% of the units in residential projects should be, and commercial and industrial projects should be designed to provide a south-facing roof area equivalent to 20% of the building floor area with unobstructed solar access. See Figure 4.13

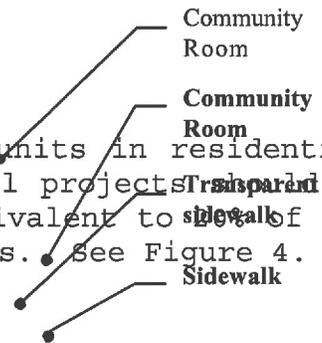
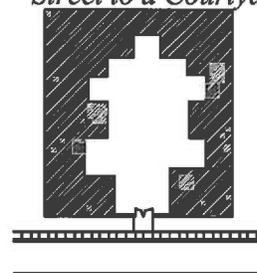


Figure 4.14 - Transition from the Street to a Courtyard

4.4.B. Placemaking

Placemaking, the creation of places that people recognize as unique and special, can happen at many scales. The form of a place ultimately defines its degree of public accessibility or privacy and indicates whom should be there and when. It determines an occupant or user's ability to control the environment and thus feel secure; to partake in community at various scales; or to be alone when they wish. In essence, it determines people's ability to feel secure, safe, and if desired connected or disconnected in an urban environment.



4.4.B.1. General Placemaking Criteria (Residential and Commercial)

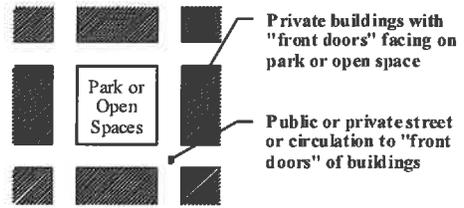
Figures 4.12 - Shapes and Forms

a. Place Transitions

Use fences, bushes, elevation changes, portals, porches, community rooms, and doors which face the street to provide transition between varying levels of public accessibility and privacy and to delineate the use and ownership of public, semi-public, and private spaces. See Figure 4.14 for example of a transition from the street to a courtyard.

b. Observation

The ability to observe streets from windows in shops, offices, or residences and from porches and other private and semi-private outdoor spaces should be provided.



Courtyards and other common open space internal to buildings or groups of buildings should provide the most visibility possible to and from the street and adjacent buildings. Provide a "place transition" between the street and private areas near the building or courtyard.

Figure 4.15 - Observation of Open Spaces

c. Open Space

Projects shall provide open space in quantities as indicated in the respective sections for residential and commercial projects. Open space shall be provided in a manner that allows it to serve a function or to provide a gathering place for the project and in a manner that allows surveillance from the fronts of adjacent structures. See Figure 4.15.

Functions within the open space shall suit the surrounding neighborhood. Provide lighting at perimeter paths and in high use areas with maximum pole heights of 14'-0".

d. Entrance Frequency and Clarity

Pedestrian entrances should be as frequent as possible along all street frontages, all semi-public access paths and open spaces within developments. The following are the recommended maximum distance between entrances:

- Residential** - Entrance should be a maximum of 70' apart for multifamily.
- General Retail** - Though 25 to 30' is preferred, entrances should be a maximum of 40' apart for any given parcel.
- Office** - Entrances should be a maximum of 100' apart.



Figure 4.16 - Entrance Clarity

Entryways shall be clearly delineated through the use of recesses,

additional detailing, overhangs, awnings, marquees, lighting and change of volume and form. The greater the functional use of the entrance, the more it shall be distinguished from the balance of the building. Secondary entrances shall be architecturally treated as subordinate to the primary entrance of the building. See Figure 4.16

4.4.B.2. Multifamily Residential Placemaking Criteria

a. Private Open Space

Each multifamily **residential** dwelling unit shall have a usable outdoor space that is designed for the exclusive use of that dwelling unit in the form of a patio or upper story balcony. The outdoor space should have a minimum area of 75 square feet and minimum depth dimension of 6'. The outdoor space should be surrounded by a hedge or fence-like enclosure that is a minimum height of 18" and a maximum height of 42" on all open sides where it faces onto public or semi-public common spaces. Where it fronts onto a public or semi-public common space, it should be combined with the entrance of the unit. The outdoor space may have a maximum 6' high opaque enclosure where it abuts another private outdoor spaces or adjacent property. See Figure 4.17

Private outdoor spaces on the ground floor of buildings that face on a public street should be a minimum of 2-1/2' and a maximum of 6' above the grade at the back of the sidewalk.

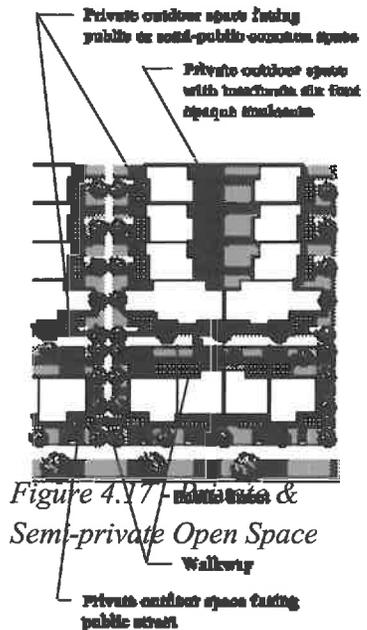


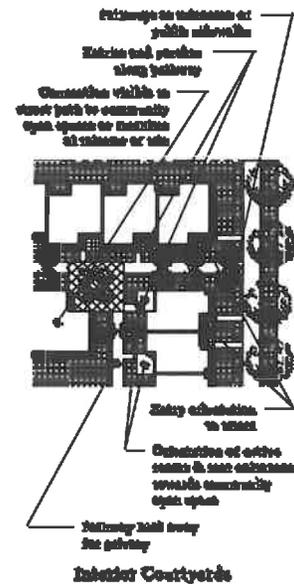
Figure 4.17 - Private & Semi-private Open Space Walkway

b. Common Openspace

New multifamily residential developments with 12 units or more are recommended to have common outdoor open space of 120 square feet per dwelling unit to a maximum of 10,000 square feet. This open space should be at grade or on a podium over parking and may be occupied in part by a swimming pool or other recreational amenities. A minimum of 80% of the open space should be planted landscape.

c. Observation

In order to increase surveillance "Active" rooms within a residential dwelling unit (such as living rooms, dining rooms and kitchens) should have windows or glass doors that face the street and public outdoor spaces.



d. Visibility To and From Circulation Areas

Elevators, elevator lobbies, interior corridors, and stairways should be visible from the street or interior courtyards. Stairways should be designed to encourage frequent use by way of aesthetic finishes, visibility, convenient location, and location adjacent to common facilities.

c. Common Facilities

The inclusion of common facilities that respond to the anticipated needs of the residents in multifamily residential developments is required for projects with 24 or more dwelling units (for seniors this may include a crafts room, for singles this might include a spa or workout room). Under most circumstances, these common facilities should be located to provide a bridge between the larger neighborhood and the community defined by the project, i.e., at major entrances to the project.

Figure 4.18 - Semi-private Open Space

4.4.B.3. Commercial Placemaking Criteria

a. Outdoor Places:

Outdoor semi-private places for courtyards, cafes, outdoor office work areas, informal sales areas or other uses shall be a part of all commercial developments.

They shall:

- * Be adjacent to the public street or within 30 ' and visible from the street.
- * Have a maximum plan dimension proportion of 3:1 to avoid narrow spaces.
- * Be finished with tiles or textured and cobbled concrete, and irrigated landscaping.
- * Have sun protection from adjacent buildings, trellises, awnings or deciduous trees.
- * Have an area equal to a minimum of 5% of the gross building area. The area may be distributed among multiple locations on the property that are not less than 300 s.f. for each space.
- * Be adjacent to the building.

Features such as fountains or (not within the public right-of-way of way) sculptures are encouraged. See Figure 4.19.

Second story balconies are encouraged, but only 20% of the balcony area can be used to satisfy the outdoor space area requirement.

b. Relation to the Street

Active uses such as cafes or outdoor sales areas are encourage if a setback from the sidewalk is used.

c. Visibility

The use of clear glass or glass that transmits more than 70% of visible light shall be used on the ground floor of office or retail uses. Shading devices, vegetation, and building massing should be

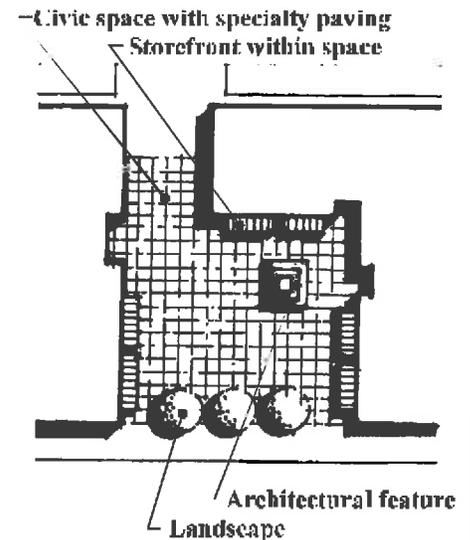


Figure 4.19 - Outdoor Places

used for solar control of windows instead of reflective or darkened glass on all floors of commercial buildings.

The first floor of a commercial building fronting or siding on a street shall have a minimum of 30% of its length in windows. There should be no lengths of walls in excess of 25' without windows.

Window sills in storefronts should not be higher than 36" above the sidewalk.

Wherever possible in office uses, active functions such as cafeterias and customer service areas should be located at street level adjacent to sidewalk areas.

4.4.C. Connections

4.4.C.1. Connections To Neighbors

Residential neighborhoods shall have direct and convenient access to adjoining neighborhood commercial areas and public uses (such as schools). If the adjacent commercial use is connected by property line and not directly by a public street, access across the shared property line shall be provided where feasible. These connections should remain accessible at all times, and shall not be fenced or gated.

4.4.C.2. Connections To Transit

Safe and convenient pedestrian connections shall be provided from transit stops to adjacent residential, neighborhoods, commercial, recreational, public facilities, and schools.

4.4.D. Parking/Garages/Driveways

4.4.D.1. Required Parking

Parking shall be provided in conformance with the City Zoning Ordinance.

4.4.D.2. Parking Location on Property

To enhance security and surveillance and to provide a higher quality appearance along the street, parking shall not front on more than 40% of the parcel's street frontage. Parking shall not be allowed on street corners. Parking that does front on streets shall be screened with a high quality wall, fence or bushes that are a minimum of 30" high and a maximum of 42" high, and shall be in a planter with a minimum width of 3' .

4.4.D.3. Joint Use

Surface parking lots located adjacent to parking on abutting properties should, to the extent feasible, be designed as a single lot to increase security and efficiency. If this joint use is infeasible and fencing is required, fences between properties shall not exceed 36" to allow for surveillance between properties.

4.4.E. Landscaping

4.4.E.1. Foundation Planting

Foundation plantings should be installed where there are building setbacks to soften the transition between the building and the ground plane. Plant material should be selected on the basis of maintaining their natural form throughout the year. These plants may or may not flower, but generally shall be evergreen and less than 36" in height.

4.4.E.2. Front Yards

Front yards should be covered with plant materials, except where otherwise specified in this document. See Section 4.4.B. Hardscape (concrete, pavers, bricks, etc.) should be limited to sidewalks and small patios.

4.4.E.3. Plant Selection

The landscape design should find the balance between the needs of the

natural environment and its human inhabitants.

Existing plant materials around historical structures should be carefully analyzed to determine their present value as a historical feature, prior to recommending removal. Plant species should compliment the natural, ecological character of the Sacramento Region, while blending with the surrounding neighborhoods. Only plant materials that are of the appropriate size should be specified. Minimize tree selections of evergreen species. See Appendix G for the recommended tree species.

4.4.E.4. Surveillance/Visibility

Visibility is critical in creating a safe environment. The landscape shall be designed to meet City standards with safety in mind. Using trees with tall canopies and low shrub materials will facilitate visibility throughout the property.

Sight distance for residential driveways shall provide visibility along the street on each side of the driveway for both the driver emerging from the driveway and those in the street. A sight triangle shall be consistent with Section 25-22-20 A. of the Zoning Ordinance.

4.4.E.5. Planter Strips

Planter strips between the street and sidewalk should be consistent with the City's Landscape Ordinance and be a minimum of 8' wide. Plantings of low growing, non-climbing plant materials and groundcovers are preferable. Planter strips are to be maintained by the property owner and should have fully automatic irrigation systems. Tree grates and hardscaped areas within the planting strip are discouraged.

4.4.E.6. Parking Lots

Parking lot landscaping shall be consistent with Section 25-22-20 B. of the Zoning Ordinance.

4.4.E.7. Street Trees

In keeping with the general character of Woodland and the Downtown, street trees shall be planted within the parkway strip between the curb and sidewalk or within 10' of the back of the walk and placed at a maximum of 35' on center.

The goal is to create a shady street which reduces the radiant heat gain, slows traffic and creates a more pleasant and enjoyable

pedestrian experience. Shade trees shall be deciduous, with a broad canopy.

If trees are planted in paved areas (with grates), underground aeration tubes shall be installed. Other construction considerations to achieve long lived, healthy trees include engineered fill that is suitable to tree root growth, irrigation and hole auguring. Consultation with a certified arborist is strongly encouraged.

Street trees are required to be planted in residential, commercial and industrial areas. The owner can choose street trees from the City's list which is in Appendix G.

4.4.E.8. Maintenance of Landscape Areas

Planting areas shall be installed with new landscaping as per City of Woodland requirements and shall be maintained in a healthy and attractive manner. If necessary, the City may require as part of conditions of approval for a project the establishment of a landscape easement. To insure the maintenance of the landscape easement area, the City of Woodland may require the deposit of funds into an account that may be used by City personnel to perform the necessary maintenance if the owners' let the landscape decline. If the fund is drawn down, it shall be increased to the original amount by the owner.

4.4.F. Lighting

4.4.F.1. Paths

Paths through covered or open courtyards shall be illuminated.

4.4.F.2. Location / Design

Light fixtures should not be mounted higher than 14' above the ground to keep them below tree canopies. Light fixtures shall be selected and located to minimize their visibility from and thereby reduce their glare onto adjacent private spaces. If light fixtures are visible, they should be of low enough intensity or have adequate diffusing lenses to minimize their brightness. Site lighting shall be of a design and color to best compliment the character and design of the adjacent building(s).

4.4.F.3. Storefront

Storefront lighting should be designed to provide some spillover

illumination of the sidewalk in front of the store in the evening.

4.4.F.4. Parking Lots

Parking lots shall provide adequate lighting for safety. Lighting shall complement the building lighting fixtures. Light Standards shall not exceed 14' and shall not be located to conflict with the tree canopy. If adjacent to a residential area the lighting shall be shielded to minimize glare into residences.

4.4.F.5. Architectural Building Lighting

Architectural building lighting shall be accomplished in a manner that does not create glare for pedestrians or adjacent properties. Building lighting shall be of a design and color to best compliment the character and design of the building(s).

4.4.G. Signage

4.4.G.1. Signage Criteria

In addition to the sign criteria contained in this section signs shall comply with Article 24 of the Zoning Ordinance. If there are conflicts between the Zoning Ordinance and this Specific Plan, the Specific Plan shall govern.

4.4.G.2. Pedestrian Orientation Height

All signage in the Corridor should be primarily oriented to the pedestrian. Large, elevated signage that is primarily oriented to automobiles is discouraged. Elevated signs should not exceed 12' above the ground. Pole sign are not permitted.

4.4.G.3. Quality and Materials

All signs shall be constructed of high quality and weatherproof materials. Appropriate materials should be used on all elements of signs, including all letters, exposed edges and surfaces. Appropriate materials may include the following: Metal, Wood; Plexiglass, Neon, Screen Print on Canvas Awnings, and Painted Graphics (durable paints) on Building Surfaces.

4.4.G.4. Building Integration

Signage shall be integrated into the basic form of the building. All signs should relate proportionately in placement and size to other building elements, and sign style and color should complement the building.

4.4.G.5. Exposed Hardware

Conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment shall be concealed.

4.4.G.6. Lettering

Flush mounted, three dimensional, individual letters are required. Plastic can signs may be approved if they are unique in nature and relate to the over-all design of the building.

4.4.G.7. Text

The wording of signs shall be limited to the occupant's names and/or company logo. Words describing the type of business are permitted.

Prohibited elements include phone numbers or words describing products, services, prices, slogans or other types of advertising except as part of the occupant's trade name or logo.

4.4.G.8. Color

Sign colors shall be harmonious with colors of the building. One or more major body colors with one lettering color shall be included for each sign. A color scheme shall be submitted as part of the sign permit application.

4.4.G.9. Addresses

All residential or commercial uses shall have illuminated addresses consistent with the City of Woodland Building Security Ordinance.

4.4.G.10 Monument Signs

Monument signs must be architecturally compatible with the building design.

4.4.G.11. Historic Districts

Signs in neighborhood historic preservation districts shall be modestly scaled and consistent with signs for the period of the district.

4.4.G.12. Roof Line

Signs shall not protrude above roof line.

4.4.G.13. Shop Windows

Signs in windows other than those identifying the business are discouraged. Signs in shop

front windows that block visibility into the shop may cover a maximum of the lesser of 4 square feet or 40% of the window area.

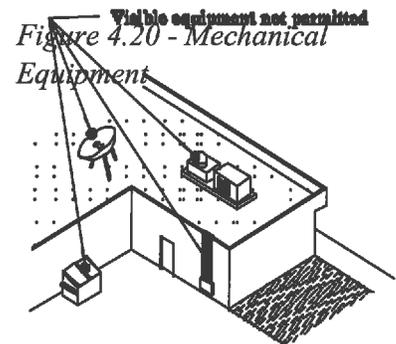
4.4.G. 14. Billboards

Billboards are a nonconforming use. No new building, addition or substantial modification may be made to property occupied by a billboard, unless the proponents of such building, addition or modification agrees to cause the removal, at its own expense, of the billboard.

4.4.H. Utilities and Mechanical Equipment

4.4.H.1. Screening

Mechanical equipment shall be screened and/or incorporated into the building design. Screening devices shall incorporate building materials complementary to the building. While facilities must be reasonably accessible to the utility company, back-flow preventers, transformers, utility meters, cable equipment, and telephone entry boxes should be located out of sight.



4.4.H.2. Undergrounding

Underground service for electric, telephone, and Cable TV is required for new construction.

4.4.H.3. Noise and Odor

Service, storage, trash, and loading functions shall be screened and architecturally compatible with the building design and built in accordance with City specifications. They shall not be located in a position so as to negatively impact adjacent properties.

4.4.H.4. Access

Access for service vehicles shall be located in a position so as not to obstruct the flow of pedestrians or users.

4.4.H.5. Antennas

Antennas and receiving and sending dishes shall either be incorporated into the architectural design so as to become an

integral part of the architectural statement, or be concealed from views from adjacent buildings.

4.4.H.6. Roof Mounted Equipment

Roof mounted equipment shall be considered as part of the roof design. When roof mounted equipment will be visible from the surrounding properties, it shall be screened.

4.4.H.7. Ground Mounted Equipment

Grounded mounted equipment shall either be incorporated into the landscape design or be an integral part of the architectural design.

4.4.H.8. Louvers

Through-wall louvers, etc., should be integrated into the pattern of the facade by size, alignment, and/or finish.

4.4.H.9. Solar Heating or Electrical Generation Equipment

Solar heating and electrical generation units should be carefully incorporated into the overall building design.

4.4.H.10. Ventilation

New ventilating stacks should be concealed or integrated into the design.

4.4.I. Fences

4.4.I.1. Front Yard Fences

Fences in the front yard setback should not exceed 3.5' high and must be at least 50% transparent.

4.4.1.2. Access Control

Fences used to control access to interior areas of the site should be located between buildings as much as possible, rather than running continuously at the front of the property. See Figure 4.21

4.4.1.3. Materials

Materials of walls and fences shall reflect the style and character of the building and its site. Inappropriate materials such as chain link and split rail are not allowed. Concertina, ribbon, and barbed wire are prohibited.

4.4.1.4. Screening

Where large expanses of fencing (such as for side-yards or storage yards) are unavoidably exposed, they should be screened with upright shrubs or trellised vines. Trellises are to be constructed of substantial, durable materials.

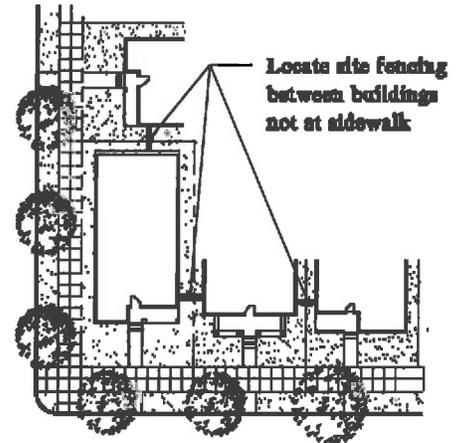


Figure 4.21 - Access Control

4.4.J. Bike Parking

4.4.J.1. Location

a. Long Term or Class 1 Facilities

These facilities should be located inside buildings near showers and lockers when possible. If it is necessary to locate bicycle lockers outside they shall be securely fastened and designed in a manner that is integral to the building design. For multi-story buildings these facilities should be located as close to the ground level as possible or they should be adjacent to an elevator that allows bicycles to board.

b. Short Term or Class 3 Parking

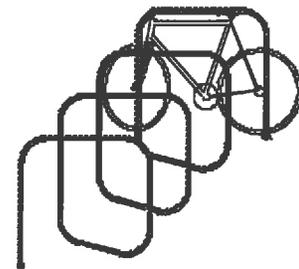
Short term bicycle parking should be located at building entrances with adequate surveillance from building occupants and visitors. Placement in sight of doors with windows is preferred over doors without windows. Avoid unlit locations. When placed in the planting strip, the surface around the bicycle parking rack should be a durable permeable material such as decomposed granite. Irrigation sprinkler systems should be adjusted to hours in which the building is not open to the public to eliminate spray onto parked bikes.



Inverted "U"



Ribbon Rack



Corkcote

Figure 4.22 - Rack Design

4.4.J.2. Signage

If part of the building design includes signage which directs automobile drivers where to park, the sign should also indicate where bike parking can be found. If it is necessary to place a sign saying that bike parking is not allowed, the same sign should indicate where parking is to be found.

4.4.J.3. Short Term Rack Design

By their shape and construction, they should allow the bicyclist to secure the bike frame to the device. The best design is a closed loop so that either a cable lock or high security shackle lock may be used. A second desirable feature is two points of contact which helps

prevent the bicycle's steering from turning and causing it to fall. Simpler designs are generally more desirable than elaborate ones that have moving parts. Bike racks that are designed to hold a bicycle vertically by the wheel are discouraged. The Ribbon Rack design is preferred for the Specific Plan Area but the Inverted "U" or Corkscrew may be used. See Figure 4.22

4.4.J.4. Quantity

A combination of bike lockers (Class 1) and racks (Class 3) shall be provided as follows:

| Class 3 | Class | 1 |
|---------------------------|-----------------------|----------------|
| Multifamily dwelling unit | 1 per 5 dwelling unit | 1 per 5 |
| Office s.f. | 1 per 1,000 s.f. | 1 per 1,000 |
| Retail | 1 per 1,000 s.f. | 1 per 500 s.f. |
| Hospitality | 1 per 20 room | NA |
| Industrial | 1 per 10 employee | 1 per 10 |

4.4.K. Energy Efficiency

The following list of the most practical energy efficiency strategies for Woodland building design generally apply to both residential and commercial uses. To the greatest extent possible, design should include:

- * Lighter-colored finishes on the exterior of buildings.
- * Deciduous trees, as part of the landscape improvements, that are positioned to shade buildings and paved areas, including the street.
- * Minimize east and west facing glass and use variable transmissivity glass on east and west facing facades.
- * Provide window shading by properly proportioned overhangs on south windows, and vertical sun screening on east and west windows.
- * Night ventilation, economizer cycles, direct and indirect evaporative cooling, and other efficient cooling strategies.
- * Thermally efficient envelopes that minimize conductive and convective heat transfer through walls, roofs, elevated

floors and window systems.

- * Passively cooled thermal mass in **residential** construction.
- * Solar water heaters integrated with the forms of buildings.
- * Efficient electric lighting systems.
- * Electric vehicle charging stations in new parking lots and structures.
- * Elements that reduce water consumption (low flow fixtures, recycled grey water, etc.).
- * Early consultation with PG & E on energy efficiency for medium and large sized projects.
- * Appropriate solar design including allowance for future distributed generation systems such as photovoltaics and fuel cells.

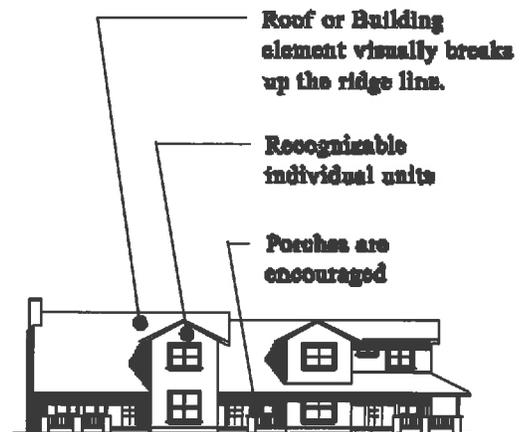
Figure 4.23 - Articulation

4.4.L. Architectural Design

4.4.L.1. Design Criteria

a. Articulation

Long uninterrupted parapets and large interrupted windowless surfaces (\pm 25' in any direction) are discouraged. Building articulation can be accomplished with the placement of windows and entries, planar changes, volume changes, significant color changes, material changes, variable transparency, and the creation of shadow textures with trellises and overhangs. See Figure 4.23



b. Height / Mass

Height and mass of building should be broken up into a massing pattern that reduces the mass into smaller units through the use of color changes, material changes, planar changes, and/or articulation of windows, entries bases, and tops.

c. Individual Units

In multifamily residential projects, individual units should be defined as clearly as possible. No more than two side-by-side units

should be covered by one unarticulated roof. Articulations may be accomplished by changing roof height, offset, and direction of slope, and by introducing elements such as dormers, towers, or parapets. These elements must visually break the main roof or ridgeline as viewed from the ground at + 50' away from the building. See Figure 4.23

d. Detail Material Continuity

All publicly visible building sides shall be designed with a complementary level of detail and quality of materials.

e. Materials / Color

In general, variations in colors and materials are necessary. However, care should be taken not to use too many materials that may result in visual clutter. If only one material is used, then volume and planar articulation becomes even more important. Colors for residential projects should utilize a color scheme composed of different colors for sash, trim, and body.

(i) Quality

The detailing and building materials shall convey a quality of craftsmanship and permanence. Use of the highest quality of building materials is encouraged. On projects of 3 stories or more, exterior materials should be of a permanent nature: natural stone, precast concrete, architectural metals, masonry, terra cotta, and high quality plaster. Wood products should be avoided. Use highly durable materials at the ground floor of commercial buildings immediately adjacent to public right-of-ways or high use areas is required.

(ii) Authenticity

Authenticity in materials is essential and imitation materials should be avoided. Imitation materials are those that attempt to look like something other than what they are, such as synthetic stones made from plaster or wood made from plastic.

(iii) Glass

Reflective or "opaque" glass applied to the face of sheer walls or other opaque planes is highly discouraged.

4.4.M. Historical Building Elements

The following are guidelines developed by the Secretary of the Interior for Historic Preservation that will provide supplemental guidance for the rehabilitation or modification of listed structures

4.4.M.1. Compatible Use

Every reasonable effort should be made to provide a compatible use for buildings which will require minimum alteration to the building and its environment.

4.4.M.2. Removal or Alteration

Rehabilitation work should not destroy the distinguishing qualities or character of the property and its environment. The removal or alteration of any historic material or architectural features should be held to the minimum, consistent with the proposed use.

4.4.M.3. Repair

Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of original features, substantiated by physical or pictorial evidence rather than on conjectural designs or the availability of different architectural features from other buildings.

4.4.M.4. Craftsmanship

Distinctive stylistic features or examples of skilled craftsmanship which characterize older structures and often predate the mass production of building materials should be treated with sensitivity.

4.4.M.5. Changes Over Time

Many changes to buildings and environments which have taken place in the course of time are evidence of the history of the building and the neighborhood. These changes may have developed significance in their own right, and this significance should be recognized and respected.

4.4.M.6. True Character

All buildings should be recognized as products of their own time. Alterations to create an appearance inconsistent with the actual character of the building should be discouraged.

4.4.M.7. Contemporary Design

Contemporary design for new buildings in old neighborhoods and additions to existing buildings or landscaping should not be discouraged if such design is compatible with the size, scale, color, material, and character of the neighborhood, building, or its environment.

4.4.M.8. New Additions

Wherever possible, new additions or alterations to buildings should be done in such a manner that if they were to be removed in the future, the essential form and integrity of the original building would be unimpaired.

4.4.M.9. Landscape

Landscape elements (plant species and design) associated with the historic era should be used when the landscape is being remodeled.

4.4.N. Mixed Uses

4.4.N.1. Articulation of Uses

Mixed use projects shall consider the spatial relationship between different types of uses to avoid conflicts with between uses. Generally, nonresidential uses should locate only at the ground level and perimeter of the site, oriented away from residential units and toward the most active area of the site or surrounding neighborhood.

4.4.N.2. Massing and Placement

Building massing (to identify rooms in residential uses) and fenestration (placing and sizing of windows to graphically delineate different types of uses included in the same building or group of buildings) should be designed to differentiate the various uses.

4.4.N.3. Entrances

Entrances for second story office and/or residential uses should be clearly delineated and accessible from the street or courtyards that open onto the street.

4.4.N.4. Utilities / Services

Utilities and services for each use or combined uses should be screened and located to eliminate unattractive conditions for occupants of all uses.

4.4.N.5. Acoustical Separation

Where residential occupancies are horizontally attached to or located over commercial spaces, acoustical separation should be provided as follows:

- * Floor-ceiling and wall assemblies (where uses adjoin each other horizontally) should have a sound transmission coefficient (STC) of 60 or greater.
- * The use of resilient assemblies to acoustically isolate finishes on concrete and steel columns from the columns supporting second floor framing (or the framing between commercial and residential levels).

4.4.N.6. Chases

To eliminate the need for future installation of ducts, pipes, and

conduit on the exterior of the building, provisions should be made at a maximum of 50 ' on center for one-hour-rated vertical chases through the upper residential floors to accommodate commercial utilities that must circuit to the roof. The chases should have a minimum interior clear dimension of 24" by 24" to accommodate a Class A exhaust hood for restaurant uses.

4.4.N.7. Odors

Adequate provision should be made in commercial ventilation systems to eliminate the migration of odors into residential spaces through the use of proper pressure differentials in ventilation systems and tightly sealed construction.

4.4.N.8. Courtyards and Openspace

Courtyards could be shared by different uses, especially office and residential where the time of use varies. Provisions should be made for a properly proportioned common courtyard for the residential use and for individual private outdoor spaces for each dwelling unit that are private from commercial uses.

4.4.N.9. Orientation

Non-residential uses should not present a rear elevation to the front of any residential unit.

4.4.N.10. Privacy

Visual privacy for the residential uses shall be maintained.

4.4.O. Single Family Subdivisions

4.4.O.1. Site and Context

This section has implications for the design of subdivision site plans, the configuration and orientation of private lots, and how the subdivision relates to existing streets and to neighboring uses.

a. Frontages and Orientation

All units located along the perimeter of a subdivision shall be oriented towards and have their primary entrances from, existing or new public right-of-ways. Houses shall have their front doors facing the main street.

b. Private Streets

Private streets should be avoided. They are only allowable in areas that have a demonstrated lack of through traffic, or if the project creates minimal traffic demand. If private streets are incorporated, they are to meet all construction and utility standards for public streets in the area excluding design widths. Where there are conflicts between general city standards and the East Street Area Plan, the Plan shall govern.

c. Sound Walls

Sound attenuation walls are allowed only in the following circumstances:

- 1) When a project is directly adjacent to a disruptive industrial or commercial use producing noise or an undue amount of heavy traffic.
- 2) In order to meet sound element requirements of the City's General Plan, and all other possible mitigation measures are infeasible.

d. Variety

To accommodate different income levels and household types a variety of lot sizes should be provided. Duplexes and half-plexes are encouraged to be incorporated into single-family development projects.

4.4.O.2. Individual Buildings

This section has implications for the siting, orientation, and design of individual buildings and individual open spaces.

a. Building Orientation

Projects should maximize the privacy of neighboring properties by orienting upper level windows away from adjoining properties. Arrange dwellings so that windows in neighboring units minimize the view into private open spaces likely to be used for private activities.

Individual entrance should have a clear and visible connection to the public street.

b. Consistency of Design

All building sides should be designed with a complementary level of detailing and quality of materials.

Garages and carports should be considered a part of the main building architecturally. The form, roof shape, materials, color, openings, dimensions, rhythm and other design elements must be compatible.

c. Articulations

Functional and decorative articulations are recommended. These can include stoops, bays, porches, overhangs, fireplaces, trellises, etc.

d. Design Diversity

Architectural diversity is encouraged. Facades, materials, and architectural details shall be varied to create an impression that the residential structures have been individually built. Projects of four to twenty units (4 to 20) should have a minimum of three (3) unique elevations and project of twenty-one (21+) or more should have a minimum of four (4) unique elevations. These elevations shall be reviewed for staff for consistency with the plan.

e. Accommodate change

Garages in areas allowing second residential units above them should be constructed with foundations designed and engineered to accommodate the construction of an ancillary unit at a later time without additional foundation support. Utilities of sufficient capacity to provide service to the second dwelling shall be provided.

f. Garages

Individual garage fronts should be setback from the front of the house a minimum of 5'. Garage frontages (in linear feet) should not occupy more than 50% of the total frontage of the house. Garages in the rear of the house are encouraged.

g. Yards

The suggested minimum usable rear yard area is 500 square feet. The minimum dimension for a private rear yard should be 20'. Front yard landscaping and one 15 gallon tree shall be provided for each 30' of frontage or increment thereof.

4.4.P. Mobilehome Parks

a. Individual Coach Lot Size

Minimum individual coach lot size shall be 2,000 square feet.

b. Setbacks

There shall be 15' side to side clearance and 10' rear to rear clearance between units. Units shall not be placed within less than 10' from the property line.

c. Parking

Each lot shall have a minimum 9' by 18' paved parking pad. Overall the mobile home park shall have a parking ratio of 1.6 spaces per unit, including parking on each site.

d. Outdoor Living Area

Each lot shall have a usable outdoor space that is designed for the exclusive use of that dwelling unit. The outdoor space should have a minimum area of 100 square feet and minimum dimension of 8'.

e. Common Recreation Areas

Recreation areas shall be provided at a ratio of at least 200 square feet per unit. Each recreation area shall be a minimum of 2,500 square feet.

f. Community Building

A community building containing 2 restrooms, laundry facilities (at a ratio of 1 washer and dryer per 15 units) and activity areas shall be provided at a ratio of 15 square feet per unit with a minimum of 500 square feet per building.

g. Pedestrian Circulation

An off roadway/driveway pedestrian circulation system shall be provided. Sidewalks shall be a minimum width of 4'.



East Street Corridor Specific Plan

Section 5. Historic Preservation Element

SECTION 5. HISTORIC PRESERVATION ELEMENT

5.1. HISTORIC PRESERVATION IN THE EAST STREET CORRIDOR

5.1.A. Historic Character and Context of the East Street Corridor

The East Street Corridor is within the city limits of Woodland. Major commercial development along East Street and to the east, as well as large-scale residential development as far east as County Road 102, have brought East Street to a position that it is the approximate center of the town from the east to the west.

When it was originally developed the East Street Corridor was the edge of town. The history of this corridor, then, calls for an evaluation context that differs from one that would be used for other areas of the city; different from the context for the commercial core along Main Street, for example, or the many historic residential areas of the city.

The context for the East Street Corridor needs to take into account three major uses of the area over time: transportation, industrial development and support facilities for the agricultural industry. East Street was, until recent years, Highway 113, the principal north-south corridor in Yolo County. Highway 113 connected Davis and Woodland and served as the gateway to northern Yolo County, Yuba County and beyond. Not surprisingly, the East Street Corridor includes numerous examples of roadside commercial properties: motels, gasoline stations and so forth. These are found in greater number along East Street than elsewhere, simply because Highway 113 was the major thoroughfare in the area. The East Street Corridor was also an important industrial area within Woodland, being one of few areas that was historically zoned for industrial uses. Because of this, a variety of industrial buildings may still be found along this corridor. Finally, the East Street Corridor, with excellent (for the time) rail and highway access, developed as a service area for the local agricultural industry, with support resources ranging from grain silos to oil service buildings.

The City of Woodland has undertaken two major efforts to identify potential historic properties within the East Street Corridor. One effort was completed in 1982 and concerned chiefly residential properties. The other effort, undertaken in 1996, concerned commercial and industrial properties in the redevelopment area and on the Historic Resources Inventory Study List.

5.1.B. Commercial and Industrial Properties

As a result of the survey by JRP Historical Consulting Services, it is concluded that three commercial/industrial properties within the East Street Corridor appear to qualify for listing under the Historical Resources Inventory of the City of Woodland; none of the buildings appear to qualify for listing in the National Register of Historic Places. The three properties were 315 East Street, 1225 East Oak Street and 1016-1050 Beamer Street. The East Street Plan recommends that only one property, Warford's Auto Sales 315 East Street, be incorporated into the City's Historic Resources Inventory. The rationale for its inclusion is as follows:

Warford's Auto Sales. 315 East Street. This is a small steel frame gasoline station, built at this site in 1939 or 1940. It is significant in the architectural and historical context of Woodland, as the best remaining example of a historic gasoline station in the city. It retains a good degree of integrity to its original appearance and maintains its intended Streamlined Moderne appearance.

The entire survey is attached as Appendix F.

5.2. BENEFITS OF HISTORIC PRESERVATION

In the 30 years since adoption of the National Historic Preservation Act of 1966, communities throughout the United States have come to recognize that a myriad of benefits are associated with successful historic preservation programs. Some benefits accrue to property owners, some to the community at large.

5.2.A. Market Appeal for Historic Structures

The principal benefit that accrues to the property owner who engages in historic preservation efforts, is increased market appeal for the building that has been rehabilitated in a historically sensitive manner. Numerous studies exist that support the conclusion that properties restored in a historically sensitive manner retain greater market appeal than those restored in an insensitive manner. One need look no further than downtown Woodland to see the truth of this. The Jackson Apartments building, for example, is a magnet because of its historical appeal. This appears to be the case for the newly-restored Woodland Hotel. The badly-modified buildings along Main Street, of which there are many, have little drawing power on the basis of historic values. The Stroll

however in downtown draws and many visitors and has been of economic benefit to downtown merchants.

5.2.B. Broader Community Identity and Community Values

Historic preservation has been called a gift to the street, in recognition that the owners of historic homes and businesses give value to the community at large, a value that is not necessarily compensated. The owners of the Jackson Apartments, for example, have helped anchor an entire street in the city. The Woodland Hotel similarly anchors an entire section of Main Street, providing aesthetic pleasure and the promise of redevelopment as well. As noted earlier, these gifts to the street are often compensated through increased market appeal.

5.3. HISTORIC PRESERVATION IN WOODLAND

5.3.A. Background

The City of Woodland is blessed with some of the finest historic buildings and structures in the Central Valley of California. The city has long had a program for recognizing these resources. As it has evolved through the years, the Woodland preservation program has resulted in properties being designated, or proposed for designation at two levels:

5.3.B. City Historical Landmarks Designation

The City Historical Landmarks designation is a voluntary program, through which property owners seek designation. To date, four such designations have been approved, none in the East Street Corridor.

5.3.B.1. Historic Resources Inventory

In 1981-82, a Woodland architect, acting on behalf of the City of Woodland, surveyed numerous potentially historic buildings and structures within Woodland. He identified 507 buildings of merit. These were subsequently adopted by the Woodland City Council as the City's Official Historical Register. This existing inventory includes 14 individual properties and one small residential historic district (Sprague's Subdivision Neighborhood) within the East Street Corridor. The individual properties include:

1261 Alice Street

1255 Depot Street

1244 Depot Street

145 East Street

498 Johnson Street

1264 Alice Street

1233 Depot Street

1254 Depot Street

203 East Street

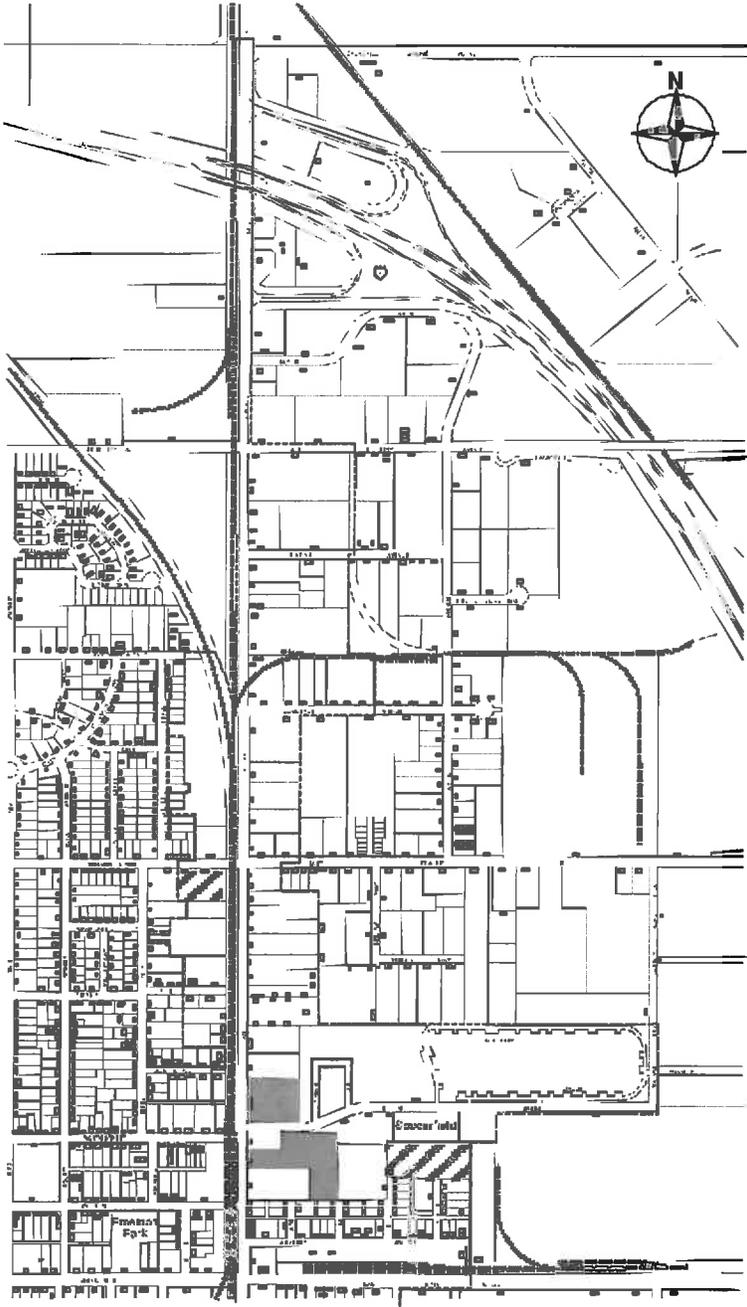
534 Johnson Street

1259 Alice Street

1218 Depot Street

1262 Depot Street

436 Johnson Street

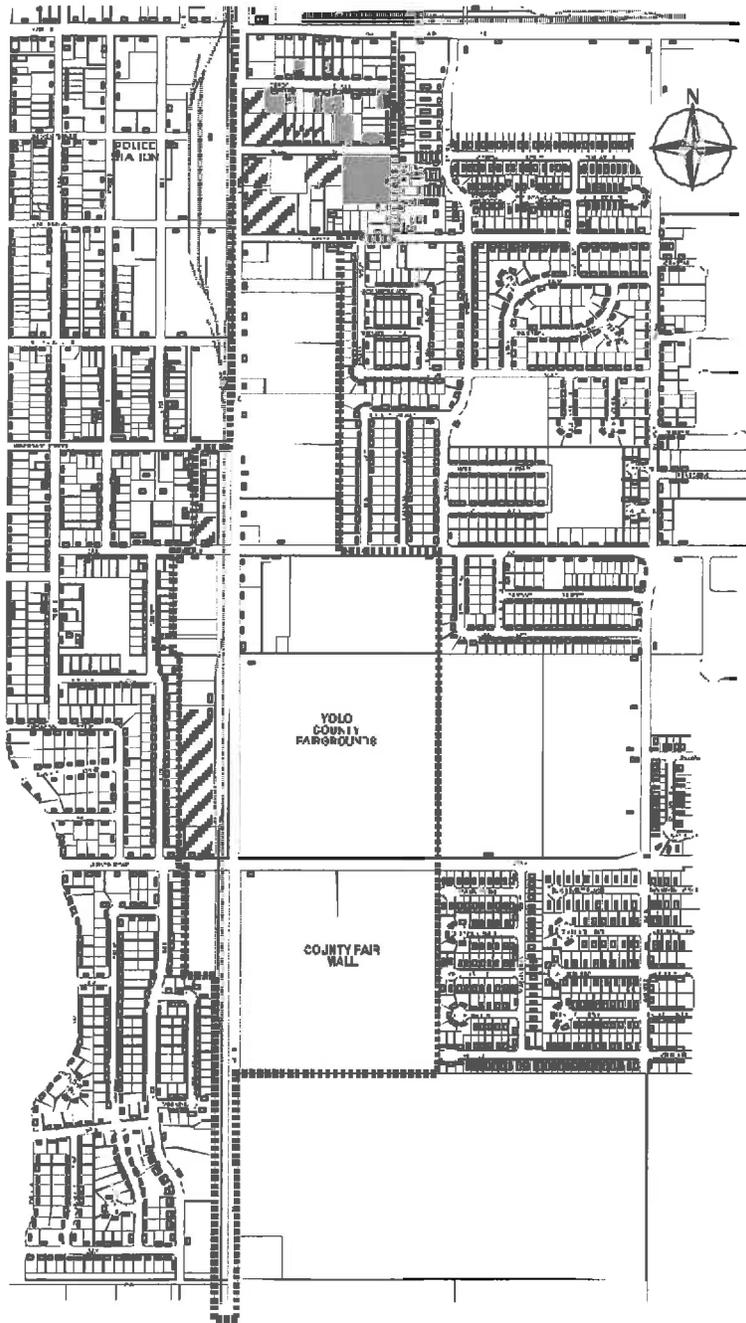


EAST STREET CORRIDOR SPECIFIC PLAN

City of Woodland
Yolo County
California

Exhibit 5-1
Northern Section
Historic Resources

-  Listed Structures
-  Study List
-  Recommended for Listed Structures List



EAST STREET CORRIDOR SPECIFIC PLAN

City of Woodland
Yolo County
California

Exhibit 5-2
Southern Section
Historic Resources

-  Listed Structures
-  Study List
-  Recommended for Listed Structures List

In 1992, the City of Woodland sought to update the 1981-1982 Historic Resources Inventory, to identify buildings within redevelopment areas that were unrepresented in the 1981-1982 Historic Resources Inventory such as smaller 1920s - 1930s commercial and industrial buildings and buildings linked to Woodland's cultural and ethnic heritage. The update was developed following National Register Criteria (National Register Bulletin No. 24) and the California Historic Resources Inventory Survey Workbook dated August 1986. The list of properties identified during this update has been called the Historic Resources Inventory Study List. There are 155 total properties on the current Study List. Eleven properties within the East Street Corridor had been included Historic Resources Inventory Study List but were subsequently removed, so that their evaluation could occur within the context of the overall East Street Corridor planning effort. These 11 properties include:

| | | |
|-----------------|-------------------------|------------------|
| 255 C Street | 1016-1050 Beamer Street | 315 East Street |
| 515 East Street | 565 East Street | 607 East Street |
| 609 East Street | 1020 East Street | 1111 Gibson Road |
| 1121 Gum Avenue | 1225 East Oak Street | |

As part of the East Street Corridor Specific Plan process, the City of Woodland contracted with JRP Historical Consulting Services to inventory and evaluate the 11 commercial and industrial buildings within the corridor that had been previously included within the Historical Resources Inventory Study List. An additional East Street Corridor property, 1240 Alice Street, was not removed from the Study List because boundary of the corridor had not yet been established at the time the removal action was taken. This property is being evaluated in the larger assessment.

Figure 5-1 & 5-2 shows the location of the 14 existing listed structures as well as the 11 structures included on the corridor Study List and 1240 Alice Street.

5.3.C. Regulatory Process

5.3.C.1. Evaluation of Properties on the Historic Resources Inventory Study List

The City of Woodland has adopted criteria for evaluating properties on the Study List, for inclusion in the actual Historic Resources Inventory. These are the Historical Resources Inventory Study List

Evaluation Criteria, adopted by the Historic Preservation Commission on March 23, 1995 and by the City Council in July 1995. As noted previously, the Evaluation Criteria were derived from National Register Criteria and the California Historic Resources Inventory Survey Workbook with specific City historic sites referenced to illustrate the intent.

5.3.C.2. Regulatory Impact of Inclusion in Historic Resources Inventory

The principal impacts of inclusion in the Historic Resources Inventory are two: application of the City's demolition review ordinance and possible review under the California Environmental Quality Act. Under the City's demolition review ordinance, a demolition permit for a property on the Historic Resources Inventory may be delayed up to 6 months by the Historic Preservation Commission and an additional 6 months by the City Council to allow study of non-destructive alternatives. Demolition permits may require environmental review if the property is determined to have historical significance. This environmental review would require the preparation of an EIR if impacts could not be mitigated to a level that is less than significant.

5.3.D. Historic Recognition Program

In most California cities, there are three major programs for recognition of historic properties: local, state, and national. In Woodland, the historic preservation program offers two methods of designation: the Landmarks program, a voluntary program and the Historic Resources Inventory, a list designated by the City Council.

At the State level, several designation programs exist. In 1992, the State created the California Register of Historical Resources. This Register automatically includes properties listed in or found to be eligible for listing in the National Register, as well as certain State Historical Landmarks. The eligibility criteria for adding properties to this list through a formal nomination process, are currently under review. The State also maintains a State Historical Landmark and a Point of Historical Interest program. Each includes a formal set of criteria and a formal nomination process. [There are many State Historical Landmarks and Points of

Historical Interest in Woodland, but none within the East Street Corridor.]

At the Federal level, the major program is the National Register of Historic Places. Formal criteria exist, as well as formal processes for listing properties on the National Register. Formal processes exist as well for determining that a property is eligible for listing in the National Register. [Many Woodland properties have been listed in or determined eligible for the National Register, but none within the East Street Corridor.] The Federal program also includes a very exclusive National Historical Landmark program; there are no NHL properties in Woodland.

5.3.E. Historic Preservation vs. Urban Design

The larger East Street Corridor plan must take into account a broad range of economic, social and aesthetic concerns, most of which are not taken into account in making judgments with respect to historical significance.

It is possible, even likely, that decisions about historic significance and eligibility of properties under the Study List Criteria do not conform exactly with urban design objectives and principles that will be used in the East Street Corridor specific plan. The Study List Criteria and the Historic Resources Inventory of the City of Woodland are designed to assess historic significance, not consistency with urban design principles. The potential exists that properties that are historically significant may not be of value to the long-term plans for the East Street Corridor. Conversely, properties that are not found to be historically significant may nonetheless be of interest from the standpoint of urban design as well as the potential for adaptive re-use. The Woodland Court and Tony's Motel, for example, do not appear to qualify under the Study List Criteria because they have been extensively remodeled. The buildings do, however, embody the imagery of roadside commercial properties that have dominated East Street most of this century. These buildings may be of some interest to the City of Woodland, if it elects to incorporate that imagery as part of the design principles for the corridor. Similarly, the Adams Grain Silos do not appear to qualify under the Study List Criteria because they were built less than 50 years ago. The buildings, however, are dominant elements of the landscape along East Street and convey the imagery of the historical use of East Street to support local agriculture.

5.4. IMPLEMENTATION

5.4.A. Goals and Policies

Goal 5.1: To preserve and maintain sites, structures and landscapes that serve as significant, visible reminders of the city's social, architectural and agricultural history while allowing selective relocation and demolition with appropriate mitigation.

Goal 5.2: To combine historic preservation, residential rehabilitation and economic development so as to encourage owners of historic resources to upgrade and preserve

historic properties in a manner that will conserve the integrity of such properties in the best possible condition.

Goal 5.3: *To preserve the character and livability of the Sprague neighborhood and strengthen civic pride through neighborhood conservation.*

Policy 5.1.1: The City shall develop incentives for owners of historically-significant residential or income-producing buildings to have their buildings designated a Listed Structure or included in a City Historic District.

Policy 5.1.2: The City recognize that the environmental review conducted on Specific Plan as adequate for the processing of demolition permit applications for buildings designated as, or potentially eligible for designation as, historic structures.

Policy 5.1.3: The City shall give highest restoration priority to those buildings identified as having historic, cultural or architectural significance.

Policy 5.1.4: The City shall discourage the demolition of historically-significant structures until specific re-use of the property has been established or there are compelling financial or health and safety issues involved.

Policy 5.2.1: The City shall encourage the preservation, maintenance and adaptive reuse of existing buildings in the Specific Plan Area, in order to prevent demolition and disrepair.

Policy 5.2.2: The City shall waive building permit fees and provide other appropriate incentives such as Mills Act contracts, facade easement and associated tax deductions, and tax increment rebates for owners of properties with historic significance.

Policy 5.2.3: The Redevelopment Agency shall develop a comprehensive program to provide low-market-rate financing to private property owners for the rehabilitation and restoration of historically-significant structures. The program could include a combination of the following: Community Development Block Grant (CDBG) residential rehabilitation loans for low and moderate home owners, CDBG economic development loans and rebates for commercial properties, and ISTEPA funding for commercial and residential rehabilitation of properties along East Street, Facade easement and associated tax deductions.

Policy 5.3.1:The City shall continue to make available housing rehabilitation loans to low-income residents in historic neighborhoods.

5.4.B. Re-use Options for Commercial Buildings within the East Street Corridor

There are three buildings on the City's Historic Resources Inventory which are located in the East Street Corridor Specific Plan area and which are very different in character and pose interesting challenges in terms of future use. This section will address the reuse recommendations for the three listed properties, as well as other properties that could be impacted by the plan's implementation.

5.4.B.1. Warford's Auto Sales. 315 East Street

315 East Street is a site being recommended for redevelopment for office uses to support and better link the downtown area with the corridor. If the gas station cannot be integrated into an office development its relocation would be appropriate.

Of the three buildings, the former gasoline station appears to be most adaptable to re-use, whether on this site or in a comparable location. The building is significant in two respects: for its inherent architectural value and for its associational value with the use of the East Street Corridor as a major through-route transportation corridor. Simply stated, it is a roadside building, situated to serve the traveling public. The fact that it is a handsome building relates to the need to attract the traveling public to its services.

The values of this building may be effectively preserved under two conditions: the building itself is preserved and integrated into a larger office development and the building is sited prominently in proximity to a major street. These conditions are most easily met by rehabilitating the building on-site. The conditions may also be met by relocating the building to a similar site, preferably along East Street or the southside of East Main in the context it was designed to serve. Rather than allow demolition the City should be responsible for relocation of the structure if demolition is requested.

5.4.B.2. Tafoya's Market. 145 East Street

Tafoya's Market was listed on the City's Historic Resources Inventory in 1982. The property is designated in the Land Use Section of the Specific Plan for redevelopment as a commercial use.

Tafoya's Market was the first Mexican-American grocery store in Yolo County, it also functioned as a quasi community center for the Mexican-American community. For those cultural reasons, it was listed on the City's Inventory; it was not listed for its architectural merit. It has not operated as a market for several years. The original use, as well as most subsequent uses, were strictly utilitarian.

It is unlikely that an adaptive re-use could be found that would also preserve the building. If the building was to be demolished then mitigation would be appropriate. Mitigations for the demolition of this property should include:

A program of recording the presence of the building through photographic documentation of all exterior elevation and interior details, and the placement on the site of a commemorative marker consistent with commemorative site markers at other locations in the City. The quality and level of photographic documentation and design of the commemorative marker shall be determined by the Historic Preservation Commission. The cost of documentation and the placement on the site of a commemorative marker shall be the responsibility of the City.

5.4.B.3. 534 Johnston Street

The property at 534 Johnston Street is a farm house and out-buildings. The land use element of the plan indicates the property as appropriate for re-use for new residential development. In order to redevelop this property it will be necessary to remove the out buildings while the farmhouse is to be maintained and tied into the new residential development. If ~~they are~~ *the farmhouse is* proposed for relocation or demolition, mitigation measures should be consistent with Section 5.4.C.2 and 5.4.C.3.

5.4.B.4. Elliott's Brick Yard Site 203 East Street

This site is the historic site of Elliott's Brick Yard which initiated operations in 1865 and manufactured and distributed high quality brick throughout the region. There are no historic structures on the site. There is no mitigation required for the implementation of the Specific Plan. The City should place a commemorative marker on the site.

5.4.B.5. Other Listed Properties

The remainder of the listed structures are residential uses and are planned to remain as such. If they are proposed for relocation or demolition, mitigation measures should be consistent with Section 5.4.C.2 and 5.4.C.3.

5.4.C. Mitigation Options

In dealing with impacts to historic properties there are ranges of options that avoid, lessen or, to some degree, compensate for adverse impacts, all in an effort to lessen the impact below the level of significance. Some of these, which should be applied to those properties not specifically impacted by the Plan's implementation, are discussed below.

5.4.C.1. Rehabilitation

In rehabilitating a building, the historic values are preserved and any adverse impacts are avoided. Mitigation is unnecessary.

5.4.C.2. Relocation

Relocation is considered to be less desirable than preservation on-site but clearly preferable to demolition. With relocation, the new site must be considered for its appropriateness, given the character of the building in question. For example, a railroad depot has as its basic character its relationship with the railroad line it serves. Relocating a railroad depot away from the tracks severs that relationship.

Relocation is considered an adverse impact. The mitigation for relocation is to ensure that relocation is treated in a manner that respects the values of the building being moved. In the case of the depot example, mitigation would be handled in the selection of the new site, ensuring that the original setting of the building is recreated to the maximum extent possible.

5.4.C.3. Demolition with Mitigation

Generally, demolition of a building should be considered only after all other alternatives have been exhausted. When unavoidable, demolition is typically mitigated through some program of recording the presence of the building, for the educational value of the public and to commemorate the existence of the landmark. Various communities have pursued different approaches to this recordation. The Federal government, for example, has a formal program, called the Historic American Buildings Survey, through which buildings are recorded, usually with large-format photography and written historical narratives. Some communities have substituted more easily accessible documentation, including the preparation of books or pamphlets that treat the history of the demolished building and its role in the community. Other cities have utilized formal

programs of placing plaques and other commemorative markers at the sites of the demolished building. Combinations of books, pamphlets, and plaques have been used. Woodland has used commemorative site markers at four locations where historic building were formerly removed.

5.4.D. Preservation Assistance

The City of Woodland does not have financial incentive programs associated with historic preservation efforts. The city should adopt such a program, perhaps in connection with the larger Redevelopment Program, to encourage historic preservation efforts in its redevelopment areas. A combination of local programs should be established for historic preservation of listed structures within the East Street Corridor. These programs could include:

- Tax increment rebates
- CDBG residential rehabilitation loans for low and moderate income homeowners
- CDBG economic development loans and rebates for commercial properties
- ISTEPA funding for commercial and residential rehabilitation of properties along East Street
- Facade easement and associated tax deductions
- Establish a program to take advantage of the Mills Act.

See Section 5.5 for a discussion on these and other financial incentives

5.5. FINANCIAL INCENTIVES

Relatively few financial incentives exist for historic preservation, above those included in the general market appeal. The financial incentives are chiefly Federal and tied to listing in the National Register of Historic Places.

5.5.A. Tax Incentives

Twenty percent Federal tax credits are available to property owners who restore properties that are listed in the National Register of Historic Places, providing the rehabilitation work conforms with Federal standards. More modest credits are available for the rehabilitation of buildings over 50 years old, whether or not they

are listed in the National Register. The 20 percent program was used to aid in the financial feasibility for the rehabilitation of the Hotel Woodland and Jackson Apartments.

Modest tax incentives exist at the state level for property owners who donate a facade easement to a non-profit preservation organization. A facade easement works like the Williamson Act contracts for farmland, reducing property taxes in accordance with the restricted land use associated with the easement.

The Mills Act provides for a reduction in property taxes on a historic property when certain conditions are met. Owners of designated historic properties must enter into a preservation contract directly with the local government, agreeing to restore the property if necessary, maintain it's historic character, and use it in a manner compatible with the historic characteristics. Use of the Mills Act requires the county tax assessor to adjust the assessed value of the property downward to reflect the restrictions placed on the property. A lower assessment will result in lower taxation.

5.5.B. Grants and Loan Programs

The State of California has developed a Historic Preservation Fund, earmarking funds for historic rehabilitation and restoration work. The Fund recently made its first allocation, earmarking the bulk of the funds for publicly-owned historic parks. Competition for these grants is likely to be quite intense.

In addition many jurisdictions have established locally funded grant and loan programs for historic preservation.

5.5.C. State Historic Building Code

While not a formal grant or incentive program, the State Historic Building Code can be a considerable incentive for historic preservation when it results in lower cost rehabilitation. The State Historic Building Code provides an alternative building code that may be used on any property that is designated at the local, state, or federal levels; it could be used on any Historical Resources Inventory property in Woodland. Experience has shown that rehabilitation using the alternative code is typically less expensive than work conducted using only the Uniform Building Code.

East Street Corridor Specific Plan

Section 6. Public Facilities/Services and Infrastructure Element

SECTION 6. PUBLIC FACILITIES / SERVICES AND INFRASTRUCTURE ELEMENT

6.1 EXISTING SETTING

6.1.A. Fire Protection

The Woodland Fire Department provides fire and emergency medical services to the East Street Corridor Area. The community is currently served by three fire stations. Station One is located at 532 Court Street, Station 2 at 1619 West Street and Station 3 at 1550 Springlake Court; each is manned with a minimum of three (3) career firefighters 24 hours a day. Each Station is equipped with a front line 1,250 gallon per minute structural pumper and a 750 gallon per minute mobile attack grass fire pumper.

Fire hydrants in the City of Woodland are located every 300 feet along the curb. The current maximum fire flow is sufficient at 3,500 gallons per minute. The department has an average response time of 3 to 4 minutes. Woodland Fire Department has a class 3 ISO Fire Insurance Grading. The City of Woodland requires all new construction be equipped with automatic fire sprinkler system.

The Woodland Fire Department is a participant in an Automatic Aid Agreement with the cities of Davis, West Sacramento, Dixon, the UCD Fire Department, and provides mutual aid to neighboring Rural Fire Districts. The department is funded by the City of Woodland and by the County for contract services to Springlake Fire District. In 1997, East Street Corridor area has had a total of 37 calls for service.

6.1.B. Police Services

Police Service to the East Street Corridor Area is provided by the City of Woodland Police Department, which is headquartered and dispatched out of the police station located at 520 Court Street. Uniformed patrol provides 24-hour uniformed services for emergencies, traffic control, preliminary investigations, arrests and other called-for services from the community. In the event of

emergency, mutual aid is available from all agencies, including the City of Davis and the County Sheriffs Department.

Currently, the most prevalent crime is that of property theft, with incident rates higher in commercial areas than in residential. Crimes against persons are low. The citywide average emergency response time is under five minutes.

The Neighborhood Watch groups are not well organized along the East Street Corridor. Both Yolano Village and the trailer parks hold Neighborhood Watch meetings on an irregular schedule. Both neighborhoods participate in "National Night Out".

Table 6.1
Accidents at Intersections¹ on East Street in 1996

| <u>Intersection</u> | <u>Number of Reported Accidents</u> | <u>Intersection</u> | <u>Number of Reported Accidents</u> |
|-----------------------|-------------------------------------|---------------------|-------------------------------------|
| Gum Avenue | 1 | Court Street | |
| 4 Pendegast Street | | 1 North Street | |
| 1 Cross Street | 3 | Beamer Street | |
| 1 Oak Street | 4 | Commerce Avenue | 1 |
| Main Street | 3 | | |

¹Those intersections not reported had no reported accidents in 1996

6.1.C. Yolo County Sheriff's Department

The Yolo County Sheriff's Department is also responsible for patrolling the Yolo County Fairgrounds located within the East Street Corridor area. The Yolo County Sheriff's Department and Detention Division are presently located south of Gibson Road, between County Road 101 and 102 (near Yuba College).

6.1.D. Water Supply

The East Street Corridor Area is in the City of Woodland water service area. The water supply is groundwater. The water mains in the East Street Corridor area provide reliable service but may need upgrades. Annual water system operations and maintenance costs in the City are financed through monthly user fees and

connection charges. New capital construction costs are financed through development fees.

City wide, groundwater is pumped into a network of buried water mains and service lines. In July 1997, 17 wells were on-line with a pumping capacity of approximately 30,000 gallons per minute (gpm). Emergency pumping capacity in the event of a complete Pacific Gas & Electric power supply loss is estimated to be 12,000 gpm. Water system pressures typically are approximately 35-45 psi and vary with demand, time of day, and system pump on/off status's.

The City encourages wise water use and water conservation in all areas through programs including plumbing retrofit rebate programs and water wasting monitoring. Preferred irrigation schedules include watering between 6:00 p.m. and 8:30 a.m. Alternate sides of streets are encouraged to water on opposite days.

Water main along East Street is from 12 to 8 inches with the majority being 10 inches. Water main runs the entire length of East street except for in front of the Yolo County Fair Grounds.

6.1.E. Wastewater Service

Wastewater service to the East Street Corridor Area is provided by the City of Woodland. Woodland's wastewater system consists of a network of gravity flow pipelines, a lift station, and a wastewater treatment plant (WWTP). Treated effluent from the WWTP is discharged to the Tule Canal within the Yolo Bypass. The treatment facilities are located about 0.75 mile east of the City's southeasterly boundary at the intersection of County Road 24 and County Road 102.

Most of the gravity sewers and trunk lines are vitrified clay pipe, with some reinforced concrete pipe. In the older part of town, some terra cotta pipe is still in use. Current WWTP facilities went into operation in 1989, and were designed to handle 6 million gallons per day (mgd) of average dry weather flow (ADWF) and 21 mgd of peak flow. Phased construction of improvements to the WWTP to expand its capacity to 6.8 mgd is currently underway. Most of East Street is served by a 12 inch collection line.

Figure 6.2
Existing Sanitary Sewer Pipe Line Along East Street

Location

Size

| | |
|--------------------------------------|---------|
| Beamer St. to Lemen Ave. | 18 inch |
| Lemen Ave. to Gum Ave. | 15 inch |
| Gum Ave. to 300' north of Gibson Rd. | 12 inch |

6.1.F. Storm Drainage

Three storm drainage pumping stations are located just north and south of the intersection of East Main Street and County Road 103. The north and south pump station's capacities are presently exceeded by major winter storm events/flows. The East Main Street station capacity is presently being evaluated to determine if its capacity may or may not be exceeded during major winter storm events/flows.

The Storm Drain Master Plan (Woodland, 1987) recommends more than 24,000 linear feet of subsurface storm drain improvements on the following streets in the Redevelopment Area: Main, North, Pendegast and Sixth, and Third Streets, Gum, Lemen and Lincoln Avenues, Matmor Road, and Wilson Way.

In general, during periods of intense rainfall, there is localized flooding that encroaches on private property, but does not endanger structures. This flooding subsides within several hours after the storm passes. The City is in a process to update its 1987 Storm Drainage Master Plan.

Figure 6.3
Existing Storm Drain Pipe Line Along East Street

| <u>Location</u> | <u>Size</u> |
|--|-------------|
| Kentucky Ave. To Beamer St. | 36 inch |
| Beamer St. To North St. | 24 inch |
| Armfield Ave. To East Main St. | 18 inch |
| East Main St. To Depot St. | 12 inch |
| 150' south of Oak Ave. To Pendegast St. | 18 inch |
| Approx. 230' north of Gibson Rd. to Gibson Rd. | 18 inch |
| Gibson Rd. in front of the County Fair Mall | 15 inch |

6.1.G. Flooding

Historically, the City has been subject to localized flooding. The potential source of flooding could be Willow Slough, Cache Creek, and the Bypass area. The U. S. Army Corps of Engineers' (Corps of Engineers) Sacramento River Flood Control Project (SRFCP) provides the area with varying levels of flood protection from these sources. Portions of the East Street Corridor Area lie

within areas classified by the Federal Emergency Management Agency (FEMA) as being 100 and 500 year flood zones (see Flood Map Figure 6.1).

6.1.H. Utilities

Electrical power and natural gas are provided to the East Street Corridor Area by Pacific Gas and Electric Company (PG&E). Telephone Service is provided by Pacific Bell Telephone. There are currently a number of overhead utility lines in the Project Area. PG&E has proposed a "Pipeline Replacement Program", a project that involves the conversion of low pressure gas lines to high pressure lines, and is estimated to take 10 to 15 years to complete. East Street from Lemen to Commerce Avenue is currently undergrounded as well as the Fairground frontage south along the County Fair Mall property.

The City receives on average \$184,000 annually in Rule 20A funds from P.G.&E. through an allocation formula based on the number and type of electric meters in the community. These funds are intended to benefit the public through the undergrounding of overhead lines along streets with high traffic volumes or civic areas or areas of unusual scenic interest.

The undergrounding of railroad-owned overhead communication facilities along railroad rights-of-way is difficult to achieve. Historically, such privately owned facilities have not been regulated by the California Public Utilities Commission (CPUC) and railroads have claimed that their communication facilities are not subject to city and county ordinances or franchise agreements. In most cases, railroads decline to convert overhead facilities within local underground conversion districts. In the long run, the benefits of microwave and fiber optic technologies may cause railroads to remove their overhead facilities. In the interim, a community with a strong desire to convert railroad communication facilities will have to negotiate directly with the railroad. The City has required new development (such as Blue Shield) to underground the railroad communication lines.

A local cable television (CATV) company, while not under the jurisdiction of the CPUC, needs to be an active stakeholder in the local conversion planning process. As a general rule, the conversion of overhead CATV facilities to underground is governed by the terms of the CATV company's franchise agreement with the community in which it operates.

6.1.I. Code Enforcement

The Director of Community Development shall enforce all provisions of this Specific Plan and all the applicable codes of all government agencies and jurisdictions in such matters including building, mechanical, fire and electrical codes and codes pertaining to drainage, waste water, public utilities, subdivisions and grading.

6.2 IMPACTS

6.2.A. Fire Protection

The addition of ten (10) new hydrants along East and East Beamer Streets as part of the East Street Corridor Area will have a beneficial impact on fire protection services in that area. The rezoning of properties to a residential density will have no negative impact on fire protection capabilities. New residences will be required to be equipped with fire sprinkler systems and should not adversely impact fire protection. The potential increase in commercial occupancies may result in an increase in the demand for fire department services. It should be noted that new buildings and homes will be required to be constructed with Automatic Fire Sprinkler System and as such, will be much safer than older buildings. Specific requirements for additional personnel or equipment should be evaluated with each new development proposal with its impact on services mitigated.

6.2.B. Police Services

General East Street Corridor projects are not expected to create any significant adverse impacts on police services. However, secondary impacts associated with the increase in commercial and residential development may eventually necessitate an increase in police services. Proposed street and sidewalk improvements are expected to provide for safer vehicular and pedestrian movement, which will in turn lead to a decreased potential for traffic violations and accidents which must be investigated by police. Again, specific requirements for additional equipment or personnel should be evaluated with each new development proposal, and its impact on police services mitigated.

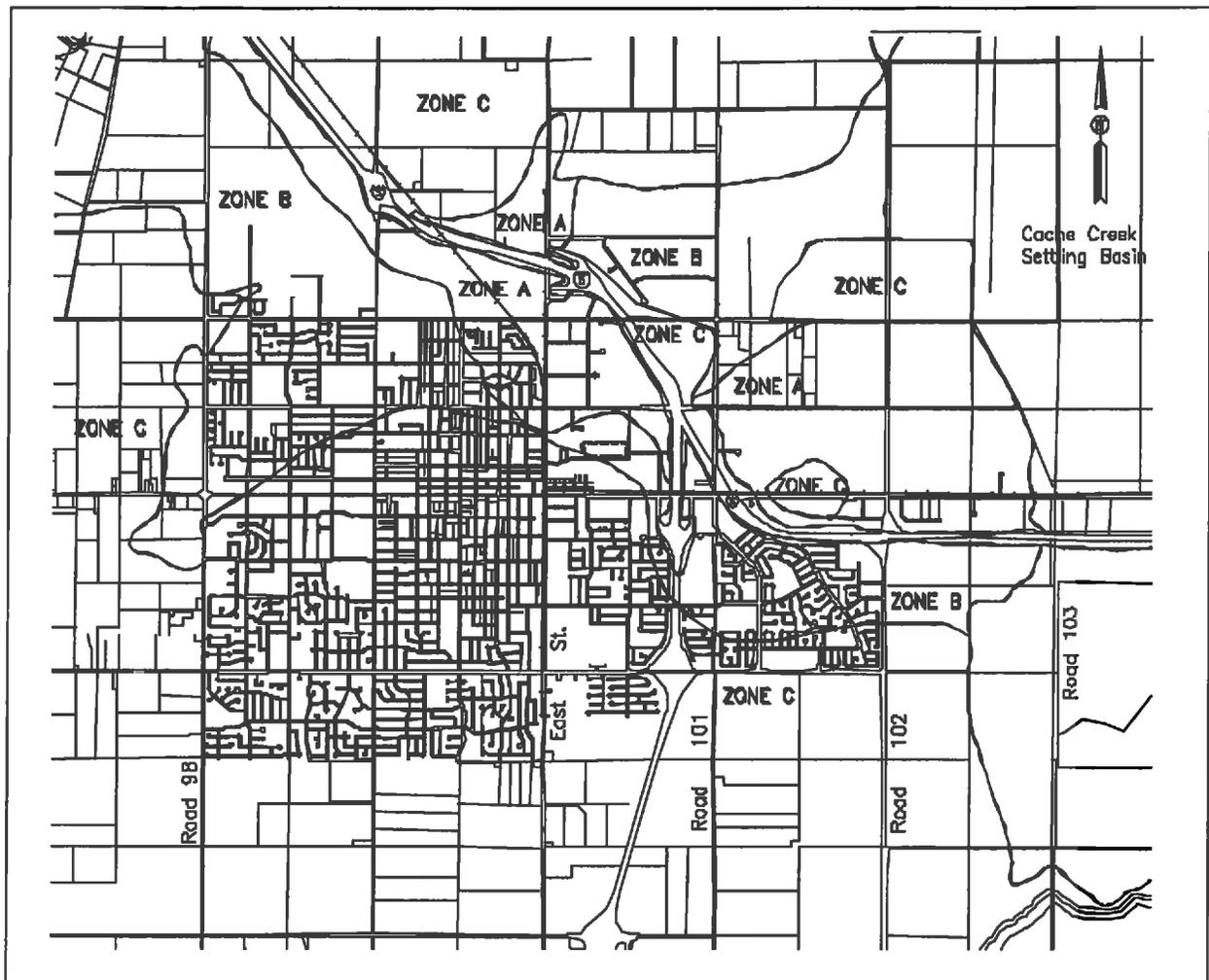


Figure 6.1 - Flood Plain Map

Zone A: Areas of 100 year flood; base flood elevations and flood hazard factors not determined.

Zone B: Areas between limits of 100 year and 500 year flood; or certain areas subject to 100 year flooding with average depths less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.

6.2.C. Yolo County Sheriff's Department

General development projects outside of the Yolo County Fairgrounds are not expected to create any significant adverse impacts on the Yolo County Sheriff's Department. Improvements to the fairgrounds could require additional equipment or personnel and should be evaluated with each new improvement proposed, and its impact on sheriff services mitigated.

6.2.D. Water Supply

Direct impacts on water service in the East Street Corridor area would occur in the form of increased demand for services associated with commercial and residential growth in the East Street Corridor area. The effects of increased demands will be computer-modeled in the upcoming City Water Master Plan update to identify the possible need for new water wells and larger water transmission pipes.

6.2.E. Wastewater Service

The East Street Corridor Specific Plan is anticipated to facilitate new growth in the East Street Corridor area, and direct impacts to the wastewater service would occur in the form of increased demand for wastewater disposal services associated with proposed development. Although the current wastewater facility is exceeding capacity, the completion of the first phase of the sanitary sewer upgrade program, based on the City's 1986 Wastewater System master Plan, should accommodate any initial demands due to new development. Phase 2 and Phase 3 of this upgrade program are expected to accommodate future wastewater demands that result from new commercial and residential development. Again, any future projects should be assessed individually, on a case by case basis, to determine their actual impacts on the existing wastewater system.

6.2.F. Storm Drainage

Storm drainage improvements proposed in the East Street Corridor Specific Plan would have beneficial impacts on existing and future drainage patterns. Implementation of these improvements would reduce maintenance costs and safety hazards associated with flooding, and reduce the threat of property damage that may have deterred affected property owners from maintaining or improving their properties.

Secondary impacts, those which result from increased development, will in turn increase the demand on and for storm drainage facilities. Future projects should be assessed on an individual case by case basis to ensure that they will not have significant adverse impacts on the local or citywide storm drainage system.

However, the new Wastewater (Storm Drainage) Master Plan updates currently under development will identify any existing and projected wastewater (storm drainage) system deficiencies. The Capital Improvement Project identified by this master plan update may affect the East Street Corridor Specific Plan wastewater (storm drainage) system required improvement.

6.3. GOALS AND POLICIES (From the 1996 Woodland General Plan)

Modern development requires a wide range of publicly-provided services, such as water, sewer, storm drainage, police, and fire. The General Plan seeks to provide for the logical and efficient extension of these services as new development occurs. The City provides for the development of major public facilities through its Major Projects Financing Plan, which identify capital improvements projects to accommodate growth projected under the General Plan consistent with applicable state and federal law.

6.3.A. Funding

Goal: To ensure the timely development of public facilities and the maintenance of specified service levels for these facilities.

Policies:

Where new development requires the construction of new public facilities, new development shall fund its fair share of the construction of those facilities.

1. Through fiscal revenues generated by new development, the City shall provide for expansion of general government services (e.g., City administrative services) in connection with new development, if warranted.

6.3.B. Fire Protection

6-10 Facilities, Services and Infrastructure Element

Fire protection is a critical component of public safety. Woodland currently enjoys a high level of fire protection. Fire protection depends on several factors: personnel and equipment, available water supply and pressure, quickness of response, and reducing potential fire hazards. Buildings can also be constructed with fire resistant materials, smoke alarms, or sprinkler systems to reduce fire hazards.

Goal: *To protect residents of and visitors to Woodland from injury and loss of life and to protect property from fires.*

Policies:

1. The City shall attempt to maintain an ISO (Insurance Service Organization) rating of 3.
2. The City shall, through adequate staffing and patrol arrangements, endeavor to maintain the minimum feasible response times for fire calls. To this end, the City shall attempt to maintain the following fire flow and response time standards:

**Table 6.4
Fire Flow and Response Time Standards**

| <u>Type of Development</u> | <u>Fire Flow Standard</u> | <u>Response Standard</u> |
|-----------------------------------|---|--------------------------|
| Commercial and Industrial | 3,500 gallons per minute (GPM) response within 4 minutes | First |
| Light Commercial and Multi-Family | 2,500 GPM minutes | First response within 4 |
| Single-Family | 1,500 GPM minutes | First response within 4 |

3. The City shall require new development to develop or fund fire protection facilities that, at a minimum, maintain the above service level standards.
4. The City shall require new development, as demonstrated through positive fiscal impacts or through specific funding mechanisms in the event of fiscal deficits, to fund fire protection personnel and operations and maintenance that, at a minimum, maintain the above standards.
5. The City Fire Department shall attempt to maintain response time of four minutes for emergency medical service (EMS) calls.

6. The City shall require that ambulance service maintains a response time of six minutes or less for emergency medical service (EMS) calls.

6.3.C. Police Services

A sense of public safety is one of the most important aspects of small town quality and enjoyment of a community. The policies in this section address public safety by setting standards for police service. Public safety can also be addressed through other public safety programs and the design of new residential and commercial development and remodels and public facilities such as parks, schools, and pedestrian and bike trails.

Goal: To deter crime and to meet the growing demand for police services associated with increasing population and commercial / industrial development in the city.

Policies:

1. The City shall, through adequate staffing and patrol arrangements, endeavor to maintain the minimum feasible response times for police calls. The following are the goals for average response times for calls for service:

**Table 6.5
Response Times for Calls for Service**

| Priority | Class of Crime | Dispatch Standard | Response Standard |
|-----------------|-----------------------|---------------------------|----------------------------------|
| Priority 1 | Major Crime | Dispatch time: 1 minute | Police response time: 4 minutes |
| Priority 2 | Major Crime | Dispatch time: 1 minute | Police response time: 5 minutes |
| Priority 3 | Major Crime Cold | Dispatch time: 15 minutes | Police response time: 10 minutes |
| Priority 4 | Major Crime Cold | Dispatch time: 30 minutes | Police response time: 10 minutes |
| Priority 5 | Service Call | Dispatch time: 35 minutes | Police response time: 10 minutes |

6-12 Facilities, Services and Infrastructure Element

To maintain the ability for quick response, the City shall strive to not exceed an average of 30 percent committed police patrol time.

2. Within the City's overall budgetary constraints, the City shall provide police support (including patrol and other vehicles, necessary equipment, and support personnel) sufficient to maintain its service standards.
3. The City shall require new development to develop or fund police facilities and equipment that, at a minimum, maintain the above standards.
4. The City shall require new development, as demonstrated through positive fiscal impacts or through specific funding mechanisms in the event of fiscal deficits, to fund police personnel and operations and maintenance that, at a minimum, maintain the above standards.
5. The City shall promote and fund public safety programs, including neighborhood watch, child identification and fingerprinting, substance abuse prevention, violence prevention, conflict resolution, and other public education and crime prevention efforts.
6. The City shall provide and promote services for children at risk of abuse, neglect, youth violence and exploitation.
7. The City shall consider public safety issues in all aspects of public facility, commercial, and residential project design, including crime prevention through environmental design.

6.3.D. Water Supply

Woodland relies on groundwater for its municipal water supply, as do most of the surrounding agricultural operations. The General Plan seeks to ensure a safe and adequate water supply for existing and future development, by investigating the groundwater basin and other water supply options to determine the most appropriate long-term water supply for the city. Policies of the plan also promote water conservation and reuse.

Goal: To ensure a safe and reliable water supply sufficient to meet the future needs of the city.

Policies:

1. The City shall promote efficient water use and reduced water demand by:
 - a. Requiring water-conserving building design and equipment in new construction;
 - b. Encouraging water-conserving landscaping and other conservation measures; and
 - c. Encouraging retrofitting of existing development with water-conserving devices.

More stringent water conservation measures will be required, as appropriate, based on the findings of the studies in Policy 1.

2. The City shall investigate the use of reclaimed wastewater to offset the demand for new water supplies.
3. The City shall work with other agencies to promote water conservation measures countywide for both urban and agricultural uses.
4. The City shall reduce currently "unaccounted for" water losses by metering public facilities and substantial construction water use, and by developing and implementing a leak detection and repair program.
5. The City shall only approve new development that relies on an adequate City water supply and delivery system.

6.3.E. Wastewater

The City provides sewer collection, treatment, and disposal services. The City's wastewater treatment plant is located south of I-5 and east of Road 102. New development will require expansion of the plant and new trunk lines.

The policies in this section seek to provide for the logical expansion and extension of the wastewater system to serve new development. Water conservation efforts also reduce the amount of waste water that must ultimately be disposed of. Industrial waste

6-14 Facilities, Services and Infrastructure Element

source control and pretreatment of industrial wastewater can lessen the burden on the City's treatment plant.

Goal: To ensure adequate wastewater collection and treatment and the safe disposal of wastes.

Policies:

1. The City shall promote reduced wastewater system demand through efficient water use by:
 - a. Requiring water conserving design and equipment in new construction;
 - b. Encouraging retrofitting with water conserving devices; and
 - c. Designing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
2. The City shall implement and maintain an industrial pretreatment program in accordance with state and federal requirements.
3. The City shall require all sewage generators within its service area to connect to the City's system, except those areas where on-site treatment and disposal facilities are deemed appropriate.
4. The City shall require that collection systems be designed on a gravity-flow basis except where a site-specific engineering analysis clearly demonstrates the long-term cost-effectiveness of pumped facilities.

6.3.F. Storm Drainage

The City's storm drainage system consists of collection, conveyance, detention, and pumping facilities. Stormwater is ultimately pumped into an outfall channel that discharges directly into the Yolo Bypass.

Goal: To collect and dispose of stormwater in a manner that minimizes inconvenience to the public, minimizes potential water-related damage, and enhances the environment.

Policies:

1. The City shall require development to provide for the overland flow of stormwaters exceeding the City's standard design capacity of the storm drainage system. These overland flow waters shall be conveyed over public streets where possible and shall be at least one foot below building pad elevations.
2. The City shall encourage project designs that minimize drainage concentrations and impervious coverage.
3. The City shall prohibit grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of storm drainage facilities.
4. The City shall require projects that have significant impacts on the quantity and quality of surface water runoff to incorporate mitigation measures for impacts related to urban runoff.
5. Future drainage system requirements shall comply with applicable state and federal pollutant discharge requirements.
6. The City shall seek to minimize operational complexities and maintenance requirements of the storm drainage system.
7. The City shall allow stormwater detention facilities to mitigate drainage impacts and reduce storm drainage system costs. To the extent practical, stormwater detention facilities should be designed for multiple purposes, including recreational and/or stormwater quality improvement.

6.3.G. Utilities

Other public utilities important to future development include electricity, gas, and communication services. Although provided by private utility companies, most of these services are critical for existing and new development.

Goal: To promote adequate levels of utility services provided by private companies and ensure that these are constructed to minimize negative effects on surrounding development.

Policies:

6-16 Facilities, Services and Infrastructure Element

1. The City shall communicate its major development plans with utility companies and coordinate planning of extension of these facilities.
2. The City shall require undergrounding of utility lines in new development and as areas are redeveloped, except where infeasible for operational reasons.
3. The City shall promote technological improvements and upgrading of utility services in Woodland.

6.3.H. Code Enforcement

Goal: To enforce the Zoning Ordinance provisions contained in the East Street Corridor Specific Plan.

Policies:

1. The City shall establish a proactive Code Enforcement Program.
2. The City shall promote compliance through community involvement.
3. The City shall work closely with the Code Enforcement Officer to ensure ongoing compliance with applicable City code.

East Street Corridor Specific Plan

Section 7. Implementation

SECTION 7. IMPLEMENTATION

7.1. FINANCING PLAN AND SCHEDULE

7.1.A. Introduction

Full implementation of the proposed East Street Corridor Specific Plan will require expenditure of substantial sums of public and private funds. These funds will be necessary to pay for various public improvements and revitalization projects envisioned in the Plan. The purpose of this section of the Specific Plan is to identify elements of the proposed Plan that have significant cost implications and develop a financing strategy that establishes priorities for funding each project or program, and matches them with appropriate sources of funding.

7.1.B. Costs

Where available, Table 7.1 includes estimates of the costs for the various improvements and programmatic actions. Cost estimates have been developed by Fehr & Peers Associates, Mogavero Notestine Associates, and BAE. The total identified cost of improvements and programs are estimated at approximately \$21.7 million. These are preliminary cost estimates, intended to provide order of magnitude estimates of actual improvement costs. Actual costs can be expected to vary as project details are refined.

Cost Allocations. A central tenet of most public financing plans today is that new development should pay its own way. However, as local governments have become more adept at requiring new development to pay for necessary public improvements, the State has enacted laws and regulations to ensure that new development is not unfairly burdened with paying more than its fair share of the costs for new improvements or programs that will benefit both new and existing development. Unlike a Specific Plan for an undeveloped area, where costs are primarily attributable to the anticipated development, the East Street Corridor Specific Plan Area covers a part of the City that is largely developed. Many of the improvements proposed in the Specific Plan will provide benefits to both new and existing development. For the types of improvements that provide general benefits for the entire City, it will be necessary for the City to identify funding sources through which the existing City will contribute its fair share of costs, to be combined with the funds collected from new development. Table 7.1

contains a column next to the cost estimate column that indicates the general allocation of costs to new development, existing development, or both.

7.1.C. Prioritization and Implementation Schedule

The last two columns of Table 7.1 indicate the prioritization established by the East Street Corridor Specific Plan Committee for the expenditure of public funds on various projects, and the schedule for implementation of each program or improvement. The prioritization and

implementation schedule for projects is discussed below, as part of the discussion of each particular funding source.

7.1.D. Potential Financing Sources Overview

The following discussion outlines potential funding sources for improvements and programs proposed in the East Street Corridor Specific Plan, including any pertinent issues and constraints related to each. The column in Table 7.1 labeled "Funding Source" indicates the sources likely to be utilized for each of the different improvements or programs.

The City of Woodland will use a variety of funding sources to implement the East Street Corridor Specific Plan. These include funding provided directly by private property owners, usually in conjunction with new development projects, Redevelopment Agency tax increment, development impact fees, assessment districts (such as special assessment districts, and landscape and lighting districts), local Rule 28 utility undergrounding funds, state and federal funding such as Community Development Block Grant (CDBG), and Intermodal Surface Transportation Efficiency Act (ISTEA) funds, developer contributions and potential grant funding (as available).

Private Funding. Private funding can take the form of a range of exactions, dedications, and contributions made by property owners and developers to pay for specific new projects that serve their properties. As an alternative to providing required funding upfront, property owners and developers are often willing to participate in assessment districts or other special taxing arrangements that provide a long-term financing mechanism for costly projects.

The Specific Plan Committee did not assign priorities to the proposed improvements that are to be funded from private sources exclusively. If private property owners are interested in undertaking the improvements, the City will encourage them as soon as practical; however, if property owners are not interested, the projects will be delayed. Generally, these decisions on the part of private property owners can be made independent of the decisions regarding the priorities for expenditure of public funds on other projects. As shown in the "Implementation Schedule" column in Table 7.1, projects that are privately funded are scheduled to occur "per owner interest."

Redevelopment Tax Increment Revenues. In 1988, the City of Woodland adopted a 620-acre redevelopment project area (Woodland

Redevelopment Project) which incorporates much of the central part of the City, extending east-west along Main Street and north-south along East Street, centering on the intersection of East and Main Streets. This project area includes most of the East Street Specific Plan Area, with the exception of a portion of the Specific Plan Area that lies north of Beamer Street.

Briefly, the redevelopment "tax increment" mechanism works as follows. When a redevelopment project area is adopted, the existing assessed valuation of property within that

Table 7.1

Proposed Public Improvements

| Description | Amount | Cost Allocation | Comment | Funding Source | East Street Committee Prioritization of Public Funding | Implementation Schedule |
|---|----------------------|------------------|--|--|--|---|
| New Streets/Street Extensions | | | | | | |
| Re-align Lemen and North Streets at East Street | \$1,235,000 | new and existing | Accomodate growth-induced traffic increases, remedy existing deficiency | Development Fees, Redevelopment | HIGH | new signal included in MPFP as '96-2000 (NTS-28), additional funds possible upon receipt of CFNR loan repayment |
| New East/West connector (between B and C, south of Lemen) | \$53,000 to \$75,000 | new | Facilitates development of adjacent private property | Private | n.a. | per owner interest |
| Extend B Street North to new East/West Connector | \$56,000 to \$80,000 | new | Facilitates development of adjacent private property | Private | n.a. | per owner interest |
| Connection from Lemen Avenue to Main Street (see individual components below) | \$507,000 | see below | Provides a by-pass to alleviate growth-induced traffic impacts at East Street/Main Street intersection | see below | see below | see below |
| <i>Extend C Street north to Lemen</i> | <i>part of above</i> | <i>new</i> | <i>50 percent of cost attributed to existing development, 50 percent to new development</i> | <i>Development Fees, Private - possible Assesment District</i> | <i>LOW</i> | <i>included in MPFP as 2001-2005 (NSC-2)</i> |
| <i>New E/W Connector between C St. and E St.</i> | <i>part of above</i> | <i>new</i> | <i>In addition to by-pass, also facilitates development of adjacent private property</i> | <i>Development Fees, Private - possible Assesment District</i> | <i>LOW</i> | <i>pending MPFP update</i> |
| <i>Extend E St. north to new east/west connector</i> | <i>part of above</i> | <i>new</i> | <i>In addition to by-pass, also facilitates development of adjacent private property</i> | <i>Development Fees, Private - possible Assesment District</i> | <i>LOW</i> | <i>pending MPFP update</i> |
| <i>Re-align E Street to Thomas</i> | <i>part of above</i> | <i>new</i> | <i>Accomodate growth-induced traffic flow</i> | <i>Development Fees</i> | <i>LOW</i> | <i>pending MPFP update</i> |
| Lemen Avenue Access, Lemen Avenue to East Beamer (see individual | \$708,000 | see below | Facilitates development of adjacent private property | see below | see below | see below |

Implementation

| | | | | | | |
|---|-------------------------------|-------------------------|--|--|---------------|---|
| components below) | | | | | | |
| <i>New N/S connector (east of East St. between E. Beamer and new EW Street)</i> | <i>part of above</i> | <i>new</i> | <i>Facilitates development of adjacent private property</i> | <i>Private, possible Assessment District</i> | <i>n.a.</i> | <i>per owner interest</i> |
| <i>New EW street between C St. extension and new N/S connector</i> | <i>part of above</i> | <i>new</i> | <i>Facilitates development of adjacent private property</i> | <i>Private, possible Assessment District</i> | <i>n.a.</i> | <i>per owner interest</i> |
| <i>Extend C Street - Lemen to BeeJay Way</i> | <i>part of above</i> | <i>new</i> | <i>Facilitates development of adjacent private property</i> | <i>Private, possible Assessment District</i> | <i>n.a.</i> | <i>per owner interest</i> |
| New street west of East Street - connect Beamer and Clover | \$131,000 to \$188,000 | new | Facilitates development of adjacent private property | Private, possible Assessment District | LOW | per owner interest |
| New connector between Lemen & Cannery (bypasses Matmor/Cannery intersection) | \$440,000 | new | Accomodate growth-induced traffic increases | Development Fees | LOW | pending MPFP update |
| Relocated Rail Station/Rail Lines | | | | | | |
| California Northern R.R. Railyard - move north of Churchill Downs | n. avail. | new | Prepare site for redevelopment project | Private, with RDA assistance | HIGH | Funds committed in 97/98 |
| Removal of unused rail sidings | varies | existing | Aesthetic Improvements | Redevelopment, with railroad cooperation | HIGH | 1998-2001 |
| Yolo Short line R.R. - Move two tracks east to industrial area, acquire property | \$742,000 | new and existing | Acquire and prepare site for new public plaza area - citywide benefit | Redevelopment | LOW | after 2006 |
| Relocate Old SP Depot (from East Street to Armfield) | \$40,000 | new and existing | Provide amenity in public plaza area - citywide benefit | Redevelopment | LOW | after 2006 |
| Enhanced Pedestrian Crossings | | | | | | |
| Cross Street/East Street, with new signal | \$400,000 | new and existing | 50 percent of need for new signal attributed to new development | Development Fees, Redevelopment, possible Assessment district | HIGH | new signal included in MPFP as 1994 (NTS-29) |
| East Street/Lemen Avenue and North Street | \$125,000 | existing | Primarily cosmetic treatment | Redevelopment, possible Assessment District | HIGH | after 2006 if Redev. |
| Main Street/East Street | \$270,000 | new and existing | Primarily cosmetic treatment | Development Fees, Redevelopment, possible Assessment district | MEDIUM | pending MPFP update |
| Gibson Road/East Street | \$125,000 | existing | Primarily cosmetic treatment | Redevelopment, possible Assessment District | LOW | after 2006 if Redev. |
| Gum Avenue/East Street | \$125,000 | existing | Primarily cosmetic treatment | Redevelopment, possible Assessment District | LOW | after 2006 if Redev. |

East Street Corridor Specific Plan

7-7

| | | | | | | |
|---|---------------------|------------------|--|---|-----------|---|
| East Gum Avenue/east of Helen Way | \$125,000 | existing | Primarily cosmetic treatment | Redevelopment , possible Assessment District | LOW | after 2006 if Redev. |
| Thomas Street/East Main Street (+ 4-way signalization) | \$170,000 | new and existing | 50 percent of need for new signal attributed to new development. | Development Fees, Redevelopment , possible Assessment district | LOW | new signal included in MPFP as '96-2000 (NTS-23) |
| East Street/Beamer Street | \$125,000 | existing | Primarily cosmetic treatment | Redevelopment , possible Assessment District | LOW | after 2006 if Redev. |
| East Street/Kentucky Avenue | \$125,000 | existing | Primarily cosmetic treatment | Redevelopment , possible Assessment District | LOW | after 2006 if Redev. |
| Parks and Open space | | | | | | |
| New Neighborhood Park between Clover/Beamer | n. avail. | new | Park to serve new residential units | Private, in conjunction w/new residential development | n.a. | per owner interest |
| New Neighborhood Park Between Woodland/Beamer | n. avail. | new | Park to serve new residential units | Private, in conjunction w/new residential development | n.a. | per owner interest |
| Entrance Structures | | | | | | |
| Major Entrance at East and Main | \$195,000 | new and existing | Provides citywide benefits | Redevelopment | LOW | pending MPFP update |
| Major Entrance at East and Gibson | \$30,000 | new and existing | Provides citywide benefits | Redevelopment | LOW | after 2006 |
| Major Entrance at East and I-5 | \$100,000 | new and existing | Provides citywide benefits | Development Fees, General Revenues | LOW | pending MPFP update |
| Streetscape Improvements | | | | | | |
| West Side of East Street Between Kentucky and Gibson Road (incl. both sides of RR track, not bike path) | \$517,000 | existing | General benefit to Corridor properties | Redevelopment | HIGH | 1st priority for Redev. Capital funds |
| Removal of billboards in East Street Corridor | \$100,000-\$120,000 | existing | General benefit to Corridor properties | Redevelopment , or possible exchange with billboard company for locations elsewhere | HIGH | after 2006 if Redev., sooner if exchange negotiated |
| East side of East Street between Kentucky and East Main | \$440,000 | existing | Primary benefit is to adjacent property owners | Redevelopment , possible Assessment District | MED.-HIGH | pending MPFP update |
| East side of East Street between Gibson Road and East Main | \$490,000 | existing | Primary benefit is to adjacent property owners | Redevelopment , possible Assessment | MED.-HIGH | pending MPFP update |

Implementation

| | | | | District | | |
|---|-------------|------------------|--|---|------------------------------|--|
| South side of East Main (5' tree planting strip only) | \$90,000 | existing | Primary benefit is to adjacent property owners | Redevelopment , possible Assessment District | MED.-HIGH | pending MPFP update |
| North side of East Main, tree plantings and ground cover (land acquisition included in Armfield project area "Plaza" improvements, below. | \$73,000 | new and existing | Landscaping fronting public plaza provides citywide benefits | Redevelopment , possible Assessment District | LOW | pending MPFP update |
| Miscellaneous Traffic Impact Mitigations | | | | | | |
| Widen East Street/Main Street Intersection, including new right turn lanes | \$202,000 | new | Mitigates growth-induced traffic impacts | Development Fees | schedule to mitigate impacts | pending MPFP update |
| Widen East Street/Cross Street Intersection, including new traffic signal | \$462,000 | new | Mitigates growth-induced traffic impacts | Development Fees | schedule to mitigate impacts | pending MPFP update |
| Widen East Street/Gum Avenue Intersection, including signal modifications | \$256,000 | new | Mitigates growth-induced traffic impacts | Development Fees | schedule to mitigate impacts | pending MPFP update |
| Widen East Street/Gibson Road Intersection | \$318,000 | new | Mitigates growth-induced traffic impacts | Development Fees | schedule to mitigate impacts | pending MPFP update |
| Restriping, East Street/Beamer Street | \$23,000 | new | Mitigates growth-induced traffic impacts | Development Fees | schedule to mitigate impacts | pending MPFP update |
| Misc. Improvements and Programmatic Actions | | | | | | |
| Mobilhome Park Acquisition, Rehabilitation | \$5,600,000 | existing | Provides benefits to existing park residents | HOME, CDBG, state mobilehome park resident ownership program (MPROP), resident equity, Redevelopment Hsg. Set-Aside | HIGH | <i>subject to resident interest, 1st Priority for Redev. Hsg. Set-Aside and CDBG Funds</i> |
| East Street Bike Trail | | | | | | |
| Phase 1 - Gibson to Main | \$254,000 | new and | Provides citywide benefits | ISTEA, Redevelopment | HIGH | currently |
| Phase 2- Main to Kentucky | \$209,000 | existing | | | | pending |
| Phase 3- Kentucky to Churchill Downs | n. avail. | | | | | |
| Utility Undergrounding on East Street | \$1,700,000 | existing | Retrofits utilities built to serve existing development | Rule 28 funds (utility provider set-asides) | HIGH | 1998-2008 |
| Housing Rehabilitation Program | \$1,967,000 | existing | Rehabilitates existing development | HOME, CDBG, Redevelopment housing set-aside | HIGH | ongoing |

East Street Corridor Specific Plan

7-9

| | | | | | | |
|--|--------------------------------------|-------------------------|---|--|-------------|--------------------------------------|
| New Housing Development Incentive Fund | \$2,160,000 | existing | Encourages infill development on under-utilized sites. | HOME, CDBG, Redevelopment housing set-aside | HIGH | ongoing |
| Commercial Improvement Program | will vary according to demand | existing | Rehabilitates existing development | CDBG, Redevelopment | HIGH | ongoing |
| Public portion of Armfield Project Area, "Plaza" improvements | \$536,000 | new and existing | Provides citywide benefits | Development Fees, Redevelopment | LOW | subject to developer interest |

area is established as the "base year" assessed value. Any increases in assessed value within the project area over and above the "base year" are referred to as property "tax increment" which accrues to the redevelopment agency to carry out the programs envisioned in the adopted redevelopment plan. This "tax increment" revenue is the primary source of revenue available to undertake redevelopment programs in California.

The underlying premise of tax increment financing is that property tax revenues are not likely to increase as much or as rapidly in blighted areas as in other portions of a community. Therefore, any increase in revenues from such areas after a redevelopment plan is adopted is largely attributable to the effects of the redevelopment program in eliminating blighting conditions and stimulating private investment and should accrue to the redevelopment agency. (However, other taxing entities such as schools, counties and special districts may also continue to receive a share of tax revenues either through negotiated or statutory agreements.)

California Redevelopment Law (CRL) requires that at least 20 percent of tax increment revenues collected by a redevelopment agency be placed in a housing "set-aside" fund, to be used for increasing, improving and preserving the community's supply of low and moderate income housing. The remaining tax increment may be used for activities and projects which help to eliminate blight and encourage private investment within the redevelopment area, such as land assembly and write down of land costs for development projects, demolition assistance and construction of site improvements. Tax increment may also be used to construct streets, utilities, parks, and other public improvements necessary for carrying out the redevelopment plan. Redevelopment funds can be used to fund existing development's share of improvements that are not necessary to serve new development exclusively.

Capital Projects Fund. Based on information provided by the Woodland Redevelopment Agency, it is estimated that approximately \$1.1 million is available in the Agency's capital projects fund. Although the RDA is anticipated to collect increasing levels of tax increment in the coming years, Agency tax increment projections for the next eight years expect very little additional tax increment will be available for capital projects. The Agency is required to first allocate funds to the Housing Set-Aside Fund (discussed below), and after this, the Agency anticipates that the remaining tax increment growth will be necessary to repay existing debt obligations and to fund ongoing Agency operations. Existing debt obligations include debt service on tax increment bonds issued in

1996, and repayment of tax increment funds "loaned" to the Agency by Yolo County pursuant to the revenue sharing agreement that accompanied the formation of Redevelopment Project Area in 1988. In short, the existing \$1.1 million fund balance represents the likely maximum amount of money available for capital expenditures throughout the Redevelopment Project Area for at least the next eight years. Moreover, of this \$1.1 million, it is expected that approximately \$500,000 will be used as a short-term loan to the California Northern Railroad (CFNR) to finance the relocation of its railyard from its present location between the East Street Corridor and the downtown core area, to a location north of the East Street Corridor Specific Plan Area. Therefore, a maximum of \$600,000 would be available for expenditure in the Specific Plan Area immediately, subject to considerations regarding need for expenditure of Capital Project Funds in other parts of the Redevelopment Project Area outside the Specific Plan Area, such as downtown. When the California Northern Railroad repays the \$500,000 loan, these funds will become available to spend on other projects; however, relocation of the rail yard and sale of the property may require a period of several years. Nevertheless, it is anticipated that at least a portion of the available funds will be designated as a funding source for a number of public improvements proposed in the East Street Corridor Specific Plan.

The East Street Corridor Specific Plan Committee has established the following prioritization for allocation of available Capital Projects Fund monies within the East Street Corridor:

- 1 The first priority is the removal of rail yards and excess track.
2. The second priority is landscaping of East Street, including both sides of the railroad track.
3. The third priority is the remaining group of improvements and programs, including roadway realignments and other circulation improvements, and various other revitalization efforts, such as pedestrian enhancements.

It is expected that the Redevelopment Agency will loan CFNR approximately \$500,000 to help finance the relocation of the railroad's existing rail yard to a location north of the East Street Corridor study area. This is consistent with the Specific Plan Committee's recommendation that the first priority for Capital Projects Fund expenditures should be removal of rail yards and excess track. This loan would draw the Capital Project Fund balance down to approximately \$600,000. Assuming that there are

not more pressing needs for the use of these funds outside of the East Street Corridor, this sum would likely be adequate to finance the landscaping project proposed for the west side of East Street, including landscaping along both sides of the railroad track. The cost of this project is estimated at approximately \$517,000. With a remaining Capital Projects Fund balance of approximately \$80,000, this would leave additional funds to finance the removal of unused rail sidings that exist along the corridor, assuming the railroad company's cooperation. At an estimated cost of \$8.00 to \$10.00 per linear foot, this would be adequate to pay for removal of 8,000 to 10,000 feet of track.

The improvements described above would likely represent the maximum extent of projects that could be funded through the Redevelopment Capital Projects Fund until CFNR is able to sell the site of their existing rail yard and repay the \$500,000 loan from the Redevelopment Agency. At that point in time, which is likely at least two to three years away, the Redevelopment Agency could begin targeting Capital Projects Fund money for the third priority activities, including roadway realignments and other circulation improvements, and miscellaneous revitalization projects. Based on the Specific Plan Committee's discussions regarding implementation priorities, these funds should be used to assist in financing the realignment project proposed for Lemen and North Streets at East Street. Because this project has already been programmed into the City's existing Major Projects Financing Plan (MPFP), this represents an opportunity to leverage Redevelopment Capital Projects Fund money with development impact fees. Again, the financing for this project assumes that the Redevelopment Agency determines that there are not other more pressing needs for the funds outside the East Street Corridor.

Additional project requiring Redevelopment Projects Fund support would likely need to be deferred until at least 2006, when the Redevelopment Agency is finished repaying its loan from Yolo County, freeing tax increment that could be directed to the Capital Project Fund or other Agency uses.

Housing Set-Aside Fund. According to Redevelopment Agency staff, the Housing Set-Aside Fund has an available balance of approximately \$100,000 at this time. Based on Agency financial projections, it is expected that this fund will collect \$95,000 to \$100,000 in new revenues in 1997/1998, increasing by approximately five percent per year thereafter. The Housing Set-Aside Fund represents a significant source of annual revenue that can be used for preservation and development of housing for low and moderate-

income households. Within the East Street Corridor, potential uses of these funds could include assisting with the proposed acquisition and rehabilitation of the Woodland/Dana mobile home park property, providing assistance for the development of housing elsewhere in the Specific Plan Area that would be targeted for low- and moderate-income households, and providing funds to assist with rehabilitation of housing occupied by low- and moderate-income households.

The East Street Corridor Specific Plan Committee has established the rehabilitation of the Woodland/Dana mobilehome park properties as its highest priority for housing-related projects on the East Street Corridor; however, the City will need to confirm resident interest and other aspects of project feasibility prior to undertaking this project. If the City pursues the project, the quantity of Housing Set-Aside Funds dedicated to the project will depend on overall financing needs and the quantity of funds obtained from other sources. After the mobilehome park conversion project, the City will need to prioritize the expenditure of available Housing Set-Aside Funds between two other housing-related programs proposed in the Specific Plan. These include the Housing Rehabilitation Program, and the New Housing Development Incentive Program. Although these programs combined are estimated to require a total of over \$ 4.0 million for full implementation, they can be funded from other revenue sources as well, such as CDBG, and they can also operate if they are only partially funded. This will allow the City to scale the programs according to the available resources. As with funding from the Capital Projects Fund, prioritization of Housing Set-Aside Funds will be subject to consideration regarding the needs for these funds in other parts of the Redevelopment Project Area that are not a part of the East Street Corridor Specific Plan. This may reduce the amount of set-aside funds that are available for use in the East Street Corridor.

Development Impact Fees. In recent years, it has become increasingly common for cities and counties to charge fees on new development to fund construction of capital facilities that will serve that new development. California State Government Code Section 66000-66003 (AB 1600) applies to development fees used to finance "public facilities," which are established, increased or imposed on or after January 1, 1989. AB 1600 requires that any jurisdiction which establishes development impact fees comply with the following:

- * Identify the purpose of the fee;
- * Identify the use to which the fee is to be put;

Implementation

- * Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed;
- * Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed;
- * Determine whether there is a reasonable relationship between the specific amount of the fee imposed and the cost of the public facility "attributable to" that project;
- * Maintain fee revenue in a separate account from the general fund in order to avoid co-mingling of capital facilities fees and the general fund;
- * Make specific findings once each fiscal year regarding any portion of the fee remaining unexpended or uncommitted five years after deposit to identify the purpose and need for the fee; and
- * Refund any fees unexpended or uncommitted after five years for which need cannot be demonstrated.

It should be noted that these provisions apply to "development impact fees" only (used to fund capital facilities required for development) and specifically do not apply to reimbursement agreements, fees charged for processing development applications, development agreements, and fees charged in lieu of park land dedication under the Quimby Act.

Development impact fees are a primary funding source for various proposed roadway improvements that will help to mitigate the traffic impacts resulting from anticipated new development (both within the Corridor itself and elsewhere in the City) that will generate increased traffic volumes on roadways serving the Corridor. Development fees are also a potential funding source for proposed improvements that will provide amenities for new residents citywide, including the proposed "plaza area" improvements that are a part of the Armfield development prototype. However, for projects such as this, which will also provide benefits to the existing developed parts of the City, the City will need to identify sources of funding to pay for the existing City's share of the improvement costs.

It is difficult to estimate the timing and magnitude of development impact fee revenues that might become available for expenditure in the East Street Corridor in the coming years, because the total quantity of available revenues is dependent on citywide development

activity, and the amount allocated to projects in the East Street Corridor is subject to decisions regarding overall community needs and prioritization that will be made at the City Council level. However, to estimate the potential magnitude of revenues that might reasonably be expected for expenditure in the East Street Corridor, it is possible to consider the potential development impact fee revenues that new development projected for the East Street Corridor might generate, based on the existing fee schedule.

Listed below are estimates of the potential new development that the East Street Corridor might be expected to absorb over the next 20 to 25 years:

| | |
|---------------|-----------------------------|
| Single Family | 6 units per year |
| Multifamily | 36 units per year |
| Retail | 10,000 square feet per year |
| Office | 23,450 square feet per year |
| Industrial | 20,640 square feet per year |

BAE and Fehr & Peers prepared these projections to assist the analysis of potential Specific Plan traffic impacts. Based on the City's current development impact fee schedule, it is estimated that these quantities of new development would generate an average of approximately \$225,000 per year in parks/recreation and roads impact fees during the next 25 years. Total potential revenues over a 25-year period would be approximately \$5.4 million. This exceeds the total cost of projects for which Table 7-1 identifies development impact fees as a primary funding source by approximately one-half million dollars. Still, it will be necessary for the City to update its overall fee program to reflect the costs of any new improvements proposed in this Specific Plan and this may involve adjustments to the current fee levels.

The last column of Table 7.1 indicates any improvements that are presently programmed into the City's existing Major Projects Financing Plan, and the time frame in which they are scheduled. While this indicates how previously identified projects fit into the City's current capital facilities prioritization, the recent adoption of the City's General Plan update, the planned updating of various public facilities master plans, and the anticipated adoption of the East Street Corridor Specific Plan will require that the City update its MPFP to reflect new capital facilities needs and priorities. It will not be possible to specify the timing for most East Street Corridor improvements that rely on

development impact fees for funding until this process of updating the Citywide financing plan has been undertaken and the needs of the East Street Corridor are integrated with needs of the rest of the City.

Rule 20A Utility Set-Asides. Utility companies that serve the City of Woodland set-aside funds each year that accumulate to finance local utility undergrounding projects. Utility undergrounding along the East Street Corridor is ongoing, and City staff estimate that it will require approximately ten years to underground all utilities along the Corridor using this dedicated source of funds.

State and Federal Funding. It is anticipated that state and federal funding sources may provide funds for some transportation improvements proposed in the East Street Corridor Specific Plan. State and federal grant funds may potentially be used to fund existing development's share of new improvements and programs; however, participation in grant programs often requires a local match.

ISTEA Funds. One potential federal funding source might come from future authorizations of the Intermodal Surface Transportation Efficiency Act (ISTEA). The Act was initially passed in 1990, and ISTEA funds were made available for two three-year funding cycles. Available funds under both cycles have been committed, and the Act has not yet been re-authorized for additional funding. However, based on conversations with staff at the Sacramento Area Council of Governments, which also serves as the Regional Transportation Commission for the Sacramento region, it is anticipated that the Act will likely be re-authorized in the near future, although specific funding criteria, and the timing and amount of funds available under future funding cycles is unknown at this time.

In the past, ISTEA funds have been used to construct a wide variety of transportation improvements, including transit and intermodal facilities; highways, streets and roads; park and ride lots; bicycle and pedestrian projects; and transportation control measures. ISTEA will generally fund up to 80 percent of a project's total cost, with the remaining 20 percent funded through a local matching grant. To qualify for ISTEA funds, a project must demonstrate a strong regional benefit.

In the East Street Corridor, one project has been earmarked to receive ISTEA funding. This is the bikeway proposed for the west side of East Street, along the CFNR right-of-way. Assuming ISTEA is re-authorized, it may be possible for the City apply for ISTEA

funding to pay for some of the proposed Armfield Plaza area improvements, if they can be tied in with use of the area as a future transit station that would provide rail and/or bus connections to other nearby communities (e.g., a depot for service to West Sacramento and Downtown Sacramento via the Yolo Shortline rail line). Due to the uncertainty regarding ISTEPA re-authorization and how specific funding requests may fare in funding cycles that are still undetermined, ISTEPA funds are not included as a potential funding source for any projects other than the bikeway. Nevertheless, the City of Woodland should monitor the status of this program, and aggressively pursue funding for any projects that would be competitive in future funding cycles. If additional ISTEPA funds can be secured, it may allow qualified projects to be implemented sooner than planned and/or free up local revenues for other projects.

TDA Funds. The Transportation Development Act is a one-quarter cent sales tax enacted statewide to fund various transportation activities. The state appropriates funds annually to local agencies using a population-based formula. For the City of Woodland, the 1997/1998 allocation of TDA funds is approximately \$1.3 million. This allocation can be expected to fluctuate each year based on statewide retail sales trends, which drive the collection of the one-quarter cent sales tax. While this funding source is primarily intended to finance transit system capital projects and operations, the City can apply to spend a portion of its TDA allocations on different types of roadway, pedestrian, and bike improvements, if the City first makes findings that other transit needs which can reasonably be addressed have been met. According to City Finance Department staff, the City currently allocates a portion of TDA funds to support its share of the Yolo County Transportation Authority (Yolobus) and designates most of the remainder to paying for street maintenance. While recently approved special legislation at the state level will provide an opportunity for the City to seek voter approval to raise new street maintenance funds in the form of a special local sales tax add-on, any new funds are likely to be used to fund current service shortfalls, rather than freeing up existing TDA funds for other purposes. Should local voters approve a local sales tax add-on, after several years of making up for deferred maintenance it is possible that some TDA funds might be freed to help finance public improvements in the East Street Corridor; however, for the purposes of this analysis, none are assumed to be available.

Other Grant Funding Sources. Other state and federal grant funding sources may be available to fund a portion of the various

improvements proposed in the East Street Corridor Specific Plan. As shown in Table 7-1, it is anticipated that the federal Department of Housing and Urban Development's HOME program may provide a significant source of funding for qualified housing-related programs proposed in the Specific Plan. While specific funding sources and dollar amounts have not been researched as part of this financing strategy, it is anticipated that potential additional funding sources could be pursued by appropriate departmental staff within the City of Woodland or other local agencies, as opportunities to do so arise during the course of implementing the East Street Corridor Specific Plan.

Special Assessment Districts. A special assessment is a charge imposed on real property for a public improvement (or service) directly benefiting that property. The rationale for a special assessment is that the assessed property has received a special benefit over and above that received by the general public. Special assessments are distinguished from real property taxes by a number of factors. Unlike taxes (including special taxes, such as Mello Roos taxes), the sum of a special assessment cannot exceed the cost of the improvement or service it is financing. Furthermore, special assessments cannot be levied against those properties which do not benefit from the improvements being financed. Conversely, property within an assessment district which benefits from the improvements being financed must pay a portion of the assessment. California statutes give local governments the authority to levy a number of special assessments for specific public improvements such as streets, storm drains, sewers, street lights, curbs and gutters and landscaping. Some of the most commonly used statutes include the Municipal Improvement Act of 1913 (authorizing assessments, with bonds issued under the Improvement Bond Act of 1915), and the Landscaping and Lighting Act of 1972, as summarized below. It should be noted that passage of Proposition 218 in November 1996, has imposed additional requirements and limitations on the use of special assessment districts, raising various legal issues, which will likely require future court rulings for resolution. The changes brought about by Proposition 218 are also summarized below.

Assessment districts can be useful financing mechanisms to pay for improvement costs attributable to both new development and to existing development, as long as a strong nexus exists between benefits that taxpayers receive and the assessment they are asked to pay. Assessment districts are one of the mechanisms available for the City's use that will allow up-front construction of costly improvements using bond proceeds, to be secured by property within

the district and repaid by property owners over time. For all assessment districts, but particularly when bonds are to be issued, there is a need for the City to consider whether the proposed assessment district will be of a sufficient size to justify the costs for district administration and costs associated with bond issuance. Where funds from existing sources are not available to pay existing development's share of necessary improvements, including all benefiting properties in an assessment district may be one of the few feasible ways to fund an improvement; however, this will require existing development to take on a greater tax burden.

Municipal Improvement Act of 1913/Improvement Bond Act of 1915. The 1913 Act authorizes cities and counties to levy assessments against properties within a district to fund acquisition, engineering and construction costs for the following types of improvements: transportation systems; street paving and grading; sidewalks, parks, parkways and landscaping; recreation areas; sanitary sewers and drainage systems; street lighting; fire protection and flood protection; water supply systems; facilities for providing water service, electrical power and gas service; and seismic safety and fire code upgrade requirements.

The Improvement Bond Act of 1915 does not authorize assessments, but instead provides a vehicle for issuing bonds (including variable interest bonds) to be repaid through assessments levied under the 1913 Act (as well as a number of other benefit assessment statutes). Assessment bonds are not a direct obligation of the issuing agency, and are not considered a personal or corporate indebtedness of the respective property owners paying the assessments. The bonds are secured by a public lien on the individual parcels (i.e., property benefiting from the improvements). Under the 1915 legislation, the local legislative body may also issue "bond anticipation" notes prior to actual bond sale - in effect borrowing money against the assessment bonds being proposed for sale.

Landscaping and Lighting Act of 1972. The 1972 Act enables assessments to be imposed to finance the following:

- * Acquisition of land for parks, recreation and open space;
- * Installation or construction of landscaping, street lighting, ornamental structures and park and recreational improvements; and
- * Maintenance of any of the above improvements.

Public facilities such as community centers or municipal auditoriums are specifically excluded from being financed through a landscaping and lighting district, unless approved by the property owners owning 50 percent of the area of assessable lands within the proposed district.

Effect of Proposition 218. Proposition 218 requires all new or increased assessments (and some existing assessments) to meet four conditions.

First, local governments must estimate the amount of "special benefit" landowners would receive from a project or service. If a project provides both special and general benefits, a local government may charge landowners only for the cost of providing the special benefit, and must use general revenues to pay the remaining portion of the project or service's cost.

Second, local governments must ensure that no property owner's assessment is greater than the cost to provide the improvement or service to the owner's property. This requires local governments to examine assessments in significant detail - potentially on a parcel by parcel basis. Third, local governments must charge schools and other public agencies their fair share of assessments. (Previously, public agencies did not pay assessments.) Finally, local governments must hold a mail-in election for each assessment. Only property owners and renters responsible for paying assessments are eligible to vote. Ballots cast in these elections will be tallied based on the proportionate share of the assessment of the respective property owner. For example, if a business owner's assessment is twice as high as that of a homeowner, the business owner's vote would count twice as much as the homeowner's vote. (Previously, most of the statutes required no popular vote. Rather, a resolution of intention to form a district was considered at a noticed public hearing and affected landowners were provided with the opportunity to protest the proposed assessment. A majority protest by the landowners might stop the project, but many of the statutes allowed for an override of protests by four-fifths vote of the legislative body.)

In addition to these specific provisions, this initiative shifts any "burden of proof" to local government. In other words, in lawsuits challenging property assessments, the courts previously placed any "burden of proof" on taxpayer(s), and allowed local governments significant flexibility in determining assessment amounts. This measure shifts the burden of proof in these lawsuits to local government.

As a result of these various changes, many municipalities have been reluctant to initiate proceedings to form special assessment districts, since many of the requirements (e.g., precise calculation of specific benefit) are considered potentially litigious at the present time. Based on the above considerations, new assessment district financing is assumed to be likely only in the case of providing a mechanism for property owners to finance construction of new improvements that would either provide direct enhancements to existing property (i.e., streetscape improvements, enhanced pedestrian crossings) or enable private property owners to intensify development on their properties (i.e., new roadway extensions). Incidentally, while the East Street Corridor Specific Plan Committee assigned many of the improvements listed under these categories low priority for expenditure of public funds, they could be implemented relatively quickly if property owners agree to form an assessment district or districts to pay for them.

Mello Roos Community Facilities District. The Mello Roos Community Facilities District (CFD) Act was initially passed in 1982, but has subsequently had a series of legislative amendments. Mello-Roos can be used by cities, counties, special districts and school districts to finance public improvements, equipment, services, developer fees and acquisitions of rights of way. In general, a broader range of improvements can be financed through a Mello Roos than through an assessment district, including:

- * Streets, water, sewer and basic infrastructure;
- * Local parks, recreation, parkway and open space facilities;
- * Elementary and secondary school sites;
- * Libraries;
- * Natural gas pipeline facilities, telephone lines and facilities for the transmission or distribution of electrical energy;
- * Fire and police protection services;
- * Flood and storm facilities and services;
- * Governmental facilities which the legislative body creating the CFD is authorized by law to construct, own or operate; and
- * Developer fees.

Any bonds issued by a Mello Roos CFD are repaid through the levy of a special tax, which must be approved by a two-thirds vote within the District. The primary advantage of the special tax is that it is not subject to the engineering "special benefit" rules which govern the allocation of assessment liens. The Act allows flexibility in the structuring of the special tax. For example, the tax can be structured so that it varies depending upon the zoning or development intensity of the property being assessed. The only limitation is that it may not be done on an ad valorem basis.

The Mello Roos Act also allows latitude with respect to drawing CFD boundaries. Improvement areas can be formed within the CFD to segregate certain areas of the development into sub-districts. There is no requirement that the CFD be contiguous. Consequently, CFD boundaries can be drawn in such a way as to exclude recalcitrant property owners.

As with assessment districts, the use of CFDs to finance improvements in the East Street Corridor will most likely be limited to providing property owners with a long-term financing mechanism to pay for improvements that they believe will bring them tangible benefits. Generally, CFDs may be another option for financing improvements listed in Table 1 that indicate an assessment district as a possible funding source. It will not be possible to evaluate specific tradeoffs between the use of an assessment district and a CFD until more specific project financing plans are made.

Community Development Block Grant Program. The City of Woodland is a Community Development Block Grant (CDBG) "entitlement" community, meaning that the City receives an annual allocation of CDBG funds directly from HUD to use for various community development purposes. In recent years, the City's allocation has been approximately \$575,000 per year. Eligible uses can include certain public improvements/facilities, social services, economic development, and housing rehabilitation and development activities primarily benefiting low- and moderate-income households.

Current CDBG revenues are essentially committed to various targeted activities; however, according to Community Development Department staff; after completing the City's CDBG commitment to the Hotel Woodland project in 1998/1999, the City expects to have an annual flow of approximately \$200,000 in CDBG funds which might be available to assist with affordable housing development or preservation in the East Street Corridor. The Woodland/Dana

mobilehome park conversion project would likely require first priority for use of these funds, if the City and mobilehome park residents decide to move forward with the conversion plan. Any other available CDBG funds could be allocated among the other housing-related programs proposed in the Specific Plan, and other eligible projects elsewhere in the City.

General Revenues. The City's current Major Projects Financing Plan (MPFP) allocates approximately 16 percent of future total citywide capital improvement costs to the City's General Fund; however, preliminary discussions with City staff have indicated that the likelihood of securing General Fund contributions for project implementation in the East Street Corridor in coming years is small, due to budgetary constraints. Based on this, it is assumed that General Fund will not provide significant financing for Specific Plan improvements. Other non-development impact fee revenues, such as Redevelopment tax increment, assessment district proceeds, special grants, and other revenues not collected from new development must be relied upon to pay for the existing City's share of new improvements.

7.1.E. Summary

This section has identified one or more potential funding sources for each major improvement or program proposed as part of the East Street Corridor Specific Plan. The section has also discussed a number of issues and constraints regarding the use of the different funding sources. Probably the most significant issue for implementation of the Specific Plan is the fact that it will require that existing development contribute a significant share of the costs for proposed improvements and programs. This is compounded by the fact that there are limited options for funding the share of costs attributed to existing development without the need to request that owners of existing development within the East Street Corridor agree to assume new financial burdens. Whereas property owners who plan new development on their properties will often see a financing plan as a means to put the required infrastructure in place so that their projects can move forward, owners of properties that are already developed are often reluctant to assume new financial burdens because their payback is less obvious.

At this time, precise estimates of the proportion of costs for implementation of the East Street Corridor Specific Plan allocated to existing development have not been made; however, this

proportion is probably between approximately 40 and 60 percent of the total, or \$8 to \$12 million (1997 dollars). Meanwhile, rough calculations indicate that a cumulative maximum of approximately \$11 million (1997 dollars) would be available from the Redevelopment Capital Project Fund, Housing Set-Aside Fund, and the CDBG program through the year 2020 to pay for existing development's share of improvements. This maximum would be reduced by an amount equal to funds from these sources that the City chooses to earmark for projects outside the Specific Plan Area. Therefore, unless existing development is willing to assume new financing burdens (such as formation of assessment districts) to accelerate the availability of funding for proposed projects, those projects that have been assigned lower priority will be deferred until much later in the implementation process, delaying the overall Corridor revitalization process accordingly.

After agreeing on the funding priorities among those Specific Plan programs and projects that will require public funding, it will then be necessary for the City to integrate those funding priorities with overall citywide priorities. As discussed above, many of the funding sources earmarked for the East Street Corridor Specific Plan involve revenues that must be allocated not only among different East Street Corridor projects, but among projects located throughout the City. Therefore, it will be important for the City of Woodland to integrate the financing needs identified for the East Street Corridor with the City's existing financing plans and programs, including the Major Projects Financing Plan, the overall Redevelopment Project Area budgeting process, and the process for allocating CDBG funds to local projects and activities. The challenge will be for the City to accommodate the needs of the East Street Corridor, while balancing the Corridor's needs and priorities with the needs in other parts of the City. Once this process is complete, the City can refine the implementation schedule in Table 1 with more specific funding dates that reflect the anticipated availability of funds for projects and programs, consistent with updated citywide financing plans.

7.2 DEVELOPMENT REVIEW PROCESS

7.2.A. Applicability of the Design Guidelines

Development review approval is required prior to the issuance of a building permit or sign permit for all exterior multi-family residential, residential subdivisions, commercial, and industrial new construction, remodeling, and renovation projects. Historic design review and approval will be required of all Listed properties. Routine repair and maintenance projects are exempt from review; the guidelines are intended only to provide these projects with design advice.

7.2.B. Development Review Process

Development review applications are to be submitted to the Planning Department. A pre-submittal discussion with planning staff is recommended prior to the formal submission of a development review application.

The Development Review Process is intended to be expedient. The planning staff will review the project and will either approve the project as submitted or with conditions. If the project requires Historic Preservation Commission, Planning Commission or City Council approval, the staff will provide the appropriate governing body with a staff report and recommendation related to development review issues. In any case the review process will end with the lowest level of project approval required for the project.

Projects requiring design review include:

- * New retail development;
- * New office development;
- * New industrial development;
- * All public development;
- * All signs;
- * Exterior modifications to retail, office, industrial, and public projects;
- * New apartments and condominiums (including individually sited duplexes and halfplexes); and

- * New single-family residential.

7.2.C. Development Review Appeal Process

Decisions of the Community Development Director are appealable to the City Planning Commission or Historic Preservation Commission as appropriate. City Planning Commission or Historic Preservation Commission decisions are appealable to the City Council. Appeals must be submitted with appropriate fees within ten days of the decision. Appeals must include a written justification describing the basis of the appeal.

7.2.D. Development Review Submittal Requirements

The applicant when submitting a formal application shall include the following information and other items as may be needed by the decision making body to act on the request:

i. Site plan

A site plan of the subject property, including property lines and dimensions, minimum set back lines, location and dimension of existing and proposed structures including their distance from property lines, pedestrian walkways, signs, existing trees indicating those to be removed and those to be saved, and other natural and man-made features, as well as their proposed relocation or removal. Dimensions of parking spaces, walkways, drive-lanes, and other site amenities shall also be provided.

ii. Elevation plans

Elevation plans for the building exteriors that are proposed to be constructed or modified. For new construction provide all views. For existing buildings proposed for modification provide all affected views. Identify elevations in relation to the site plan's building footprint. Indicate all exterior building features as existing or new, to be repaired or to be replaced. Indicate with a dashed line any window or door opening, and other features that are to be eliminated or modified. Indicate height to top of roof. Identify all signage, materials (including roofing) and colors. Depict and/or reference roof mounted equipment. Indicate roof slopes.

iii. Landscape plans

Landscape plans for the site. Indicate plant types and sizes, materials, fences and landscape features.

iv. Photographs

Photographs of the site, existing buildings and features, and surrounding properties.

v. Color renderings

Color renderings for projects shall be required for all projects.

vi. Materials sample board

A materials sample board shall be required for all projects.

vii. Additional materials

The following information for all plans: date(s) of plans and revisions; scale ratio; bar scale; north arrow - pointing to top of page or to the right margin of a horizontally formatted sheet; dimensions; and "cloud, delta, and date" revisions to any plans previously considered by staff or the Planning Commission or Historic Preservation Commission.

7.3 SPECIFIC PLAN AMENDMENTS AND ENFORCEMENT**7.3.A. Relationship to the Zoning Ordinance**

This Specific Plan will be adopted by Resolution, and will augment the development regulations and standards of the City of Woodland Zoning Ordinance. When an issue, condition or situation occurs which is not covered or provided for in this Specific Plan, the regulations of the Zoning Ordinance that are most applicable to the issue, condition or situation shall apply. In the event that the provisions of the Specific Plan are in conflict with the Zoning Ordinance, the provisions of the Specific Plan shall prevail.

7.3.B. Interpretation

The Director of Community Development or his/her designee, shall have the responsibility to interpret the provisions of the Specific Plan. All such interpretations shall be in written form and permanently maintained. Any person aggrieved by such an interpretation may request that such interpretation be appealed to the Planning Commission. The determinations of the Planning Commission are subject to appeal to the City Council.

7.3.C. Enforcement

The Director of Community Development shall enforce the provisions of this Specific Plan and all the applicable codes of all governmental agencies and jurisdictions in such matters including, but not limited to, building, mechanical, fire and electrical codes, and codes pertaining to drainage, waste water, public utilities, subdivisions and grading.

7.3.D. Amendments

The procedures to amend this Specific Plan shall be the same as those required for a General Plan Amendment. In addition, amendment to any element of the City of Woodland General Plan may be required if a conflict is found to exist with any proposed Specific Plan amendment.

7.3.E. Definitions

Words, phrases and terms not specifically defined herein shall have the same definition as provided in the Zoning Ordinance.

7.3.F. Severability

If any regulation, condition, program or portion thereof of the Specific Plan is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining provisions.

7.4 MASTER ENVIRONMENTAL DOCUMENT

This section is being prepared by the City and will be included in the comprehensive document that the Committee will review at its next meeting. Because of the Environmental Documentation accepted as part of this plan's adoption the environmental process for subsequent projects will be simplified.

7.5 ACTIONS REQUIRED TO IMPLEMENT THE PLAN

Attainment of the East Street Corridor Specific Plan goals and objectives will require the coordination of existing City of Woodland development review procedures and other implementation

techniques discussed below. The following is a description of the primary implementation techniques proposed including City of Woodland regulatory procedures.

7.5.A. Regulatory Procedures

This section discusses the regulatory procedures for development in the Specific Plan area. These procedures are the same as those currently used throughout the City of Woodland.

i. Conditional Use Permit

Certain uses, because of their unusual site development requirements or unique operating characteristics, are subject to the granting of a Conditional Use Permit by the Planning Commission as set forth in the City of Woodland Zoning Ordinance. The purpose of a Conditional Use Permit is to afford an opportunity for public review and evaluation of use requirements and characteristics, to ensure adequate utilization of any potential unfavorable impacts, and to provide for adjustment of certain site development regulations and performance standards authorized by the Specific Plan and City's Zoning Ordinance. The Planning Commission is empowered to hold a public hearing to review the application and may grant approval, approval with reasonable conditions, or denial of any such application subject to right of appeal.

ii. Modifications to Specific Plan

Minor modifications to the approved Specific Plan may be approved by the Zoning Administrator. Any modifications requested which in the Zoning Administrator's judgment constitute a significant change in the terms or provisions of the approved Specific Plan shall be submitted to the Planning Commission and City Council for consideration, and shall be subject to the same procedures as a General Plan Amendment.

iv. Site Approval/Development Review

To assure compliance with all applicable standards and regulations of the Specific Plan, all projects shall be subject to City of Woodland development review processing procedures and requirements, including Planning Commission and/or City Council review as applicable. Applications are subject to review of items such as, but not limited to location of buildings, design review, off-street

parking, loading facilities, entrances and exit facilities, dedication of streets as required by master plan requirements, location of walls, drainage, off-site recommendations of the City engineer, compatibility with surrounding areas, provision for privacy, architectural design and exterior building materials, landscaping as required by this document, the City of Woodland's Zoning Ordinance, and other specific conditions affecting the health, safety and general welfare of the public.

7.6 GENERAL PLAN CONSISTENCY

7.6.A General Plan Consistency

The Specific Plan is consistent with the General Plan policy intent.

7.6.B. Maintaining Consistency

The Specific Plan shall be amended in concert with the General Plan, so the consistency is maintained.

7.6.C. Individual Projects

Upon adoption of the Specific Plan with a finding of its consistency with the General Plan, no building permit or land use entitlements (i.e. CUP, ZAP) shall be issued for properties subject to the Specific Plan unless the project is consistent with the Specific Plan, and consequently the General Plan.

7.6.D. All Land Use Entitlements

Every zoning amendment, rezoning, use permit, variance, or other entitlement shall be consistent with the provisions of the General Plan and with the provision of the Specific Plan.