
SPRING LAKE SPECIFIC PLAN

City of Woodland

**Adopted December 18, 2001
Resolution No. 4330**

SPRING LAKE SPECIFIC PLAN

City of Woodland
Community Development Department
300 First Street
Woodland, California 95695
(530) 661-5820

**Adopted December 18, 2001
Resolution No. 4330**

Where there is no vision, the people perish.

Ecclesiastes

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SECTION 1.0 INTRODUCTION

SECTION 1.0 INTRODUCTION

INTRODUCTION

This Specific Plan combines elements of the General Plan and Zoning Ordinance into a single document tailored to the Spring Lake Specific Plan (SLSP or Specific Plan or Plan) area. It is intended to provide applicable policy, land use regulations, and design standards, as well as identify infrastructure, phasing, and financing. The overall intent is to guide and control orderly and systematic development of the area in order to create a desirable extension of Woodland's existing character and traditional neighborhoods. Upon adoption of the SLSP, all individual development projects (including the issuance of any discretionary land use entitlement) within the Plan area will be subject to the requirements of the Plan.

PLAN DESCRIPTION

The SLSP will guide development of 1,097 acres located primarily south of Gibson Road and east of SR 113, immediately south of the City limits. The Plan establishes specific development policies, land use designations, development regulations, and design standards for development of the subject area. Build-out is assumed to occur over a 15-year period.

Proposed development will be comprised of approximately 4,037 dwelling units on ± 665 acres, 11 acres of neighborhood commercial uses, over 280 acres of public and quasi-public land uses, about 34 acres of park land, and over 100 acres of major streets and roads. Overall residential density will equate to about 6.1 units per acre. The Plan will result in build-out of about 11,270 people. Of the total units, about 29 percent will be multi-family units under the City's definition. In the City of Woodland, multi-family units are defined by density as opposed to unit type. Densities of over 8 dwelling units per acre are considered multi-family. See Table 1.1, Specific Plan Land Use Summary; and Table 1.2, Specific Plan Density and Unit Type. A Land Use Plan is provided in Section 2.0.

A General Plan Amendment to incorporate the Specific Plan and proposed land uses into the General Plan is required. Following adoption of the Plan, annexation and establishment of precise zoning are required. The Plan will be accompanied by a Public Facilities Financing Plan and a Capital Improvement Plan, now under preparation. Subsequent subdivision and development may proceed once these and other identified requirements are in place (see Section 9.0, Administration).

**TABLE 2.1
SPRING LAKE SPECIFIC PLAN
Specific Plan Land Use Table**

Category	Maximum Density	Units	Net Acres^{1,2}
R-3	3 du/ac	364	121.1
R-4	4 du/ac	407	101.9
R-5	5 du/ac	1,512	302.7
R-8	8 du/ac	583	73.2
R-15	15 du/ac	491	32.7
R-20	20 du/ac	455	24.3
R-25	25 du/ac	225	9.0
<i>Subtotal Residential</i>		4,037	664.9
Neighborhood Park			24.0
Central Park			4.0
<i>Subtotal Parks</i>			28.0
Elementary School			30.0
Middle School			20.0
High School			50.0
Private School			25.7
Woodland College			112.4
<i>Subtotal Schools</i>			238.1
Office/Commercial/Retail			11.0
Fire Station			1
Yolo County			31.0
Streets			106.3
Greenbelts			4.2
Drainage/Detention			12.5
TOTALS		4,037	1,096.9

¹ Acreage figures are estimates. Application information regarding parcel size is inconsistent. Land survey information is not yet available.

² "Net" excludes roadways cross-sections ≥ 68 feet in width.

Source: TSCHUDIN CONSULTING GROUP, June 11, 2001.

TABLE 2.2
SPRING LAKE SPECIFIC PLAN
Specific Plan Residential Land Use By Category

Land Use Category	# of Units (% of Total)	Acreage (% of Total)
R-3 (1.0 to 3.0 du/ac)	364 units (9.0%)	121.1 acres (18.2%)
R-4 (>3.0 to 4.0 du/ac)	407 units (10.1%)	101.9 acres (15.3%)
R-5 (>4.0 to 5.0 du/ac)	1,512 units (37.5%)	302.7 acres (45.5%)
R-8 (6.0 to 8.0 du/ac)	583 units (14.4%)	73.2 acres (11.0%)
R-15 (10.0 to 15.0 du/ac)	491 units (12.2%)	32.7 acres (4.9%)
R-20 (18.0 to 20.0 du/ac)	455 units (11.3%)	24.3 acres (3.7%)
R-25 (>20.0 to 25.0 du/ac)	225 units (5.6%)	9.0 acres (1.4%)
TOTALS	4,037 units (100%)	664.9 acres (100%)

Source: TSCHUDIN CONSULTING GROUP, March 23, 2001.

KEY FEATURES

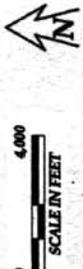
The SLSP includes the following key features (in no order):

- Implements the General Plan.
- Neighborhood based with neighborhood centers.
- Focused on "Spring Lake" center and central park.
- Extensive park system and large sports park.
- Pedestrian, bicycle, and transit friendly.
- Off-street pedestrian and bicycle loop pathway system through the Plan area.
- Incorporates elements of traditional neighborhood design.
- Mix of types and density of housing ("life cycle" housing).
- Modified grid street system.
- Attractive landscaped streets
- 35-foot landscaped parkway corridors framing the Plan area.
- Tree canopy requirements and tree preservation policies.
- SR 113 overpass at Parkway Drive.
- Houses oriented to street and neighborhood, not garage.
- Maximum block sizes related to density.
- Density near centers and along arterials.
- Total average gross density 3.7 du/ac.
- Average net density on residential lands 6.1 du/ac.
- Average net density for single family units 4.8 du/ac.
- Average net residential lot size $\pm 7,175$ square feet.
- Average net single family lot size $\pm 9,100$ square feet.
- 29 percent multi-family (greater than 8 du/ac) units.
- 19 percent estate-style lots (R-3 and R-4).
- 71 percent typical single family detached lots (R-3 to R-8).
- 17.6 percent affordable units (including off-site affordables).
- Affordability by design (e.g. second units and corner duplexes).
- 1:1 acreage mitigation requirement for loss of habitat and agricultural land.
- Requirements for energy efficiency, conservation, and protection of air quality.

BACKGROUND AND HISTORY

The City's updated General Plan was adopted February 27, 1996, and guides growth in the City through 2020. The General Plan identifies that future residential growth will occur in a 1,748-acre "master plan" area south of the existing City limits at Gibson Road (see Figure 1.1, Master Plan Boundary). In August of 1997, a development group called Turn of the Century Limited Liability Company (TOC LLC) petitioned the City Council to initiate the specific plan process in a portion of the master plan area. The City received no other petitions. The Council approved the petition on December 2, 1997 and ultimately approved the subject Plan boundary, which comprises 1,097 acres of the 1,748-acre master plan area (see Figure 1.2, Specific Plan Boundary). It was anticipated that the 651-acre "remainder area" in the master plan area would be separately planned in a future specific plan effort.

CITY OF WOODLAND GENERAL PLAN



PLANNING AREA LAND USE DIAGRAM

- RESIDENTIAL**
- RR Rural Residential
- VLDR Very Low Density Residential
- LDL Low Density Residential
- MLDR Medium Low Density Residential
- NP Neighborhood Preservation
- MDR Medium Density Residential
- PN Planned Neighborhood
- COMMERCIAL**
- NC Neighborhood Commercial
- CC Central Commercial
- GC General Commercial
- HC Highway Commercial
- SC Service Commercial
- INDUSTRIAL**
- I Industrial
- BP Business Park
- OTHER**
- PS Public Service
- OS Open Space
- A Agriculture
- UR Urban Reserve
- URBAN LIMIT LINE
- PLANNING AREA BOUNDARY

City of Woodland
Lawrence Miller & Associates
February 1996

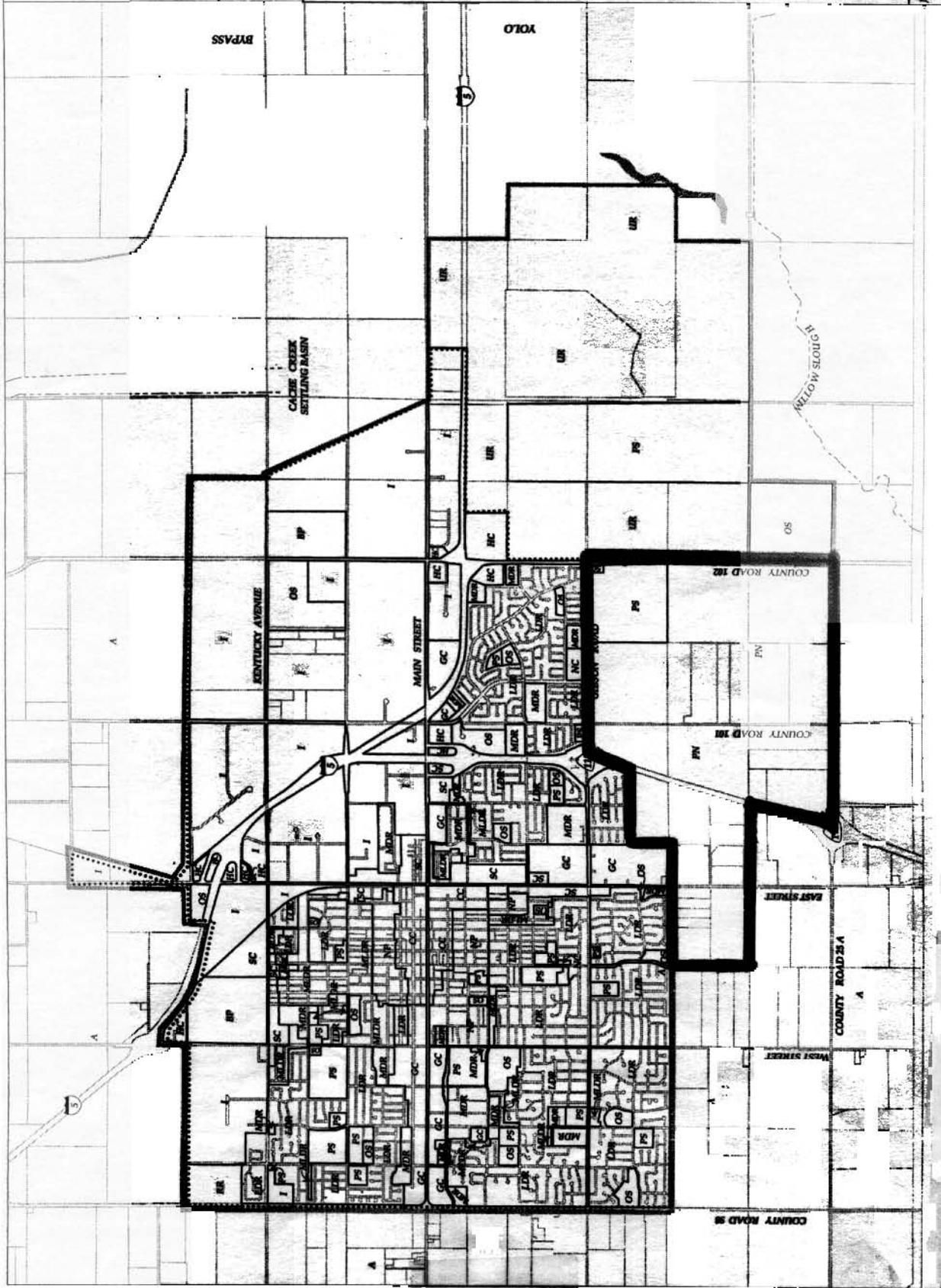


FIGURE 1.1 Master Plan Boundary

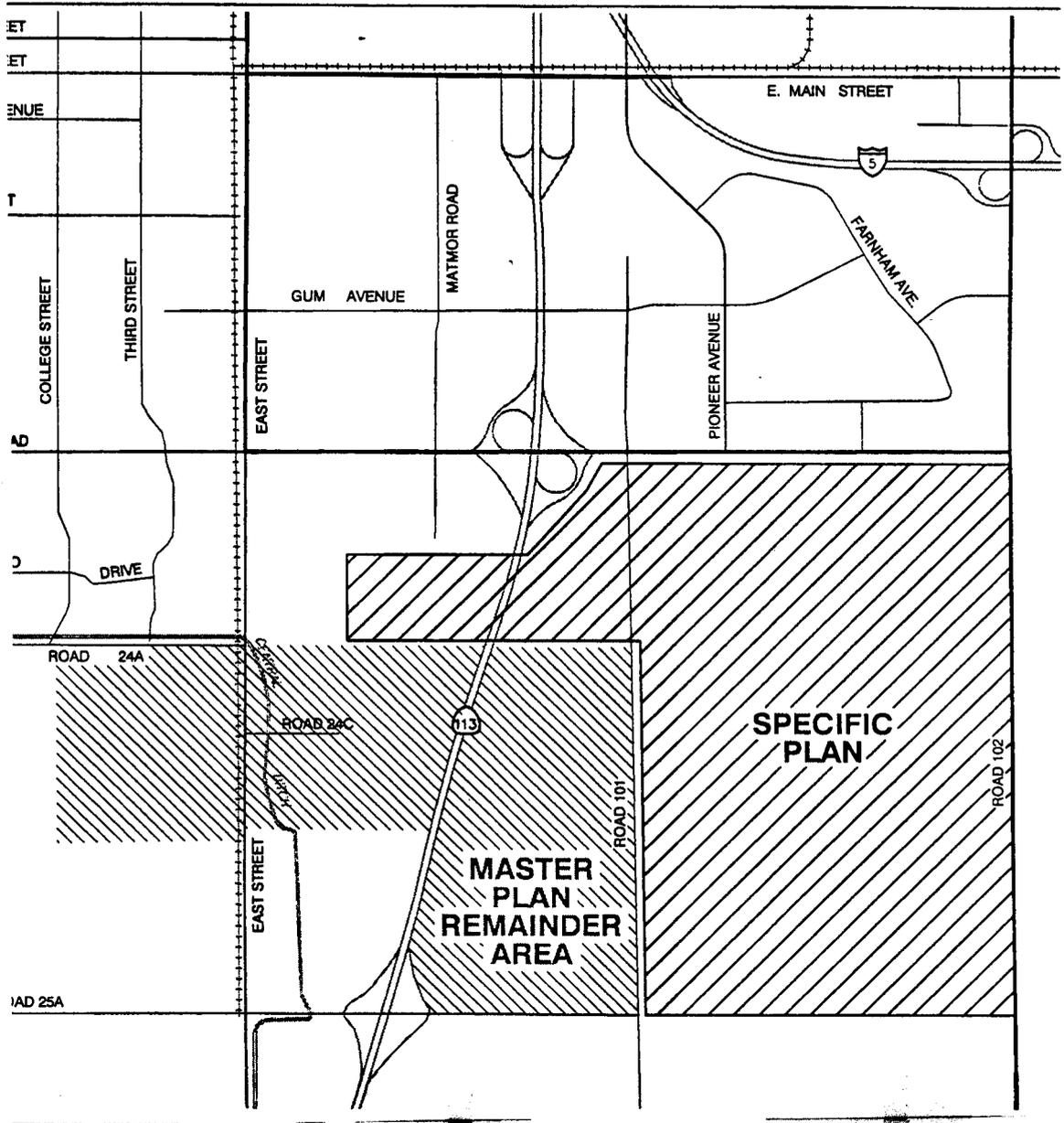


FIGURE 1.2 Specific Plan Boundary

The specific plan process commenced in January of 1998. Pursuant to the City's Procedures Guide, a Technical Advisory Committee (TAC) was formed comprised of key staff members from the City, the County, and a number of special districts. The TAC began reviewing preliminary land use plans provided by the applicant in the spring of 1998.

In October of 1998, the City Council directed that two Plans should be analyzed and compared throughout the process. In February of 1999, two alternative Specific Plans (Plan A and Plan B) were formally submitted by TOC LLC. The Plans were substantively similar in terms of land use and density. There were three main differences between the plans:

- Plan A proposed a grid-like pattern for arterial and collector streets. Plan B proposed a curvi-linear pattern.
- Plan A included a new crossing of State Route (SR) 113 midway between the two existing interchanges. Plan B included the right-of-way for such a crossing, but proposed a street pattern specifically designed to preclude the need for an overcrossing.
- Plan A included a proposed commercial town center. Plan B proposed a town center within future development in the remainder area of the Master Plan, but not within the Specific Plan.

On July 15, 1999 the City held a joint workshop between the Planning Commission and the City Council. At this meeting the Specific Plan submittals were introduced to the public by staff. A second group of property owners from within the Plan area presented two alternate plan concepts, which were later refined and submitted as one alternate land use plan, Plan C. Plan C proposed a grid-like street pattern and included a crossing over SR 113. Land uses were more evenly distributed over the Plan area. Neighborhoods were laid out to emphasize neighborhoods using combined elementary schools and neighborhood parks as focal points. The Plan included a greater range of densities and smaller areas for multi-family housing spread more evenly throughout the Plan area.

A Final Environmental Impact Report (FEIR) examining Plan A and B at an equal weight, and examining Plan C qualitatively, was released October 20, 1999. Planning Commission hearings on the Plans commenced in November of 1999. Six hearings were held at the Planning Commission on November 4, 18, 30 and December 2, 16, and 21. At the sixth hearing the Commission directed that community design workshops be held to solicit input from the public regarding the neighborhood design proposed for the Specific Plan area. These two workshops were held February 12 and 14, 2000 and were facilitated by an independent urban designer and city planner. As a result of the workshops a Community Concept Plan emerged and was presented to the Planning Commission on March 9, 2000. On March 16, the Commission voted to have the staff rewrite the Specific Plan text and prepare a detailed land use plan based on the Community Concept Plan and other direction given by the Commission. On June 8, 2000 the Commission recommended to the City Council, adoption of the Specific Plan reflected herein, and renamed the Plan, the

Spring Lake Specific Plan.

On August 15, 2000 the City Council certified the project EIR (Resolution No. 4215) and tentatively approved the Planning Commission's Specific Plan with some corrections and modifications (Resolution No. 4216). The City Council also directed the following work tasks: revision of the traffic and circulation analysis; revision of the infrastructure plans; revision of the Plan text and exhibits; confirmation of consistency of the EIR with the revised Plan; revision of the fiscal analysis; revision of the financing plan; securing or property owner commitments (including financial participation and indemnification); and preparation of a final approval package (including appropriate resolutions, ordinances, and findings of fact).

A revised version of the Plan was released dated August 2000 showing 3,948 gross dwelling units. In September of 2000 the staff had the tentatively adopted land use map converted to electronic format at which time some modifications to the land use layout were made. The consultant incorporated proposed street rights-of-way and proper street alignments into the digitized land use exhibit. Precise calculations of gross and net acreage by density and dwelling unit yield were developed. The net yield at that time was determined to be 3,710 units, with 2,732 (74 percent) single family units and 978 (26 percent) multi-family units. Another 334 multi-family units were identified for construction outside of the Plan area, in order to achieve 35 percent multi-family units overall.

In September through December 2000 staff, the applicant and their consultants, and other property owner representatives developed infrastructure cost estimates for major ("backbone") infrastructure, performed a number of financial feasibility assessments for the Specific Plan, and identified Plan modifications that would improve financial feasibility. On December 21, 2000 the City Council heard a report regarding the feasibility of the Plan and gave direction to staff to make specific modifications that would improve feasibility. The Council also established a subcommittee of two Council members, key staff members, the applicant, and property owner representatives to identify additional Plan modifications with the goal of improving Plan feasibility.

The subcommittee and later technical committees met from January through March. The result of that effort was the following major modifications to the August 2000 version of the Plan (in no order):

- total net dwelling units of 4,037;
- change in ratio of required parkland from 10 acres per 1,000 population to 5 acres per 1,000 population;
- elimination of segments of previously planned collector roadways;
- narrowing of proposed roadway cross-sections including decreases in planned roadside landscaping;

- identification of an on-site 5-acre detention pond;
- assumption of a force main sewer system rather than a gravity sewer system;
- decrease in the size of central park from 8 acres to 4 acres;
- various modifications to development regulations;
- various modifications to land use designations; and
- revisions to the text and maps in the Plan including revisions to the land use map.
- changing the timing of certain improvements (e.g. overpass; sports park).

The subject revised Specific Plan dated June 2001 was subsequently released for public review. On July 5, 9, and 19, 2001 the Planning Commission considered the modified Plan. On July 19th the Commission approved Planning Commission Resolution No. 2001-1 recommending to the City Council specified changes to the June 2001 Specific Plan, finding the Plan to be consistent with the City General Plan, and recommending approval of the Plan.

On July 24, 2001 the City Council considered the revised Plan and Planning Commission recommendations, and again tentatively approved the Plan (Resolution No. 4302) with some changes as recommended by the Planning Commission and staff. These changes were compiled in a separate document entitled "Addendum to the June 2001 Spring Lake Specific Plan".

On November 13, 2001 the City Council and Planning Commission held a joint workshop to discuss phasing of development. The City Council determined that the following factors were relevant in their deliberations:

- General Plan cap of 60,000 population at 2015.
- City policy to maintain 1.7 percent average annual growth citywide.
- Need for estate lots.
- Property owner financial commitment and participation.
- Shortfall in bond financing needed for first-house infrastructure.
- Need to create near-term development certainty in order to secure bond financing.
- Need to create equity between property owners in order to secure cooperation.
- Logical path for extension of utilities and services.

In light of these considerations, the staff was directed to modify the Plan to do the following:

1. Eliminate the phase line.
2. Eliminate the neighborhood sequencing (90 percent build-out) requirement.
3. Require that the neighborhood parks be triggered at 60 percent build-out of each neighborhood.
4. Require that the central park be constructed at the same time as the fire station.
5. Institute an allocation system for single-family residential units that would ensure 1.7 percent average annual growth for all residential units citywide, yet provide a greater measure of certainty for development within the SLSP.

On December 18, 2001 the City Council passed Resolution No. 4330 adopting the Spring Lake Specific Plan.

PLANNING PRINCIPLES

The following planning principles (in no order) guided the development of this Plan and should be used to judge whether future development proposals implement the vision of this Specific Plan:

1. Plan, develop and maintain a comprehensive, balanced, integrated, safe and efficient transportation system to ensure mobility for all residents.
2. Promote efficient traffic patterns and effective levels of transit service, which connect the project area to surrounding neighborhoods while minimizing congestion on residential streets.
3. Prepare a storm drainage master plan to mitigate the threat of flooding within the project area.
4. Provide and maintain an adequate level of public services to the project area, including water, sewer, parks, schools, police, fire, and library services.
5. Create an overall pattern of planned orderly development. Ensure that land uses are adequately served by a balanced system of transportation and community service facilities.
6. Plan and develop a central focal area that combines commercial, civic, cultural, and recreational uses.
7. Provide a diversity of housing types to enable citizens from a wide range of

economic levels and age groups to live within the area.

8. Encourage housing production to mix the sizes, types and price range of units and allow for innovative housing construction technologies to provide amenities requested by area residents, including larger estate-style homes.
9. Provide a well-defined urban edge that serves as an agricultural transitional areas or buffer.
10. Plan for an ample supply of specialized open space in the form of parks, mini parks, pathways, subdivision trails, and greenbelts. Encourage frequent use through placement and design.
11. Provide opportunities for open space, recreation and visual relief by planning for parks, pathways, subdivision trails, and greenbelts. Establish a system of greenbelts, pathways, and subdivision trails that link key land uses in the Plan area.
12. Locate as many activities as possible within easy walking distance of transit stops.
13. Incorporate crime prevention techniques into the urban design. Development plans shall address crime prevention measures including increased visibility and interaction between uses.
14. Encourage the concentration of employment and activity centers, particularly in relation and proximity to higher density residential areas, in order to facilitate shorter travel distances and the use of non-auto modes of travel.
15. Organize streets, pedestrian paths and bike paths to contribute to a system of fully connected routes to all destinations.
16. Establish development standards that foster compatible design solutions that are aimed at improving how new development projects will fit into the area with the overall intent of defining the area's character.
17. Ensure that a Public Facilities Financing Plan and Capital Improvement Plan is adopted prior to the commencement of any new urban development within the area.
18. Create neighborhoods and lot design consistent with neo-traditional qualities.

AREA SETTING

The Plan area is primarily flat, but slopes gently from west to east. The elevation ranges from 35 feet above mean sea level (msl) along County Road 102 on the east, to 59 feet msl west of SR 113. The area is bisected by drainage canals which provide agricultural irrigation. No natural streams or waterways exist on the site. The only trees are adjacent to on-site roadways.

The area consists primarily of agricultural land used for growing seasonal field crops. There are twelve property ownerships and 18 distinct Assessor's parcels within the Plan boundaries (see Table 1.3, Property Ownership and Figure 1.3 Land Ownership Map). At the time of this writing the Plan area is located within the Woodland General Plan Planning Area and future growth area, but outside of the City limits and the Sphere of Influence.

LOCATION

The Plan area is located in central Yolo County, approximately 3 miles from downtown Woodland, 7 miles north of the City of Davis, and 20 miles northwest of the City of Sacramento (see Figure 1.3, Location Map). The boundaries are Gibson Road on the north, County Road 102 on the east, County Road 25A on the south, and (generally) County Road 101 on the west. There is a portion of the Specific Plan immediately north of the easterly extension of County Road 24C, that extends west over State Route 113. See Figure 1.2.

SITE CHARACTERISTICS

The Plan area encompasses 1,097 acres of land which includes the ± 120 -acre Woodland Community College campus, the ± 37 -acre Yolo County facilities (detention center, animal shelter, and offices), the ± 26 -acre Woodland Christian School, and ± 75 acres in negotiation by the Woodland Joint Unified School District for a future high school/middle school complex (all given in estimated gross acres). Excluding those existing and planned public/quasi public uses, the project site contains approximately 839 gross acres of "developable" land.

Other uses in the area include several rural residences, a small private airstrip, and various agricultural facilities.

**TABLE 1.3
SPRING LAKE SPECIFIC PLAN
Property Ownership**

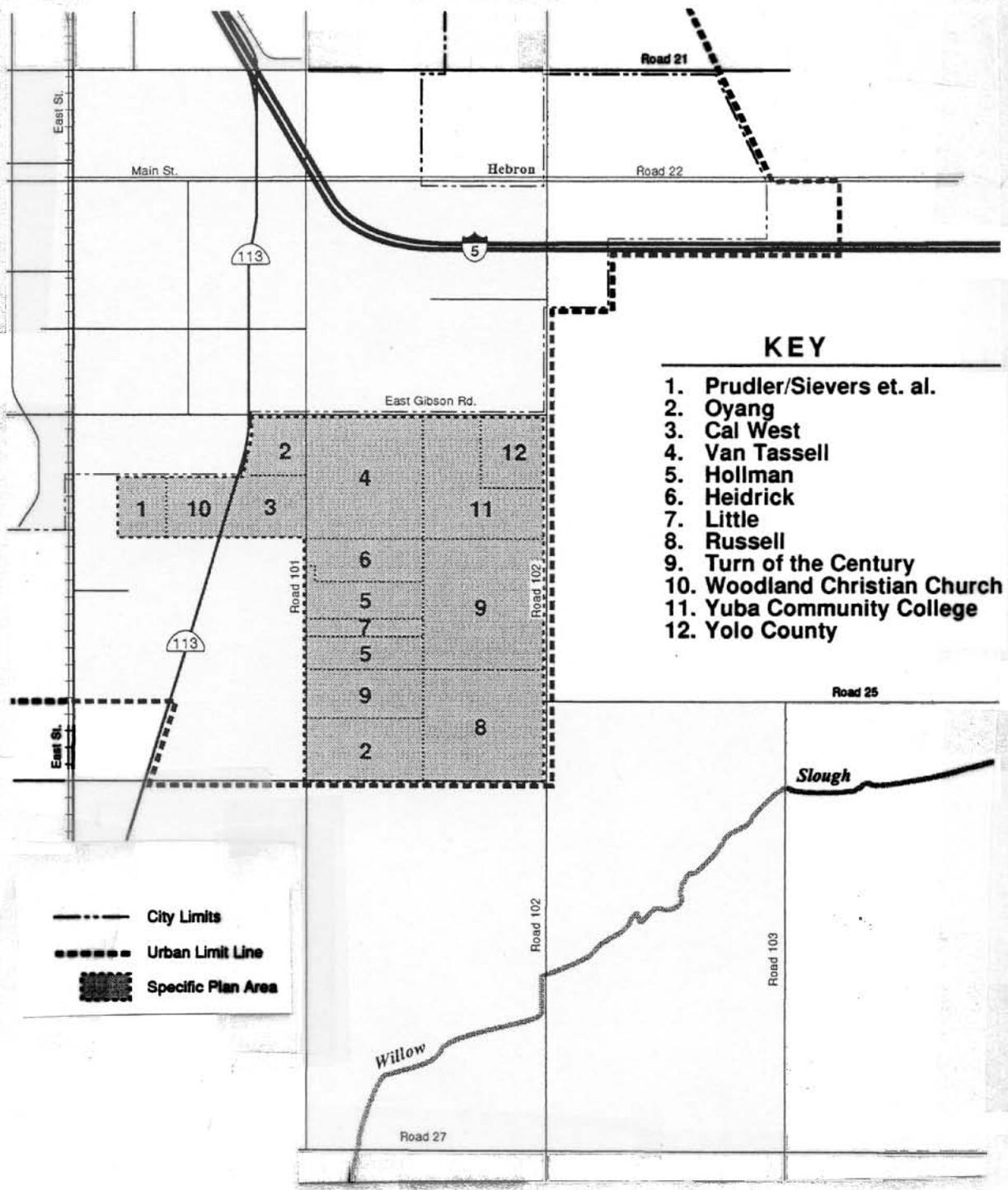
Parcel ID and APN	Property Owner	Gross Acreage ²
1 041-070-27	Prudler Sievers	41.9 ac
2a 041-070-37	Oyang (North)	28.1 ac
2b 042-030-01	Oyang (South)	78.3 ac
3 041-070-10 041-070-38	Cal West Seeds	46.0 ac
4 042-010-20	Merritt Ranch (multiple owners)	155.5 ac
5a 042-010-17	Hollman (North)	53.5 ac
5b 042-010-18	Hollman (South)	35.0 ac
6 042-010-05	Heidrick	45.0 ac
7 042-010-08	Little	24.6 ac
8 042-030-03	TOC LLC (Russell)	160.0 ac
9a 042-010-46	TOC LLC	160.0 ac
9b 042-010-44	TOC LLC (Beeghly)	81.0 ac
10 041-070-39	First Baptist Church (Private School)	26.4 ac
11 042-010-34	Woodland Community College	120.2 ac
12 042-010-24 042-010-28 042-010-32 042-010-35	Yolo County	37.4 ac
Other ^{1,3}		4.0 ac
TOTALS		1,096.9 ac

¹ Unknown. More accurate information is not known at this time, and land surveys are not available.

² Approximate, based on available information.

³ The Yolo County Flood Control and Water Conservation District is understood to have control over the Farmers Central channel through easements, fee title, or other legal interest. This will be further determined.

Source: TSCHUDIN CONSULTING GROUP, June 3, 2001.



KEY

- 1. Prudler/Sievers et. al.
- 2. Oyang
- 3. Cal West
- 4. Van Tassell
- 5. Hollman
- 6. Heidrick
- 7. Little
- 8. Russell
- 9. Turn of the Century
- 10. Woodland Christian Church
- 11. Yuba Community College
- 12. Yolo County

-  City Limits
-  Urban Limit Line
-  Specific Plan Area

FIGURE 1.3 Land Ownership Map

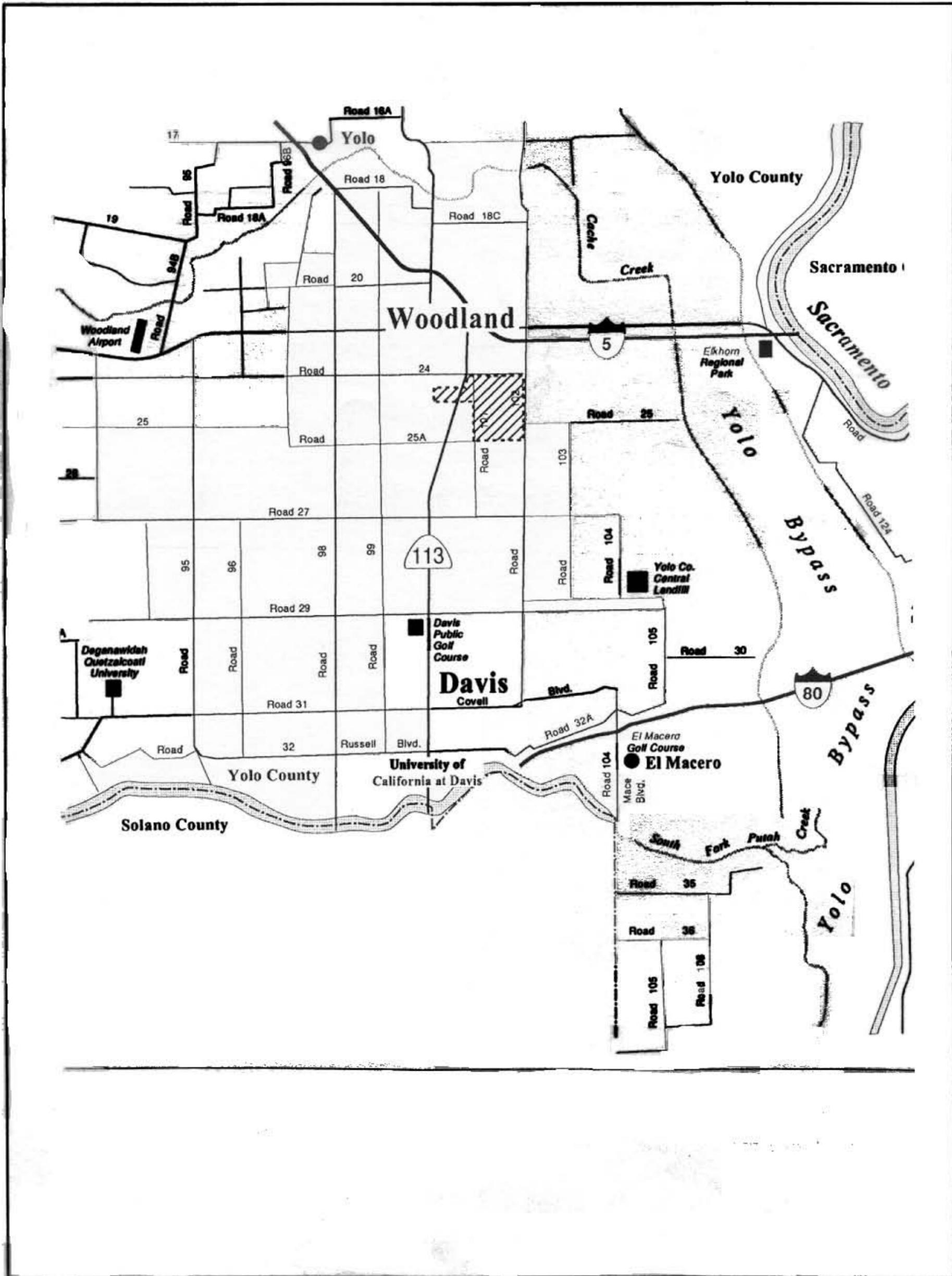


FIGURE 1.4 Location Map

SURROUNDING LAND USES

Surrounding land uses include: the developing Southeast Area Specific Plan area (Sycamore Ranch) north of Gibson Road on the east side of SR 113; the County Fair Mall and Mall expansion site, plus other developed residential areas to north on the west side of SR 113; the master plan "remainder area" to the west; agricultural fields to the west, south, and east; and a future regional park, several small industrial users, and the City's sewage treatment plant to the east.

LEGAL AUTHORITY

Preparation of a specific plan is authorized by Section 65450 et seq. of the Government Code. Government Code Section 65451 mandates that a "specific plan include a text and a diagram or diagrams which specify all of the following in detail:

- 1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3)"

The specific plan must also contain a statement of relationship of the specific plan to the general plan. Consistency with the General Plan is mandated. Furthermore, no zoning, tentative maps, parcel maps, or public works projects can be approved, adopted, or undertaken unless they are consistent with the adopted specific plan.

The City has adopted a Specific Plan Ordinance (Chapter 24A of the Woodland Municipal Code) and a Specific Plan Procedures and Preparation Guide (June 1997). The Guide notes that specific plans provide an opportunity to creatively implement the intent of the General Plan for a project area. They serve as a refinement of General Plan policies.

RELATIONSHIP TO GENERAL PLAN

The SLSP has been determined by the City Council of Woodland to be consistent with the requirements of State law, the General Plan, local ordinance, and the City's procedures. With regard to land use consistency, the discussion of Land Use Designations in Section 2.0 identifies how various SLSP land use categories, General Plan land use designations, and zoning districts fit together for purposes of determining consistency.

With regard to policy consistency, the Specific Plan policies should be read and applied in the context of the policy framework established by the General Plan. Specific Plan policy interpretations shall be subservient to any relevant policy interpretation of the General Plan, and shall be made in light of the relevant policies of the General Plan. In other words, the General Plan pre-empts the authority of the Specific Plan in terms of policy hierarchy.

RELATED DOCUMENTS

The supporting documents listed below play a key role in the implementation of the SLSP. These documents will be used in conjunction with the Specific Plan to ensure full implementation of General Plan goals and policies.

Environmental Impact Report

An Environmental Impact Report (EIR) has been prepared and certified by the City Council on August 15, 2000 (Resolution 4215). The EIR identifies potential adverse impact of the Plan and identifies mitigation measures that have been integrated into the Plan. As part of the final approval package for the SLSP, the City prepared a "CEQA Addendum" to the original EIR. Pursuant to Sections 15162 and 15164 of the CEQA Guidelines, this CEQA Addendum demonstrates that the circumstances, impacts, and mitigation requirements identified in the Turn of the Century Specific Plan EIR remain substantively applicable to the June 2001 SLSP (as revised). The CEQA Addendum supports the finding that the revised Plan does not raise any new issues and does not cause the level of impacts identified in the original EIR to be exceeded.

The City Council took action at the time of Plan adoption to accept, reject, or modify specific mitigation measures in the certified EIR. The City Council also adopted a CEQA Statement of Overriding Consideration at that time.

Section 65457(a) of the California Government Code and Section 15182(a) of the California Environmental Quality Act (CEQA Guidelines provide that no EIR or negative declaration are required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. The EIR certified for this project has been written to qualify residential projects for this exemption, assuming they are consistent with the adopted Specific Plan and fulfill all conditions and CEQA mitigation measures (including the completion of detailed site-specific studies if appropriate).

Capital Improvement Plan

A final Capital Improvement Plan (CIP) will be adopted prior to acceptance of any tentative map within the boundaries of the SLSP. The CIP will provide the specific details regarding the phasing, sizing, and costs of public facilities described in the following sections of the Specific Plan. The CIP will define the facility requirements to develop each phase of the Specific Plan. The CIP will also include maps showing the alignment and location of facilities, cost estimates, and construction timing requirements. Facilities to be described in detail include:

- Circulation System (Roads, Bikeways, Transit)
- Water Supply and Delivery
- Sewage Treatment and Transmission
- Storm Drainage Collection and Conveyance
- Fire Station
- Parks
- Other community facilities

Public Facilities Financing Plan

In order for the SLSP area to develop, major ("backbone")¹ public infrastructure improvements and public facilities will be necessary. A final comprehensive Public Facilities Financing Plan will be adopted by the City Council prior to approval of any tentative map within the boundaries of the SLSP, to ensure that all new development pays its own way. The financing plan must be flexible enough to accommodate the development strategies of the diverse set of landowners, yet must ensure that the required facilities are constructed when necessary.

The Financing Plan establishes the framework for acceptable financing of the required major public infrastructure in the plan area. It must specify the major public facilities to be constructed or acquired in association with the development of the Plan, costs of construction or acquisition, phasing requirements, and sources of funding.

¹ "Backbone" infrastructure is defined as major infrastructure improvements such as all major streets (collectors and arterials) including above-ground and underground utilities associated with those streets, all bikeways, greenbelts, open space facilities, drainage channels, detention ponds, water wells, pump stations, and parks that provide Plan-wide connectivity and/or Plan-wide benefit. Infrastructure identified as having Plan-wide benefit are to be financed through a Mello Roos Communities Facility District (CFD), assessment district, or other visible legal mechanism by all property owners receiving benefit. In contrast, subdivision level or "developer" cost items are those improvements necessary to serve only one or a few (typically adjoining) property owners and are paid for only by the specific properties receiving benefit.

Fiscal Impact Analysis

Two Fiscal Impact Analysis have been under prepared examining the net fiscal effect of the Specific Plan on the City General Fund. The final Fiscal Impact Analysis must be completed and accepted by the City Council prior to annexation of the SLSP area. The final analysis will examine whether the development will generate adequate revenues to meet the costs of providing City and County services to the area following annexation. Policies 4.B.1 and 4.B.3 of the General Plan requires that new development show a positive fiscal impact or include mechanisms to fund future fiscal deficits.

Development Agreements

Prior to attaching zoning to a property, each applicant and the City of Woodland will execute a project development agreement in accordance with City Resolution No. 3542. The project development agreement will operate to vest development rights for specified uses of the property, as well as for specified densities and intensities of use. In addition, the development agreement will set forth needed infrastructure improvements, park dedication requirements, timing and methods of financing improvements, credit or reimbursement for cost of Plan preparation, and other specific performance obligations of the property owner and the City as related to the development of individual properties within the Plan area.

Zoning Ordinance

The City's Zoning Ordinance will remain the underlying land use regulatory authority for the Specific Plan. To the extent that a component or regulation of the Specific Plan differs from a requirement of the Ordinance, the Specific Plan will take precedence. Where the Specific Plan is silent or vague, the Zoning Ordinance will be used for the purposes of interpretation, and/or directly applied as appropriate.

Subdivision Ordinance

The City's Subdivision Ordinance will regulate individual requests for land divisions within the Specific Plan area, unless otherwise addressed herein. To the extent that a component or regulation of the Specific Plan differs from a requirement of the Ordinance, the Specific Plan will take precedence. Where the Specific Plan is silent or vague, the Subdivision Ordinance will be used for the purposes of interpretation, and/or directly applied as appropriate.

Standard Specifications and Details

The City's Standard Specifications and Details establish basic standards and detail sheets for construction of public infrastructure. These standards and specifications apply to all construction within the Plan area, unless otherwise addressed herein. To the extent that a component or regulation of the Specific Plan differs from a requirement of the Standards, the Specific Plan will take precedence. Where the Specific Plan is silent or vague, the

Standards will be used for the purposes of interpretation, and/or directly applied as appropriate.

Community Design Guidelines

The City's Community Design Guidelines are directly applicable to the Specific Plan. They were prepared in response to General Plan policies that emphasize the design of new neighborhoods that preserve and enhance the qualities that make Woodland a unique and desirable place. A key focus is to promote walking, bicycling, and transit use and access. The Guidelines were required to be in place prior to processing of the proposed Specific Plan so that they could set the tone for the development regulations and design standards identified herein, and subsequently be used to evaluate the design merit of development in the new area.

Specific Plan Design Standards

Prior to acceptance of the first tentative map or prior to issuance of a building permit for any development (whichever occurs first), separate and distinct Specific Plan Design Guidelines for development within the Plan area shall be prepared to implement the vision described in this Plan. These guidelines shall describe in more detail architectural methods for achieving the desired community form and aesthetics.

Infrastructure Master Plans

Over the last few years the City has commissioned, and subsequently adopted, several infrastructure "master plans" to address overall infrastructure issues throughout the City including streets, water, sewage, and storm drainage. Each of these master plans identifies engineering, design, and technical parameters for serving the new growth area. Should there be differences between the Specific Plan and proposed infrastructure, and the infrastructure systems described in the City's infrastructure master plans, the City may take action to adopt the Specific Plan with language that amends the infrastructure master plans to be consistent. If this approach is taken, property owners and/or developers within the Specific Plan area will be responsible for the cost of subsequent amendment of the infrastructure master plans to incorporate the approved Specific Plan infrastructure systems.

SECTION 2.0
LAND USE ELEMENT

SECTION 2.0 LAND USE ELEMENT

LAND USE CONCEPT

The land use concept for the SLSP is to replicate the ambiance and neighborhood feeling of the City's best, original residential areas. The Plan area is to have attractive, tree-lined streets, with curb-side planting strips. There are to be distinct neighborhood focal points at planned elementary school/neighborhood park nodes. There is to be a Spring Lake Center with neighborhood-serving commercial uses and a Central Park.

A true variety of housing types and sizes is desired, within each of five ultimate "neighborhoods". The requirement for a variety of dwelling unit types presents the opportunity for innovative neighborhood and residential unit design concepts. A strong goal of the Plan is to avoid the repetition of facades within builder tracts (subdivisions) and to avoid abrupt changes in facades between builders. Front porches, bay windows, and other traditional facade features are highly desirable.

The importance of porches, courtyards, and porticoes is multi-fold. One factor is in increasing the private investment in the front-facing facade which makes the streetscape even more desirable, and thus increases public value and property values. Another is to keep the eyes of the neighborhood on the street. This improves neighborhood security and increases neighborhood interaction. This also serves as a deterrent to crime and can decrease police service calls. Finally, porches, courtyards, and porticoes encourage front yard activity, which adds to the street-life, encourages social interaction among neighbors, and encourages pedestrian activity.

All development, including residential and non-residential, is to conform with neo-traditional¹ design principles in terms of both site layout and architectural design. Residential design

¹ "Neo-traditional" refers to the urban pattern of our older neighborhoods from the late 1800's through World War II. This pattern emphasized neighborhoods, pedestrian orientation, and livable communities. There are a number of design details that have been associated with this type of development. These include narrow grid streets, sidewalks separated from the street by landscaped strips, tree canopy, front-facing homes with generous windows and functioning porches, detached and recessed garages that do not dominate the front facade, alley access, etc.

Neo-traditionalism contrasts with contemporary patterns of development that have the effect of emphasizing vehicular convenience over pedestrian convenience, and individualism over neighborhood interaction. Examples of contemporary design include curvi-linear street patterns with an emphasis on long blocks, wide streets, excessive cul-de-sacs, garage-forward design, and side-entry home-fronts recessed or behind the garage facade.

The General Plan emphasizes neo-traditional design and this has been carried forward into this Plan. This Specific Plan requires the development of separate Plan-specific Design Standards. These standards will further explore and specify neo-traditional requirements.

shall include rear, detached, and/or minimized garage facades, front porches (or courtyards or porticoes), and considerable front-facing windows and articulation. Houses are required to present their best face to the street (street presence) in order to create not only attractive neighborhoods, but great places to walk. "Garage-forward" design is prohibited.

Garage-forward design and design where the garage is the dominant feature of the facade is not compatible with neighborhood emphasis or pedestrian orientation. It is specifically discouraged in the General Plan, and is precluded herein. As a result, on narrow lots in higher densities, garages may end up at the rear of the lot. This is the intended result. Assuming rear garages are accessed from a rear alley, there will be no increase in pavement area on individual lots. However, even with front access on such lots, the extra pavement area would be minimal and is often viewed positively by families with children as a place for bike riding, skating, chalk art, ball play, etc. It should be noted that the possibility of rear garage access would only affect those lots in the R-15 and R-20 categories. The average net residential lot size in the Plan area is $\pm 7,175$ square feet. Large lots have more area and would typically not result in the need for rear garage access.

Neo-traditional streetscape principles are an important part of the Specific Plan vision. Street landscaping shall reflect a scale in keeping with planned traffic capacity. Street lighting is to be pedestrian oriented. Pedestrian-friendly and transit-friendly design are key features to be encouraged.

Short to medium block lengths are critical to the creation of a pedestrian-scaled community. More intersections mean more places where cars must stop and a pedestrian can cross the street. Short blocks with frequent cross-streets create the potential for more direct routing. Also, a denser network of roadways disperses traffic so that each street carries less traffic and street design can be scaled accordingly. This makes streets more pleasant to walk along and easier to cross. For purposes of encouraging walking and neo-traditional principles of neighborhood design, block lengths of 400 to 600 feet (on a side) are desirable. Maximum block sizes for through-streets are provided in Table 2.4 (Area Requirements).

In general, density is organized to increase from the boundaries of the Plan inward. Higher densities are also purposefully located near the neighborhood centers and near the Spring Lake Center.

The basic building block for any community is the residential neighborhood. The Specific Plan neighborhoods are sized to encourage residents and children to walk to school and to the park. The distance from the perimeter of a neighborhood to the neighborhood school/park does not exceed one half mile, and is one quarter mile for the majority of the homes in each neighborhood. A one-half mile distance is the equivalent of about a ten-minute walk time. One-quarter mile takes about 5 minutes to walk.

LAND USE GOALS AND POLICIES

The General Plan establishes the following primary goal for new residential neighborhoods in Woodland:

Goal 1.C

To provide for new residential development in planned neighborhoods to be developed at an orderly pace and style and designed to promote walking, bicycling, and transit use, including, the use of a modified grid system.

In order to accomplish this, the SLSP requires that all development within the Plan area accomplish the following plan-specific land use objectives:

- Objective LU-1:** A primarily residential community that includes a wide range of housing types, densities, sizes, and affordability, including very high end estate-style housing.
- Objective LU-2:** Well defined residential neighborhoods served by parks, schools, greenbelts, and trails.
- Objective LU-3:** Small neighborhood commercial nodes that will provide retail and small office opportunities for neighborhood residents with the goal of accommodating routine daily needs within walking distance of most residents.
- Objective LU-4:** A strong component of new schools, including the existing Woodland Community College, a high school, middle school, elementary schools, and a K-12 private school.
- Objective LU-5:** Parks and other public open space that enhance the sense of community dispersed throughout the Plan area to serve both active and passive recreational needs.
- Objective LU-6:** An efficient network of pedestrian and bicycle pathways along certain streets and within dedicated open-space (greenbelts), that connect key land uses and destinations.
- Objective LU-7:** A modified grid street network that provides safe and efficient travel throughout the Plan area, with multiple connections to existing streets beyond the Plan area.
- Objective LU-8:** Land uses organized to support the pedestrian and bikeway system.
- Objective LU-9:** Safe, pedestrian/bicycle-friendly access to parts of town outside of the Plan area across SR 113, Gibson Road, and CR 102.

Objective LU-10: Development regulations and design standards that will result in traditional neighborhood form and function.

LAND USE DESCRIPTION

The land use plan, Figure 2.1 (Specific Plan Land Use Map), encompasses a total of approximately 1,097 acres. The prominent land use is detached single family residential, but a wide variety of other types of housing is allowed for and encouraged. A total of approximately 4,037 dwelling units are proposed at an average gross density² of 3.7 would dwelling units per acre (4,037 units) 1,097 acres). The General Plan directs that the overall average residential density shall not exceed 7.0 units per gross acre (General Plan, p. 1-5). The proposed average net density³ based on residentially designated lands only be 6.1 dwelling units per acre (4,037 units) 665 acres). Based on an average persons-per household assumption of 2.792 (DOF, 2000) this would result in a build-out population of 11,270.

Table 2.1 (Specific Plan Land Use Table) provides a break-down of proposed land uses by category. Proposed development would be comprised of approximately 4,037 dwelling units on ±665 acres, 11 acres of commercial uses, over 280 acres of public and quasi-public land uses, about 34 acres of park land, and over 100 acres of major streets and roads.

Residential

The Plan includes seven density categories: 3 dwelling units per acre (du/ac)(R-3), 4 du/ac (R-4), 5 du/ac (R-5), 8 du/ac (R-8), 15 du/ac (R-15), 20 du/ac (R-20), and 25 du/ac (R-20). The General Plan allows a range of one unit per acre to 25 units per acre. Table 2.2 (Specific Plan Residential Land Use By Category) provides the break-down of proposed units within each Specific Plan land use category.

In the City of Woodland, multi-family units are defined by density, with no restrictions on unit type. Densities of over 8 dwelling units per acre are considered multi-family. Of the total units, 29 percent would be multi-family units under the City's definition. Together with an off-site requirement for 73 affordable dwelling units (30 percent of 6 percent of the total), the City Council has determined that this satisfies the requirements of the General Plan which identifies a citywide "housing objective" of 35 percent in the Housing Element (General Plan, p. 2-41).

² Gross Density is an arithmetic computation that divides the total land area by the maximum density.

³ Net density is an arithmetic computation wherein arterials and collectors (streets with rights-of-way 68 feet in width or greater), and greenbelts are subtracted out of the Plan area, and residential density is then computed based on the remaining "net" acreage. Local streets are not deducted when computing the net acreage.

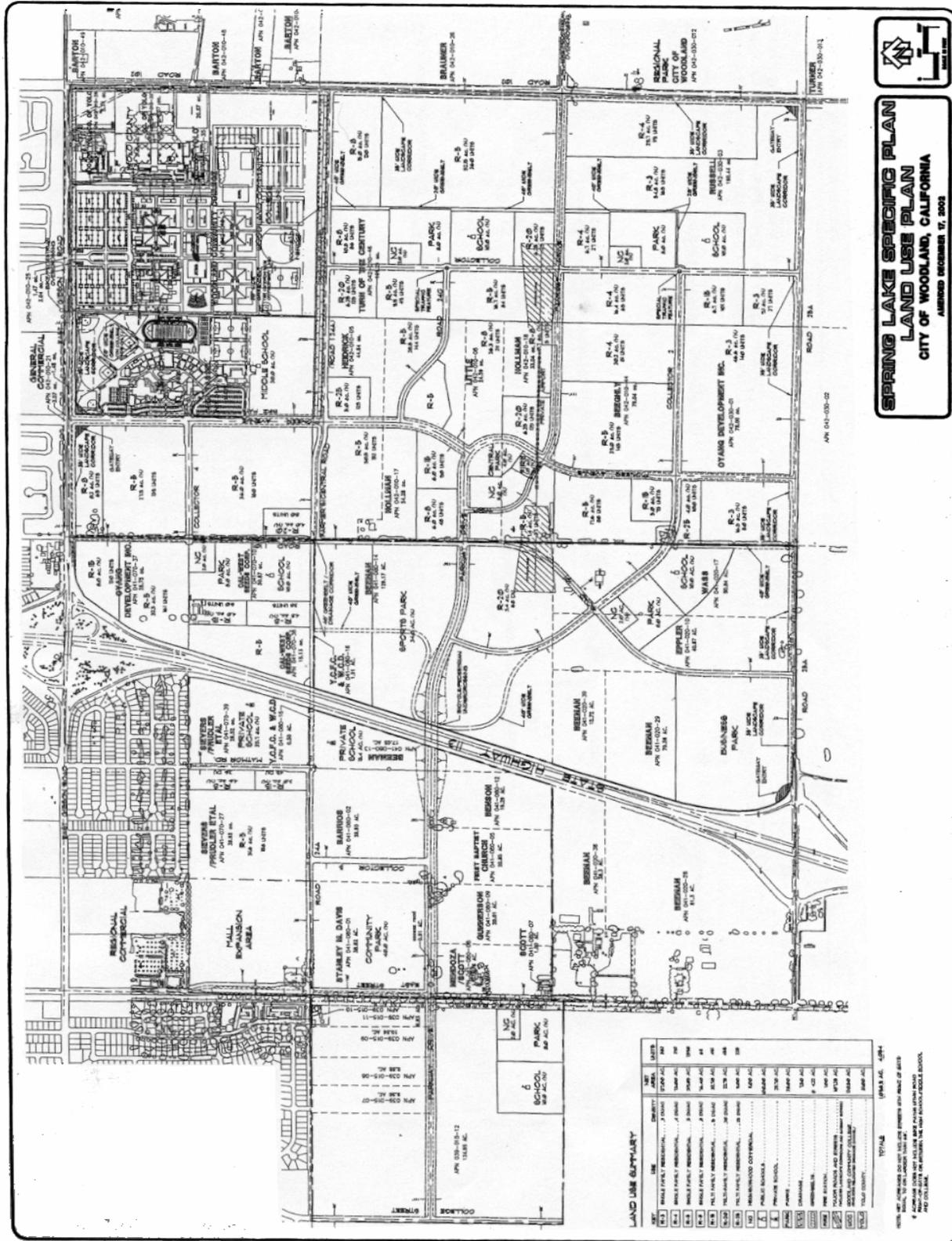


TABLE 2.1
SPRING LAKE SPECIFIC PLAN
Specific Plan Land Use Table

Category	Maximum Density	Units			Net Acres ^{1,2}		
		Adopted 12/18/01	Revised 10/2002	Net	Adopted 12/18/01	Revised 10/2002	Net
R-3	3 du/ac	364	364	0	121.1	121.0	+0.2
R-4	4 du/ac	407	399	-8	101.9	99.9	-2.0
R-5	5 du/ac	1,512	1,525	+13	302.7	305.1	+2.4
R-8	8 du/ac	583	594	+11	73.2	74.3	+1.1
R-15	15 du/ac	491	491	0	32.7	32.7	0
R-20	20 du/ac	455	455	0	24.3	22.8	-1.5
R-25	25 du/ac	225	225	0	9.0	9.0	0
<i>Subtotal Residential</i>		4,037	4,053	+16	664.9	665.1	-0.2
Neighborhood Park					24.0	24.0	0
Central Park					4.0	4.0	0
<i>Subtotal Parks</i>					28.0	28.0	0
Elementary School					30.0	30.0	0
Middle School					20.0	20.2	0
High School					50.0	50.0	0
Private School					25.7	25.7	0
Woodland College					112.4	112.4	0
<i>Subtotal Schools</i>					238.1	238.1	0
Office/Commercial/Retail					11.0	11.0	0
Fire Station					1	1.0	0
Yolo County					31.0	31.0	0
Streets					106.3	106.1	+0.2
Greenbelts					4.2	4.2	0
Drainage/Detention					12.5	12.5	0
TOTALS		4,037			1,096.9	1,096.9	0

¹ Acreage figures are estimates. Application information regarding parcel size is inconsistent. Land survey information is not yet available.

² "Net" excludes roadways cross-sections ≥ 68 feet in width.

Source: TSCHUDIN CONSULTING GROUP, June 11, 2001.

TABLE 2.2
SPRING LAKE SPECIFIC PLAN
Specific Plan Residential Land Use By Category

Land Use Category	# of Units (% of Total)	Acreage (% of Total)
R-3 (1.0 to 3.0 du/ac)	364 units (9.0%)	121.1 acres (18.2%)
R-4 (>3.0 to 4.0 du/ac)	407 units (10.1%)	101.9 acres (15.3%)
R-5 (>4.0 to 5.0 du/ac)	1,512 units (37.5%)	302.7 acres (45.5%)
R-8 (6.0 to 8.0 du/ac)	583 units (14.4%)	73.2 acres (11.0%)
R-15 (10.0 to 15.0 du/ac)	491 units (12.2%)	32.7 acres (4.9%)
R-20 (18.0 to 20.0 du/ac)	455 units (11.3%)	24.3 acres (3.7%)
R-25 (>20.0 to 25.0 du/ac)	225 units (5.6%)	9.0 acres (1.4%)
TOTALS	4,037 units (100%)	664.9 acres (100%)

Source: TSCHUDIN CONSULTING GROUP, March 23, 2001.

Within the Plan area, residential land uses have been located so as to generally increase density from the edges inward. Densities are increased near neighborhood focal points, the Spring Lake Center, transit routes, and key areas of more intense activity.

The proposed land use scheme results in a Spring Lake Center and five distinct neighborhoods (see Figure 2.2, Specific Plan Neighborhood Exhibit and Table 2.3, Specific Plan Land Use By Neighborhood). Each neighborhood is comprised of a centrally located elementary school (10 acres) and park (8 acres). Two acres adjoining each 8-acre park site is designated for a small neighborhood-serving commercial node in which up to 30 percent of the gross floor area could be developed as office uses, and the remainder will be developed as neighborhood retail. Adjoining each neighborhood node is at least one small designated multi-family site of four to five acres.

The Spring Lake Center is 10 acres in size, comprised of a 4-acre park, 5.0 acres of small neighborhood commercial, and a 1-acre fire station site. It is centrally located at the southwest corner of the intersection of Parkway Drive and Pioneer Avenue to enable convenient access from throughout the Plan area. The neighborhood commercial will include a pedestrian plaza oriented to Central Park which will accommodate outdoor cafe seating and informal gathering areas. This area is envisioned as a public activity center with ample space for formal and informal community activities and events such as open air markets and seasonal celebrations (see Figure 2.3, Spring Lake Center Concept Drawing). It will function like the town square in traditional communities. All transit lines serving the areas will stop at or near this center.

Neighborhood "A" is bounded by Gibson Road, Pioneer Avenue, Parkway Drive, and SR 113. It contains a small portion of the Master Plan "remainder area". The portion of this neighborhood within this Specific Plan area is about 189 acres in size and would include 1,141 units (791 single family and 350 multi-family) on 169 acres, plus a 10-acre elementary school, an 8-acre neighborhood park, and a 2-acre neighborhood commercial site. This results in a net density of 6.0 du/ac for this neighborhood (within the Specific Plan area only).

This neighborhood also includes the 34-acre youth sports park and an additional ± 26 acres of land within the Master Plan remainder area that is likely to be designated at some point in the future for residential uses. Using the average density of 6.1 du/ac over the entire Plan area, another 159 units would be generated in the remainder area for a total within Neighborhood A of 1,300 units.

Neighborhood "B" is bounded by the south side of the middle school site and Woodland Community College property, CR 102, Parkway Drive, and Pioneer Avenue. This neighborhood falls entirely within the defined boundaries of the Specific Plan. It would be about 207 acres in size and would include 1,344 units (969 single family and 375 multi-family) on 182 acres, plus a 10-acre elementary school, an 8-acre neighborhood park, a 2-acre neighborhood commercial site, and a 5-acre detention pond. This results in a net density of 6.5 du/ac. Though not included in the totals, the high school/middle school site (70

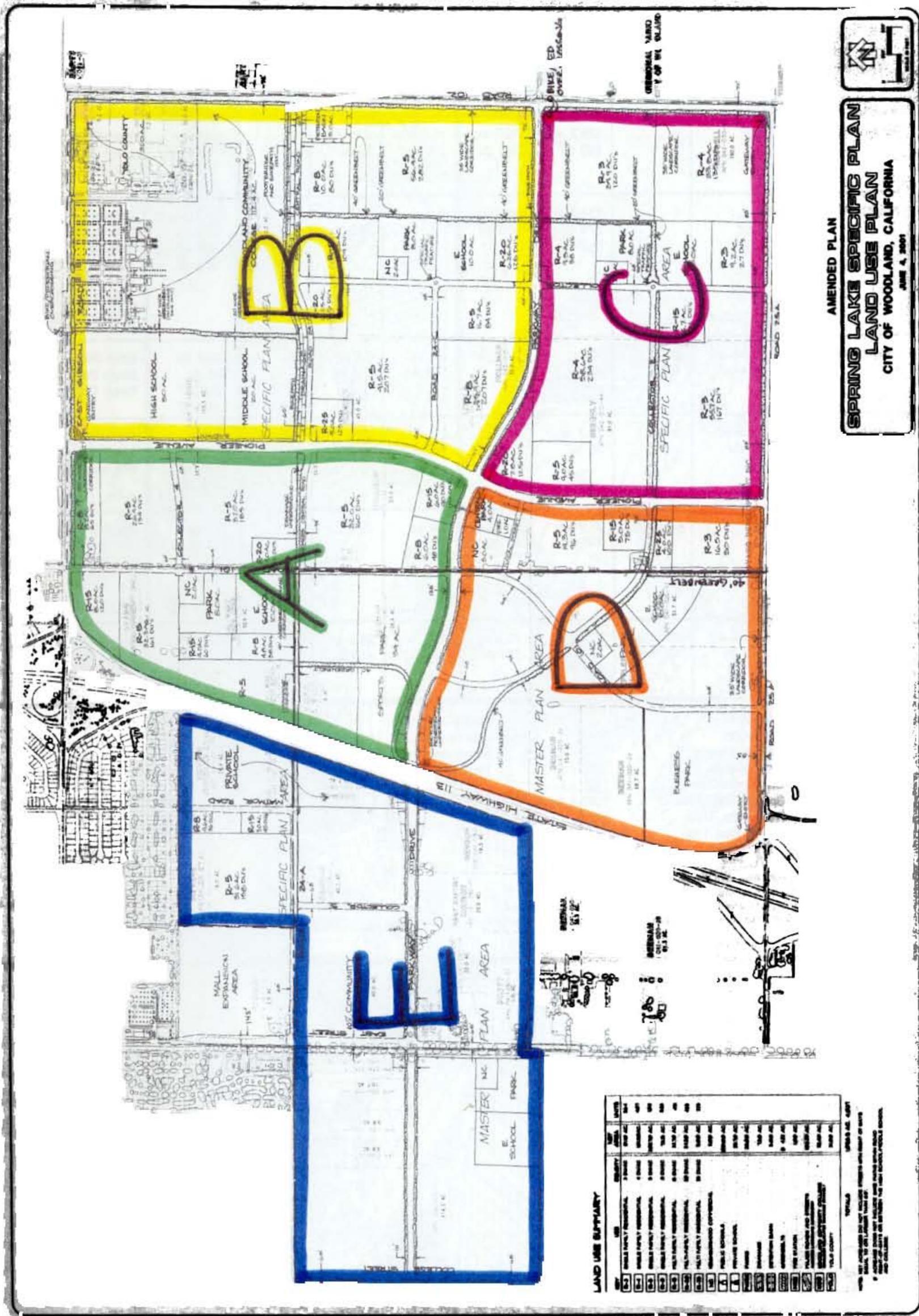


FIGURE 2.2 Specific Plan Neighborhood Exhibit

**TABLE 2.3
SPRING LAKE SPECIFIC PLAN
Specific Plan Residential Land Use by Neighborhood**

Neighborhood	Single Family Densities				Multi-Family Densities			Totals ³	Other Land Uses Within Spec Plan	Other Land Uses Within Remainder Area
	R-3	R-4	R-5	R-8	R-15	R-20	R-25			
Neighborhood A	0	0	128.2 ac 640 du	19.0 ac 151 du	18.0 ac 270 du	4.0 ac 80 du	0	169.2 ac 1,141 du 791 SF 350 MF	Elem Sch 10.0ac Neigh Park 8.0ac Neigh Comm 2.0ac	Sports Prk 34.0ac Residen 26.0ac
Neighborhood B	0	0	114.6 ac 573 du	49.6 ac 396 du	0	12.5 ac 250 du	5.0 ac 125 du	181.7 ac 1,344 du 969 SF 375 MF	College 112.4ac High Sch 50.0ac Yolo Co 31.0ac Mid Sch 20.0ac Elem Sch 10.0ac Neigh Park 8.0ac Neigh Comm 2.0ac Detention 5.0ac	None
Neighborhood C ¹	104.6 ac 314 du	101.9 ac 407 du	9.0 ac 45 du	0	6.7 ac 101 du	7.8 ac 125 du	0	230.0 ac 992 du 766 SF 225 MF	Elem Sch 10.0ac Neigh Park 8.0ac Neigh Comm 2.0ac	None
Neighborhood D	16.5 ac 50 du	0	19.3 ac 96 du	0	5.0 ac 75 du	0	4.0 ac 100 du	44.8 ac 321 du 146 SF 175 MF	Central Park 4.0ac Neigh Comm 2.0ac Fire Station 1.0ac	Residen 195.0ac Bus Park 48.0ac Elem Sch 10.0ac Neigh Park 8.0ac Neigh Comm 2.0ac
Neighborhood E	0	0	31.6 ac 158 du	4.6 ac 36 du	3.0 ac 45 du	0	0	39.2 ac 239 du 194 SF 45 MF	Priv Sch 25.7ac	Residen 251.3ac Comm Park 40.0ac PrivSchFlds 16.7ac Elem Sch 10.0ac Neigh Park 8.0ac Neigh Comm 2.0ac
TOTALS	121.1 ac 364 du	101.9 ac 407 du	302.7 ac 1,512 du	73.2 ac 583 du	32.7 ac 491 du	24.3 ac 455 du	9.0 ac 225 du	664.9 ac 4,037 du 2,866 SF 1,171 MF	Total 314.1ac	Total 651.0ac

ACREAGE		UNITS	
Residential	664.9	Specific Plan	4,037
Non-Residential	314.1	Remainder	2,882 ²
Major Streets	106.3	Total	6,919 units
Greenbelts/Channel	11.7		
Specific Plan Total			1097.0 acres
Remainder Area			651.0
Master Plan Total			1,748.0 acres

Notes:

Acreages within the Specific Plan area are net of streets with ROW ≥68 feet.

Acreages within the Master Plan remainder area are gross estimates.

¹ There is a discrepancy of 0.2 acres in the R-3 acreage totals for Neighborhood C.

² Assumes overall Specific Plan density of 6.1 du/ac X 472.3 residential acres in remainder area (estimate).

Source: TSCHUDIN CONSULTING GROUP, March 2001.

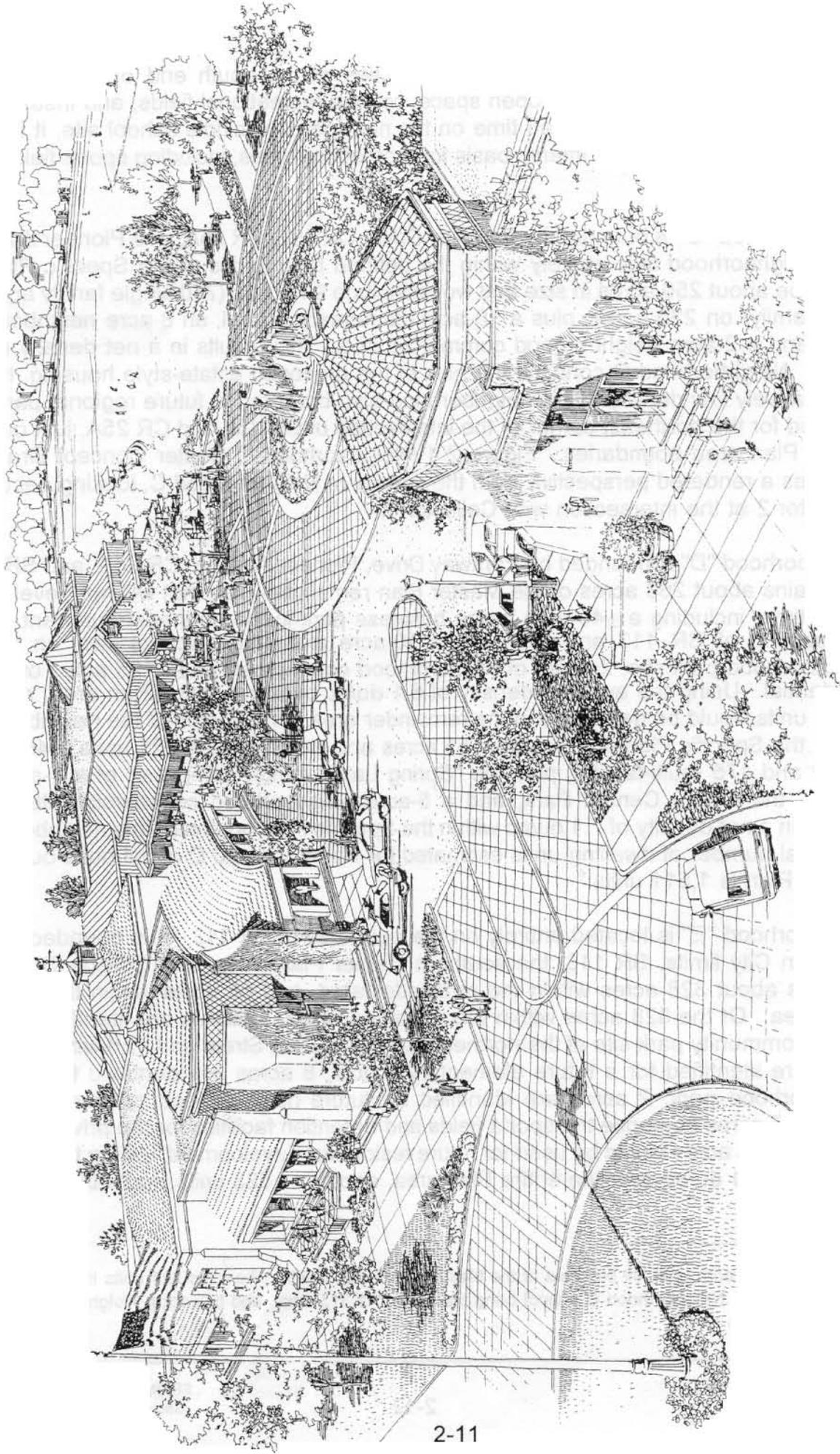


FIGURE 2.3 Spring Lake Center Concept Drawing

acres), the college (± 112 acres), and the County holdings (31 acres), all of which total ± 213 acres) would be considered a part of this Neighborhood. This neighborhood will interface with future activities at the south end of the Woodland Community College, including open space, college recreational fields, and instructional farm plots. Given the long lead time on the need for the middle school site, it is likely this site will be used on an interim basis for recreational uses, including sports fields, and drainage detention.

Neighborhood "C" is bounded by Parkway Drive, CR 102, CR 25A, and Pioneer Avenue. This neighborhood falls entirely within the defined boundaries of the Specific Plan. It would be about 250 acres in size and would include 992 units (730 single family and 262 multi-family) on 230 acres, plus a 10-acre elementary school, an 8-acre neighborhood park, and a 2-acre neighborhood commercial site. This results in a net density of 4.0 du/ac. Neighborhood C contains the bulk of the proposed estate-style housing, hence the relatively low density. This neighborhood also borders the future regional park site planned for the northeast corner of the intersection of CR 102 and CR 25A, just outside of the Plan area boundaries. Figure 2.4 (Neighborhood C Center Concept Drawing) provides a rendered perspective from the interior of Neighborhood C, looking east from Collector 2 at the intersection with Collector 1.

Neighborhood "D" is bounded by Parkway Drive, Pioneer Avenue, CR 25A, and SR 113. It contains about 263 acres of the Master Plan remainder area that will not develop for some time, including a ± 48 -acre future business park in the northeast quadrant of the intersection of SR 113 and CR 25A, a 10-acre elementary school site, an 8-acre neighborhood park site, 2 acres of neighborhood commercial, and ± 195 acres of future residential. Using the average density of 6.1 du/ac over the entire Plan area, another 1,190 units would be generated in the remainder area. The portion of the neighborhood within the Specific Plan area is about 55 acres and would include 321 units (146 single family and 175 multi-family), plus the "Spring Lake" center comprised of a 1-acre fire station, the 4-acre Central Park, and a 5-acre neighborhood commercial site. This results in a net density of 7.1 du/ac within the Specific Plan portion of this neighborhood. The total number of dwelling units estimated for Neighborhood D at full build-out of the Master Plan is 1,511 units.⁴

Neighborhood "E" is located entirely on the west side of SR 113. It is bounded by the southern City limits, SR 113, the southern Master Plan limits, and College Street. It includes about 328 acres within the remainder area, and 65 acres within the Specific Plan area. Of the 328 acres within the remainder area, 40 acres are identified for the future community park site at the northeast corner of East Street and Parkway Drive, 10 acres are identified for a future elementary school, 8 acres are identified for a future neighborhood park, 2 acres are identified for future neighborhood commercial uses, almost 17 acres comprise the sports fields and detention facilities for the private school, and over 251 acres would be used for

⁴ In the interim until full build-out of the Master Plan area, children from the 321 units in Neighborhood D may go to the Neighborhood C school bring that total to 1,313 units, and balancing Neighborhood C with Neighborhoods A and B.



FIGURE 2.4 Neighborhood C Center Concept Drawing

future residential development. Using the average density of 6.1 du/ac over the entire Plan area, another 1,533 units would be generated in the remainder area. Of the 65 acres within the Specific plan boundary, slightly over 26 acres are already developed with a private K-12 school. The remaining 39 acres within the Specific Plan area would include 239 units (194 single family and 45 multi-family). This results in a net density of 6.1 du/ac within the Specific Plan portion of this neighborhood.

This Neighborhood wraps around the planned future expansion area for the County Fair Mall regional shopping center located at the northeast corner of East Street and the present City limits. The Mall expansion site is not included within the Master Plan area boundaries.

Parks and Open Space

The Specific Plan designates 28 32 acres for park uses within the Plan boundaries, comprised of three 8-acre neighborhood parks which are intended to become the focal point of each neighborhood, and a 4-acre central park that is intended to become the focal point of the entire Specific Plan community.

Neighborhood parks will be developed for active recreational uses serving up to a one-half mile radius population. They are centrally located within each neighborhood adjacent to an elementary school, to allow for easy accessibility, and safe walking and bicycling. Each park adjoins 2-acres for neighborhood serving office and retail uses. The purpose of the small commercial node is to reinforce the vision of the elementary school and park becoming the central focal point of activity for each neighborhood.

Because schools have their own recreational facilities, the adjacent parks will not be oriented exclusively to the needs of school age children. They will contain facilities that serve a wider range of neighborhood residents. These include tot lots for pre-schoolers, facilities for basketball and/or other court sports for older children and adults, and ornamental and/or community gardens oriented to adults and seniors.

The central park falls under the category of "special use" in the Parks Master Plan. It will be designed to anchor the center of the community as described in this Specific Plan. It is planned to be a 4-acre facility for a variety of community-based functions and uses and will be designed to include or accommodate: a plaza, a landmark fountain or statue, fresh produce market, small lake or pond, small grass amphitheater, etc.

In addition to the neighborhood parks and central park, development within the Specific Plan area must fund a calculated portion of the ±34-acre sports park designated at the northwest corner of CR 101 and Parkway Drive in the Master Plan remainder area. It is recognized that this location places the park outside of the currently defined boundary of the Plan area. Development of the sports park is assumed to occur in phases, with acquisition and development of basic turf and fields required no later than build-out of the Specific Plan, and full development (lighting, concessions, permanent facilities, etc.) required in conjunction with

development of the Master Plan remainder area. The Sports Park requires a Conditional Use Permit with special attention given to design and operation of the facility. A focused traffic study and noise analysis may be necessary to identify design mitigations.

The community park is shown at the northeast corner of East Street and Parkway Drive. This location falls within the Master Plan remainder area. Development of this area (Neighborhood E) is assumed to occur sometime in the future, presumably after build-out of the Specific Plan area, although the City could move forward with development of the community park at any time. Under the parkland requirements adopted for the Specific Plan, the SLSP would have no financial responsibility toward acquisition or development of this park. The Community Park requires a Conditional Use Permit with special attention given to design and operation of the facility.

The regional park is located on the 160-acre quarter-section at the northeast corner of CR 102 and CR 25A. Development of this citywide facility could occur at any time. The City already owns land and allows interim facilities to operate there on a lease basis. Under the parkland requirements adopted for the Specific Plan, the SLSP would have no financial responsibility toward acquisition or development of this park.

Within the Specific Plan, there are other planned features that will serve recreational and open space needs. A 35-foot landscaped parkway with a 10-foot paved meandering multi-use pathway, is required as a part of the road right-of-way, along the south side of Gibson Road, the west side of CR 102, and the north side of CR 25A.

Within and between individual residential subdivisions, neighborhood greenbelts (linear open space separate from bicycle pathways and landscaping in street right-of-way) are required that connect key land uses and neighborhoods.

Each planned school facility, including the college and the private school will have planned sports fields, play equipment, and other recreational space and facilities. The high school will include a track/football field/stadium.⁵

Depending on the ultimate solution for drainage, there may be interim on-site detention/retention facilities that serve to manage stormwater run-off. Detention for storm drainage run-off is planned to be accommodated in off-site detention facilities located to the east of the Plan area, across CR 102.

Single-purpose flood and drainage detention facilities are often unattractive, yet still require

⁵ The School District plans to construct permanent detention facilities on the Middle School site, in the form of depressed grassy play fields. Additionally, the College has existing on-site retention in the form of a 6-acre pond in the south-eastern portion of their site. This Specific Plan assumes that the High School and College will provide on-site permanent detention/retention for their respective properties. On the west side of SR 113, the private school has their detention facilities on the lower portion of their 25.7-acre site.

maintenance and everyday viewing by the public and surrounding land uses. The requirement for multi-use, attractive facilities will ensure that they are aesthetically beneficial to the area.

School Facilities

In order to accommodate the students anticipated from the SLSP Plan using student yield factors provided by the School District, the Specific Plan includes three 10-acre elementary schools. Each school is combined with a neighborhood park to create the central focus point for each planned neighborhood. Each elementary school is located approximately in the center of the intended attendance area, within safe easy access of the neighborhood it will serve. Each school will be designed and oriented to allow vehicular access off two-lane collectors and local streets.

A new high school facility is planned for the southeast corner of the intersection of Gibson Road and Pioneer Avenue. The high school is planned for ± 50 acres between Pioneer Avenue and Woodland Community College. Immediately south of the high school site, is a planned ± 20 -acre middle school site. The need for the middle school may not occur until at or beyond build-out of the Specific Plan. During the interim, the site is encouraged to be used for sports fields, open space, and other recreational uses.

Woodland Community College is located on ± 120 acres of the southwest quadrant formed by Gibson Road and CR 102. The College is in the process of updated their master plan for build-out of the campus. There are 7 academic buildings (each totaling $\pm 20,000$ square feet) and 3 maintenance (plant) buildings there now on ± 32 acres of the total landholding. Presently enrollment is about 3,000 students, expected to expand to 8,000 students at full build-out. Plans for expansion would add $\pm 400,000$ square feet by 2020 (campus build-out) including a library and new child care facilities. About 8 acres in the southwest corner of the property would be used for applied agriculture. Sports and recreational facilities are planned for an unspecified area of the remaining southern portion of the property.

The college has expressed great interest in joint sports facilities with the School District and/or the City as may be appropriate. The interim use of the middle school site and the permanent facilities at the high school both present excellent opportunities for joint use, resulting in more efficient use of public tax dollars.

The location of the high school, middle school, and existing college are intended to create a large campus environment for student education. Every opportunity for sharing educational programs and facilities should be explored, and all feasible options implemented.

The City may have little or no jurisdictional authority to impose site or building design requirements on the School District or the College District. However, the three entities have a history of mutual cooperation, and the Districts are strongly encouraged to implement the relevant design requirements of this Plan. This primarily affects the outward appearance of the facilities and grounds, and future construction.

Consistent with the vision of this Plan, the site layout and design of these schools shall be neo-traditional in form. The emphasis will be on pedestrian and bicycle circulation throughout the whole of this campus area, with connections to other planned pedestrian and bicycle pathways (including greenbelts) throughout the new community and planned neighborhoods. To the fullest possible extent the boundaries between the three facilities, and with the rest of the Specific Plan area should be seamless.

The main entrance to the high school shall be at the signalized intersection of Pioneer Avenue and Collector 4. The main entrance to the future middle school shall be from that same location or from the south off Farmers Central Road.

Neighborhood Commercial

A Spring Lake Center is proposed, centrally located at the southwest corner of the intersection of Parkway Drive and Pioneer Avenue. As described above, the Spring Lake Center is 10 acres in size, comprised of a 4-acre, 5.0 acres of small neighborhood serving commercial property, and a 1-acre fire station site.

The concept for the 5.0 acres of neighborhood commercial space is to be truly neighborhood serving, with businesses that cater to the nearby residences, and that are oriented to and interact with the Central Park. The final lot shape and dimensions may change from what is shown on the Land Use Map (Figure 2.1), based on creative design, to create an intense, active, atmosphere (see Section 9.0, Administration). A small grocery store and a restaurant are highly desirable and strongly encouraged within the mix of allowed retail uses. Up to 30 percent of the gross floor area could be developed as office uses, and the remainder must be developed as neighborhood retail. Neighborhood-serving office space shall occupy no more than 1.5 acres of the total 5.0 acres, though retail and office uses may be mixed within the 5.0 acres.

The site-design shall be pedestrian-oriented to encourage access using non-vehicular forms of circulation. Neo-traditional concepts shall be applied to the site plan/design review including location of vehicular parking so as not to detract from the desired streetscape or desired orientation to the other activities in the Spring Lake Center, particularly Central Park. The parking must be subordinate to the buildings. Second story residential space is highly desirable and strongly encouraged.

In developing this Plan it was recognized that the presently vacant general commercial property located immediately across Gibson Road from the high school site, at the northeast corner of Pioneer Avenue and Gibson Road, would likely serve as the principal destination for day-to-day shopping needs for the entire Master Plan area, as well as for Sycamore Ranch. It is assumed that this center will include a major supermarket and drug store, and associated in-line specialty shops and service businesses.

In addition to the 5-acre neighborhood commercial site, there are three 2-acre neighborhood commercial sites identified at each of the three neighborhood park sites. These parcels are intended to function as small neighborhood commercial nodes that will provide retail, small office, and second-story residential opportunities for neighborhood residents with the goal of accommodating routine daily needs within walking distance of most residents.

The architectural design of buildings in these neighborhood commercial areas is of critical importance to ensuring their prominence as focal points. They should be of a notable design with distinctive style appropriate to their setting. The intent for each neighborhood commercial node, and for the Spring Lake Center, is to encourage year-round, daily community activity. Consequently, it is also important to incorporate environmental considerations in the design of the spaces. Exterior spaces should provide shade for the summer and protection from wind and rain in the winter.

The use of overhangs and arcades along building edges and along major pedestrian routes can provide both shelter and a more pleasant environment for patrons. A broad shade canopy can also enhance the ambient environment and make the area more attractive. Cool landscape plantings and use of water features are desirable.

Exterior lighting should be used in the neighborhood commercial centers to encourage residents to use the outdoor spaces. Both pedestrian scale lighting and dramatic architecture and landscape lighting can be combined to provide a notable sense of place. Building lighting shall be designed to create special points of interest and emphasize the primary theme of the design.

Personal security is also an important consideration to encourage people to come to these focal points. Designs should be "open" and allow visibility from the street for surveillance purposes. The fire station located as a part of the Spring Lake Center provides around-the-clock presence at that key focal point.

Greenbelts

The bicycle/pedestrian loop system is accomplished via a combination of Class 1 bicycle pathways⁶ located within the landscaped parkway strips of certain roadways, and key greenbelt connections shown on the Land Use Map (Figure 2.1). Additional trails are required at the subdivision level that will provide expanded opportunities for pedestrian and bicycle circulation.

⁶ The term "pathway" is used in this Plan to refer to the 10-foot wide off-street pedestrian/bicycle loop system depicted in Figures 4.12 and 5.1. The term "parkway" is used to refer to landscaped areas within roadway rights-of-way (ROW) between the sidewalk and adjoining private property described as "other landscaping" in Table 4.1. The term "greenbelt" is used to describe separated linear open space that does not fall within roadway ROW. Greenbelts are depicted on the Land Use Map, Figure 2.1. The term "trail" is used to describe linear open space/corridors required within subdivisions where appropriate to connect to greenbelts and pathways, and to connect between subdivisions.

Greenbelts are required to be a minimum of 40-feet in width, unless bordering a park or collector. Homes may not back onto greenbelts, but may side-on or front on these facilities. Greenbelt landscaping is intended to be park-like, and include turf, trees, and landscaping as described in the SLSP Design Standards.

Drainage and Detention

The developable area of the Specific Plan will include only one visible drainage feature: the Farmers Central channel. All other storm water/flood facilities are located below-ground or off-site.⁷

The Farmers Central channel will be undergrounded from SR 113 east to Pioneer Avenue. East of Pioneer, to CR 102 it will remain an open channel in its current location.

A cross-section for Farmers Central Road (CR 24A) and the channel is provided in Section 4.0 (Circulation Element) of the Specific Plan. A 10-foot pedestrian/bicycle Class 1 pathway will be located on the top of the south bank, with trees and other landscaping. The banks will be sloped (to be determined later at the design stage), with naturalized landscaping. The goal of the landscaping and pathways is to create an amenity.

Fire Station

A 1-acre site adjoining Central Park is designated for a future fire station. The design and orientation of the fire station shall also follow neo-traditional design concepts/patterns. The station shall be designed to include a community meeting room and to accommodate community-oriented safety programs that increase the interaction between the staff, the facility, and the neighborhood.

Yolo County

The County owns the ±31-acre site at the southwest corner of Gibson Road and CR 102. It currently houses the following countywide services/facilities which must be disclosed to all future homeowners in the area:

- Monroe Detention Center: ±93,000-square foot medium/maximum security jail facility for ±400 inmates serving sentences of one year or less.
- Lienberger Minimum Security Facility: ±19,000-square foot minimum security jail facility for ±150 misdemeanors and primarily non-violent offenders.
- Cameron Training Building: ±93,000-square foot training center for officers and

⁷ This does not include the existing or planned detention/retention facilities for public and quasi-public uses.

inmates warehousing

- Sheriff's Administration/Morgue Facility: ±14,000-square feet including County morgue, and offices providing support services to Sheriff's Department.
- Animal Shelter: ±6,000-square foot facility with space for approximately 150 small animals, plus an outdoor livestock pasture area.

The City may have no jurisdictional authority to impose site or building design requirements on the County. However, the two jurisdictions have a history of mutual cooperation, and the County is strongly encouraged to implement the relevant design requirements of this Plan. This primarily affects the outward appearance of the facilities and grounds, and any future expansion. Though, this also relates to policies and programs for rehabilitation and release of inmates into the community. These policies and programs shall reflect a concern for the avoidance of safety and nuisance issues in the community.

The City and County do have a pre-existing arrangement regarding the streetscape along the frontage of the County property, and regarding infrastructure improvements. The City's goal is for the County to participate in the implementation of appropriate property improvements consistent with the phasing and vision of this Plan, in the same manner as any other property owner.

LAND USE DESIGNATIONS

The Plan utilizes the land use designations and categories described below. Maximum and minimum densities are as identified. Where stated densities, lot size, setbacks, or yard requirements differ from the Zoning Ordinance, the requirements of the Specific Plan shall prevail. Table 2.4 provides area requirements. Table 2.5 (Consistency Chart) provides a chart that shows corresponding Specific Plan land use designations and land use categories, General Plan land use designations, and zoning districts. Table 2.6 (Sample Density Yields) provides sample density yields for various detached products and examples of developments at that density. Table 2.6 is provided for illustrative purposes only and is neither regulatory nor advisory.

TABLE 2.4
SPRING LAKE SPECIFIC PLAN
Area Requirements for Lots (units = feet)

Specific Plan Land Use Category (Density)	Front Setback ¹⁰ Minimum from House/Garage	Front Setback Maximum from House	Side Setback ¹⁵ Interior ¹¹ /Street	Rear Yard ¹¹	Front Setback from Porch ¹⁴	Minimum Lot Width	Maximum Height	Block Length ^{9,12}
RESIDENTIAL – DETACHED								
R-3 (1-3 du/ac)	20/22	None	5-10 ¹⁶ /15 ²²	25	15	70	35	±400 to 600 desirable; 980 maximum.
R-4 (>3-4 du/ac)	17/22	22	5/15	20	10	55 min ²⁷	35	±400 to 600 desirable; 910 maximum
R-5 (>4-5 du/ac)	15/22	22	5/10 ⁸	20 ¹⁷	9	50 min ¹⁹	35	±400 to 600 desirable; 840 maximum
R-8 (6-8 du/ac)	12/20	20	5/10 ⁸	15 ¹⁸	7	40 min ²⁰	35	±400 desirable; 600 maximum
R-15 (10-15 du/ac)	10/20	15	5/10	10	10	35	35 ²⁴	±400 desirable; 500 maximum
R-20 (16-20 du/ac) R-25 (23-25 du/ac)	6/6	10	3.5 ¹ /10	10	6	28	35 ²⁴	400 maximum
RESIDENTIAL – ATTACHED¹³								
R-8 ²	15/20	20	5 ³ /10	20	7	35	35	±400 desirable; 600 maximum
R-15	10/20	15 ⁷	5 ³ /10	20	10	35 ²¹	35 ²⁴	±400 desirable; 500 maximum
R-20 and R-25	10/20	25 ⁷	5 ³ /10	10 ²⁵	10	26 ²⁶	35 ²⁴	400 maximum
RESIDENTIAL – ADJACENT TO GREEN SPACES²³								
Greenbelt Trails	-	-	10	-	-	-	-	-
Other Green Spaces	-	-	15	-	-	-	-	-
NON-RESIDENTIAL								
NC	0 ⁵	10	0 ⁴ /0 ⁶	0 ⁴	n/a	25	40	±400 desirable; 500 maximum.
P/QP	0 ⁵	10	0 ⁴ /0 ⁶	0 ⁴	n/a	25	40	-
RESIDENTIAL – SECOND UNITS (DETACHED)								
Specific Plan Land Use Category	Minimum Separation from Primary Residence		Side Setback Interior/Street	Rear Yard With Alley or No Alley		Maximum Height	Block Length	
Single Family (Detached) Lots	10		5/15	5		30	Not Applicable	
ATTACHED/SEMI-ATTACHED GARAGES²²								
Units with Attached or Semi-attached Alley Access Garage	Garage setback: minimum 3' provided 24' minimum back-out room, counting alley surface. Occupiable space above garage: same standards as principle structure.			Connector structure: Minimum 12' deep Maximum one-story high Maximum 12' wide				
Units with Semi-Attached Access Garage	Garage setback: 3' rear and side yards			Connector structure: Minimum 12' deep Maximum one-story high Maximum 12' wide				
<p>1 Allows alternating setbacks of 0 and 3.5 to create 3.5-foot separation between each unit.</p> <p>2 Duplexes/half-plexes are the only allowed attached product in this designation.</p> <p>3 Five (5) feet side interior setback for single story units; 7.5 feet for two story</p> <p>4 Where adjacent to residential, a setback of 10 feet is required.</p> <p>5 Where the sidewalk does not have a landscaping strip, a setback of 8 feet is required.</p> <p>6 Same as interior side, with addition of site triangle (City Code 25.22.20).</p> <p>7 Parking and/or drive area not allowed in this area. Landscaping, open space, plaza, etc, only</p> <p>8 Interior side setback 0 feet for duplexes/half-plexes.</p> <p>9 See Development Regulations.</p> <p>10 Front and side-street setbacks are measured from back-of-walk.</p> <p>11 Detached garages are considered "accessory structures" and allowed within three (3) feet of the interior side and rear property lines.</p> <p>12 Does not apply to cul-de-sacs. Maximum length for cul-de-sacs in R-3, R-4, and R-5 is 650 feet. Maximum length for R-8 and above is 500 feet. Intensive land uses (e.g. schools, parks, multi-family) can not feed onto a cul-de-sac.</p> <p>13 Area requirements assume project facades and street orientation of units to replicate single-family housing. "Garden style" apartment shall utilize area requirements in the City Zoning Ordinance.</p> <p>14 Porches must be usable and must be in scale with the unit.</p> <p>15 A side yard adjacent to a green space would be treated as a corner "street" lot, not an "interior" lot.</p> <p>16 15-foot total between each R-3 unit.</p> <p>17 30 percent of the units may go down to 15 feet.</p> <p>18 50 percent of the units may go down to 12 feet.</p> <p>19 Average of 55-foot width required.</p> <p>20 Average of 45-foot width required.</p> <p>21 27-feet for townhouses.</p> <p>22 Per Specific Plan Amendment #3, Resolution No. 4583, Approved by City Council October 19, 2004.</p> <p>23 Greenbelt Trail is minimum 40', subdivision trail is minimum 25' (yards adjacent to green spaces treated as corner lots, accept when located along a 40' greenbelt trail)</p> <p>24 Building heights can extend above 35' providing the interior ceiling height does not exceed 35' and the roof is designed in a manner acceptable to the Community Development Department.</p> <p>25 Rear garage and 2nd story setback may be reduced to 3' provided a minimum 24' of backup area exist for automobiles. For three story units, either the 2nd or 3rd floor shall maintain a 10' setback.</p> <p>26 Lot width may be reduced to 20' provided additional common area amenities and/or design features are incorporated into the project design, to the satisfaction of the City.</p> <p>27. Average of 65-foot width required</p>								

Revised: June 5, 2014

greenbelt defined @ 40'

**TABLE 2.5
SPRING LAKE SPECIFIC PLAN
Consistency Chart**

Specific Plan Land Use Designations	Specific Plan Land Use Category	Consistent City Zoning District	City General Plan Land Use Designation
RESIDENTIAL Single Family Single Family Single Family Single Family	R-3 R-4 R-5 R-8	Create New Category Single Family Residential (R-1) Single Family Res (R-1) and Duplex Res (R-2) Single Family Res (R-1) and Duplex Res (R-2)	Very Low Density Res (VLDR) Low Density Residential (LDR) Low Density Residential (LDR) Medium-Low Density Res (MLDR)
RESIDENTIAL Multi-Family Multi-Family Multi-Family	R-15 R-20 R-25	Duplex Res (R-2) and Multiple Family Res (R-M) Duplex Res (R-2) and Multiple Family Res (R-M) Duplex Res (R-2) and Multiple Family Res (R-M)	Medium Density Residential (MDR) Medium Density Residential (MDR) Medium Density Residential (MDR)
COMMERCIAL Commercial	NC	Neighborhood Commercial (C-1)	Neighborhood Commercial (NC)
OPEN SPACE Open Space; Greenbelt Park	OS; Greenbelt Park	Open Space (O-S) Open Space (O-S)	Open Space (OS) Open Space (OS)
PUBLIC/QUASI-PUB School Fire Station Detention Basin/ Drainage Channel	School Fire Station Detention Basin/ Drainage Channel	Allowed in any zone with CUP. Allowed in any comm or indus zone with CUP. Allowed in any zone, with Planning and Public Works review.	Public Service (PS) Public Service (PS) Public Service (PS)
Source: TSCHUDIN CONSULTING GROUP; June 7, 2000.			

**TABLE 2.6
SAMPLE DENSITY YIELDS
Detached Product**

Density	Gross Lot Size (sq.ft) ¹	Net Lot Size (sq.ft.) ²	Sample Lot Dimension ³	Notes – Examples
R-3 (3 du/ac)	14,520	10,164	70 x 145	Gibson Park Unit 3 (Redwood Drive) College Street (Lincoln to Cross)
R-4 (4 du/ac)	10,890	7,623	65 x 118	Faria Park Unit 4 (Silverado Drive) Beamer Park (south of Keystone, Pershing to Bliss)
R-5 (5 du/ac)	8,712	6,098	60 x 100	The Woods (Prather Court; Laugenour Court) Fairmount (Daniels Street)
R-6 (6 du/ac)	7,260	5,082	50 x 100	The Estates at Woodland (Lexington Way)
R-8 (8 du/ac)	5,445	3,812	45 x 85	College Park II (Topaz Way; Pearl Way)
R-10 (10 du/ac)	4,356	3,703	45 x 82	The Cottages (Hutson Circle)
R-12 (12 du/ac)	3,630	3,086	40 x 76	Aggie Village (1st Street, Davis ⁴)
R-15 (15 du/ac)	2,904	2,468	40 x 60	125 College Street (bungalow court)
R-20 (20 du/ac)	2,178	1,851	30 x 62	Metro Square (H Street, Sacramento ⁵)

All examples in Woodland unless otherwise noted.

¹ One acre = 43,560 square feet.

² Net = assumes 80% of gross up to 8 du/ac; assumes 90% of gross for higher densities as private open space is exchanged for public open space.

³ Sample lot dimensions assume net lot size.

⁴ Aggie Village = 58 units on 4.7 acres.

⁵ Metro Square = 45 units on 2.1 acres.

Source: TSCHUDIN CONSULTING GROUP, June 2000.

R-3 (Residential -- 3 du/ac): This category provides for single family detached homes, second residential units, and similar and compatible uses (see Table 1, page 18 of the Zoning Ordinance). Agricultural uses of the land may continue as an interim use until development pursuant to this Specific Plan. The allowed density ranges from a minimum of 1 dwelling unit per acre to a maximum of 3 dwelling units per acre (du/ac). The consistent General Plan land use designation is Very Low Density Residential (VLDR). The consistent zone category is a new district to be created. Second residential units shall be allowed by right on all lots with site plan/design review only if proposed at the time of subdivision review and approval. Subsequent applications for second units by individual property owners shall only be allowed through a use permit process. In a project that meets the criteria of Section 65915 of the Government Code, these units shall be considered the "density bonus". These added second units shall not be included in the calculation of density for the purposes of determining zoning or General Plan consistency. No attached housing (except second units) can be built in this category.

R-4 (Residential -- 4/du/ac): This category provides for single family detached homes, second residential units, and similar and compatible uses (see Table 1, page 18 of the Zoning Ordinance). Agricultural uses of the land may continue as an interim use until development pursuant to this Specific Plan. The allowed density ranges from a minimum of greater than 3 dwelling units per acre to a maximum of 4 dwelling units per acre (du/ac). The consistent General Plan land use designation is Low Density Residential (LDR). The consistent zone category is Single Family Residential (R-1). Second residential units shall be allowed by right on all lots with site plan/design review only if proposed at the time of subdivision review and approval. Subsequent applications for second units by individual property owners shall only be allowed through a use permit process. In a project that meets the criteria of Section 65915 of the Government Code, these units shall be considered the "density bonus". These added second units shall not be included in the calculation of density for the purposes of determining zoning or General Plan consistency. No attached housing (except second units) can be built in this category.

R-5 (Residential -- 5 du/ac): This category provides for single family detached homes, second residential units, and similar and compatible uses (see Table 1, page 18 of the Zoning Ordinance). Agricultural uses of the land may continue as an interim use until development pursuant to this Specific Plan. The allowed density ranges from a minimum of greater than 4 dwelling units per acre to a maximum of 5 dwelling units per acre (du/ac). The consistent General Plan land use designation is Low Density Residential (LDR). The consistent zone categories are Single Family Residential (R-1) and Duplex Residential (R-2).

Within this category, a minimum of 50 percent of the corner lots shall be duplexes or half-plexes. The corner duplex/half-plex units may be shifted to mid-block locations, but there may be no more than one duplex or set of half-plexes (2 units total) on one side of any given block. These added corner or mid-block units shall not be included in the calculation of density for the purposes of determining zoning or General Plan consistency. No attached housing (except second units and allowed duplexes/half-plexes) can be built in this category except as set forth in Section 3.0, Housing Element.

Second residential units shall be allowed by right on all lots except duplex/half-plex lots, with site plan/design review only if proposed at the time of subdivision review and approval. Subsequent applications for second units by individual property owners shall only be allowed through a use permit process. These added second units shall not be included in the calculation of density for the purposes of determining zoning or General Plan consistency.

In a project that meets the criteria of Section 65915 of the Government Code, these duplexes and second units shall be considered the "density bonus".

R-8 (Residential -- 8 du/ac): This category provides for single family detached homes, duplexes/half-plexes on corner lots, up to two duplexes or half-plexes (four units) at a midblock location, second residential units, and similar and compatible uses (see Table 1, page 18 of the Zoning Ordinance). Agricultural uses of the land may continue as an interim use until development pursuant to this Specific Plan. The allowed density ranges from a minimum of 6 dwelling units per acre to a maximum of 8 dwelling units per acre (du/ac). The consistent General Plan land use designation is Medium-Low Density Residential (MLDR). The consistent zone categories are Single Family Residential (R-1) and Duplex Residential (R-2).

Within this category, 50 percent of the corner lots are encouraged to be duplexes or half-plexes. The corner duplex/half-plex units may be shifted to mid-block locations, but there may be no more than two duplexes or half-plexes (4 units total) on one side of any given block. These added corner or mid-block units shall not be included in the calculation of density for the purposes of determining zoning or General Plan consistency. No attached housing (except second units and allowed duplexes/half-plexes) can be built in this category except as set forth in Section 3.0, Housing Element.

Second residential units shall be allowed by right on all lots except duplex/half-plex lots, with site plan/design review only if proposed at the time of subdivision review and approval. Subsequent applications for second units by individual property owners shall only be allowed through a use permit process. These added second units shall not be included in the calculation of density for the purposes of determining zoning or General Plan consistency.

In a project that meets the criteria of Section 65915 of the Government Code, these duplexes/half-plexes and second units shall be considered the "density bonus".

R-15 (Residential -- 15 du/ac): This category provides for attached and detached single family homes, duplexes/half-plexes, tri-plexes, four-plexes, six-plexes, bungalow courts⁸,

⁸ A "bungalow court" is a small number of houses (often identical to one another in design) arranged on a narrow private courtyard. Typically these are rental units of 600 to 900 square feet, with no fencing or defined private yard area, that front on common open space in the form of a grassy plaza, and have rear alley vehicular access. Many do not have garages or may have separate grouped (all under one roof) garages or parking at the back of the lot. These units may also be subdivided as for-sale units, typically with all the common area in a separate lot under the management of a homeowner's association.

townhouses, condominiums, attached and detached multi-family units (apartments), and similar and compatible uses (see Table 1, page 18 of the Zoning Ordinance). The allowed density ranges from a minimum of 10 dwelling units per acre to a maximum of 15 dwelling units per acre (du/ac). The consistent General Plan land use designation is Medium Density Residential (MDR). The consistent zone categories are Duplex Residential (R-2) and Multiple Family Residential (R-M). Detached units (small houses) are encouraged. For attached housing, the massing of residential structures in this category is regulated by a requirement that there must be street-facing project facades, setbacks, and street orientation of units that emulates single family housing, with the goal of appearing similar along the street to single family development (see Development Regulation 2.35.7). This shall not be construed as requiring identical design and quality of materials as the surrounding housing. Parking is to be interior to the site. A Conditional Use Permit is not required for units in this category if consistent with the requirements of the Specific Plan, however, site plan/design review is required in order to determine design consistency.

R-20 (Residential -- 20 du/ac): This category provides for attached and detached single family homes, duplexes, tri-plexes, four-plexes, six-plexes, bungalow courts, townhouses, condominiums, attached and detached multi-family units (apartments), and similar and compatible uses (see Table 1, page 18 of the Zoning Ordinance). The allowed density ranges from a minimum of 18 dwelling units per acre to a maximum of 20 dwelling units per acre (du/ac). The consistent General Plan land use designation is Medium Density Residential (MDR). The consistent zone categories are Duplex Residential (R-2) and Multiple Family Residential (R-M). A Conditional Use Permit is not required for units in this category if consistent with the requirements of the Specific Plan, however, site plan/design review is required in order to determine design consistency. To the extent feasible, units in this category shall be maximized.

R-25 (Residential -- 25 du/ac): This category provides for attached and detached single family homes, duplexes, tri-plexes, four-plexes, six-plexes, bungalow courts, townhouses, condominiums, attached and detached multi-family units (apartments), and similar and compatible uses (see Table 1, page 18 of the Zoning Ordinance). The allowed density ranges from a minimum of 23 dwelling units per acre to a maximum of 25 dwelling units per acre (du/ac). The consistent General Plan land use designation is Medium Density Residential (MDR). The consistent zone categories are Duplex Residential (R-2) and Multiple Family Residential (R-M). Within this category, a minimum of 20 percent of the units (by project or overall) are strongly encouraged to be age-restricted for seniors housing. A Conditional Use Permit is not required for units in this category if consistent with the requirements of the Specific Plan, however, site design review is required in order to determine design consistency. To the extent feasible, units in this category shall be maximized.

NC (Neighborhood Commercial): This category provides for neighborhood and locally-oriented retail and service uses, public and quasi-public uses, and similar and compatible uses. This category is for the provision of retail and service uses serving the immediate

neighborhood. The consistent General Plan land use designation is Neighborhood Commercial (NC). The consistent zone category is Neighborhood Commercial (C-1). The maximum floor area ratio (FAR) is 0.50 per the General Plan (page 1-6). However, when surrounded primarily by park land, the FAR calculation (and determination of substantial compliance thereof) will factor in the adjoining park land, if all other design features (pedestrian orientation, site design, neo-traditional focus, etc.) are consistent with the vision of this Specific Plan.

The Spring Lake "town center" at the intersection of Pioneer Avenue and Parkway Drive is intended to incorporate significant innovation and creativity in the final design. Among the primary goals for the final design at this location are innovation, creativity, excitement, high visibility of public space, more central location of land uses, and a requirement for "signature" architecture.

The uses permitted in the neighborhood commercial category are those described under the C-1 category in Table 2 of the Zoning Ordinance (page 41) with the following modifications. All by-right uses remain subject to site plan/design review.

- uses restricted to 30,000 square feet of gross leasable floor space
- outdoor seating at food-service establishments allowed by right
- full-service food and grocery stores allowed by right
- hardware stores allowed by right
- day care centers are allowed by right
- photocopy services (excluding heavy presses) are allowed by right
- professional offices (e.g. attorneys, accountants, dentists, medical labs, classrooms and studios) -- restricted on the first-floor to a maximum of 30 percent of the gross floor area
- up to 100 percent professional offices, residential uses, and/or retail is allowed by right on the second-floor
- vehicular-oriented uses including gas/service stations, car washes, and drive-through restaurants are not allowed in this district; parking facilities incidental to principal use allowed to rear of parcel subject to design requirements
- places of assembly are not allowed in this district
- plant nurseries and green houses not allowed in this district

Land designated neighborhood commercial in this Specific Plan shall remain as such unless it remains undeveloped by Plan build-out (2015), at which time, if demonstrated to be infeasible as zoned, it may be rezoned for park use only.

The 2-acre neighborhood commercial sites located within each neighborhood park area are intended to be "floating" land use categories, in that their precise location and layout is to be determined at the time of the land division that creates the park and the surrounding residential lots. The mechanism for ownership, interim use, and eventual development is to be specified at that time, to the satisfaction of the City.

P/QP (Public/Quasi-Public): This category provides for public and assembly facilities such as colleges, schools, armories, penal institutions, libraries, stormwater drainage management (detention basins and drainage channel), museums, government offices and courts, fire and police stations, churches, meeting halls, public and quasi-public uses, and other similar and compatible uses. The consistent General Plan land use designation is Public Service (PS). Any zone category would be considered consistent with this Specific Plan category. The maximum floor area ratio (FAR) is 0.50 per the General Plan (page 1-7).

Schools and the fire station are precisely identified in the Specific Plan. These specified locations are not intended to be "floating" or approximate, hence there is no underlying zoning for these parcels. Their location is integral to the Plan. Modification to the location of these uses is strongly discouraged and would require rezoning, Specific plan amendment, and use permit.

OS (Parks and Open Space): This category provides for parks, greenbelts, habitat protection, and incidental passive recreational uses.

Open space serves the following purposes:

- provides a buffer between land uses
- provides off-street pedestrian and bicycle circulation corridors
- provides a visually unifying landscape framework
- provides view corridors
- preserves special natural areas

No structures would normally be allowed in designated open space. The floor area ratio (FAR) shall not exceed 0.1 as established in the General Plan. Minor, necessary, incidental uses (e.g. trails, bike paths) are not considered "structures" for the purposes of calculating the FAR in this category. The consistent General Plan land use designation is Open Space (OS). The consistent zone category would be Open Space (O-S). The Sports Park and Community Park shall require a Conditional Use Permit with special attention given to design and operation of the facility.

DEVELOPMENT REGULATIONS

The requirements identified below apply to all development within the SLSP area, including development undertaken by the County, the School District, and the Woodland Community College as separate governmental entities. The parenthetical references identify, where applicable, relevant mitigation measures from the Specific Plan Environmental Impact Report (referenced herein as the "EIR"). It should be noted in the final action to adopt the Specific Plan, that the Findings of Fact made by the City Council may have rejected or modified the original text of these measures as they appeared in the EIR (see Appendix A and D). Where an adopted mitigation measure addresses an issue, there must be full compliance with the full text of the adopted mitigation measure. In cases where the text of the Specific Plan is

more stringent than the mitigation measure, the Plan text shall prevail. No attempt is made to itemize or reference other applicable regulations such as the Uniform Building Codes.

General

The following land use regulations apply to all development:

- 2.1 DISCLOSURES -- All units/lots within 500-feet of, the regional park site, the sports park, and the private Hollman airstrip (for the period that it remains operational) shall be provided with a deed disclosure regarding the proximity and nature of these uses. The historic (landfill), current (rodeo and aeromodelers), and planned (adult sports fields) uses of the regional park site shall be disclosed.

Disclosure shall be provided to all units/lots that fall within the Revised Preliminary (April 17, 2001) FEMA maps for the 100-year floodplain, unless final maps have been adopted in which case the final maps would be disclosed. If final maps have not been adopted, the disclosure shall reflect the in-force map and describe the Revised Preliminary map as informational.

Disclosure shall be provided that the area is a planned community subject to the Spring Lake Specific Plan and Design Standards. Potential buyers shall be advised to secure and read a copy of the Specific Plan. Disclosure shall be provided regarding mosquitoes and black gnats. Disclosure shall also be provided to all lots/units regarding the possibility of overflights from Sacramento International Airport, the location and rights to develop higher density (multi-family) and affordable housing units throughout the Plan area, the location and plans for Neighborhood Commercial sites adjoining each neighborhood park, the allowance of second-residential units by-right on single-family lots throughout the Plan area, the existence of Design Standards affecting development in the Plan area, phasing of and availability of fire service in the area, potential for odors from the sewer plant, potential for noise from the fire station, and the existence of the County jail and other facilities.

Per the Woodland Fire Department requirements, all new construction built prior to the construction and staffing of the fire station and beyond a 4-minute response from existing stations, shall be supplied with a disclosure notice informing the owner and tenants of the delayed level of response.

These disclosures shall be applied at the tentative map stage to the affected properties. The text of the disclosure language shall be approved by the City Attorney. (*TOC EIR MM 4.1-1, 4.1-2, 4.8-4, 4.8-5, 4.8-7, and 4.13-1c*)

- 2.1.1 AGRICULTURE DISCLOSURE – In order to facilitate the ability of landowners within and adjoining the Specific Plan area to continue agricultural operations, at their discretion, notwithstanding urban development of other areas within the Specific Plan

area, the following notices shall be provided as a condition of obtaining a building permit for m the City and shall be provided to each landowner at the time of sale:

You are hereby notified that the Spring Lake Specific Plan area includes land within and adjoining the Plan area that has historically been devoted to agricultural operations. Landowners within and adjoining the Spring Lake Specific Plan area, may at their discretion, continue ongoing, properly conducted agricultural operations on their land. The City of Woodland allows the continuation of such ongoing, properly conducted agricultural operations within the Spring Lake Plan area and sphere of influences areas. You may be subject to inconvenience or discomfort from lawful agricultural or agricultural processing facilities operations within and adjoining the Spring Lake Specific Plan area. Discomfort and inconvenience may include, but are not limited to noise, odors, fumes, dust, smoke, burning, vibrations, insects, rodents, and/or the operation of machinery (including aircraft) during any 24-hour period. Agricultural operations shall not be considered a nuisance unless such operations are deemed to be a nuisance under California Civil Code section 3482.5 and 3482.6. Agricultural processing operations shall comply with all State, federal, and local laws and regulations applicable to the operations.

If you allege that an agricultural operation or agricultural processing operation has interfered with your private property or personal well-being or is otherwise considered a nuisance, you must notify the property owner and offer to resolve the dispute through mediation and/or arbitration prior to the filing of any court actions.

If the offer to mediate/arbitrate is rejected or not responded to within 10 days, then a court action may be filed. If the offer is accepted, then the parties shall have 45 days to submit the matter to a mediator/arbitrator for a decision. The mediator/arbitrator ruling shall not be binding on the parties unless the parties have previously agreed that such decision shall be binding. If the mediator/arbitrator does not rule within 20 days after having been submitted then a court action may be filed.

- 2.2 LAND SET-ASIDES -- Pursuant to the Mitigation Monitoring Plan, mitigate at a 1:1 ratio for each acre of Swainson's hawk foraging land and/or agricultural land converted to development. Each area can mitigate for both impacts given appropriate land management commitments, and with approval of the responsible state and federal agencies. *(TOC EIR MM 4.2-1 and 4.5-4)*
- 2.3 AFFORDABLE HOUSING PLAN -- Prior to acceptance of the first tentative map, an Affordable/Special Needs Housing Plan shall be prepared for the Specific Plan and submitted to the City for review and approval. The Plan shall demonstrate compliance with the City's Housing Element, the Affordable Housing Ordinance, and the requirements of the Mitigation Monitoring Plan. *(TOC EIR MM 4.11-2)*
- 2.4 SPECIAL STUDIES -- Prior to subdivision or development within the Specific Plan

area and prior to construction of off-site infrastructure, site-specific studies are required (as applicable) to demonstrate CEQA clearance for individual parcels including: (TOC EIR MM 4.5-1, 4.5-2, 4.5-3, 4.5-6, 4.5-7, 4.6-1, 4.6-2, 4.6-5, 4.6-6, 4.6-8, 4.8-2, 4.8-8, 4.10-2, 4.10-34.12-1)

- biological surveys (for rare plants, valley elderberry longhorn beetles, raptors, and wetlands)
- project-specific traffic and circulation analyses (including timing for installation of signals, timing and installation of other roadway widenings and intersection improvements, recommendations regarding traffic calming, and off-site roadway improvements if applicable)
- noise control analysis
- historic/archeological resources survey
- Phase I hazardous waste site assessments.
- transit service (identify locations of shelters/stops and bus turnouts)
- drainage analysis for existing ("residual") 100-year floodplain
- traffic calming (per Regulation 4.13)
- BMP's for water quality and erosion control (per Regulation 2.18)

These studies are required prior to subdivision because the results may affect the proposed shape, configuration, and number of parcels.

- 2.5 DESIGN STANDARDS -- Prior to acceptance of the first tentative map or prior to issuance of a building permit for any development, separate, more distinct design standards for development within the Specific plan area shall be prepared to implement the vision described in this Plan. These standards shall describe in more detail architectural methods for achieving the desired community form and aesthetics. Key elements are described in Appendix E.
- 2.6 INFRASTRUCTURE PLANS -- Prior to approval of the first tentative map, precise plans for water, sewer, and drainage facilities and lines shall be approved by the City, consistent with City requirements and the requirements of the Mitigation Monitoring Plan. (TOC EIR MM 4.4-1, 4.4-3, 4.4-5, 4.5-7, 4.12-5, 4.13-3, 4.13-9, 4.13-11, 4.13-13, 4.13-22)
- 2.7 FAIR SHARE FEES AND FINANCING -- The final Fiscal Impact Analysis will be required for the City Council's deliberation prior to approval of the Specific Plan. Prior

to approval of the first tentative map the final Capital Improvements Plan and Public Facilities Financing Plan, and any other appropriate phase-specific or project-specific "nexus" studies must be completed and accepted, in order to identify required fair-share funding obligations and relevant timing "triggers" for when public facilities, services, and improvements within the Specific Plan are required to be available for use.

Based on adopted phasing, approved sequencing of development, and the results of the final Fiscal Impact Analysis, Capital Improvements Plan, and Financing Plan, each development must fund (or obligate itself to fund) on a fair-share basis public facilities, services, and improvements within the Specific Plan for which a benefit is derived, including transit capital and operating costs to service the area, design and construction of transit stops, fire station construction and operations, police operations, park development, and library services. This must occur prior to issuance of building permits. (TOC EIR MM 4.6-3, 4.6-4, 4.6-6, 4.6-8, 4.13-1, 4.13-2, 4.13-6, 4.13-9, 4.13-13 4.14-1, 4.14-8)

- 2.8 INFRASTRUCTURE AND SERVICE AVAILABILITY -- Prior to approval of the first tentative map, plans for adequate infrastructure and services (water, sewer, drainage, roadways and improvements, fire station) for that phase must be approved and funding identified. Prior to occupancy within any subdivision, necessary backbone infrastructure and services to serve the subdivision must be in place, and adequate fire service must be demonstrated. (TOC EIR MM 4.4-1c, 4.5-7, 4.6-1, 4.6-2b, 4.6-3, 4.13-1, 4.13-2, 4.13-3, 4.13-6, 4.13-9, 4.13-13, 4.14-1, 4.14-8)
- 2.9 UNIT ALLOCATION -- Unit allocations may be transferred between parcels, subject to the SLSP Unit Allocation Program.
- 2.10 100-YEAR FLOODPLAIN -- Development within areas shown on the "revised preliminary" April 17, 2001 federal flood insurance rate maps to be potentially subject to flooding under 100-year storm conditions shall comply with all applicable requirements. This may affect development timing, and/or the design and grading, on portions the Woodland Community College, the County property, and off-site Plan area infrastructure facilities east of CR 102. (TOC EIR MM 4.4-7)
- 2.11 UTILITIES -- All utilities shall be undergrounded unless proven to be infeasible. (TOC EIR MM 4.13-26)
- 2.12 GRADING AND CONSTRUCTION --
 - a. All grading and construction shall comply with Air Quality Management District directives for both off-road and on-road low-emissions heavy duty vehicles and construction equipment.

The following measures shall be contractually required of all construction contractors in the Plan area: *(TOC EIR MM 4.7-1)*

- Water or other dust suppressants shall be applied to exposed earth surfaces during clearing, grading, earth moving, and other site preparation work.
 - Trucks hauling dirt and debris shall be adequately covered to prevent visible dust emissions.
 - On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce dust caused by vehicle movement.
 - Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
 - Exposed soils and on-site stockpiles of excavated materials shall be covered, stabilized, or watered to prevent dust emission from creating a nuisance in the vicinity or to surrounding properties.
 - Vehicles shall be operated on unpaved surfaces at speeds that will not create nuisance dust emissions for surrounding properties or in the vicinity.
 - Soils shall not be exposed nor shall grading occur during periods when wind speeds cause nuisance dust emissions for surrounding properties or in the vicinity.
- b. Where site work results in the discovery of cultural resources, work shall halt immediately for a distance of 100 feet from the discovery site, and the County Coroner and Native American Heritage Commission shall be contacted. The mitigation protocol identified in the Mitigation Monitoring Plan shall be implemented. *(TOC EIR MM 4.10-1)*
- c. Prior to each construction season, each landowner or developer with a project under construction shall consult with, and implement the recommendations of, the Mosquito Vector Control District regarding control of mosquitoes, black gnats, and other vectors. *(TOC EIR MM 4.12-4)*
- d. Prior to the commencement of construction on any project, the construction contractor shall establish construction recycling measures pursuant to the requirements of the Mitigation Monitoring Plan. *(4.13-18)*

2.13 CONNECTIVITY -- Site plan/design review for all projects shall be reviewed to identify and eliminate or avoid physical barriers such as walls, berms, landscaping, slopes, infrastructure or service equipment (e.g. electrical boxes, pumps, hydrants, etc.) that

could impede pedestrian or bicycle circulation.

- 2.14 BICYCLE CIRCULATION -- All arterials shall have on-street striped bicycle lanes. Some collectors may be designated as a "bike route" (unmarked on-street bicycle routes) as the City periodically updates its Bikeway Master Plan. An off-street path "loop" system shall also be provided along specified roadways and within greenbelts identified on the land use map and in Section 4.0 (Circulation) that connects the Plan area with the rest of the City and that connects major focal points, schools, and parks within the Plan area, to the greatest feasible extent.
- 2.15 PARKING LOT SHADING -- Fifty (50) percent parking lot shading shall be achieved within 15 years. Replacement trees shall be required if tree injury or death occurs.
- 2.15.1 TREE CANOPY REQUIREMENT -- Majestic street tree species, as identified in the Design Standards, that create large canopies at maturity will be required in all medians and streetside landscape strips. The goal is create maximum shade canopy over all streets in the Plan area. Over time, all streetside sidewalks and bicycle pathways will be shaded as a result of this requirement.
- 2.16 LANDSCAPING -- Landscaping within road rights-of-way shall be similar to existing landscaping along the west side of Pioneer Avenue, between East Gum Avenue and Gibson Road.
- 2.17 PRIVATE AIRSTRIP -- A 20:1 protected approach surface and 200-foot minimum buffer from the end point shall be maintained around the private airstrip on APN 042-010-18 (Hollman south) so long as it remains operational. *(TOC EIR MM 4.1-3a, 4.12-6)*
- 2.18 WATER QUALITY/EROSION CONTROL -- Prior to each tentative map approval, the applicant shall identify proposed urban stormwater runoff Best Management Practices (BMPs) that will be incorporated into project design. *(TOC EIR MM 4.4-3)*
- 2.19 BLOCK SIZE -- See Table 2.4, Area Requirements. See also Regulation 2.34 related to residential projects.
- 2.20 PARKWAY FRAME -- A 35-foot landscaped "frame" is required as a part of the road right-of-way, along the south side of Gibson Road, the west side of CR 102, and the north side of CR 25A.
- 2.21 UTILITY FACILITIES -- Utility facilities including transformers, terminal boxes, meters, fire risers, backflow preventers, wells, force mains, pumps, lift stations, and other similar units shall be screened and oriented from public view to the greatest feasible extent.
- 2.22 DROUGHT-TOLERANT PLANTINGS -- Public landscaping within the Specific Plan

area is intended to replicate neo-traditional residential plantings found in the older parts of Woodland, with heavy use of large canopy trees, flowering shrubs, and grass areas. The planter strip (between the curb and the sidewalk) in front of residential units is expected to be planted with grass and large canopy trees.

Primarily drought-tolerant plantings are encouraged to be used in all landscaping (including residential front yards), open space areas, and to the greatest extent feasible, parks. Xeriscape principles are encouraged to ensure conservation of water and overall compatibility of the plant palette with the climate of the area.

Residential front-yard landscaping is encouraged to be designed to be less dependent on regular watering and the effects of periodic drought that occur with the local climate. Grass is encouraged to be treated as an accent in the landscaping plans and not as the main ground covering for residential front yards. Irrigation systems and controllers shall apply water as infrequently as possible, yet thoroughly, and minimize runoff of water and solubilized fertilizer. Irrigation control systems shall use readily available technology to reduce the likelihood of irrigation occurring during rains or when soil is at moisture capacity.

- 2.22.1 VERTICAL CURB -- Vertical curbs are required throughout the Plan area.
- 2.22.2 STREET AND LOT LIGHTING -- Lighting along local streets and in "public use" areas such as parking lots, shall be pedestrian oriented in scale. Light standards shall not exceed 20-feet in height and shall be spaced as required to meet City illumination requirements. Historically-styled lights shall be used along streets and are strongly encouraged elsewhere. Lighting along collector and arterial streets shall meet this requirement to the greatest feasible extent.
- 2.22.3 SIDEWALK DESIGN -- Sidewalks along streets within the Plan area shall not meander. They shall be linear in the neo-traditional style, and run parallel to the street edge-of-pavement. Meandering paths may be allowed along Gibson Road, CR 102, CR 25A, and within greenbelts.
- 2.22.4 ALLEYS -- Alleys are encouraged within Plan area. Standards will be developed at the subdivision level as a part of the subdivision design, and may be addressed in the Design Standards.

Residential

The following regulations apply to all residential development unless otherwise noted:

- 2.23 SUBDIVISION TRAILS -- Each subdivision shall include internal trails (landscaped linear open space connections separate from sidewalks, paths, and landscaping in street right-of-way) that allow for pedestrian and bicycle circulation within and

between subdivisions, and that provide greater connectivity to the planned off-street pedestrian/bicycle loop pathway system shown in figure 4.12. To the maximum feasible extent, residences shall not back on to these trails.

- 2.24 PEDESTRIAN/BICYCLE ACCESS -- Access connections for pedestrians and bicycles to open space, schools and parks, and the off-street pedestrian/bicycle loop pathway system, will occur on a frequent basis. The location of these connections will be coordinated with the location of transit stops to facilitate the use of public transportation. Residential subdivisions must include trail connections to adjacent existing or planned greenbelts and bicycle pathways.
- 2.25 ENERGY EFFICIENCY -- In addition to State required (Title 24) energy efficiency, the following building component measures shall be utilized to achieve high energy efficiency. (*TOC EIR MM 4.7-3*) It should be noted that these measures also contribute significantly toward preservation of air quality:
- a. Fireplaces and furnaces shall be low emission units.
 - b. Air conditioning systems shall:
 - have ozone destruction catalysts; or
 - be 10 percent more efficient than Title 24 requirements; or
 - have a minimum SEER rating of 12.
 - c. Dark roof materials shall not be used. Energy Star labeled and/or light colored or reflective roofing materials are encouraged.
 - d. The most feasible available communications wiring shall be required in all residential units to allow residents to connect to available state-of-the-art communications systems and services. This may require fiber optic connectivity, hard-wiring for faster line service, and/or multiple phone lines pre-wired at every unit. A determination of satisfactory implementation of this requirement shall be made by the Community Development Director.
 - e. All developments of 50 units or more shall participate in the PG&E Energy Star Showcase Home Program or equivalent energy efficiency program.
 - f. All builders are strongly encouraged to participate in the PG&E "Comfort Home" program or equivalent energy efficiency program.
 - g. Orient the maximum number of homes and/or buildings to face either north or south (within 30 degrees).
 - h. Five (5) percent of all units shall have roof photovoltaic energy systems

or other alternate energy system.

- i. Energy Star labeled appliances (e.g. water heaters) shall be installed to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92), or lower-NOx (as defined by the AQMD) gas-fired water heaters are strongly encouraged in a least 50 percent of the units.
- j. New home buyers shall be provided with a packet of information from the YSAQMD, including information about the mower exchange program, encouraging them to take advantage of opportunities for lowering air emissions through their own actions and choices.

2.26 **FACADES** -- This regulation was moved to the Specific Plan Design Standards. Please refer to the Scope of Work for the Design Standards in Appendix E.

2.27 **LOCAL BUILDER REQUIREMENTS** -- The requirements of Section 21-15-1 of the City Code related to "Reservation of Lots for Public Sale" shall be met. In addition to the requirements of this code section, however, the following threshold is added:

Lots shall be offered at a fair market price. If the offered lots have not sold by the end of the 45-day offering period, the subdivider shall be required to demonstrate in the required reporting, that the lots were offered at a fair market price. This will entail the provision of an appraisal by a qualified professional appraiser. If appraisal indicates that the offered price unreasonably exceeded the fair market price, the lots shall be re-offered for an additional 45 days at a fair market price.

2.28 **BICYCLE PARKING REQUIREMENTS** -- Bicycle parking for attached units shall be provided at a minimum ratio of 10 percent of the normally required number of vehicular spaces. Bicycle parking shall be highly visible, in a secure location, and, to the greatest feasible extent, located in a covered area. Other bicycle support facilities such as showers and lockers shall also be provided. *(TOC EIR MM 4.6-5)*

2.29 **AFFORDABLE HOUSING** -- Prior to approval of the first tentative map, an Affordable/Special Needs Housing Plan must be approved by the City and implemented on a subdivision basis. *(TOC EIR MM 4.11-2)*

2.30 **ATTACHED UNITS** -- No attached-unit project shall exceed 125 units in size. Adjoining attached-unit projects may not exceed 125 units combined. *(TOC EIR MM 4.11-4c)* For projects that qualify for a density bonus under Government Code Section 65915, the bonus units are in addition to the 125-unit cap, and do not count in the calculation of density.

2.31 **STREET LOADING** -- Dwelling units shall be oriented so as to face towards a local

residential street, two-lane collector, court, or private street. Only the rear or side property lines of individual residences may abut arterials. Only the side or front of individual residential units may abut collectors or greenbelts.

- 2.32 WALLS -- Walled neighborhoods or subdivisions are highly discouraged and are to be avoided in favor of any feasible alternative. Where determined by the City to be necessary, berms supplemented with landscaping or alternatively berms with low walls, rather than full walls shall be used. This Plan recognizes that an 8-foot noise wall or wall/berm combination will be necessary along CR 102 and along SR 113. This will be an attractive masonry wall with at least two contrasting colors/textures of brick. The wall shall have a masonry cap along the top, with capped masonry columns every 30-feet (minimum) on center.
- 2.33 ENTRY FEATURES -- Entry features, such as the Beamer Park entry or similar masonry feature, for individual subdivisions shall be strongly encouraged. See also discussion of community gateways in Section 4.0, Circulation. Gated entries are strongly discouraged pursuant to Policy 1.B.3 of the General Plan. Circumstances where they may be allowed will be examined on a case-by-case basis.
- 2.34 BLOCK SIZE -- The site plan/design review for each residential project shall include an analysis of block size. Block lengths of 400 to 600 feet (on one side) are desirable for purposes of encouraging neo-traditional principles. Larger blocks are allowed, up to the maximums established in Table 2.4 (Area Requirements). Narrow pedestrian pass-throughs, alleys, subdivision trails, and/or greenbelts may be used to provide mid-block connectivity on blocks with more than 10 homes loading on one side of a block. The goal is to not exceed 10 homes on one side of a block.
- 2.35 MULTI-FAMILY ATTACHED RENTAL DEVELOPMENT -- In addition to the items identified above, the following requirements apply to attached multi-family rental development:
- a. Private recreation amenities for tenants shall be provided in conjunction with common open space. All private recreation areas and facilities shall be maintained by private means.
 - b. For project 50 units or greater in size, at least 75 percent of the resident parking spaces shall be covered. Solar panels may be integrated into the carport roof design.
 - c. Guest parking shall be clearly marked and reserved as such.
 - d. Where possible, multi-family attached development project shall be within one quarter mile of a transit stop.
 - e. Trash collection areas shall be fully enclosed and must provide an organized

system for sorting and collecting of recyclable materials, satisfactory to the local garbage collection agency and the City Recycling Coordinator.

- 2.35.1 **MIXING SINGLE FAMILY AND MULTI-FAMILY UNITS** -- The term "major street block unit" shall be defined as the land mass within an area defined by major streets (arterials and collectors) on the land use plan. Within a major street block unit, a landowner or landowners acting in partnership, may scatter multi-family units (>R-8 du/ac) on their property throughout the entire land area under their control, so long as the scattered units are no larger than four-plex structures, and are or replicate single family facades in their design, set-backs, and orientation to the street. Densities may not be averaged or blended. This regulation may not be used to shift the intensity of land uses from one location to another, but is intended to be used to achieve a better mix of units within a neighborhood. The equivalent number and lot size of multi-family units must be identifiable throughout the remainder of the single family density area. No additional land use entitlements (rezoning or Plan amendment) are required to make use of this opportunity to mix units within a subdivision. The maximum number of multi-family units that can be clustered pursuant to development under this regulation is ten units (e.g. 10 detached; 5 duplexes; 2 four-plexes and 1 duplex; etc.).
- 2.35.2 **BACK-ON LOTS** -- Residential lots shall not back-on to park land, and shall avoid, to the greatest feasible extent, backing on to greenbelts.
- 2.35.3 **SEPARATED ENTRY WALKS** -- Entry walks to individual residences shall be separated from the driveway by a landscaped area.
- 2.35.4 **COLOR** -- Exterior colors on residential structures shall not be restricted.
- 2.35.5 **LOT WIDTH** -- Lot widths along a block shall be varied.
- 2.35.6 **LANDSCAPE STRIPS ALONG LOCAL STREETS** -- Landscape strips along local street shall be maintained by the fronting or side-on property owner. Landscaping within these strips shall remain consistent with the original plantings and shall not be paved or converted to other uses.
- 2.35.7 **R-15 FACADE REQUIREMENTS** -- For attached housing, the massing of residential structures in this land use category is regulated by a requirement that there shall be street-facing project facades, setbacks, and street orientation for R-15 density units that emulates single family housing with the goal of appearing similar along the street to other single family development. This shall not be construed as requiring identical design and quality of materials as the surrounding housing. Parking shall be interior to the site.

"Garden apartment" style design with deep set-backs from the street, front-of-lot parking, and multi-unit buildings set at odd angles as opposed to parallel and fronting

on the street are not allowed in this density range. Buildings with four-units or less are encouraged.

Neighborhood Commercial

The following regulations apply to neighborhood commercial development:

2.36 ENERGY EFFICIENCY -- In addition to State required (Title 24) energy efficiency, the following building component measures shall be utilized to achieve high energy efficiency:

- Furnaces shall be low emission units.
- Air conditioning systems shall:
 - have ozone destruction catalysts; or
 - be 10 percent more efficient than Title 24 requirements; or
 - have a minimum SEER rating of 12.
- Dark roof materials shall not be used. Energy Star labeled and/or light colored or reflective roofing materials are encouraged.
- The most feasible available communications wiring shall be required to enable connection to available state-of-the-art communications systems and services. This may require fiber optic connectivity, hard-wiring, for faster line service, and/or pre-wired multiple phone lines. A determination of satisfactory implementation of these requirements shall be made by the Community Development Director.

2.37 VEHICULAR PARKING REQUIREMENTS -- No more than the minimum number of required parking spaces shall be provided. Adjacent "off-site" park parking and street parking may be used to satisfy this requirement. Parking must be subordinate to the buildings.

2.38 BICYCLE PARKING REQUIREMENTS -- Bicycle parking shall be provided at a minimum ratio of 10 percent of the normally required number of vehicular spaces. Bicycle parking shall be highly visible, in a secure location, and, to the greatest feasible extent, located in a covered area. *(TOC EIR MM 4.6-5)*

2.39 SCREENING OF RESIDENTIAL AREAS -- Fencing and landscaping shall be used to screen adjacent residential areas.

2.40 LOADING/DELIVERY AREAS -- Loading and delivery areas of commercial

establishments shall be buffered from adjoining residential areas using location, design, or noise barriers as appropriate and aesthetically acceptable. (TOC EIR MM 4.-8b)

- 2.40.1 ARCHITECTURAL DESIGN -- The architectural design of neighborhood commercial buildings shall ensure their prominence as focal points. They should be of a notable design with distinctive style appropriate to their setting. The intent for each neighborhood commercial node, and for the "Spring Lake" center, is to encourage year-round, daily community activity. Consequently, it is also important to incorporate environmental considerations in the design of the spaces. Exterior spaces should provide shade for the summer and protection from wind and rain in the winter.

Overhangs and arcades shall be used along building edges and along major pedestrian routes can provide both shelter and a more pleasant environment for patrons. A broad shade canopy shall be achieved to enhance the ambient environment and make the area more attractive. Cool landscape plantings and use of water features are encouraged.

Exterior lighting shall be used to encourage residents to use the outdoor spaces. Both pedestrian scale lighting and dramatic architecture and landscape lighting should be combined to provide a notable sense of place. Building lighting shall be designed to create special points of interest and emphasize the primary theme of the design.

Designs should be "open" and allow visibility from the street for surveillance purposes.

- 2.41 ORIENTATION OF BUILDINGS -- Neighborhood commercial buildings shall be located at the street frontage or toward a pedestrian promenade or plaza area.
- 2.42 ACTIVITY SPACE -- Public activity space shall be provided, such as seating areas, fountains, plazas, etc.
- 2.43 LANDMARKS -- A singular vertical design feature (e.g. clock tower, spire, bell tower, steeple, etc.) is strongly encouraged within each distinct neighborhood commercial district as a special landmark feature. The landmark shall be visible from a distance and shall be exempt from applicable height requirements if necessary to accomplish this. Signage is generally prohibited on these features.
- 2.43.1 NEIGHBORHOOD COMMERCIAL WITHIN NEIGHBORHOOD PARKS -- The following applies to the 2-acre neighborhood commercial land designated within each neighborhood park:
- a. The 2-acres is a maximum. Actual neighborhood commercial development may be less, but not more.

- b. The exact location and layout shall be determined at the time of the land division that creates the park and surrounding residential lots.
- c. The mechanism for ownership, interim use and maintenance, and development, shall be specified at the time of the land division (e.g. via a Development Agreement) to the satisfaction of the City.
- d. If development is not underway (e.g. at a minimum, submittal of an application) within one year after the park has been accepted by the City, the owner must "green", irrigate, and maintain the acreage to the satisfaction of the Community Development Director, and place prominent temporary signage at the site that identifies it as "Future Site of Neighborhood Commercial" or acceptable equivalent. Fencing of the area is permitted.
- e. Land designated neighborhood commercial in this Specific Plan shall remain as such unless it remains undeveloped by Plan build-out (2015), at which time, if demonstrated to be infeasible as zoned, it may be rezoned for park use only.

2.43.2 SECOND STORY USES -- Second story residential uses in the neighborhood commercial areas are highly desirable and highly encouraged. Second story office and/or retail use is also allowed.

Public/Quasi-Public

The following regulations apply to public/quasi-public development:

- 2.44 SCHOOL FACILITIES -- School facilities (including the Woodland Community College) shall be designed to be compatible with surrounding land uses. Ingress and egress shall be designed so as not to impede traffic flow on roadways. Noise generating components (e.g. sports fields, play grounds, parking lots) shall be placed away from residential uses. Directional lighting, landscaping, fences, or other barriers (e.g. berming) shall be used to shield neighboring residential uses from active school activities. The design of these features shall meet the requirements of the Mitigation Monitoring Plan. (*TOC EIR MM 4.1-4c, 4.8-8*) Wherever possible, elementary school parking lots shall be located to allow for park-related use after hours and on weekends.
- 2.45 HIGH SCHOOL -- The high school site design shall orient activities to the southern end of the site to preclude impacts to Gibson Road. Access to the high school shall be from a private drive off Pioneer Avenue to avoid impacts to Pioneer Avenue. Frontage landscaping shall be consistent with this Plan and shall continue the theme and design installed in front of the college. Special design treatment, including a "landmark" shall be implemented at the southeast corner of Pioneer Avenue and

Gibson Road. Access to the pedestrian overpass from the school shall be provided.

- 2.46 PARKS -- Active recreation areas of parks shall be located away from residential uses. Fencing, berming, and landscaping shall be used to shield residential areas. *(TOC EIR MM 4.8-8)* Residences shall be precluded from backing on to parks, and are strongly discouraged from backing on to greenbelts.
- 2.47 BICYCLE PARKING REQUIREMENTS -- Bicycle parking shall be provided at a minimum ratio of 10 percent of the normally required number of vehicular spaces. Bicycle parking shall be highly visible, in a secure location, and, to the greatest feasible extent, located in a covered area. Other bicycle support facilities such as showers and lockers shall also be provided. *(TOC EIR MM 4.6-5)*
- 2.48 SPORTS PARK -- The Sports Park design and construction shall be subjected to a Conditional Use Permit process. *(TOC EIR MM 4.1-4a, 4.8-8)* The sports park shall be available for use (including turf, temporary restrooms, and fields), no later than build-out of the Specific Plan. The sports park shall be fully developed (lighting, concessions, permanent facilities, etc.) in conjunction with development of the Master Plan remainder area. To the extent that the Sports Park immediately adjoins residential uses the following shall be applied: *(TOC EIR MM 4.8-8e)*
- Active areas such as diamonds and bleachers, shall be located a minimum of 100 feet from residential property.
 - Park maintenance activities shall be limited to the hours of 7:00 am to 10:00 pm on weekdays.
 - All park equipment using internal combustion engines shall be properly muffled in accordance with manufacturers' specifications.
 - The public address system shall be designed and tested so as not to generate noise levels in excess of 50 dB Leq during the day or 45 dB Leq between 10:00pm and 7:00am at the park boundaries. Consideration should be given to increasing the number of speakers and using lower volume settings, and on focusing the speakers on the spectator areas, away from residential uses.
 - Noise barriers shall be used where appropriate to break line of sight between field activities and residential backyards, where adjacent to residential property.
 - Prior to occupancy of first residential unit adjoining the Sports Park to the north, park/field lighting shall be installed or the land shall be prominently signed in all directions disclosing the intent to utilize night lighting as well as other features of the park (e.g. amplified sound, intense recreational usage,

hours of operation, etc.).

- Lighting shall be directed away from residential areas, and/or shielded.

- 2.49 FIRE STATION -- The fire station shall be buffered from adjoining residential areas using location, design, or noise barriers as appropriate and aesthetically acceptable.
- 2.50 FENCING -- Fencing of public and quasi-public uses shall be minimized to the greatest feasible extent, and shall only be utilized where security or safety dictates. Fencing shall be comprised of attractive masonry and/or iron materials, and shall be complementary to the neighboring or desired architecture and design of the area. Chain link fencing and/or razor-wire are not allowed within the Specific plan area (the Monroe Detention Center and well sites are exempt from this requirement). Fencing shall not impede intended accessibility and/or mobility through or about an area. The use of chain link for recreational purposes within parks (e.g. back-stops; tennis courts) shall be allowed.
- 2.51 MINI-PARKS -- Mini-parks as subdivision features are encouraged, and may be eligible to receive parks credit. Maintenance by a special financing district is required.
- 2.52 LANDMARKS -- Public and quasi-public uses shall each include a singular horizontal architectural feature (e.g. a public fountain, statue or sculpture, mural or other art piece, plaza, etc.) as a special landmark. The landmark shall be visible at the pedestrian scale. Signage does not satisfy this requirement.
- 2.53 MEMORANDUM OF UNDERSTANDING -- A strong, formal working relationship between the City, the school district, and the college should be established and documented via one or more Memoranda of Understanding. The purpose should be to secure agreement to implement the vision and intent of this Plan to the fullest possible extent.

Open Space

The following regulations apply to open space:

- 2.54 INTEGRATION -- Open space shall be treated as an integral element of the overall land use. The built environment shall provide visual orientation and pedestrian/bicycle access to open space. Projects adjacent to open space should be designed to protect the integrity and function of the open space area.
- 2.55 LOADING -- Development shall not back onto open space areas.
- 2.56 SECURITY -- Greenbelts and bicycle pathways shall be designed to accommodate emergency vehicle and maintenance vehicle access, when no other reasonable

access is available for purposes of patrol, rescue, fire suppression, and maintenance. Appropriate security features shall be provided including low-wattage lighting, call boxes where appropriate, directional signage, and signage indicating location.

- 2.57 GREENBELT WIDTH -- Greenbelts shall have a minimum average width of 40 feet. (Greenbelt widths are identified on the Land Use Map (Figure 2.1). Greenbelt design will be addressed in the SLSP Design Standards.
- 2.58 PATHWAY TIMING -- The off-street pedestrian/bicycle loop pathway system (including greenbelts) shall be completed in conjunction with adjoining development and/or street improvements.
- 2.59 SUBDIVISION TRAILS -- No standard width or design has been established for subdivision trails. It is recognized that the minimum width will be less than 40 feet. Design will be addressed in the SLSP Design Standards.

SPECIFIC PLAN DESIGN STANDARDS

Community Design Guidelines

Development within the Plan area shall be subject to the City's Community Design Guidelines. These guidelines were specifically developed to guide growth in major new expansion areas such as the subject Specific Plan.

Where the text of the Specific Plan is more stringent or directive than the text of the Guidelines, the Plan text shall take precedence, subject to the interpretation of the Community Development Director. Where the text of this Plan makes mandatory, an otherwise discretionary design element of the Guidelines, the item shall be mandatory within the Plan area.

Specific Plan Design Standards

Prior to acceptance of the first tentative map or prior to issuance of a building permit for any development, separate, distinct Specific Plan Design Standards for development within the Plan area shall be prepared to implement the vision described in this Plan. These standards shall describe in more detail architectural methods for achieving the desired community form and aesthetics. Key elements to be addressed in the standards are provided in Appendix B, which will subsequently be deleted upon adoption of the Design Standards.

SECTION 3.0
HOUSING ELEMENT

SECTION 3.0 HOUSING ELEMENT

HOUSING CONCEPT

Newer development in many cities, including Woodland, is a lesson in extremes. There are a considerable number of lower density, suburban-style single family homes in contemporary development patterns, and there are large clusters of garden-style apartments, and often not much in between.

Contrast this to older, traditionally designed neighborhoods from the early to mid 1900's where a mix of housing lead to a mix of people. The latter example, which is promoted by the General Plan goals and policies, has been labeled by some in the literature as "life cycle" housing¹. The idea behind life cycle housing is that people can, theoretically, remain in or near their neighborhood their whole life, as they age and go through different demographic cycles of their lives. Diversity in housing stock and affordability accommodates the diverse needs of the population from apartments and townhouses of various sizes, to small "starter" homes and cottages, to estate-style housing, to second units ("granny flats"), to age-restricted senior housing and congregate care.

Life cycle housing makes good business sense. By tapping many market segments, land absorption occurs more rapidly, which is a factor in increased developer profit. Diverse housing creates its own demand as families move up through the market. The fact that families are able to do this within their familiar community is another plus. The social network (what is often referred to as "small town" atmosphere) can remain in tact, as children, adults, and seniors all live within a neighborhood.

The SLSP is intended to be a "life cycle" community. It consists of primarily residential development that includes a wide range of housing types, densities, sizes, and affordability, including very high end estate-style housing and housing for very low income households as well.

The Land Use Element of this Specific Plan (Section 2.0) addresses housing in general, and provides development regulations and design requirements for all types of housing allowed and encouraged under the Plan. This section, therefore, focuses on housing affordability.

HOUSING GOALS AND POLICIES

The SLSP requires that all development within the Plan area accomplish the following plan-specific housing objectives:

¹ This brief discussion borrows heavily from the publications of Reid Ewing, including *Best Development Practices: A Primer for Smart Growth*, no date. The term "life cycle" housing is coined by Mr. Ewing in his publications.

- Objective H-1:** Offer housing for all segments of the population.
- Objective H-2:** Offer a true mix of types of housing product and density of housing.
- Objective H-3:** Achieve an average net residential density of across the Plan area of six dwelling units per acre or greater.
- Objective H-4:** Design subdivisions and homes to be energy saving and pedestrian friendly.
- Objective H-5:** Provide both for-sale detached, and rental units for restricted income households.
- Objective H-6:** Use all available government housing programs to broaden and deepen the housing and income mix.

The citywide goals, policies, and programs of the General Plan Housing Element, as well as the regulatory requirements of the City's Affordable Housing Ordinance (Chapter 6A of the Municipal Code) provide a framework for meeting affordable housing needs. The key features of these requirements as related to this Specific Plan are discussed below.

- 35 percent of all housing units shall be multi-family (Action 3.I of the General Plan Housing Element, page 2-41)

In the City of Woodland, multi-family units are defined by density, with no restrictions on unit type (attached vs. detached). Densities of over 8 dwelling units per acre are considered multi-family. Of the total units planned for in this Specific Plan, 29 percent would be multi-family units under the City's definition. An additional 74 affordable rental units will be provided elsewhere in the City via an Off-Site Affordable Housing Fee to be charged of all single family market-rate units. These additional units reflect a mechanism negotiated by interested parties for addressing the difference between the citywide 35-percent objective for multi-family in the General Plan and the 29-percent proportion of multi-family in the Specific Plan, which was determined by the City Council to be an appropriate share for the Spring Lake area. The 74 units reflect the affordable portion (30 percent) of the additional multi-family units (6 percent of 4,037 total units) that might have otherwise been required. It was additionally agreed that two-thirds (66.5 percent or 49 units) of these off-site units will be permanently affordable low-income units and the remaining one-third (33.5 percent or 25 units) will be permanently affordable very low income units. With the addition of these off-site affordable units, the resulting number of affordable units will equal those that would have otherwise been achieved under the 35 percent citywide number. The City Council has found this to be substantially consistent with the General Plan requirement.

- For new single family units, 10 percent must be low income and there is a goal that

10 percent will be moderate income. For new multi-family units, 15 percent must be very low and 10 percent must be low, or 20 percent must be very low. (Action 3.bb and 3.cc of the General Plan Housing Element, page 2-46; Section 6A-3-40.A.2 and 6A-3-50.B.1 of the Affordable Housing Ordinance)

The Specific Plan requires 10 percent of the single family units and of the multi-family units to be affordable to low income families, and 20 percent of the multi-family units to be affordable to very low income families. With the exception of the requirement for the moderate-income category, this breakdown results in a slightly greater overall affordability in the Spring Lake area than would have been achieved under the General Plan requirement. Not counting the off-site units, the number of resulting low income units is the same and the number of very low income units is 2.3 percent greater. Because the City has traditionally been able to achieve moderate-income units without market adjustments, affordable housing advocates have concurred that modifying the affordability requirement as proposed is beneficial. The Off-Site Affordable Housing Fee will result in an additional 74 affordable units off-site, on top of this.

INCOME ELIGIBILITY

Housing affordability is based on household income categories defined by the U.S. Department of Housing and Urban Development (HUD):

<u>Income Category</u>	<u>Percent of Median Income</u>
extremely low income	0 to 30 percent
very low income	0 to 50 percent
low income	51 to 80 percent
moderate income	81 to 120 percent
above moderate	above 120 percent

The standard measure is the county-wide median household income for households of four persons. This means each City within the County must use the median income figure, irrespective of the actual income levels the City may experience. For 2000, the County median for a family of four is \$54,900. Using the County's median income, the following maximum yearly income can be assumed for determining eligibility by the various income categories:

<u>Income Category</u>	<u>Maximum Qualifying Income</u>
	<u>(2000 Yolo County family of 4)</u>
extremely low income	\$16,470
very low income	\$27,450
low income	\$43,920
moderate income	\$65,880
above moderate	>\$65,880

Based on these maximum qualifying incomes, affordable mortgage (or rent) can be

calculated by making assumptions about percent of income that can be used for housing (typically held to 30 to 35 percent), down-payment or deposit, and (for purchase housing only) interest rates including principle, interest, taxes, and insurance (PITI). Other costs such as loan costs, appraisal costs, and/or credit reports are also relevant.

These calculations change frequently based on the annual County median income, the interest rate at the time, and various lender and governmental programs that assist with down-payments, and loan costs.

AFFORDABILITY REQUIREMENT

Citywide Objective

For every 100 residential units built, the following breakdown is required Citywide under the General Plan:

65 single family units (65 percent of total)

52 market rate single family units (80 percent of subtotal)

6.5 low income single family units (10 percent of subtotal)

6.5 moderate income single family units (10 percent of subtotal)

35 multi-family units (35 percent of total)

26.25 market rate multi-family units (75 percent of subtotal)

5.25 very low income multi-family units (15 percent of subtotal)

3.5 low income multi-family units (10 percent of subtotal)

TOTAL: 100 units

Note, alternatively that the developer can opt to provide 20 percent of the total multi-family units as very low income units. This would change the breakdown of the multi-family units as follows:

35 multi-family units (35 percent of total)

28 market rate multi-family units (80 percent)

7 very low income multi-family units (20 percent of total)

Specific Plan Requirements

As compared to the calculations above, for every 100 residential units built, the Specific Plan requires the following breakdown:

71 single family units (71 percent of total)

63.9 market rate single family units (90 percent of subtotal)

7.1 low income single family units (10 percent of subtotal)

0.0 moderate income single family units (0 percent of subtotal)

29 multi-family units (29 percent of total)

20.3 market rate multi-family units (70 percent of subtotal)

5.8 very low income multi-family units (20 percent of subtotal)

2.9 low income multi-family units (10 percent of subtotal)

TOTAL: 100 units

Note, alternatively that the developer can opt to provide 25 percent of the total multi-family units as very low income units. This would change the breakdown of the multi-family units as follows:

29 multi-family units (29 percent of total)

21.75 market rate multi-family units (75 percent)

7.25 very low income multi-family units (25 percent of total)

Since the multi-family/single family split is already built into the Specific plan planned land uses, the affordability requirements are achieved on a subdivision-by-subdivision, project-by-project basis, based on the density category of the project:

- For sites designated R-3 through R-8, 90 percent of the total number of units may be market rate, and a minimum of 10 percent must be affordable for low income families.
- For sites designated R-15 through R-25, 70 percent of the total number of units may be market rate, a minimum of 20 percent must be affordable for very low income families, and a minimum of 10 percent must be affordable for low income families; OR 75 percent may be market rate and a minimum of 25 percent affordable for very low income.

Subject to the requirements of this section, affordable units triggered by each subdivision are expected to be provided within that subdivision ("on-site") with the exception of R-3 and R-4 projects which may make land dedications.

Summary Comparison

In summary, for every 100 units the following affordable yield would result:

General Plan (Citywide)	Specific Plan
10 low income units	10 low income units
3.5 very low income units	5.8 very low income units
6.5 moderate income units	0 moderate income units

The Specific Plan will additionally result in 74 off-site affordable units, and is expected to result in moderate income units within market rate prices. Because of the features built into the Plan to increase affordability "by design" (see Summary of Specific Plan Housing

Features on subsequent pages), the City has concluded that the market will result in moderate income units without the need for specific requirements in the Plan. As such, the Plan achieves consistency with the General Plan with regard to moderate units through development regulations and site design requirements.

SPECIFIC PLAN HOUSING DESCRIPTION

Density Categories

The Plan proposes seven density categories for the SLSP: 3 dwelling units per acre (du/ac)(R-3), 4 du/ac (R-4), 5 du/ac (R-5), 8 du/ac (R-8), 15 du/ac (R-15), 20 du/ac (R-20), and 25 du/ac (R-20). The General Plan allows a range of one unit per acre to 25 units per acre. The range of densities allowed within Specific Plan density categories spans the same range anticipated in the General Plan -- 1 du/ac through 25 du/ac. This wide range will enable a variety of housing products from one-acre estate-style homes to small "starter" houses (less than 1,000 square feet) and apartments of all sizes. Table 3.1 provides maximum and minimum units yields by density category.

The City seeks to revive "affordable" housing of yesteryear in the form of some small detached homes, bungalow courts, corner duplexes, townhouses, and other types of housing that used to be prevalent in neighborhoods, in addition to traditional single family for-sale housing. Therefore, the Plan encourages the construction of these types of housing products, rather than traditional "garden-style" apartments which are often the only housing type seen in multi-family densities. Assuming that all of the R-20 and R-25 units developed as traditional apartments, this would result in 680 (16.8 percent) apartment units within the Plan area. Within the R-15 density, as many as 491 additional apartment units could result, however, the City hopes instead to see alternative unit-types, such as those described above result in this category.

Affordability Requirement

Using the City's affordability requirements as applied to the proposed Specific Plan land use mix (4,037 units), the following break-down of affordability by unit must be provided within the Specific Plan:

2,866 single family units (71 percent of total)

2,579 market rate single family units (90 percent of 71 percent)

287 low income single family units (10 percent of 71 percent)

1,171 multi-family units (29 percent of total)

820 market rate multi-family units (70 percent of 29 percent)

234 very low income multi-family units (20 percent of 29 percent)

117 low income multi-family units (10 percent of 29 percent)

or

**TABLE 3.1
SPRING LAKE SPECIFIC PLAN
Maximum and Minimum Yield Table**

Land Use Category	Acreage	Density (Min/Max)	Base Unit Yield ⁴	Max Second Unit Yield ²	Duplex Unit Yield	Possible Range of Units ⁵
R-3	121.1 acres	1 du/ac	121 units	121 units	0 units ¹	121 to 242
		3 du/ac	364 units	364 units	0 units ¹	364 to 726
R-4	101.9 acres	3.1 du/ac	306 units	306 units	0 units ¹	306 to 612
		4 du/ac	407 units	407 units	0 units ¹	407 to 814
R-5	302.7 acres	4.1 du/ac	1,241 units	1,241 units	248 units ³	1,489 ¹⁴ to 2,482
		5 du/ac	1,512 units	1,512 units	302 units ³	1,814 ¹⁴ to 3,024
R-8	73.2 acres	6 du/ac	439 units	439 units	0 to 88	439 to 966
		8 du/ac	583 units	583 units	0 to 117	583 to 1,283

Land Use Category	Acreage	Density	Base Unit Yield	Max Detached Units	Max Attached Units	Possible Range of Units
R-15	32.7 acres	10 du/ac	327 units	327 units	327 units ⁶	327 units
		15 du/ac	491 units	491 units	491 units ⁶	491 units
R-20	24.3 acres	18 du/ac	437 units	437 units	437 units	437 units
		20 du/ac	455 units	455 units	455 units	455 units
R-25 ⁵	9.0 acres	23 du/ac	209 units	209 units	209 units	209 units ⁸
		25 du/ac	225 units	225 units	225 units	225 units ⁸

Possible range¹² of base units: 3,080 to 4,037⁷

Possible range¹² of detached units: 2,832 to 3,735⁹

Possible range¹² of second units: 0 to 2,866¹⁰

Possible range¹² of duplex units: 496 to 1,014⁶

Possible range¹² of attached units: 496 to 2,185¹¹

Possible range of total units: 3,328 to 7,018^{5,13}

¹ Not allowed in this category.

² Allowed by right in all single family categories.

³ Mandatory on 50 percent of the corner lots in the R-5 categories. This reflects one half the number of duplexes, since the other half is already included in the base unit yield. Based on minimum lot width and block length regulations (Table 2.3), the Plan would allow a range of 6 to 14 lots per block. Therefore, the range of corner lots is about every 3 to 7 lots, or every fifth lot on average.

⁴ Maximum base yield reflects maximum unit count on Specific Plan Land Use Map (Figure 2.1).

⁵ Although this is the possible range, the City does not consider this to be the likely or reasonably foreseeable range. The City considers the reasonably foreseeable range to be the base yield (4,037 units), plus the minimum mandatory duplexes (248 additional units), plus 10 percent of the potential second units (287 units). This is based on the City's experience with implementation of the State mandated density bonus program contained in Section 65915 of the Government Code and general demand for second residential units.

⁶ This represents twice the number of duplex lots shown in sixth column.

⁷ Minimum and maximum number of units from fourth column.

⁸ Within this category, a minimum of 20 percent of the units are encouraged to be for seniors.

⁹ Does not include second units, which may be attached or detached. Minimum and maximum number of base units minus one half the number of mandatory duplexes.

¹⁰ Up to 100 percent of the single family lots can have a second unit by right. In the City's experience, about 10 percent of these units are likely to be realized.

¹¹ Does not include second units, which may be attached or detached. Low end of range = minimum number of duplexes. High end of range = all multi-family units plus the maximum number of duplex units.

¹² These ranges are not additive.

¹³ Low end of range = minimum number of base units plus one half the number of duplex units. High end of range = maximum range of units in seventh column.

¹⁴ Base yield plus one half the number of duplex units.

SOURCE: TSCHUDIN CONSULTING GROUP, March 23, 2001.

878 market rate multi-family units (75 percent of 29 percent)
293 very low income multi-family units (25 percent of 29 percent)

TOTAL: 4,037 units

A range of 580 to 638 units would be affordable under this scenario, or a 14.4 to 15.8 percent of the total. Additionally, the Off-Site Affordable Housing Fee program will result in 74 additional affordable multi-family rental units on specified sites within the City's Redevelopment Area. Two-thirds (66.5 percent) of these units would be affordable to low income households and the remaining one-third (33.5 percent) would be affordable to very low income households. With the 74 off-site affordable apartments, total affordability for the SLSP is 17.6 percent.

Off-Site Affordable Housing Fee

An additional 74 affordable rental units will be provided outside of the Specific Plan area, within the City Redevelopment Area, via an Off-Site Affordable Housing Fee. This fee will be charged of all single family market-rate units, and has been programmed into the financing plan for the Spring Lake area.

These additional units reflect a mechanism negotiated by affordable housing advocates within the City for addressing the difference between the citywide 35-percent objective for the proportion of multi-family units Citywide, and the 29-percent proportion of multi-family units required in the Specific Plan. The 29 percent share was determined by the City Council to be an appropriate split for the Spring Lake area, given other competing housing goals such as the need also for estate-style lots. The 74 units reflect the affordable portion (30 percent) of the additional multi-family units (6 percent of 4,037 total units) that might have otherwise been required. It was additionally agreed that two-thirds (66.5 percent or 49 units) of these off-site units will be permanently affordable low-income units and the remaining one-third (33.5 percent or 25 units) will be permanently affordable very low income units. With the addition of these off-site affordable units, the resulting number of affordable units will equal those that would have otherwise been achieved under the 35 percent citywide number.

These off-site units will be located at one or more of several sites within the Redevelopment Area that have been tentatively identified as feasible "receiver" sites. A list of 17 sites totalling 62.5 acres that was prepared by City staff was reviewed by key affordable housing advocates in the community, and narrowed down to three primary sites and three alternate sites upon which such development would be most feasible. As a part of developing the Spring Lake Specific Plan Affordable Housing Program that is required in order to implement this Specific Plan, the details for establishing and collecting the Off-Site Affordable Housing Fee, and for ensuring the timely and feasible acquisition of the site(s) and construction of the off-site units will be identified.

Summary of Specific Plan Housing Features

There are a number of requirements of the Plan that relate to housing mix, and result in affordability "by design" rather than by mandate. These requirements also increase the livability of the neighborhood and ensure that all types of projects will "fit" more seamlessly into neighborhoods. These include:

- Seven density categories that range from 1 du/ac to 25 du/ac that enables a variety of housing products from one-acre estate-style homes to small homes and apartments.
- A requirement that second units be allowed by right in all single family density categories (R-3, R-4, R-5, and R-8). This is the equivalent of a 100 percent density bonus in all single family categories.
- A requirement that 50 percent of the corner lots in the R-5 category be duplexes or half-plexes. This is the equivalent of a 50 percent density bonus for corner lots in the R-5 category which comprises over 37 percent of all the housing in the Plan.
- A requirement that R-15 density units must be designed to appear like single family housing from the street. "Garden apartment" style design is not allowed in this density range.
- A restriction that holds the maximum number of attached units in a project to 125.
- A land use plan that locates density near neighborhood centers, the Spring Lake Center, neighborhood commercial services, bus routes, and the pedestrian/bicycle loop pathway system thus increasing non-vehicular mobility within the Plan area, and into the downtown.
- Development regulations that result in a variety of lot sizes and product sizes.
- Decreasing lot size and setback requirements as density categories increase.
- The ability to use private local streets under appropriate circumstances, built to a narrower pavement standard.
- Regulatory language within this Specific plan that ensures a more seamless integration of affordable units into market rate housing and neighborhoods in general. Examples include deed disclosure, lot posting, and by-right construction.
- Minimum 5.8 percent affordability for very low incomes families (0 to 50 percent of the mean family income).

- Minimum 10 percent affordability for low income families (51 to 80 percent of mean).
- An additional 74 off-site affordable multi-family rental units.
- Multi-family housing is allowed by right subject only to site plan/design review to verify design consistency.

AFFORDABLE HOUSING PROGRAM

This Plan is intended to be substantively consistent with and fully implement the relevant goals and policies of the General Plan Housing Element and the Affordable Housing Ordinance. The following Specific Plan housing regulations are intended to provided further elaboration of those citywide goals and policies.

- 3.1 Prior to approval of the first tentative map within the SLSP area, an Affordable/Special Needs Housing Plan (Housing Plan) shall be prepared for the Specific Plan and submitted to the City for review and approval. The Housing Plan shall indicate how a fair-share of the affordable/special needs housing obligation will be satisfied by each residential project/subdivision. The Plan shall include the following:
- a. Requirement that areas for land donation and/or other sites for construction of affordable housing be identified as a part of the tentative map application for each property.
 - b. Documentation of how the numbers and required affordability of units will be met.
 - c. Deleted.
 - d. Criteria for size and design of units to meet special needs housing.
 - e. Mechanisms for ensuring affordability for the longest feasible period of time. Rental units must be permanently affordable. For-sale units shall be affordable for the longest feasible period of time.
 - f. Documentation of substantial compliance with the Affordable Housing Ordinance.
 - g. Mechanisms for reservation, protection, and disclosure of lots for affordable projects.
 - h. Establishment of an "Off-Site Affordable Housing Fee" program to be charged on all single family market-rate units (2,579), of a sufficient dollar

amount to result in the development (acquisition and construction) of 74 additional affordable multi-family (apartment) units comprised of 49 low income units (66.5 percent) and 25 very low income units (33.5 percent). It is anticipated that the Redevelopment Agency will receive and allocate these funds. These off-site units will be constructed on one or more of several sites within the Redevelopment Area that have been tentatively identified as feasible "receiver" sites.² The details for establishing and collecting the Off-Site Affordable Housing Fee, and for ensuring the timely and feasible acquisition of the site(s) and construction of the off-site units shall be identified as a part of this Program.

- 3.2 Specific sites for affordable units within the SLSP shall be identified at the time of subdivision and disclosed on all deeds and in real estate documents for underlying and adjoining subdivisions, marketing brochures, and via signage posted at the sites.
- 3.3 To the greatest extent feasible, affordable housing of all types shall keep pace with the construction of single family market rate housing as development occurs within the Plan area. Single family developers who construct the required affordable units concurrent with their base development shall receive an automatic 100 percent waiver of all Building plan check fees and all Building permit fees (not impact fees) for the affordable units (this excludes reinspection fees). This does not preclude a developer of affordable housing from requesting waivers of other fees as allowed under City Ordinance.
- 3.4 Each applicant shall execute an Inclusionary Housing Agreement with the City to document participation in the program, if applicable.
- 3.5 Affordable units shall be located (scattered) throughout the Plan area to the greatest feasible extent.
- 3.6 Of the required affordable units that will be detached and/or for-sale units, the applicant is required to build them unless it can be demonstrated pursuant to the Affordable Housing Ordinance that it is not feasible to do so, in which case the developer may (with the City's approval) dedicate the designated lots to the City for transfer to a qualified builder or construction program (see Section 6A-3-50[B][2][b] of the Affordable Housing Ordinance). For projects of less than 50 units total, where

² In a prior siting study prepared by City staff (October 2000), 17 sites totalling approximately 62.5 acres within the Redevelopment Agency were identified as possible receiver sites. In subsequent negotiation with affordable housing advocates, these sites were narrowed to three preferred receiver sites (Sites #10, 15, and 17), and three secondary receiver sites (Sites #9, 11, and 12). In February 2001 the site-study was refined by staff and the site numbering changed. The new identifiers for the preferred sites are Sites #9, 13, and 14. The new identifiers for the secondary sites are #8, 10, and 11. More information on these sites is available from the Community Development Department.

the City has determined that the development is "not suitable" for the affordable units pursuant to Section 6A-3-50(B)(2)(a) of the Ordinance, in-lieu fees may be paid if an Affordable Housing Trust Fund is in place, and there is certainty that the required units for which the in-lieu fees are being paid will actually be built on a designated site in the proximate area, in a timely fashion consistent with the Ordinance and Specific Plan.

Title for affordable for-sale units built by the applicant shall not transfer to the Yolo County Housing Authority (pursuant to Section 6A-3-50.B.1.b of the City Code), but rather, the unit shall remain on the open market, with deed restrictions and income qualifications to preserve affordability for the longest feasible period. Sales of these units will be overseen by the City of Woodland or its designee.

- 3.7 Of the required affordable units that will be attached and/or rental units, the applicant is required to build them unless it can be demonstrated pursuant to the Affordable Housing Ordinance that it is not feasible to do so, in which case the developer may (with the City's approval) dedicate the designated lot to the City for transfer to a qualified builder or construction program (see Section 6A-3-40[B][1]).
- 3.8 Notwithstanding whatever programs/methods are ultimately used to implement the affordable housing obligation, the required end result is that the calculated number of affordable units will be built in a timely fashion and be spread throughout the Plan area, including throughout each neighborhood.
- 3.9 Dedication sites shall be a minimum of 2 acres unless the parties agree to a smaller site. All infrastructure must be delivered to the site (e.g. sewage, utility access; street access; etc.) and in place at the time of the dedication. Credit for the dedication shall be based on the base zoning (e.g. R-5, R-8, R-15, etc.) of the property and shall not include possible density bonus units.
- 3.10 This Plan recognizes that the 25 percent density bonus allowed under Government Code Section 65915 is a matter of right for qualified projects.
- 3.11 The affordability requirement for each project and/or subdivision is to be met on the project site to the greatest feasible degree. Smaller units, for the purposes of meeting the affordable housing requirement, are considered consistent within the base zoning. Affordable units must meet the otherwise applicable zoning requirements. For example, a developer could meet the affordable requirements for 100 R-5 units by carving out an area for 10 for-sale units at R-15 density. Those 10 units would be subject to the R-15 development regulations. No rezone would be required to do this on R-5 land -- a rezoning is not triggered. The maximum size of any cluster of affordable units developed pursuant to this regulation shall not exceed ten units (e.g. 10 detached; 5 duplexes; 2 four-plexes and 1 duplex; etc.).
- 3.12 The development of affordable units on a project site for R-3 and R-4 category

projects is not required or anticipated (though it is allowed) due to financial infeasibility. It is expected that R-3 and R-4 subdivisions will make land dedications within the Specific Plan area pursuant to Section 6A-3-50(B)(2)(b) of the Affordable Housing Ordinance and this Plan, and may build such affordable units or may pay in-lieu fees if the Ordinance criteria can be satisfied.

- 3.13 The formula for calculating in-lieu fees, which applies only to projects of less than 50 units, shall assume a minimum square footage of no less than 850 square feet (as opposed to the 1,500 square foot figure identified on page 4 of the Affordable Housing Ordinance).
- 3.14 Affordable units shall be the same ownership-type as the base units that generate the need (e.g. for-sale for for-sale; rental for rental) Affordable units may be attached or detached. Single family affordable units may be smaller than the single family market-rate units that trigger the requirement, to a minimum size of 850 square feet. Multi-family affordable units may not be smaller than the multi-family market-rate units that trigger the requirement. Multi-family affordable units must be of an equal and comparable size to the market rate units in any given rental development, with similar amenities. Because affordable multi-family rentals are more apt to be commingled with market-rate multi-family rentals, they should not be distinguishable from the market rate units.
- 3.15 As modified herein, the Affordable Housing Ordinance shall be applied to all residential development within the SLSP.

SECTION 4.0
CIRCULATION ELEMENT

SECTION 4.0 CIRCULATION ELEMENT

CIRCULATION CONCEPT

Roadways are important public spaces. They are the "glue" that bonds a community's neighborhoods, commercial areas, and parks together. Fronting properties should be designed to enhance the streetscape, and the streetscape should be designed to add value to fronting properties. A grid of streets is characteristic of Woodland and is reflective of underlying patterns of property ownership in the Specific Plan area. A grid or modified grid is directed by the General Plan. Additionally, a grid is more supportive of pedestrian movement than a typical, cul-de-sac-based suburban subdivision pattern, by providing more intersections for mobility, and therefore spreading out congestion.

A key focus of the SLSP is to disperse and calm traffic, and to support alternative modes. Neo-traditional streetscape principles are an important part of the Specific Plan vision. Street landscaping shall reflect a scale in keeping with planned traffic capacity. The busier the street, the greater the landscaping requirement should be. Street lighting is to be pedestrian oriented. Pedestrian-friendly and transit-friendly design are key features to be encouraged.

Short to medium block lengths are critical to the creation of a pedestrian-scaled community. More intersections mean more places where cars must stop and a pedestrian can cross the street. Short blocks with frequent cross-streets create the potential for more direct routing. Also, a denser network of roadways disperses traffic so that each street carries less traffic and street design can be scaled accordingly. This makes streets more pleasant to walk along and easier to cross.

CIRCULATION GOALS AND POLICIES

Citywide goals and policies related to roadways and mobility are identified in the Transportation and Circulation Element of the General Plan. Key goals relevant to planning in the SLSP area are:

- Safe and efficient movement of people and goods
- Protect residential areas from high-volume and high-speed traffic
- Promote walking and bicycling
- Provide and promote viable bus service

In order to accomplish these goals, the SLSP requires that all development within the Plan area accomplish the following plan-specific transportation objectives:

Objective C-1: The street network will be designed with multiple connections and direct routes.

- Objective C-2:** Major streets (arterials and collectors) will be spaced no more than one half-mile apart.
- Objective C-3:** Traffic calming measures will be used and encouraged throughout the Plan.
- Objective C-4:** Streets in excess of four-lanes are prohibited.
- Objective C-6:** The pedestrian/bicycle network shall be as efficient as the network for motorists.
- Objective C-7:** Pedestrians and bicyclists shall be provided with shortcuts and alternatives to travel along high-volume streets.
- Objective C-8:** Transit stops shall be located as close as possible to, and no more than one-quarter mile from, neighborhood commercial sites and concentrations of housing.

ROADWAY REQUIREMENTS

Street Classification

The General Plan classifies roadways in Woodland based on gradients of access and mobility. Arterials emphasize mobility with limited access. Local streets emphasize access with limits on mobility. Collectors allow for both mobility and access, and play a key role in connecting arterials and local streets. In general, arterial streets in Woodland are located at one mile intervals (often on section lines), and collector streets are generally located at half-mile and quarter-mile intervals.

Within the Master Plan area, the General Plan (Figure 3-1) provides classifications for the following streets, and the Street Master Plan Update (March 1998, Page 17) provides proposed (2020) improvements:

Street Name Classification and # of Lanes

Pioneer Avenue Major arterial planned for four lanes.

Parkway Drive Principal arterial planned for four lanes west of Pioneer to East Street and two lanes east of Pioneer and west of East Street.

Matmor Road Collector planned for two lanes connecting to Parkway Drive.

Gibson Road Principal arterial planned for four lanes between SR 113 and CR 102.

CR 102	Principal arterial planned for two lanes (with four-lane ROW) between Gibson and CR 102.
CR 25A	Minor arterial planned for two lanes between Pioneer Avenue and SR 113.
College Street	Collector planned for two lanes connecting to CR 24A.
Third Street	Collector planned for two lanes connecting to CR 24A.
East Street	Four-lane principal arterial from Gibson Road to CR 24A. Two-lane minor arterial from CR 24A to Parkway Drive.

Street Standards

The General Plan (page 3-3) establishes a minimum and maximum range for right-of-way (ROW) requirements and street section widths:

<u>Street Type</u>	<u>ROW</u>	<u>Street Section</u>
Local	44 to 50 feet	34 to 40 feet
Collector	50 to 90 feet	40 to 74 feet
Arterial	80 to 150 feet	64 to 115 feet

City roadway standards are also discussed more specifically in the adopted Residential Street Standard Report (1998), in Section 3 (Street Design) of the City's Engineering Design Standards (1999 Draft), and in the City's Standard Specifications and Details (2000) which establish the following minimum citywide standards:

<u>Street Type</u>	<u>ROW</u>	<u>Street Section</u> *
Local	57 feet	35 feet
Local (Primary)	62 feet	40 feet
Collector	64 feet	40 feet
Arterial (Minor)	82 feet	72 feet
Arterial (Major)	96 feet	86 feet

* Curb-to-curb measurement

The residential (local) cross-section includes two 10-foot travel lanes, two 7.5-foot parking lanes, 0.5-foot curbs¹, 6-foot street-side planter strips, and 4.5-foot sidewalks (behind planters).

¹ Vertical curbs are the City standard and required in this Plan. With the adoption of the 1998 Street Master Plan update vertical curbs were returned as a City standard. There were two fundamental reasons for this requirement: 1) to increase the traditional neighborhood feel of new Woodland neighborhoods; and, 2) to provide more positive control between vehicles and the curb which results in a safer pedestrian environment, and preserves landscaping and irrigation systems.

Level of Service Standards

The City has established a Level of Service (LOS) threshold for congestion of "C" or better on all roadways, except within one-half mile of State or federal highways and within the downtown core. In these areas, LOS D is required.

These service standards are applicable in the SLSP area. Mechanisms for maintaining LOS C (and D where appropriate) are discussed further below.

Street Pattern in New Growth Areas

Policy 3.B.4 of the General Plan encourages the use of grid and modified grid street patterns in new residential neighborhoods. A "modified grid" system is defined as containing elements of both traditional (grid) patterns and conventional (curvi-linear) patterns. This is the street pattern adopted for use in this Specific Plan. The goal is to not exceed 50 percent cul-de-sacs in a subdivision.

The tradition grid street pattern has short blocks, straight streets, and a cross-hatched pattern. Grids disperse traffic rather than concentrate it at a handful of intersections. They encourage walking and bicycling with their direct routing, clear connections, logical patterns, and travel options. Contemporary patterns are often neither direct nor logical. They typical have large blocks, curving streets, and branching patterns. They work well, however, at keeping through-traffic out of neighborhoods and they can be more sensitive to environment (natural features) and topography with their curves and dead-ends.

Ideally, hybrid patterns allow for the best of both worlds. The "modified grid" promoted in the General Plan is an example of a hybrid system. The City's Community Design Guidelines further clarify this concept under the discussion of neighborhood design (page 16). Figure 4.1 (Modified Grid Illustration) illustrates a modified grid system.

Intersection Spacing (Block Size)

Section 3.08 (Intersection Spacing) of the City's Standard Specifications and Details (August 1994) sets a minimum distance between local street intersections of 240 feet between centerlines, and between collector and arterial intersections of 660 feet between centerlines. This section sets the maximum block length at 1,320 between centerlines.

This Plan sets specific maximum block sizes based on density in an area. These are identified in the Land Use Element in Table 2.4 and in Development Regulation 2.34.

Hierarchy of Streets Forming a Modified Grid

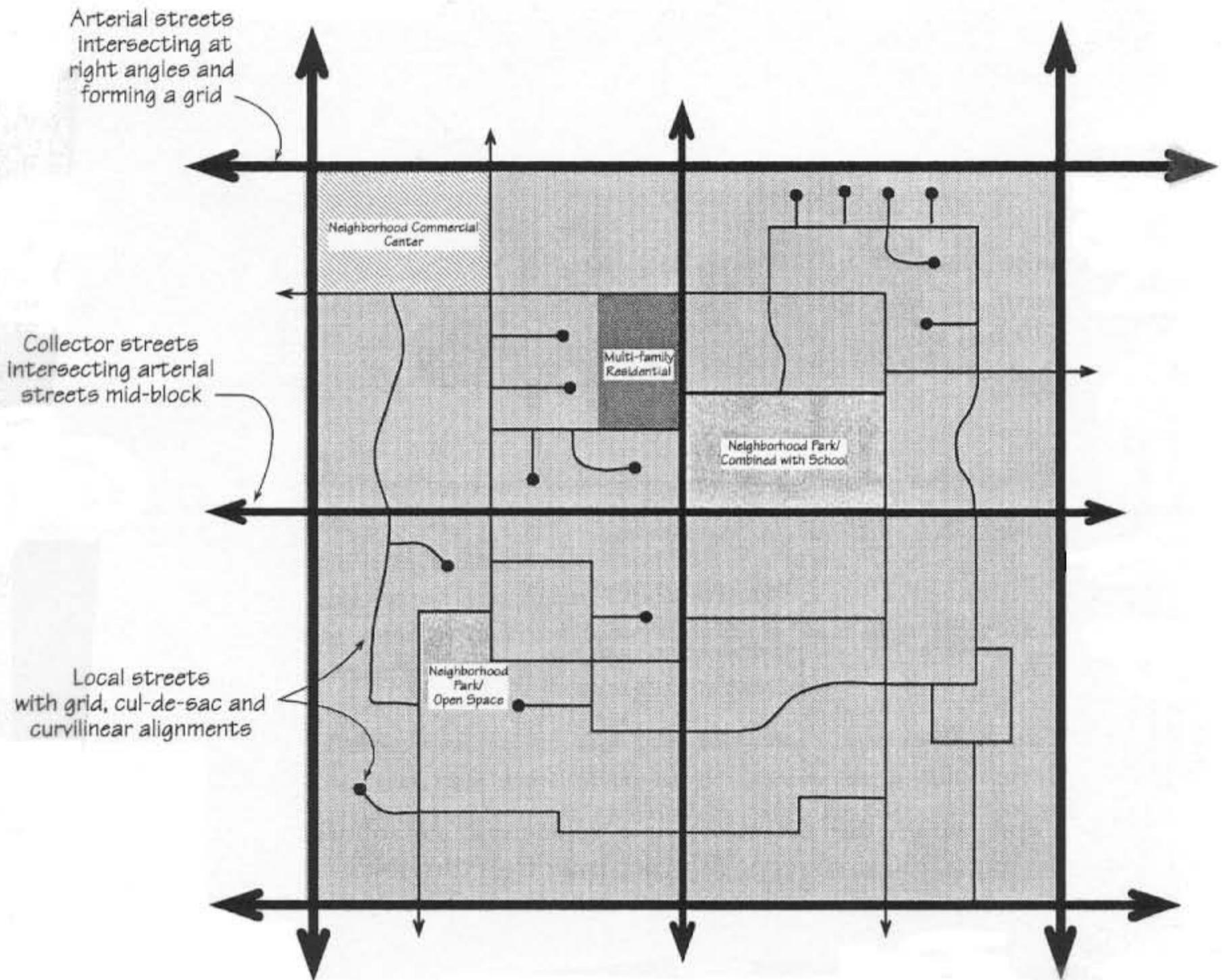


FIGURE 4.1 Modified Grid Illustration

SPECIFIC PLAN ROADWAY SYSTEM

Opportunities and Constraints

There are several key opportunities and constraints relevant to planning the SLSP area. Opportunities included the fact that the planning area is relatively flat with few developed land uses and few significant geographic or biological features. Constraints include SR 113 that traverses the Plan area and creates an impediment to east-west circulation.

The most significant constraint, however, in terms of circulation is that ±236 contiguous acres in the northeast corner of the plan are owned/planned for public uses, through which there is no opportunity for public circulation. When coupled with SR 113, the Gibson Road/SR 113 interchange, and existing street patterns on the north side of Gibson Road, this narrows the potential for north-south travel from within the Plan area travel to a quarter-mile (±1,320 feet) of frontage along Gibson Road (between Bourn Drive and Pioneer Avenue), and one north-south through road, Pioneer Avenue. The ability to disperse northbound traffic is severely hampered by this large mass of public uses including the high school, middle school, Woodland Community College, and County facilities.

This places great importance on CR 102, and the planned east-west freeway overcrossing provided by Parkway Drive. The overcrossing will connect Parkway Drive to Matmor Road (via planned Collector 5), East Street, and College Street. All of which will provide alternative north-south circulation. Additionally, SR 113 also provides obvious north-south circulation, however, within the Plan area there is no logical, direct access for northbound travel. All routes to existing interchanges at Gibson Road and CR 25A involve "out of direction" travel for northbound trips.

Specific Plan Roadways

Figure 4.2 (Specific Plan Circulation Map) identifies existing and proposed arterials and collectors within the entire Master Plan area. Arterials are as follows:

- Pioneer Avenue -- Pioneer Avenue will be extended south to CR 25A and would serve as the primary north-south arterial. It will be a four-lane arterial from Gibson Road to Parkway, and a two-lane arterial from Parkway to CR 25A.
- Parkway Drive -- Parkway Drive would be the primary east-west arterial connecting CR 102 at the regional park, over the freeway, and eventually all the way to College Street. It will be a four-lane arterial in the segment from East Street to Pioneer Avenue, and a two-lane arterial elsewhere.
- CR 25A -- CR 25A will be a two-lane arterial from SR 113 to CR 102. It defines the southern edge to the planned growth area.
- CR 102 -- CR 102 is a two-lane arterial, with a four-lane ROW reserved the entire length bordering the Plan area. It forms the eastern boundary of the Plan.

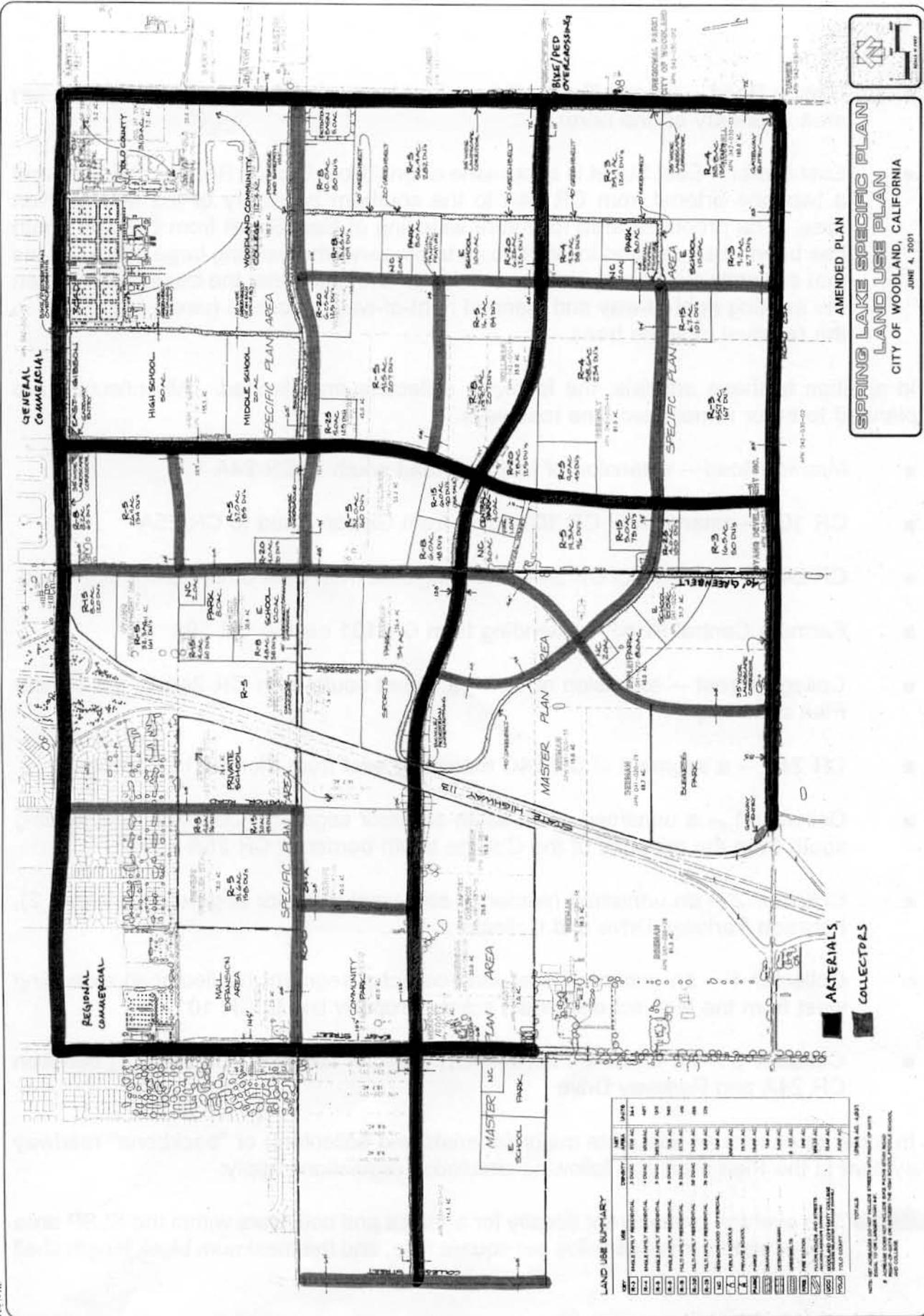


FIGURE 4.2 Specific Plan Circulation Map

- Gibson Road -- Gibson Road will be a four-lane arterial that establishes the Plan area boundary on the north.
- East Street -- East Street is a four-lane arterial from Gibson Road to CR 24A, and a two-lane arterial from CR 24A to the southern boundary of the Master Plan area. The proposed area for future widening of East Street from CR 24A south has been designed and located so as to preserve the existing large canopy trees that currently exist along side the roadway. It is noted that the transition between the existing right-of-way and planned right-of-way described herein may result in the removal of some trees.

In addition to these arterials, the following collectors are planned. All collectors are planned to be or remain two-lane roadways.

- Matmor Road -- extension of Matmor Road south to CR 24A
- CR 101 -- extension of CR 101 south from Gibson Road to CR 25A
- CR 24A -- extension of CR 24A extending east from East Street to Matmor Road
- Farmers Central Road -- extending from CR 101 east to CR 102
- College Street -- extension of College Street south from CR 24A to the Master Plan boundary
- CR 24C -- a segment of CR 24C extending east from Pioneer to Collector 1
- Collector 1 -- a unnamed north-south collector segment (Collector 1) extending south from the midpoint of the College south border to CR 25A
- Collector 2 -- an unnamed (primarily) east-west collector segment (Collector 2), between Parkway Drive and Collector 1
- Collector 4 -- an unnamed east-west collector segment (Collector 4) extending west from the high school/middle school property line to CR 101
- Collector 5 -- an unnamed north-south collector segment (Collector 5) between CR 24A and Parkway Drive

In order to ensure an adequate major (arterials and collectors) or "backbone" roadway system in the Plan area, the following circulation regulations apply:

- 4.1 The average gross street density for arterials and collectors within the SLSP area is over eight centerline miles per square mile, and the maximum block length shall not exceed the standards established in Table 2.4 of this Plan. *(TOC EIR MM 4.6-2c)*

- 4.1.1 Access onto arterials shall be limited at the discretion of the City.
- 4.2 The roadway system shall take into account physical constraints (e.g. SR 113 and the high school/middle school/college property mass), effects on livability of residential neighborhoods, and the need to incorporate traffic calming measures. *(TOC EIR MM 4.6-2c)*
- 4.3 Necessary improvements to bordering roadways (Gibson Road; CR 102; CR 25A; Matmor Road) and off-site roadways within Master Plan remainder area (CR 101 from Parkway Drive to CR 25A; CR 25A from the Specific Plan boundary to SR 113), or outside of planned growth area entirely, shall be made as needed based on approved phasing and sequencing. *(TOC EIR MM 4.6-2b)*
- 4.4 Development within the Plan area shall be assessed its fair share of off-site and on-site roadway improvement costs based on its use of existing and proposed facilities and consistent with General Plan Policy 3.A.6. Prior to approval of the first tentative map or issuance of a building permit within the boundaries of the Specific Plan, a fee mechanism shall be established which will fund necessary roadway/freeway improvements prior. These fees shall subsequently be charged of all development that proceeds in the area. *(TOC EIR MM 4.6-8a)*
- 4.5 Prior to approval of the first tentative map or issuance of a building permit within the boundaries of the Specific Plan, a plan for financing backbone infrastructure shall be established which will identify the means to fully fund all improvements wholly or partially triggered by the Specific Plan. All development that proceeds in the area shall participate on a fair-share basis. *(TOC EIR MM 4.6-8c)*
- 4.6 A capital improvement program (CIP) shall be finalized and shall identify and cost-out all improvements wholly or partially triggered by the Specific Plan. This plan shall provide a schedule for implementation of identified improvements, in coordination with the existing citywide Major Projects Financing Plan and the Specific Plan public facilities financing plan. This CIP shall be updated on a regular basis, based on the results of the monitoring of traffic volumes and based on project-specific traffic impact studies. *(TOC EIR MM 4.6-8d)*
- 4.7 All applicants shall be required to pay appropriate traffic mitigation fees or contractually bind themselves to voluntarily do so, prior to approval of tentative maps, or issuance of building permits, where a map is not required. *(TOC EIR MM 4.6-8e)*
- 4.7.1 Arterial medians must have a minimum 6-foot pedestrian landing area at intersections. Turn lanes must be 12-feet at intersections. "Outside" landscaping may not decrease at intersections -- additional ROW must be acquired if necessary and may not come out of the outside landscaping.

4.7.2 The City shall work with the railroad to secure title, easements, or some other mechanism or agreement to preserve the trees adjoining the tracks along East Street in the Master Plan area.

4.7.3 Arterials and collectors necessary to serve the fire station site must be completed before the fire station operating threshold is reached.

Local (residential) streets will be designed through the subdivision process for individual projects, subject to the following regulations:

4.8 The pattern of local streets is encouraged to reflect a grid system. A modified grid is acceptable so long as elements of traditional design are retained. The goal is to not exceed 50 percent cul-de-sacs in a subdivision.

4.9 The local street pattern shall provide a sense of direction and orientation for person unfamiliar with the area. The local streets shall provide reasonably direct routes within the residential areas, to the neighborhood center, to the Spring Lake Center, and to connections with arterials and connectors.

4.9.1 Private streets may be utilized. Private streets may be narrower than standard City street specifications, so long as safety and access are properly addressed. The standards for private streets will be addressed on a case-by-case basis.

4.9.2 The local street pattern should maximize inter-connectivity. It should eliminate barriers between residential areas and parks, schools, and commercial uses for vehicles, bikes, and pedestrians. It should facilitate access to transit.

4.9.3 No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a 54-foot local street. No more than 200 homes can feed onto a 54-foot local street. Single-feed streets (the first street off a collector) can not be a 54-foot local street.

4.9.4 Sidewalks along local streets and cul-de-sacs must meet Americans With Disabilities Act (ADA) requirements including widened turnout areas at specified intervals.

4.9.5 Local streets necessary to serve the fire station site must be completed before the fire station operating threshold is reached.

Specific Plan Cross-Sections

The following street cross-sections will be implemented in the SLSP area (see also Table 4.1, Street Cross-Sections Table):

ALLEYS -- Alleys are encouraged within the Plan area. Standards will be developed at the subdivision level as a part of subdivision design, and may be addressed in the Design

**TABLE 4.1
SPRING LAKE SPECIFIC PLAN
Street Cross-Sections Table (in feet)**

Street Type	Street Segments	ROW ¹	Paved Section ²	Travel Lanes (#) width	Median ¹⁵	Bike Lanes ⁵	Parking Lanes ³	Planter Strip ²⁴	Sidewalk	Other Landscaping ²⁷	Fronting Homes (Yes/No)
Local ¹⁷ and Cul-de-sacs ¹⁸	To be determined at the subdivision stage	54	34	(2) 10	None	Class 3 or none	7	6	4	None	Yes
Local	To be determined at the subdivision stage	57	35	(2) 10	None	Class 3 or none	7.5	6.5	4.5	None	Yes
Collector ¹²	As depicted on the Land Use Plan	68	40	(2) 12	None	Class 3 or none	8	8.5	5.5	None	Yes
Collector with Greenbelt	Coll 2 (Coll 1 - Parkway) ²⁵ Fmrs Cntrl (101 - Pioneer)	94 ²¹	40	(2) 12	None	Class 3 or none	8	8.5 ²² 8.5 min ²³	5.5 ²² 10 (shared ¹¹) ²³	None ²² 21.5 ²³	Yes
Farmers Central	Pioneer to CR 102	153.5	42	(2) 12	None	5	8 ⁹	7	4.5	88.5 ¹⁶	Yes ⁹
Arterial (2-Lane)	Pioneer (Parkway - 25A)	91	36	(2) 12	14	6	None	7.5	6	7	No
Arterial (2-Lane) with Off-St Path	Parkway (Pioneer - 102)	111	36	(2) 12	14	6	None	7.5	10 (shared ¹¹)	13	No
Arterial (4-Lane)	Pioneer (Gibson - Parkway)	127	60	(4) 12	14	6	None	7.5	6 ²⁰	13	No
Arterial (4-Lane) with Off-St Path	Parkway (East - Pioneer)	135	60	(4) 12	14	6	None	7.5	10 (shared ¹¹)	13	No
Gibson Road	SR 113 - 102	71 ⁴	30	(1) 13 (1) 12	6	5	None	10	10 (shared ¹¹)	15	No
CR 25A	SR 113 - 102	83	40	(2) 12	None	8 ¹⁰	None ¹⁰	10 ⁸ None ⁹	10 (shared ¹¹) ⁸ None ⁹	15 ⁸ 8 ^{9,20}	No
CR 102	Gibson - 25A	72 ⁴	30	(2) 12 ¹⁴	7 ²⁶	6	None	10	10 (shared ¹¹)	15	No
East Street ¹¹	South of mall - 24A 24A - Parkway Parkway - Master Plan line	145 105 68 ⁶	60.5 40.5	(4) 12 (2) 12	45 ⁷ 30 ⁷	6 8	None None	10.5 ¹⁹ 10.5 ¹⁹	10 (shared ¹¹) ¹⁹ 10 (shared ¹¹) ¹⁹	19 ¹⁹ 14 ¹⁹	No No

- ¹ ROW = Right-of-way. ²¹ Additional right-of-way may be needed at intersections with roundabouts.
- ² Curb-to-curb. ²² Non-greenbelt side. ²³ Greenbelt side.
- ³ Includes 2-foot gutter pan. ²⁴ Landscaped area between sidewalk/pathway and curb. Includes curb measurement.
- ⁴ Half-section. ²⁵ Where Collector 2 splits off from the greenbelt as the greenbelt goes under the Parkway Drive overpass, the Collector 2 ROW would return to the standard collector ROW of 68 feet.
- ⁵ Striped on-street. ²⁶ Paved -- reserved for future 1/2 median. ²⁷ Also referred as landscaped "parkway" within the Specific Plan.
- ⁶ To be determined. This segment is shown as a 68-foot ROW on the Land Use Map as a placeholder, but special ROW design and placement may be necessary to preserve existing trees, and extend pedestrian/bicycle pathway south to CR 25A in the future.
- ⁷ Allows existing trees on east side of existing road to be in median of future 4-lane road.
- ⁸ North side only.
- ⁹ South side only.
- ¹⁰ Emergency parking/bike lane combined.
- ¹¹ Shared multi-use trail, both pedestrian and bicycle use. Two-foot clear area on either side of 10-foot paved section.
- ¹² CR 101 cross-section is assumed to be off-set to the west by √10 feet to allow the existing trees on the west side of the existing roadway to fall into the landscaping on the east side of the future roadway. In particular the sidewalk may need to meander and/or be narrowed in places to avoid impacting existing trees.
- ¹³ Includes open drainage ditch and landscaping.
- ¹⁴ Assumes that additional 2-lanes comes from widening to east.
- ¹⁵ Medians shall be landscaped.
- ¹⁶ Farmers Central Channel to be developed as a multi-use channel sized to meet drainage needs with a 10-foot ped/bike path on the north side of the channel and naturalized on both sides.
- ¹⁷ No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a 54-foot local street. No more than 200 homes can feed onto a 54-foot local street. Single-feed streets (the first street off a collector) can not be a 54-foot local street.
- ¹⁸ No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a cul-de-sac. The maximum length for a cul-de-sac within R-3, R-4, and R-5 projects is 650 feet. The maximum length for a cul-de-sac within R-8 and above is 500 feet. Within a subdivision, no more than 50 percent of the local roads can be cul-de-sac roads, the other 50 percent or more shall be through streets. Bulb shape shall be hammerhead, with 90-foot width dimension.
- ¹⁹ East side only. Railroad right-of-way on west side. Assumes agreement can be reached with the railroad to preserve the trees on the west side, all of which appear to fall within the railroad right-of-way.
- ²⁰ From Gibson Road to Farmers Central Road, on the east side only, the sidewalk shall be 10 feet in width in front of the high school and middle school.

Source: TSCHUDIN CONSULTING GROUP, June 11, 2001.

Standards. Separate funding mechanisms, supported by the users, may be required to provide operations and maintenance. These funding mechanisms shall be identified with the subdivision map application.

PRIVATE STREET OR COURT -- Private streets and courts are allowed within the SLSP. Standards will be developed at the subdivision level as a part of subdivision design and may be addressed in the Design Standards.

GREENBELT -- Greenbelt design will be addressed in the SLSP Design Standards.

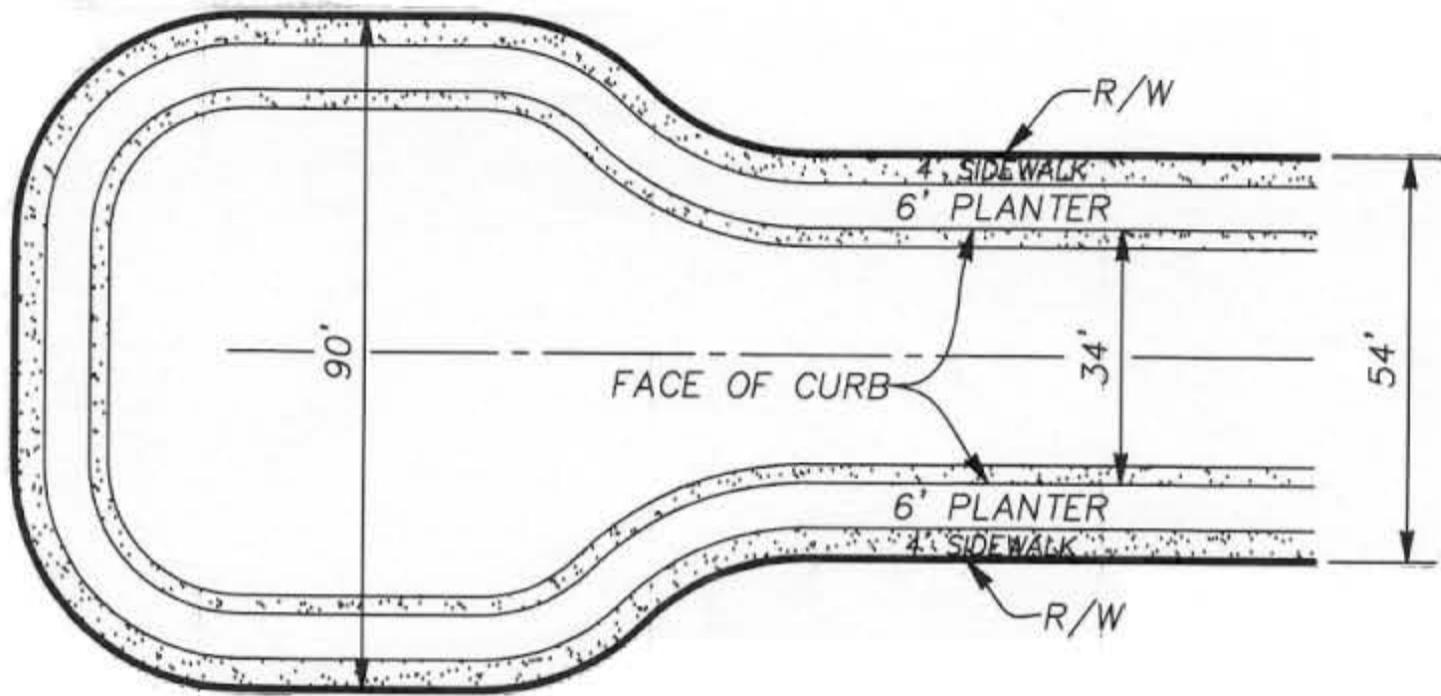
SUBDIVISION TRAILS -- Design for connecting trails in subdivisions will be reviewed on a project basis as a part of subdivision and/or design review and may be addressed in the Design Standards.

CUL-DE-SAC -- 54-foot ROW/34-foot paved section (same as local above). Parking will be allowed on both sides of the street. There will be no striped bike lanes. Homes must front on these roads. No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a cul-de-sac. The maximum length for a cul-de-sac within R-3, R-4, and R-5 projects is 650 feet. The maximum length for a cul-de-sac within R-8 and above is 500 feet. Within a subdivision, no more than 50 percent of the local roads can be cul-de-sac roads, the other 50 percent or more shall be through streets. Bulb shape may be hammerhead, with 90-foot depth dimension (see Figure 4.3).

LOCAL -- 54-foot ROW/34-foot paved section (see Figure 4.4) comprised of two 10-foot travel lanes, two 7-foot parking lanes (including 2-foot gutter pans), 6-foot street-side landscape strips (including 0.5-foot curb), and 4.0 sidewalks (behind the landscape strip). Parking will be allowed on both sides of the street. There will be no striped bike lanes. Homes must front on these roads. No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a 54-foot local street. No more than 200 homes can feed onto a 54-foot local street. Single-feed streets (the first street off a collector) can not be a 54-foot local street.

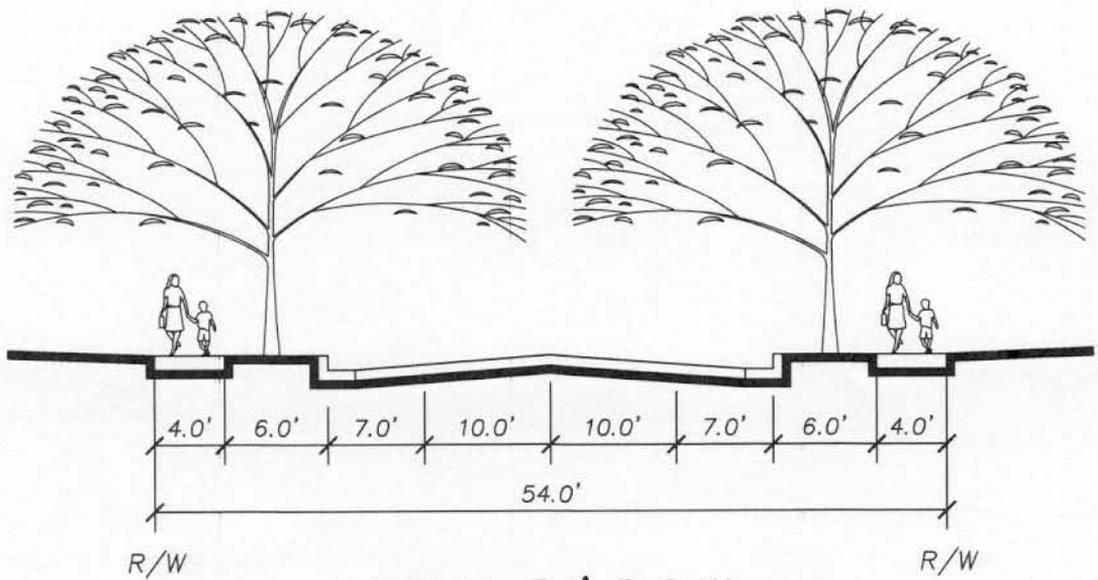
LOCAL -- 57-foot ROW/35-foot paved section (see Figure 4.4) per City standard comprised of two 10-foot travel lanes, two 7.5-foot parking lanes (including 2-foot gutter pans), and 6.5-foot street-side landscape strips (including 0.5-foot curb), 4.5 sidewalks (behind the landscape strip). Parking will be allowed on both sides of street. There will be no striped bike lanes. Homes will front on these roads. "Intensive" land uses (e.g. park, school, apartment complex) must feed onto a 57-foot local street. If more than 200 homes are feeding onto a local street it must have a 57-foot cross-section. Single-feed streets (the first street off a collector) must have a 57-foot cross-section.

COLLECTOR -- 68-foot ROW/40-foot paved section (see Figure 4.5) comprised of two 12-foot travel lanes, two 8-foot parking lanes (including 2-foot gutter pans), 8.5-foot street-side planter strips (including 0.5-foot curb), and 5.5-foot sidewalks (behind planters). Parking will be allowed on both sides of the street. There will be no striped bike lanes. It should be

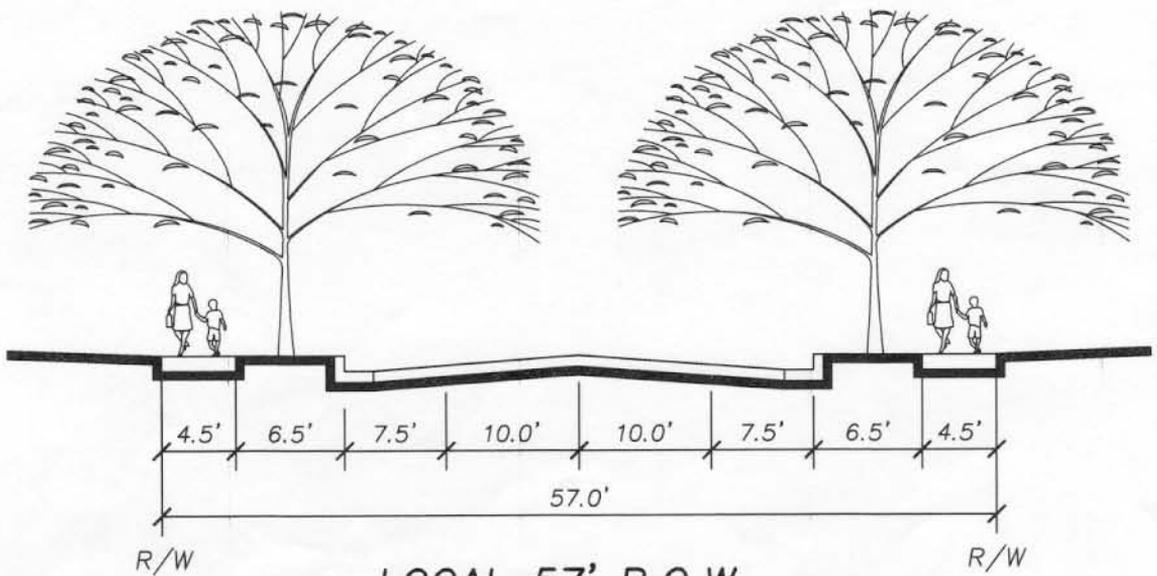


LOCAL 54' R.O.W. CUL-DE-SAC BULB

FIGURE 4.3 Cul-De-Sac Bulb



LOCAL 54' R.O.W.



LOCAL 57' R.O.W.

FIGURE 4.4 Local Street Cross-Sections

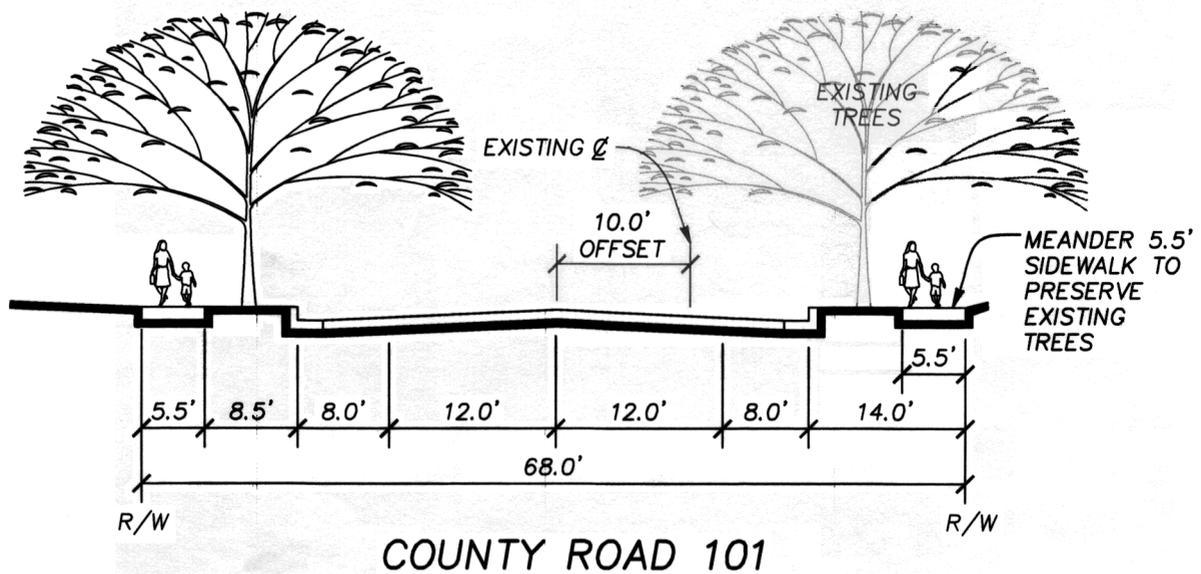
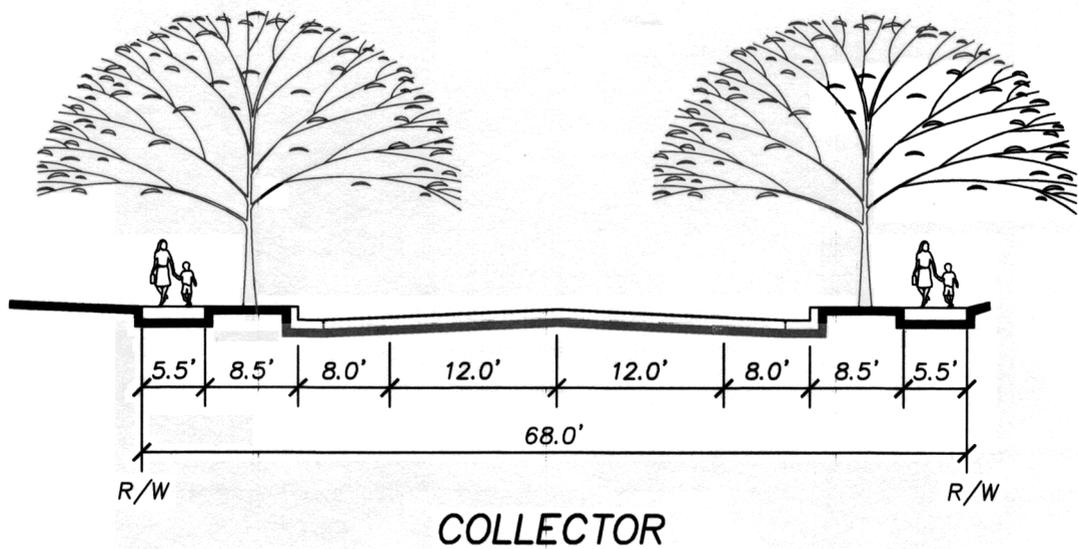


FIGURE 4.5 Collector and CR 101 Cross-Sections

noted that in order to preserve existing trees along primarily the east side of CR 101, the ROW is shown approximately 10-feet off of centerline to the west (see Figure 4.5).

COLLECTOR WITH GREENBELT -- This cross-section applies to most of Collector 2² from Collector 1 to SR 113, and the segment of Farmers Central from CR 101 to Pioneer Avenue. It integrates the planned greenbelts into the standard collector cross-section. These roadways will have a 94-foot ROW with a 40-foot cross-section (see Figure 4.6) comprised of two 12-foot travel lanes, two 8-foot parking lanes (including 2-foot gutter pans), 8.5-foot minimum street-side planter strips (including 0.5-foot curb), 5.5-foot sidewalk (behind planters) on the non-greenbelt side of the street, and a 40-foot greenbelt (including 0.5-foot curb, 8-foot minimum landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 21.5-foot landscape strip on other side of path). Parking will be allowed on both sides of the street. There will be no striped bike lanes.

COLLECTOR WITH CHANNEL -- This cross-section applies to Farmers Central Road from Pioneer to CR 102. It recognizes and integrates the Farmers Central channel which adjoins the north side of this roadway. The channel will be a multi-use facility sized to meet drainage needs.

The entire facility along this segment will have a ROW of 153.5 feet. A 10-foot pedestrian/bicycle Class 1 pathway will be located on the top of the north bank, with trees and other landscaping. The banks are planned to be sloped, with naturalized landscaping. There will be a 4.5-foot sidewalk on top of the south bank, with trees and other landscaping. The goal of the landscaping is to create an amenity similar to the Arboretum at UCD. The final design of the channel will be subject to City approval. The roadway portion will have a 65-foot ROW (not including the channel or the pathways on the north bank) with a 42-foot paved section (see Figure 4.6). From north to south, the cross-section is comprised of 4.5-foot sidewalk, 7-foot landscape strip (including 0.5-foot curb); 5-foot bike lanes (including 2-foot gutter pans) with no parking on the north side; two 12-foot travel lanes; 5-foot bike lane; 8-foot parking lane (including 2-foot gutter); and 7-foot landscape strip (including 0.5-foot curb); and 4.5-foot sidewalk.

East of the middle school site, the southern property owner (TOC, LLC) has made arrangements with the college to move the drainage channel and Farmers Central Road north onto what is now part of the college property.

ARTERIAL (TWO-LANE) -- 91-foot ROW/36-foot paved section (see Figure 4.7) comprised of two 12-foot travel lanes, one 14-foot median, two 6-foot striped bike lanes (including 2-foot gutter pan), and 20.5-foot landscaped area on each side (including 0.5-foot curb, and two 7-foot landscape strips with 6-foot sidewalk in between). Parking will not be allowed on either side of the street. There will be striped bike lanes. Homes may not front on arterials.

² Where Collector 2 splits off from the greenbelt as the greenbelt goes under the Parkway Drive overpass, the Collector 2 ROW would return to the standard collector ROW of 68 feet.

**Figure replaced with new cross-section
(Amendment No. 2, Resolution No. 4406).**

**Figure not available at time of this
re-publication.**

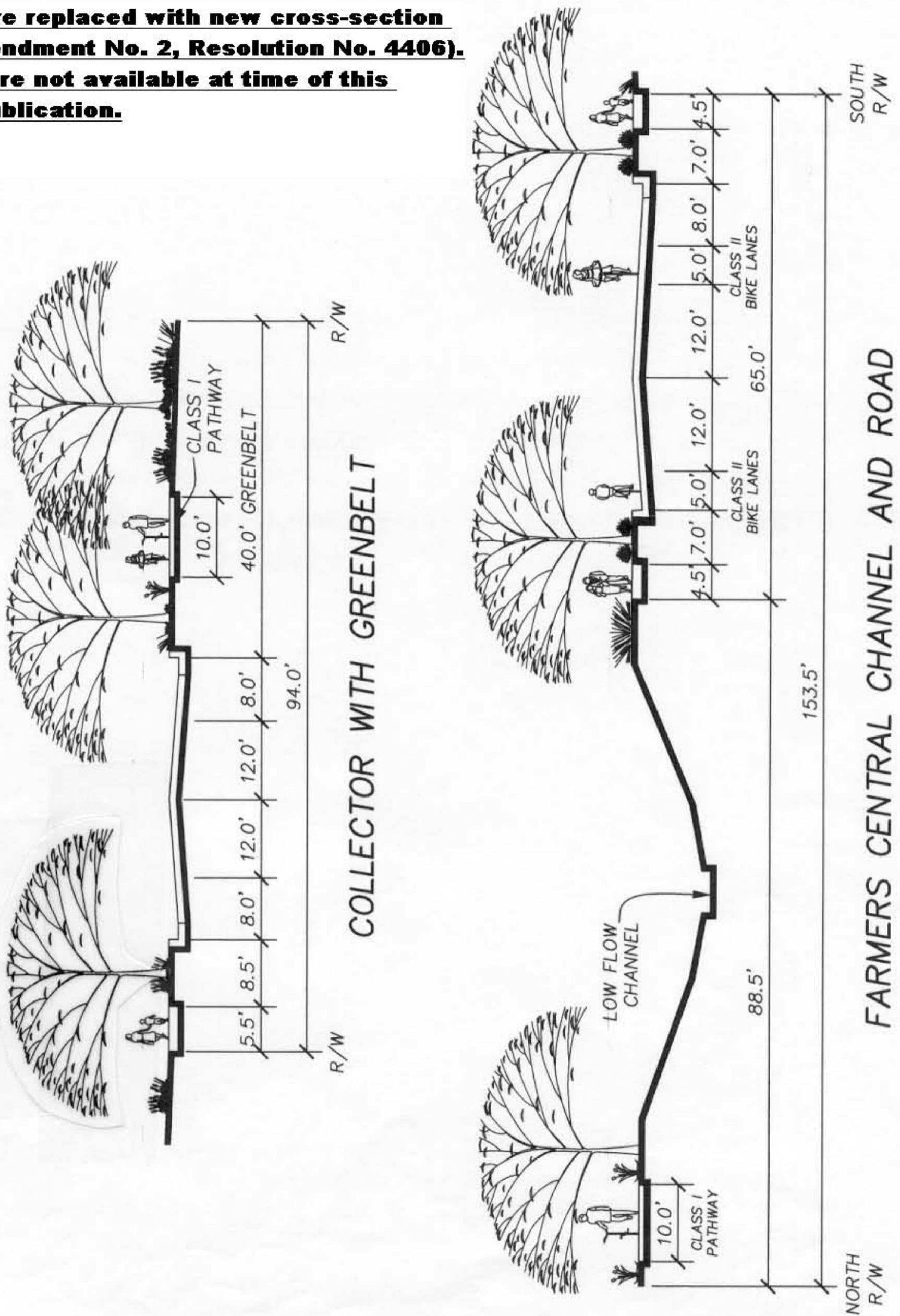


FIGURE 4.6 Collector With Greenbelt or Channel Cross-Sections

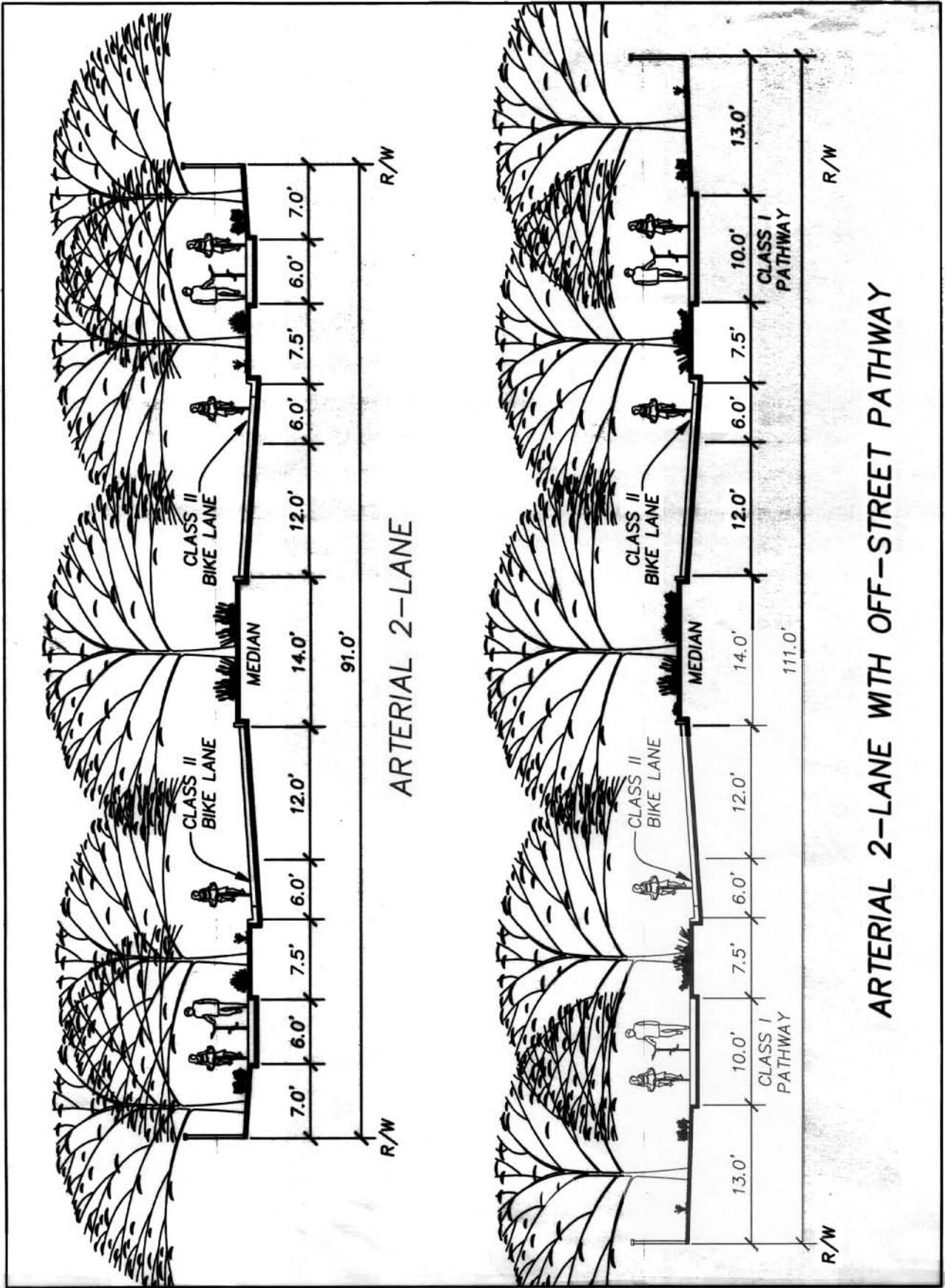


FIGURE 4.7 Arterial (Two-Lane) Cross-Sections

ARTERIAL (TWO-LANE) WITH OFF-STREET PATHWAY -- 111-foot ROW/36-foot paved section (see Figure 4.7) comprised of two 12-foot travel lanes, one 14-foot median, two 6-foot striped bike lanes (including 2-foot gutter pans), and 30.5-foot landscaped area on each side (including 0.5-foot curb, 7-foot landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 13-foot landscape strip on other side of path). Parking will not be allowed on either side of the street. There will be striped bike lanes. Homes may not front on arterials.

ARTERIAL (FOUR-LANE) -- 127-foot ROW/60-foot paved section (see Figure 4.8) comprised of four 12-foot travel lanes, one 14-foot median, two 6-foot striped bike lanes (including 2-foot gutter pans), and 26.5-foot landscaped area on each side (including 0.5-foot curb, 7-foot landscape strip along the roadway, 6-foot sidewalk³, and 13-foot landscape strip on other side of sidewalk). Parking will not be allowed on either side of the street. There will be striped bike lanes. Homes may not front on arterials.

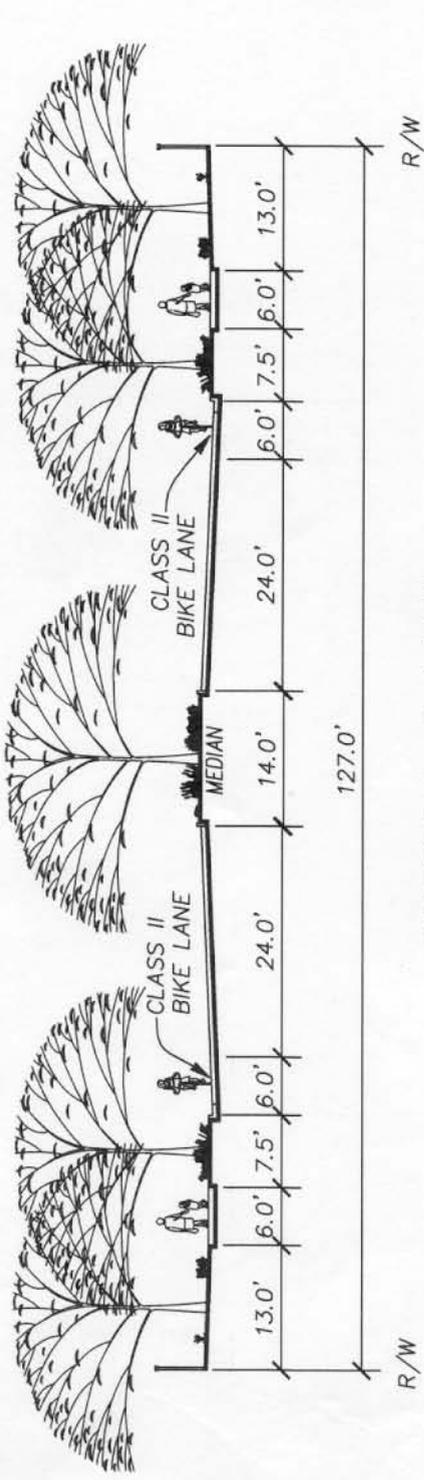
ARTERIAL (FOUR LANE) WITH OFF-STREET PATHWAY -- 135-foot ROW/60-foot paved section (see Figure 4.8) comprised of four 12-foot travel lanes, one 14-foot median, two 6-foot striped bike lanes (including 2-foot gutter pans), and 30.5-foot landscaped area (including 0.5-foot curb, 7-foot landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 13-foot landscape strip on other side of sidewalk). Parking will not be allowed on either side of the street. There will be striped bike lanes. Homes may not front on arterials.

GIBSON ROAD (south half) -- 71-foot half-section ROW/30-foot paved section (see Figure 4.9) comprised of 6-foot half-median, one 14-foot travel lane, one 16-foot travel lane, and 35-foot landscaped area (including 0.5-foot curb, and 10-foot pedestrian/bicycle path meandering within 24.5-feet of landscaping). The intent of the large landscaped parkway along the south side is to create a "frame" around the Plan area that will connect with a similar strip along CR 102 and CR 25A. Along Gibson the goal is to continue the existing landscaping established in front of the college, along the southern frontage of Gibson Road, from CR 102 to SR 113. This requirement is consistent with the Community Design Guidelines (page 65) which identifies Gibson Road as "major corridor" of the City.

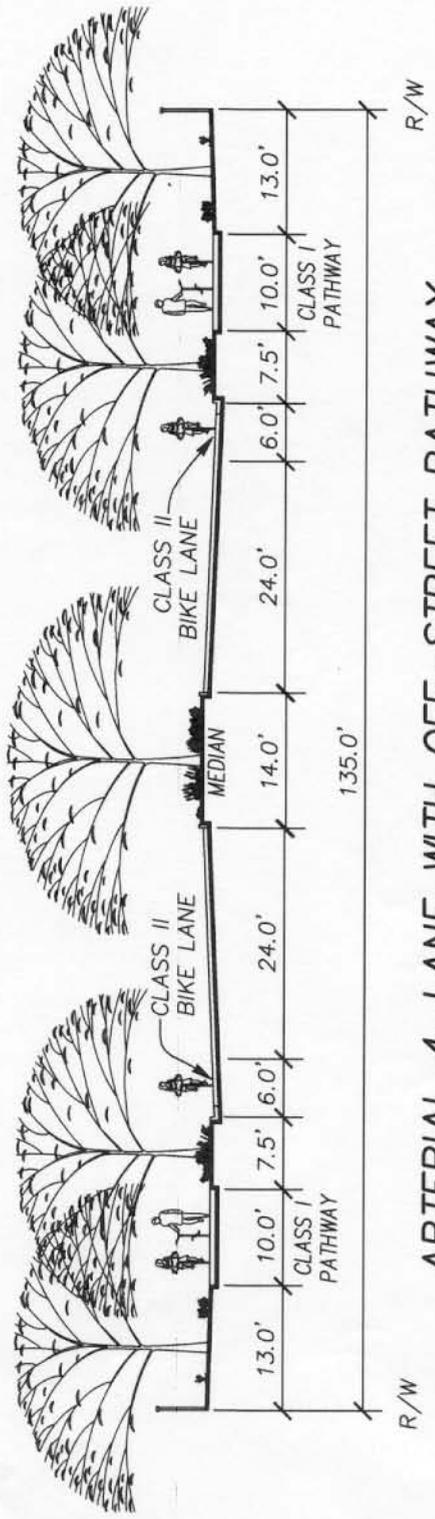
CR 102 (west half) -- 72-foot half-section ROW/30-foot paved section (see Figure 4.9) comprised of 7-foot half-median⁴, two 12-foot travel lanes, 6-foot striped bike lane (including 2-foot gutter pan), and 35-foot landscaped area (including 0.5-foot curb, and 10-foot pedestrian/bicycle path meandering within 24.5-feet of landscaping). The intent of the Figure 4.6

³ Along the east side of Pioneer Avenue from Gibson Road to Farmers Central Road, the sidewalk along the frontage of the schools shall be a minimum of 10-feet in width, leaving a 9-foot strip of landscaping between the sidewalk and the school properties.

⁴ As shown in the cross-section in Figure 4.9, in the interim until CR 102 is widened to 4-lanes, the area for the half-median will be paved. Construction of the median is not required until the future widening



ARTERIAL 4-LANE



ARTERIAL 4-LANE WITH OFF-STREET PATHWAY

FIGURE 4.8 Arterial (Four-Lane) Cross-Sections

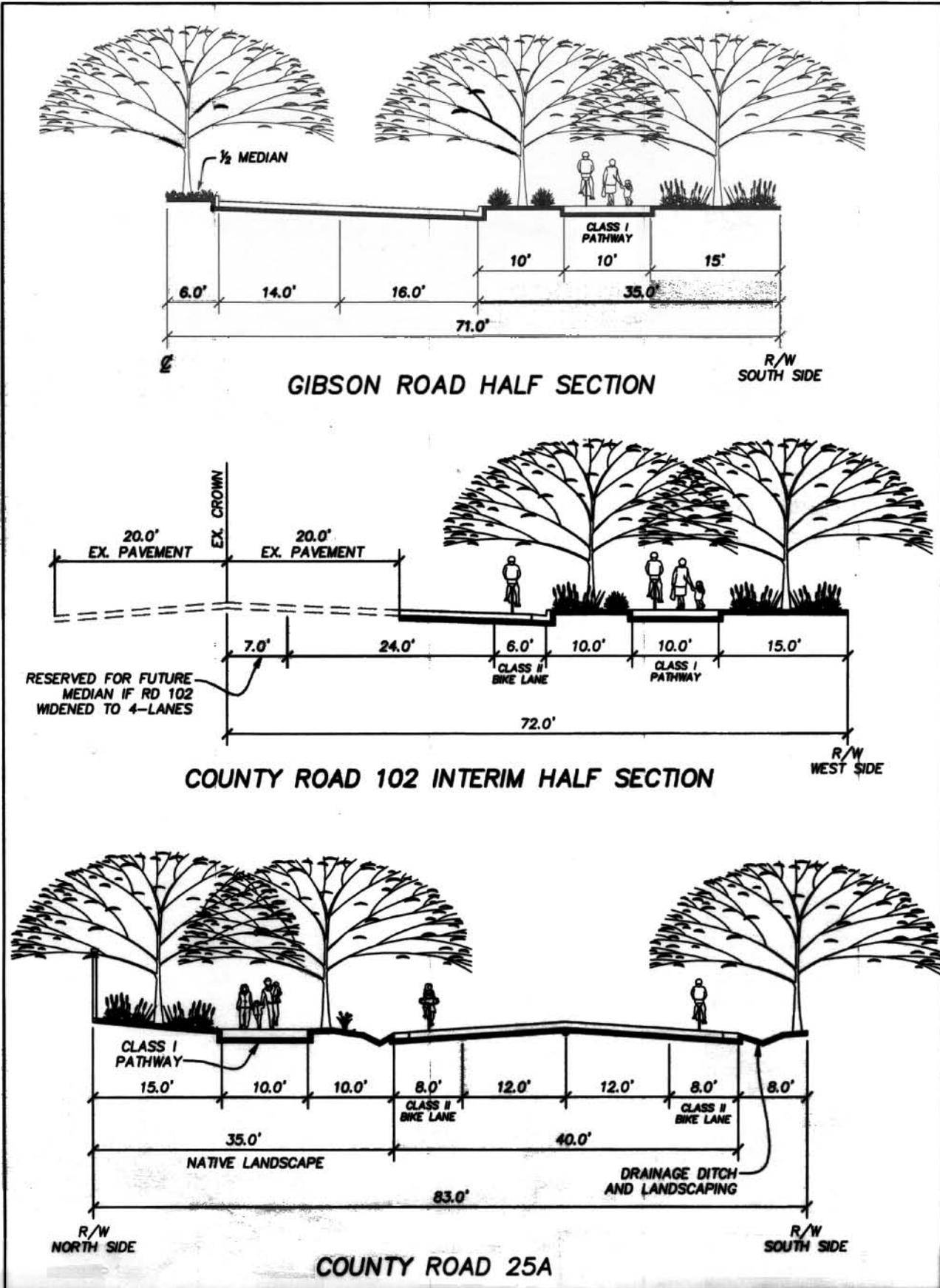


FIGURE 4.9 Gibson Road, CR 102, and CR 25A Cross-Sections

large landscaped parkway along the west side is to create a "frame" around the Plan area that will connect with a similar strip along Gibson Road and CR 25A. This requirement is consistent with the Community Design Guidelines (page 65) which identifies CR 102 as "major corridor" of the City.

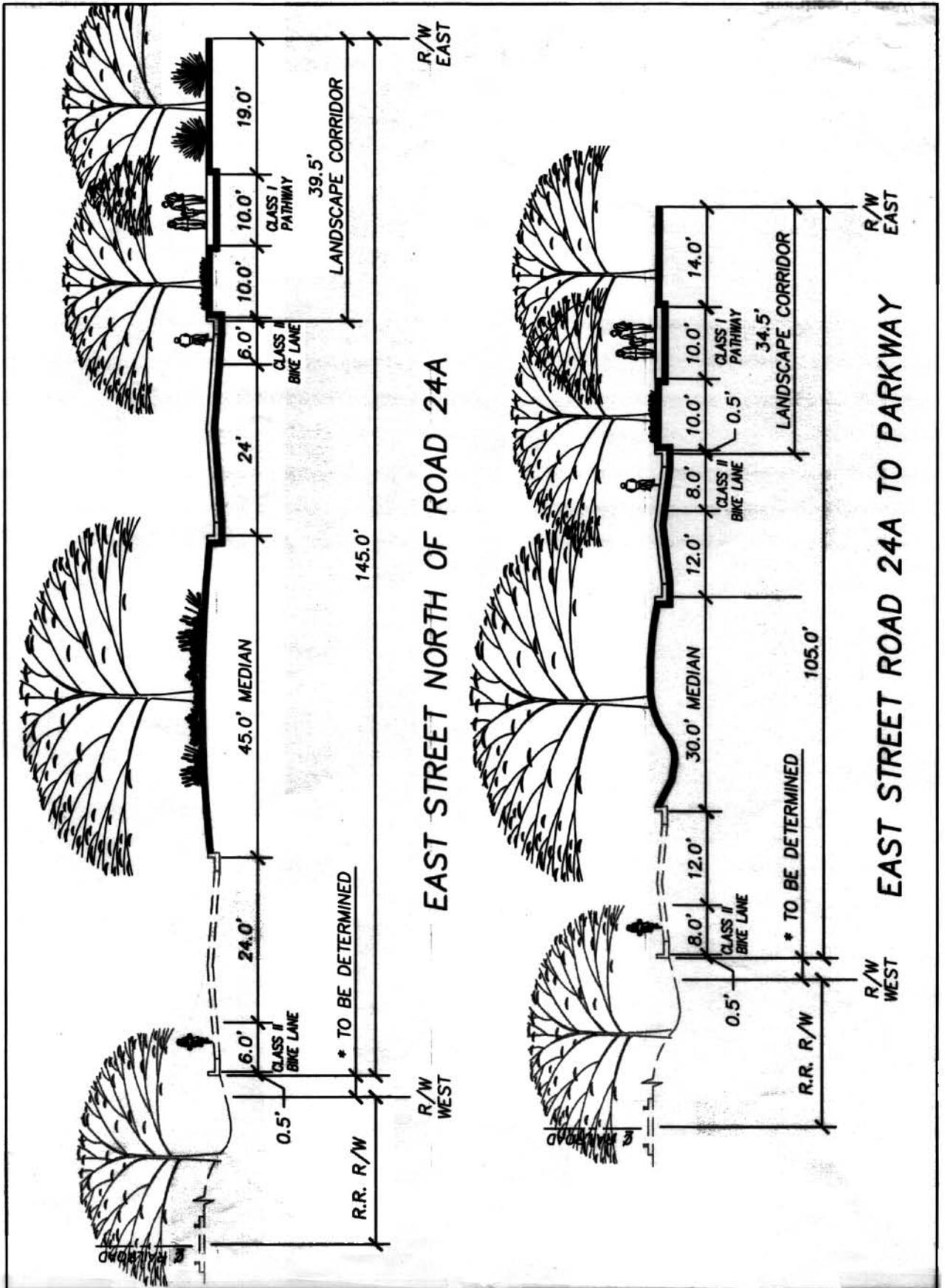
CR 25A -- CR 25A is given special treatment in the SLSP because it forms the "urban edge" that transitions to the agricultural land south of the Plan boundary. A 35-foot landscaped parkway planted primarily with drought-tolerant species is required as a part of the right-of-way along the north side of CR 25A.

The paved-section includes two 12-foot travel lanes, two 8-foot emergency/bicycle lanes within which a Class 2 bikelane will be striped adjacent to the edge-of-pavement, 35-feet of landscaping on the north side, and 8-feet on the south side containing an open drainage ditch and drought-tolerant landscaping. (*TOC EIR MM 4.6-2a*)

The 35-foot landscaping on the north side will be heavily planted with more natural appearing (as opposed to formal) trees, shrubs, and grasses that reflect the transition from urban to rural. Drought-tolerant species will be used. The pathway will be composed of decomposed granite, asphalt, or concrete. There will be no curb, gutter, or sidewalk on either side. Parking (other than emergency) will not be allowed on either side of the street. Landscaping within the 8 feet on the south side will also be drought-tolerant species. Total ROW will be 83 feet, with a 40-foot street section (see Figure 4.9).

EAST STREET -- East Street extends through the Master Plan remainder area, from south of the existing mall to the south boundary of the Master Plan. It is broken up into three segments each with a different cross-section. A "plan-line" analysis was completed in order to design and locate the ROW to preserve the existing trees along both sides of the existing roadway. The following cross-sections were developed for future widening, that would also preserve existing trees (see Figure 4.10):

- From south of the mall to CR 24A -- 145-foot ROW with 60.5-foot paved section, comprised of 45-foot median, four 12-foot travel lanes, two 6-foot striped bike lanes (including 2-foot gutter pan), and 39.5-foot landscaped area on the east side only (including 0.5-foot curb, 10-foot landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 19-foot landscaping strip on other side of path).
- From CR 24A to Parkway Drive -- 105-foot ROW with 40.5-foot paved section, comprised of 30-foot median, two 12-foot travel lanes, two 8-foot striped bike lanes (including 2-foot gutter pan), and 34.5-foot landscaped area on the east side only (including 0.5-foot curb, 10-foot landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 14-foot landscaping strip on other side of path).



- From Parkway Drive to south boundary of Master Plan area -- shown as a 68-foot ROW on the Land Use Map (Figure 2.1) as a placeholder. This segment may require additional design modification to ensure that trees are preserved with future widening, and to extend the pedestrian/bicycle pathway south to CR 25A in the future.

Level of Service

The City's standard for traffic flow/congestion of LOS C (LOS D within one half mile of freeways and the downtown core) is applicable within the Specific Plan area. The following regulation applies in order to ensure this:

- 4.10 Every subdivision within the Plan area shall be required to submit an acceptable traffic impact study to confirm existing conditions and identify roadway and intersection improvements required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. These project level traffic studies will determine the timing of local improvements (such as traffic signals) to be implemented with each development. The analysis shall take into account proposed lotting, site design, local street pattern, access, traffic calming, and other pertinent factors including consistency with General Plan Policies 3.B.1, 3.B.5, and 3.B.6.

If a project-level study identifies a needed improvement prior to the collection of sufficient fees to fund the improvement, the developer shall install the improvement prior to occupancy and receive credit against future fees or be reimbursed. (*TOC EIR MM 4.6-8b*)

- 4.10.1 Using information from required subdivision traffic impact studies or via other means if necessary, the City shall monitor the level of service on Gibson Road and CR 102 on an annual basis.

Intersection Improvements

The EIR prepared for the Specific Plan included a detailed look at intersection service and the need for signals or other intersection improvements, under existing and cumulative future conditions. Subsequent traffic assessments prepared for specific projects will further refine this list. The following regulation applies:

- 4.11 As each tentative map moves forward following Plan approval, project specific traffic assessments will confirm signal locations and timing, based on subdivision lotting and other relevant characteristics (see discussion of level of service above. As development occurs within the Plan area, these signals and any others identified will be required to be installed. Appropriate traffic calming measures will also be required.

The following intersections have been identified as requiring a signal (or other improvement as noted) under "near-term" conditions (*TOC EIR MM 4.6-1*):

- East Gum Avenue/Matmor Road (signal and approach widening)
- Pioneer Avenue/East Gum Avenue (signal and approach widening)
- Gibson Road/CR 101 (prohibit left turn movements)
- Gibson Road/Ogden Street (signal and approach widening)

The following intersections have been identified as requiring a signal (or other improvement as noted) under "cumulative" conditions (*TOC EIR MM 4.6-6*):

- East Street/East Main Street (signal and approach widening)
- Gibson Road/East Street (signal and approach widening)
- Gibson Road/Matmor Road (signal and approach widening)
- CR 25A/East Street (signal and approach widening)
- CR 25A/SR 113 (signal at southbound and northbound ramps)
- Pioneer Avenue/High School entrance (signal and approach widening)
- Parkway Drive/CR 101 (signal and approach widening)
- Parkway Drive/CR 102 (signal and approach widening)
- Farmers Central Road/CR 102 (signal and approach widening)
- Parkway Drive/Pioneer Avenue (see separate discussion below)
- Gibson Road/Pioneer Avenue (signal and approach widening)
- Parkway Drive/Collector 2 (signal and approach widening)
- CR 25A/CR 101 (signal and approach widening at north approach; possible access control at south approach)

Additional signals that may be needed include:

- Farmers Central Road/Collector 1
- Farmers Central Road/Pioneer Drive
- Parkway Drive/Collector 1
- CR 102/CR 25A
- Pioneer Avenue/Collector 2
- Pioneer Avenue/CR 25A
- Pioneer Avenue/CR 24C (intersection with Pioneer should be shifted ± 400 feet north)
- East Street/CR 24A
- East Street/Parkway Drive
- Parkway Drive/Collector 5

With the exception of signals needed for greenbelt operation/safety (e.g. Parkway Drive and Collector 1) and/or for pedestrian circulation (e.g. Farmers Central Road and Pioneer Drive), the decision regarding the need for a signal at any location will be based on the results of the required project-specific traffic studies.

Figure 4.11 identifies signals required on arterials and collectors within the Plan area. At the discretion of the City, roundabouts may be substituted for signals at some locations in the Plan area.

Parkway Drive/Pioneer Avenue Intersection

The intersection of Parkway Drive and Pioneer Avenue is the main intersection within the Specific Plan. It is the crossing point of the two main east/west and north/south streets in the Plan, and the only arterials internal to the Plan boundaries. It is the central point in terms of circulation, but also in terms of land use given the placement of the Spring Lake Center. To reinforce the importance of this key intersection, a special feature is planned in conjunction with the traffic signal, such as a statue, fountain, public art sculpture, or four-corner iron archway (similar to those used at several prominent intersections in the City of Marysville). Funding for this feature has been included in the infrastructure cost estimates.

The following regulation applies:

- 4.12 As a part of this Plan, the main intersection of Pioneer Avenue and Parkway Drive will have a special intersection feature in conjunction with the traffic signal, such as a statue, fountain, public art sculpture, or four-corner iron archway to reinforce it as a central point in the circulation network and to draw attention to the Spring Lake Center at that location.

Traffic Calming

The following regulations apply:

- 4.13 New development offers the opportunity to master plan traffic calming features to create livable neighborhoods and enhance alternative modes of transportation. As part of the implementation of this Specific Plan, the City shall require each new subdivision to have a traffic calming plan and implement all appropriate measures.
- 4.14 Mobility on collector and arterial roads needs to be maintained. Upon leaving the arterial/collector system, however, calming measures shall be used where appropriate on local streets to soften the impact of motor vehicles on neighborhoods. Consideration should be given to pavement texturing and enhanced landscaping upon entering the local roadway network. Other methods should also be liberally used including, but not limited to, traffic circles⁵, bulb outs, and raised intersections.
- 4.15 On collector streets, traffic calming measures may be used so long as mobility is not impeded. At heavier volume intersections, roundabouts⁶ may be used. Care

⁵ Traffic circles reduce speeds by physically requiring a vehicle to go around them at low speed through an intersection. Unlike roundabouts there are no modifications to accommodate or improve vehicular flow. Travel lanes must be minimized through the intersection. Traffic circles may have stop sign control on the side street.

⁶ Roundabouts improve safety by simplifying vehicle conflicts, reducing vehicle speeds, and providing a clear indication of drivers' right-of-way. A roundabout will have several approach features that make it more friendly to vehicles and pedestrians, and it has less of an impact on emergency vehicles than a traffic circle. All approaches on a roundabout are yield controlled. It has "splitter" islands (to facilitate pedestrian movements)

should be taken at intersections with roundabouts to reserve additional right-of-way for sidewalk adjustments and maintenance of minimum diameters.

- 4.15.1 The intersection of Collector 1 and CR 24C and the intersection of Collector 1 and Collector 2 are planned to have landscaped special traffic features which may be roundabouts, traffic circles, or some other design. The intent is to achieve safe crossings, provide aesthetic benefits, calm traffic, and maintain the efficiency of the collector. Additional right-of-way may be needed to accommodate these features. Roundabouts and/or traffic circles may be used at other locations.

Parkway Drive Overpass of SR 113

The planned vehicular and pedestrian/bicycle overcrossing of SR 113 on Parkway Drive is a critical feature of the Plan area circulation and the concept of maintained community connectivity. As demonstrated in the EIR, it is necessary for effective functioning of the area roadway system. It also provides a number of other benefits to the area:

- It will provide the only cross-town (east-west) link over SR 113 for a 1.56-miles segment between CR 25A and Gibson Road. Ideal connectivity per the City's requirements is roadway spacing of no more than one quarter mile (1,320 feet). Based on that criteria alone, there would typically be 6 east-west linkages in this distance.
- It provides a critical between-ramp access for pedestrians and bicyclists.
- It encourages residents to patronize the Woodland downtown and County Fair Mall. Without this link, it is easier for SLSP residents to access I-5 into Sacramento's North Natomas retail areas.
- It provides access to additional north-south connections, including Matmor Road, East Street, and College Street. There is only one north-south connection in the Plan area, Pioneer Avenue.
- It provides an alternative to the already heavily traveled Gibson Road for existing residents to access the high school, middle school, sports park, and regional park.
- It will be the main spine of the planned pedestrian/bicycle loop pathway connecting all parks and schools in the Master Plan area.

The Parkway Drive overcrossing of SR 113 is required to be in place at build-out of the entire Master Plan area. The City will continue to monitor level of service (particularly at

on approaches and crosswalks are moved back from the intersection. A roundabout will typically have a mountable center island to accommodate trucks and large emergency vehicles. Due to these requirements, roundabouts may require additional right-of-way at intersections.

the interchanges of Gibson Road/SR 113 and CR 25A/SR 113) using subdivision-level traffic analyses required of each development to assess project-specific traffic impact. Should LOS approach unacceptable levels, the City will require operational changes (e.g. signal timing) and roadway improvements (e.g. striping; widening; etc.) at the relevant location.

Pedestrian/Bicycle Crossings

Grade separated pedestrian/bicycle (non-vehicular) overcrossings will be provided at the following locations:

- Gibson Road at the High School/College property line -- This overpass is also a planned and funded component of the Southeast Specific Plan, north of Gibson Road.
- CR 102 at Parkway Drive -- ROW for an overpass on the south side of Parkway Drive, over CR 102 to connect the Plan area to the Regional Park site, shall be preserved. The estimated ROW needed for this improvement is an additional quarter-acre or 10,890 square feet adjoining the Parkway Drive ROW at the southwest corner of the intersection.
- Parkway Drive west of Collector 2 -- The planned greenbelt will split off from the Collector 2 ROW and go under Parkway Drive where the arterial goes over SR 113.
- Farmers Central Road -- Bridge over Farmers Central channel at the northern terminus of the greenbelt through the TOC, LLC property. The College may construct a future vehicle bridge over the Farmer's Central channel at the intersection of Farmers Central Road and Collector 1.

Community Gateways

Three intersections in the Specific Plan have been identified as community "gateways" for the City. These locations modify those shown in the Community Design Guidelines (page 65).

- Gibson Road/Pioneer Avenue
- CR 25A/SR 113
- CR 25A/CR 102

Design for these intersections shall be consistent with the concepts and standards provided in the Specific Plan Design Standards. At Gibson and Pioneer an arched masonry entry on both sides of the south side of the intersection (similar to the Beamer Park entry), with landscaping and possibly public art and/or signage is anticipated. At the two CR 25A locations a masonry wall and/or public art, with landscaping and signage is anticipated.

Additionally, heavy landscaping at the southwest quadrant of Gibson Road and CR 102 is planned, to screen views into the County facilities as people enter the Specific Plan area from that direction.

Street Landscaping Requirements

- 4.16 TREE CANOPY -- Majestic street tree species, as identified in the Design Standards, that create large canopies at maturity will be required in all medians and streetside landscape strips. The goal is create maximum shade canopy over all streets in the Plan area. Over time, all streetside sidewalks and bicycle pathways will be shaded as a result of this requirement.
- 4.17 TIMING OF LANDSCAPING -- Street landscaping shall accompany street construction. If a partial street section is determined to be the requirement, the landscaping associated with that partial section shall be installed. It shall not be allowed to be deferred.
- 4.17.1 LANDSCAPING AT INTERSECTIONS -- Landscaping along streets shall be continued all the way to/through intersections. Where additional area is needed for turn lanes, it shall be gained via increased ROW, and shall not be taken out of landscaping.

SPECIFIC PLAN BICYCLE PATHWAY SYSTEM

This Plan requires a number of features, listed below, to ensure good bicycle access and a convenient bicycle and pedestrian pathway system (*TOC EIR MM 4.6-5*). The bicycle circulation system, including both on- and off-street facilities, is shown in Figure 4.12 (Bicycle Circulation Map). The following regulations apply:

- 4.18 An on-street bicycle system shall be developed that connects all parks and schools in the Plan area and future Master Plan remainder area, and provides links to downtown. Tree canopy plantings are required for shade.
- 4.19 An off-street pedestrian/bicycle loop pathway system that connects all parks and schools in the Plan area and future Master Plan remainder area, and provides links to downtown, is depicted on the Land Use Map (Figure 2.1). Tree canopy plantings are required for shade.
- 4.19.1 The minimum paved section for any combined pedestrian/bicycle (multi-use) pathway is 10 feet, plus a 2-foot clear area on either side, for a total of 14 feet.
- 4.20 Residential subdivisions must include trail connections to other subdivisions, and to adjacent existing or planned greenbelts or bicycle pathways.

- 4.21 Pathways will be designed to accommodate emergency vehicle and maintenance vehicle access, when no other reasonable access is available for purposes of patrol, rescue, fire suppression, and maintenance (e.g. the pathway along the north side of the Farmers Central channel). Appropriate security features shall be provided on all pathways including low-wattage lighting, call boxes where appropriate, directional signage, and signage indicating location.
- 4.22 A 35-foot landscaped parkway is required to "frame" the Plan area, along the south side of Gibson Road, the west side of CR 102, and the north side of CR 25A. A 10-foot pedestrian/bicycle pathway shall be constructed within this area, which will connect to other planned bicycle facilities ultimately creating a comprehensive, interconnected "loop" system throughout the entire Master Plan area.
- 4.23 Deleted.
- 4.24 Deleted.
- 4.25 A planned grade-separated pedestrian/bicycle crossing across Gibson Road at the high school site shall be installed pursuant to timing in the Major Projects Financing Plan.
- 4.26 GREENBELT AND BICYCLE PATHWAY TIMING -- Greenbelts and bicycle pathways shall be completed in conjunction with adjoining development and/or street improvements. CR 101 shall serve as an interim greenbelt/bicycle pathway connection until greenbelt/bicycle pathway segments that fall outside of the Specific Plan area, but within the Master Plan remainder area, can be completed.
- 4.27 There shall be at least one footpath over the Farmers Central channel and into the college property at the northerly terminus of the north/south greenbelt between Collector 1 and CR 102.

PUBLIC TRANSPORTATION

This Plan contains a number of requirements to ensure good bus service. Though an entirely separate and distinct entity, it is hoped that the Yolo County Transportation District (YCTD/Yolobus) will adhere to the requirements and vision of this Plan. The following regulations apply:

- 4.28 Land uses shall remain organized to be conducive to public transportation:
- a. including an average gross density of over 6 dwelling units per acre
 - b. use of a variety of densities and neo-traditional design principles to create a Spring Lake Center and five neighborhoods with individual focal points

- c. use of modified grid development/street pattern
 - d. build-up of density at the Spring Lake Center, along main roadways, and in neighborhood centers
- 4.29 Roadways within the Plan area will be designed to accommodate bus service.
- 4.30 Turnouts and shelters/stops will be sited on all arterials and collectors with input from Yolobus. This must be completed prior to subdivision or development within the Specific Plan area.
- 4.31 To the greatest feasible extent, transit routes and/or stops shall be no more than one-half mile apart to encourage residents to walk to them and use them.
- 4.32 The location of transit stops shall be coordinated with the location of bicycle and pedestrian pathway connections to facilitate the use of public transportation.
- 4.33 To the greatest feasible extent, multi-family attached development projects are to be within one quarter mile of a transit stop.
- 4.34 All bus lines serving the area will stop at or near the Spring Lake Center.
- 4.35 Prior to approval of the first tentative map or other development, the project must determine and fund a fair share of the capital and operating costs associated with providing public transit service to the Plan area. It is anticipated that new transit vehicles would be required to provide the additional service within the project site. *(TOC EIR MM 4.6-3)*
- 4.36 A plan for the location, design, and construction timing of sheltered bus stops and bus turnouts shall be developed, and approved by the City and the Transportation District prior to approval of the first tentative map or other development in the Plan area. *(TOC EIR MM 4.6-4)*

SECTION 5.0 PARKS AND RECREATION

SECTION 5.0 PARKS AND RECREATION ELEMENT

PARKS AND RECREATION CONCEPT

Parks are an integral component of the SLSP. Each neighborhood is centered around an adjoining elementary school and neighborhood park that together form the focal point of the neighborhood. Additionally, the primary component of the Spring Lake Center is the proposed Central Park. All park facilities are to be linked by an off-street pedestrian/bicycle loop pathway system constructed within greenbelts or the right-of-way of identified streets. Further linkages will be provided at the subdivision level with additional trail connections.

PARKS AND RECREATION GOALS AND POLICIES

This Plan is intended to be consistent with and fully implement the relevant goals and policies of the General Plan and the Parks Master Plan. These are identified in full on page 87 of the Parks Master Plan. The following Specific Plan goals statements are intended to provided further elaboration of those citywide goals and policies.

- Objective PR-1:** Parks will be provided at a ratio of 5 acres per 1,000 population.
- Objective PR-2:** Parks will be designed to fully integrate with the off-street bicycle loop system.
- Objective PR-3:** Parks will be designed and developed cooperatively with the School District in order to ensure the successful sharing of space, particularly joint use of parking and fields.
- Objective PR-4:** Design of the park facilities will recognize and provide for the needs of all ages and special interests of the residents being served.
- Objective PR-5:** Parks shall be constructed concurrently with the neighboring residential development intended to be served.
- Objective PR-6:** The neighborhood parks shall include small neighborhood commercial nodes that create a focal point for each neighborhood.
- Objective PR-7:** The Central Park and Spring Lake Center commercial land shall be creatively and fully integrated to create a community focal point.

PARKS AND RECREATION FACILITIES

Background and Requirements

Parks and recreation facilities and programs are provided by the City's Parks, Recreation, and Community Services Department. The provision of these services and facilities in new growth areas is guided by the Parks, Recreation, and Community Services Master Plan (Parks Master Plan) adopted November of 1998. The Parks Master Plan contains an identification of existing facilities, an analysis of community needs, standards for park acreage-per-thousand population, standards for park size, guidelines for park design, and minimum facilities and services ratios.

The City's Parks Master Plan establishes a citywide park land requirement of ten acres per one thousand population in new areas (Parks Master Plan, page 34). This requirement is broken down as follows:

Park Land Requirement

Neighborhood Park	2 acres per 1,000 population
Community Park	1 acre per 1,000 population
Regional Park	3 acres per 1,000 population
Special Use/Sports fields	<u>4 acres per 1,000 population</u>
TOTAL	10 acres per 1,000 population

Based on an average persons-per household assumption of 2.792 for the City, (DOF, 2000) this Plan would result in a build-out population of 11,271 (4,037 x 2.792). The chart below provides the targeted park land requirements based on the calculated population, and the actual park land proposed under the Plan.

	<u>Requirement Specific Plan</u>	
Neighborhood Park	22.5 acres	24.0 acres
Community Park	11.3 acres	No Contribution
Regional Park	33.8 acres	No Contribution
Special Use/Sports fields	45.1 acres	34.0 acres Sports Park (83.5%) <u>4.0 acres Central Park</u>
TOTAL	112.7 acres	56.4 acres

The total parkland included in the Specific Plan represents a ratio of 5 acres per 1,000 population, or about one-half of the Citywide targeted goal. The City Council has deliberated this issue and determined that it is not financially feasible to achieve a higher ratio within the Specific Plan area given other constraints including the large acreage of public/quasi-public, the lack of commercial revenue-generating commercial acreage, and the required affordable housing commitment.

The City's Parks Master Plan not only establishes a park land ratio for calculating demand/need, but it also establishes standards for park size by type (Parks Master Plan, Page 34). These are as follows:

Neighborhood Park	10 to 15 acres
Community Park	20 to 50 acres
Regional Park	160 acres
Special Use/Sports fields	Depends on use

The Specific Plan is substantively consistent with these standards. The neighborhood parks each consist of 8 acres of parkland, and are adjoining 2 acres of neighborhood commercial land, for a total of 10-acres. The parks and neighborhood commercial each combine with an elementary school to create neighborhood centers or focal points.

The Plan includes two parks that fit in the "special use/sports field" category -- the sports park and Central Park. The sports park is 34 acres, which is consistent with the Parks Master Plan. The Central Park is 4 acres, which is very adequate to serve as a focal point for the entire Plan area as a part of the Spring Lake Center.

Specific Plan

Figure 5.1 identifies Specific Plan park and recreation elements.

NEIGHBORHOOD PARKS -- The Specific Plan designates 28 acres for park uses within the Plan boundaries, comprised of three 8-acre neighborhood parks which are intended to become the focal point of each neighborhood, and a 4--acre central park that is intended to become the focal point of the entire Specific Plan community.

There are three 10-acre sites identified for the neighborhood parks in the Specific plan. This is consistent with the City's size standard. However, two acres of each 10-acre site is designated for a small neighborhood-serving commercial node in which up to 30 percent of the gross floor area could be developed as office uses, and the remainder will be developed as neighborhood retail. The purpose of the small commercial node is to reinforce the vision of the elementary school and park becoming the central focal point of activity for each neighborhood.

Neighborhood parks are areas for active recreational activities and facilities including field games, court games, playground equipment, picnic tables, and open play space. These parks are a core public feature for neighborhoods. Parking for neighborhood parks is on-street, and lighted facilities are avoided. Each neighborhood park is located adjoining an elementary school. Because schools have their own recreational activities, the adjacent parks will not be oriented exclusively to the needs of school age children. They will contain facilities that serve a wider range of neighborhood residents, including tot lots for pre-schoolers, facilities for basketball and/or other court sports for older children and adults, ornamental and/or community gardens oriented to adults and seniors.

The Parks Master Plan (page 99) anticipates that one of the neighborhood parks in the

Specific Plan area would include the following facilities:

- One youth baseball diamond
- One adult softball diamond
- One youth soccer field
- One tennis court
- One play structure
- Picnic/barbecue area
- Restrooms

The Parks Master Plan anticipates that another neighborhood park would include the following facilities:

- One basketball court
- One play structure
- Picnic/barbecue area
- Restrooms

The Parks Master Plan anticipates that a third neighborhood park would include the following facilities:

- One football field
- One basketball court
- One tennis court
- One play structure
- One group picnic area
- Restrooms

The Parks Director has indicated that both tennis courts will likely be located at one of the neighborhood parks, rather than spread out over two parks. This Plan assumes that land for the neighborhood parks will be dedicated and that improvements will be paid for by a fee on all development within the Specific Plan.

CENTRAL PARK -- The central park falls under the category of "special use" in the Parks Master Plan. It will be designed to meet the vision of a community focal point as described in this Specific Plan. It is planned to be a 4-acre facility for a variety of community-based functions and uses and shall be designed to include or accommodate: a plaza, a landmark fountain or statue, a community lake or pond, fresh produce market, small grass amphitheater, etc. It is anticipated that parking for the Central Park will be provided at the Spring Lake Center in a shared arrangement, and on the street. There will be no parking within the park. The Central Park is required to be developed at the same time as the Fire Station.

LINEAR FEATURES -- Within the Specific Plan, there are other planned features that will serve recreational and open space needs. A 35-foot landscaped parkway is required as a part of the road right-of-way along the south side of Gibson Road, the west side of CR 102, and on the north

side of CR 25A.

There are also over 4-acres of greenbelts identified on the Land Use Map (Figure 2.1) that complete the pedestrian/bicycle loop pathway system that connects every school and park in the Plan area.

SCHOOL RECREATIONAL AREAS -- Each planned school facility, including the college and the private school have planned sports fields, play equipment, and other recreational space and facilities. The high school will include a track, football field, and stadium.

OPEN SPACE/DRAINAGE FEATURES -- On-site detention/retention facilities will be utilized to manage stormwater run-off, either on an interim or permanent basis. Where needed these facilities will be designed to be naturalized, aesthetically pleasing, landscaped open space areas, accessible for passive recreational uses (e.g. trails, picnicking, etc.), and/or habitat. Primarily drought-tolerant plantings will be used.

SUBDIVISION FEATURES -- Finally, at the subdivision level there may be additional features that have recreational and open space value. Small mini-parks are encouraged in individual subdivisions. They may be eligible to receive parks credit if other park facilities identified in this plan are addressed and there is still a park obligation.

It is important to acknowledge that mini-parks are generally discouraged in the Parks Master Plan (page 35). This is primarily because of the cost to the City of operation and maintenance. To address this concern, these facilities, where allowed, must be maintained by a special financing district or some other mechanism other than City general fund.

Also each subdivision is required to have trail connections to other subdivisions, bicycle pathways, and greenbelts.

Sports Park

In addition to the neighborhood parks and central park, the Specific Plan area must pay for a portion of the acquisition and development of the sports park. The Specific Plan locates the sports park just north of Parkway Drive, in the northeast quadrant of the intersection of SR 113 and Parkway Drive. It is recognized that this places the park outside of the currently defined boundary of the Plan area.

The location of the Sports Park received considerable attention in the development of this Plan. It was ultimately sited outside of the boundaries of the Specific Plan due to a number of inter-related factors including:

- The size of the land mass comprised of the college, the County property, the high school, and the middle school is very large -- approximately 233 gross acres. To further expand this large area to add more public acreage, as was proposed in several early plans, was not viewed as a beneficial action.

- The Plan is already constrained in terms of land planning and circulation by the large public ownership in the northeast corner of the Plan area. Therefore, it was viewed as beneficial to try to spread public uses throughout the Plan area to the greatest feasible extent.
- There is already a large community park on the west side of the Master Plan area, and the existing Regional Park site adjoining the east side. It was viewed as appropriate to try to "center" the Sports Park between those uses.
- For design and aesthetic reasons, and to complement the theme of the Plan, it was desirable to locate the park along Parkway Drive.
- For design and aesthetic reasons, it was also viewed as desirable to have the park be visible from SR 113, and located at an informal "gateway" to the community. The new overpass creates such a location.
- The park will receive intense use, and will generate traffic and noise. It will also have an amplified public address system and night lighting. The screening and buffering provided by SR 113, the overpass slope of Parkway Drive as it clears SR 113, and the CR 101 collector on the third side was viewed as beneficial.

The SLSP is responsible for funding 83.5 percent of the future acquisition and development of this park. The City is responsible for the actual acquisition and development, using the SLSP funds. Development of the sports park by the City is assumed to occur in phases, with basic turf and fields required no later than build-out of the Specific Plan, and full development (lighting, concessions, permanent facilities, etc.) in conjunction with development of the Master Plan remainder area. The Sports Park shall require a Conditional Use Permit with special attention given to design and operation of the facility. A focused traffic study and noise analysis may be necessary to identify design mitigations.

The Parks Master Plan (page 99) identifies the following facilities to be developed at the Sports Park:

- One lighted adult baseball diamond
- One lighted adult softball diamond
- One lighted adult soccer field
- One lighted football field
- One volleyball court
- One play structure
- Two outdoor handball courts
- Parking, restrooms, maintenance structure, concessions

It should be noted that, since 1998, the assumption has been made throughout the planning process for the Specific Plan area, that the Sports Park would be primarily youth-oriented. This assumption was directed by the Parks Director at the time, due to the location of the Sports Park

within a residential area, and because the location of the Regional park was thought to be better suited to adult activities. Additionally, there was a desire to preclude children from being attracted to cross CR 102. Therefore, it follows that at the time the Sports Park is actually designed and built, the final list of facilities to be provided will be redefined to serve primarily youth sports activities. It is assumed that parking for the Sports Park will be provided on-site.

This Plan assumes that 83.5 percent of the costs of acquisition of the land for the Sports Park as well as development of improvements to the park, will be funded by Specific Plan development. The remaining 16.5 percent of the costs will be funded by development in the Master Plan remainder area.

Other Planned Facilities

COMMUNITY PARK -- The community park is shown at the northeast corner of East Street and Parkway Drive. This location falls within the Master Plan remainder area. Development of this area (Neighborhood E) is assumed to occur sometime in the future, presumably after 2015, although the City could move forward with development of the community park at any time.

There are no preliminary plans for the design or layout of this facility. It is described in the Parks Master Plan (page 89) as including unique natural features, passive open space areas that could be converted to festival use, large and multiple picnic area with tables, restrooms, shelters, barbecues, outdoor performance stage (amphitheater or space, off-street parking, playground equipment, and possibly a unique recreational facility and/or community center.

Pages 99 through 101 of the Parks Master Plan provide a further description of anticipated facilities for the Community Park. The park is contemplated to be broken into a 22-acre sports park component and an 18-acre community park component. The following items are identified:

- One lighted youth baseball diamond
- One lighted youth softball diamond
- Two lighted youth soccer fields
- Two lighted basketball courts
- Two tennis courts (one lighted)
- Two play structures
- One roller hockey court
- Community Center
- Swimming Pool
- Group picnic area
- Picnic/barbecue area
- Parking, restrooms, maintenance structure, concessions

REGIONAL PARK -- The regional park is located on the 160-acre quarter section at the northeast corner of CR 102 and CR 25A. Development of this citywide facility could occur at any time. An environmental review process is underway at the time of this writing. The City already owns land and allows interim facilities to operate there on a lease basis. Currently operating are the Woodland Davis Aero Modelers model airplane facility on approximately 40 acres, and the Los Caporales equestrian area and rodeo facilities on approximately 15 acres, both on the southern portion of the site. There is also a large existing pond on the property.

There is a preliminary plan for development of the future regional park facilities. This plan includes a four-diamond softball complex, a soccer field, a baseball diamond, parking, maintenance facility, concessions and restrooms, and a picnic and play area. The preliminary plan shows the two lease activities continuing. The pond as well as an existing municipal well and water tank would also remain. Other municipal equipment could be added (e.g. sewage lift station).

A majority of the property under the preliminary plan, would be in non-irrigated berms covered with native grasses and separated by pockets of valley oaks. These bermed areas are the cells from the prior landfill use, and must remain undeveloped.

Page 99 of the Parks Master Plan identifies the Regional Park as including a 15-acre sports park component. The facilities envisioned at the Regional Park include the following:

- Two youth baseball fields (one lighted)
- Four lighted adult softball fields
- Four multi-use fields
- Two volleyball courts
- Two basketball courts
- Three play structures
- Two group picnic areas
- Two picnic/barbecue areas
- Trails, nature area, par course
- Parking, restrooms, maintenance structure, concessions

A dog park is also being considered.

PARK DEVELOPMENT REGULATIONS

The Specific Plan requires compliance with the following regulations:

General

- 5.1 Parks must be developed at a pace consistent with build-out of the project, in order to ensure that the City's service standards are met. Neighborhood parks shall be triggered at 60 percent build-out of each neighborhood and construction shall occur as specified in Regulation 8.2. The Central Park shall be constructed at the same time as the fire station.
- 5.2 Parks will be accessible to all Plan area residents.
- 5.3 Parks in the Plan area must address the specific activity/facility requirements identified in Table 5.1.
- 5.4 Active recreation areas of parks shall be located away from residential uses. Fencing, berming, and landscaping shall be used to shield residential areas if necessary. (*TOC EIR MM 4.8-8*) Residences shall be precluded from backing on to parks, and are strongly discouraged from backing on to greenbelts.
- 5.5 If wells are approved by the City to be placed in a park facility, the developer will not receive park credit for that acreage of land.
- 5.6 Individual projects proposed within the project site shall pay the appropriate park development fees to finance the construction of new parks and open space areas. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.
- 5.7 The Fiscal Impact Analysis for the Spring Lake Specific Plan shall demonstrate that the identified increased demand for recreational programs, employees, equipment, and park maintenance will be adequately funded, on a phase-by-phase basis, by general fund revenue generated by the proposed development on a phase-by-phase basis. If the Fiscal Impact Analysis demonstrates a net deficiency, a mechanism for funding the projected gap, by phase, shall be proposed as a part of the Plan financing.
 - 5.7.1 Due to reductions in parkland requirements made for the purposes of improving the financial feasibility of the Plan, parkland may not be used jointly for stormwater management purposes (e.g. detention). This applies to all parkland, including the Sports Park.
 - 5.7.2 A dog park shall be developed at either the Community Park, Sports Park, or Central Park.

**TABLE 5.1
SPRING LAKE SPECIFIC PLAN
Park Facilities Need Ratios**

Facility Type	Standard (Units per population)	Minimum Size	Required¹	Notes
Tennis Courts	1 per 4,912	7,500 sq. ft.	2 to 3	Could be provided at any park facility.
Volleyball Courts	1 per 8,456	4,000 sq. ft.	1 to 2	Could be provided at any park facility.
Handball/Racquetball Courts	1 per 13,594	1,000 sq. ft.	0 to 1	Could be provided at any park facility.
Multi-Purpose Courts	1 per 10,000	10,000 sq. ft.	1 to 2	Could be provided at any park facility.
Basketball Courts (youth)	1 per 13,792	7,300 sq. ft.	0 to 1	Could be provided at any park facility.
Basketball Courts (adult)	1 per 5,247	2,500 sq. ft.	2 to 3	Could be provided at any park facility.
Play Apparatus	1 per 7,066	2,500 sq. ft.	1 to 2	Could be provided at any park facility.
Picnic Unit	1 per 7,828	12,500 sq. ft.	1 to 2	Could be provided at any park facility.
Group BBQ	1 per 9,029	20,000 sq. ft.	1 to 2	Could be provided at any park facility.
Bike/Hike	1 mile per 5,000	8-ft paved pathway	2.25 mi	An off-street bicycle and pedestrian loop system is proposed with 10-foot pathways. There will also be greenbelt connections in and between subdivisions.
Walk/jog	1 mile per 2,314	5-ft paved pathway	4.87 mi	An off-street bicycle and pedestrian loop system is proposed with 10-foot pathways. There will also be greenbelt connections in and between subdivisions.
Roller Hockey	1 per 26,872	15,000 sq. ft.	0 to 1	Could be provided at any park facility.
Amphitheater	1 per 86,888	4 acre site 500 persons min	0 to 1	Should be provided at the Community Park or Central Park.
Baseball Fields (Adult)	1 per 14,895	7 acres	0 to 1	One diamond is proposed at the Regional Park which is intended to be primarily an adult facility. Additional diamonds could be provided at the Community Park.
Baseball Fields (Youth)	1 per 4,837	5 acres	2 to 3	Should be provided at Sports Park which is intended to be primarily a youth facility. Could also be provided at Community Park.
Softball Fields (Adult)	1 per 3,745	7 acres	3	Four diamonds are proposed at the Regional Park which is intended to be primarily an adult facility. Additional diamonds could be provided at the Community Park.
Softball Fields (Youth)	1 per 23,590	5 acres	0 to 1	Two diamonds are planned at the new high school. Additional diamonds could also be provided at the Sports Park which is intended to be primarily a youth facility.
Soccer Fields (Adults)	1 per 23,170	5 acres	0 to 1	One field is proposed at the Regional Park which is intended to be primarily an adult facility. Additional diamonds could be provided at the Community Park.
Soccer Fields (Youth)	1 per 5,541	5 acres	2	Three fields are planned at the new high school. Additional diamonds could also be provided at the Sports Park which is intended to be primarily a youth facility.
MultiPurpose Field/ Football	1 per 9,629	5 acres	1 to 2	A football field and stadium are planned at the new high school. Additional fields could be provided at the Sports Park, the Community Park, and/or the Regional Park.

**TABLE 5.1
 SPRING LAKE SPECIFIC PLAN
 Park Facilities Need Ratios**

Facility Type	Standard (Units per population)	Minimum Size	Required¹	Notes
Swimming Pool	1 per 10,861	5 acres	1 to 2	Could be provided at the Sports Park, the Community Park, and/or the Regional Park. Central Park and the neighborhood parks could also be considered.
Gymnasium	1 per 51,125	3 acre site 350 persons min	0 to 1	A gymnasium is planned at the new high school. A gymnasium is also planned at the Woodland Community College, at the proposed National Guard Armory facility. Other gymnasium facilities could also be provided at the Community Park in conjunction with a community center or youth center.
Golf Course (18 hole)	1 per 40,237	180 acres	0 to 1	The Wildhorse Golf Course in Davis is approximately 5 miles south on CR 102 which becomes Pole Line Road. This an 18-hole private facility open daily for public play.
Community Center	1 per 32,208	10 acre site 500 persons min	0 to 1	Could be provided at the Community Park.
Youth Center	1 per 32,208	5 acre site 250 persons min	0 to 1	Could be provided at the Community Park.
Senior Center	1 per 12,965	3 acre site (8,000 sq. ft)	0 to 1	Could be provided at the Community Park, Central Park, or any neighborhood park.
Park/Recreation Office	1 per 60,000	2 acre site (8,000 sq. ft)	0 to 1	Could be provided at the Sports Park, Community Park, Regional Park, Central Park, or any neighborhood park.

¹ Assumes a population of 11,271 in the Specific Plan Area

Source: Parks, Recreation and Community Services Master Plan, 1998, page 88. TSCHUDIN CONSULTING GROUP; March 29, 2001.

Neighborhood Parks

- 5.8 Neighborhood parks will be developed for intense recreational activity including field games, court games, playground apparatus, picnic tables, and open play area.
- 5.9 Neighborhood parks will serve the population generally within a one-half mile radius.
- 5.10 Neighborhood parks shall be centrally located within each neighborhood to allow for easy accessibility, and safe walking and bicycling.
- 5.11 Neighborhood park sites will be 8-acres and will be adjoined by 2-acres for neighborhood serving office and retail uses.
 - 5.11.1 Neighborhood parks shall be triggered at 60% build-out of each neighborhood and construction shall occur as specified in Regulation 8.2.

Mini-Parks

- 5.12 Mini-parks are encouraged as subdivision features, and may be eligible to receive parks credit.
- 5.13 Mini-parks are intended to serve immediately adjacent homesites.
- 5.14 Mini-parks will be developed for more passive recreation activities and may include walking paths, benches, picnic tables, tot lots, and play equipment.
- 5.15 Mini-parks shall be maintained by a special financing district or some other mechanism other than City general fund.

Central Park

- 5.16 The Central Park falls under the category of "special use" in the Parks Master Plan.
- 5.17 The Central Park will be designed to meet the vision of a community focal point as described in this Specific Plan.
- 5.18 The Central Park will be a minimum 4-acre facility for a variety of community-based functions and uses and shall be designed to include or accommodate: a plaza, a landmark fountain or statue, a community lake or pond, fresh produce market, small grass amphitheater, etc.
- 5.19 The Central Park is intended to become the focal point of the entire Specific Plan community.
 - 5.19.1 The Central Park shall be constructed at the same time as the Fire Station.

Sports Park

- 5.20 It is recognized that the sports park falls outside of the currently defined boundary of the Plan area.
- 5.21 Of the total cost, 83.5 percent of the costs of acquisition and development of this park must be funded by the SLSP.
- 5.22 The Sports Park shall require a Conditional Use Permit with special attention given to design and operation of the facility. A focused traffic study and noise analysis may be necessary to identify design mitigations.
- 5.23 The sports park shall be available for use (including turf, temporary restrooms, and fields), no later than build-out of the Specific Plan. The sports park shall be fully developed (lighting, concessions, permanent facilities, etc.) in conjunction with development of the Master Plan remainder area.
- 5.24 To the extent that the Sports Park immediately adjoins residential uses the following shall be applied:
- a. Active areas such as diamonds and bleachers, shall be located a minimum of 100 feet from residential property.
 - b. Park maintenance activities shall be limited to the hours of 7:00 am to 10:00 pm on weekdays.
 - c. All park equipment using internal combustion engines shall be properly muffled in accordance with manufacturers specifications.
 - d. The public address system shall be designed and tested so as not to generate noise levels in excess of 50 dB Leq during the day or 45 dB Leq between 10:00 pm and 7:00 am at the park boundaries. Consideration should be given to increasing the number of speakers and using lower volume settings, and on focusing the speakers on the spectator areas, away from residential uses.
 - e. Noise barriers shall be used where appropriate to break line of sight between field activities and residential backyards, where adjacent to residential property.
 - f. Prior to occupancy of first residential unit adjoining the Sports Park to the north, park/field lighting shall be installed or the land shall be prominently signed in all directions disclosing the intent to utilize night lighting as well as other features of the park (e.g. amplified sound, intense recreational usage, hours of operation, etc.).
 - g. Lighting shall be directed away from residential areas, and/or shielded.

Greenbelt and Trail Connections

- 5.25 A linear system of greenbelts and bicycle pathways that link park facilities, schools, and the downtown cultural area shall be established and maintained.
- 5.25.1 Trails within subdivisions that link with greenbelts and bicycle pathways, and between subdivisions.
- 5.26 Lighting and safety measures shall be included.
- 5.27 The Farmers Central channel shall be shall be renovated/designed for use as a recreational/open space corridor along its banks pursuant to the cross-section provided in Section 4 (Circulation Element).
- 5.28 Appropriate funding mechanisms shall be identified to cover the costs of operating and maintaining recreational facilities on an ongoing basis.

PARK DESIGN STANDARDS

Specific design criteria for the development of park sites have not been included in the Specific Plan. At the time that development is appropriate, those designs will be prepared in conjunction with the community, and current standards in place in the City. Policy 5.A.11 of the Parks Master Plan (page 89) identified the following factors to be considered:

- safety
- security
- maintenance
- accessibility
- landscaping complimentary to surrounding environment
- travel distance of users
- passive vs. active use areas
- restroom facilities
- citizen input
- adequacy of off-street parking
- flexibility for programming activities

SECTION 6.0
PUBLIC FACILITIES AND SERVICES

SECTION 6.0 PUBLIC FACILITIES AND SERVICES

PUBLIC FACILITIES AND SERVICES CONCEPT

The intent of the Plan is to ensure that necessary public facilities and services keep pace with Specific Plan development, and that the level of service meets thresholds specified in the General Plan and other relevant City documents. Additionally, the Plan must pay its fair share of the cost of providing these services and/or the costs of upgrading existing service systems when appropriate.

PUBLIC FACILITIES GOALS AND POLICIES

The General Plan Public Facilities and Services Element, the Water System Master Plan, the Wastewater Collection System Master Plan, the Storm Drainage Facilities Master Plan, the Urban Water Management Plan, and the City's Major Projects Financing Plan provide relevant policy direction and information regarding programming of public facilities and services. Consistent with these documents, the SLSP requires that all development within the Plan area accomplish the following plan-specific objectives:

- Objective PF-1:** Adequate facilities and services shall be available to serve new development.
- Objective PF-2:** Where adequate facilities and services are not available, new development shall not be approved.
- Objective PF-3:** New development should not be allowed to impact levels of service for existing/planned development.
- Objective PF-4:** Services and facilities needed to serve the Plan area should be extended in the most logical manner.

LAND DEDICATION AND CONVEYANCES

Land will be dedicated or otherwise conveyed to the city for the following purposes:

- Street rights-of-way
- Fire Station
- Parks and open space
- SR 113 overpass
- Pedestrian bridges and overpasses
- Greenbelts and subdivision trails

- Utility facilities (e.g. wells, pump stations, detention basins, etc.)

School sites are to be reserved for purposes of later acquisition by the School District. Schools and the fire station are precisely identified in the Specific Plan. These specified locations are not intended to be "floating" or approximate, hence there is no underlying zoning for these parcels. Their location is integral to the Plan. Modification to the location of these uses is strongly discouraged and would require rezoning, Specific plan amendment, and use permit.

WATER SUPPLY AND DELIVERY

The City of Woodland relies entirely on groundwater resources for its urban water supply. Wells and treatment (chlorine disinfection) facilities are distributed throughout the City at appropriate locations to meet the water demand of residents. The aquifer is recharged primarily from precipitation and irrigation water applied to agricultural lands in the region. Groundwater levels fluctuate seasonally and reflect City and agricultural pumping patterns. Groundwater pumping for agricultural uses in the unincorporated area has been shown to influence water levels under the City on a short-term basis, with relatively rapid recovery. The City has determined the groundwater supply is adequate to serve development anticipated under the General Plan, including the SLSP.

Groundwater quality is generally good, although some wells require disinfection treatment for non-fecal coliform bacteria. The water is characterized as "very hard" and has relatively high concentrations of dissolved solids and elevated nitrate levels. With the current chlorine treatment program, the City's water meets all applicable potable water standards.

Existing rural residences in the SLSP area are served by private wells. The Woodland Community College and the County facilities each have independent domestic well systems.

New municipal wells and water delivery pipelines will be required in the SLSP area to serve new growth. Facilities will be sized to provide delivery capacity to meet water demands during peak conditions and at the same time meet fire protection needs. Peaking factors, fire flow requirements, and a system pressure range, which must be utilized in designing the facilities, are set out in the City's standard specifications.

Figure 6.1 provides the preliminary Water Infrastructure Plan depicting preliminary sizing and location of pipelines and wells. Final identification of water supply backbone infrastructure will be provided upon final completion of the SLSP infrastructure plans.

New water lines in the SLSP area will connect to existing and proposed water mains in Gibson Road, extending through the Plan area as arterial and collector roads are built. Main lines will be 12-inch diameter, reducing to 8-inch and 10-inch lines within

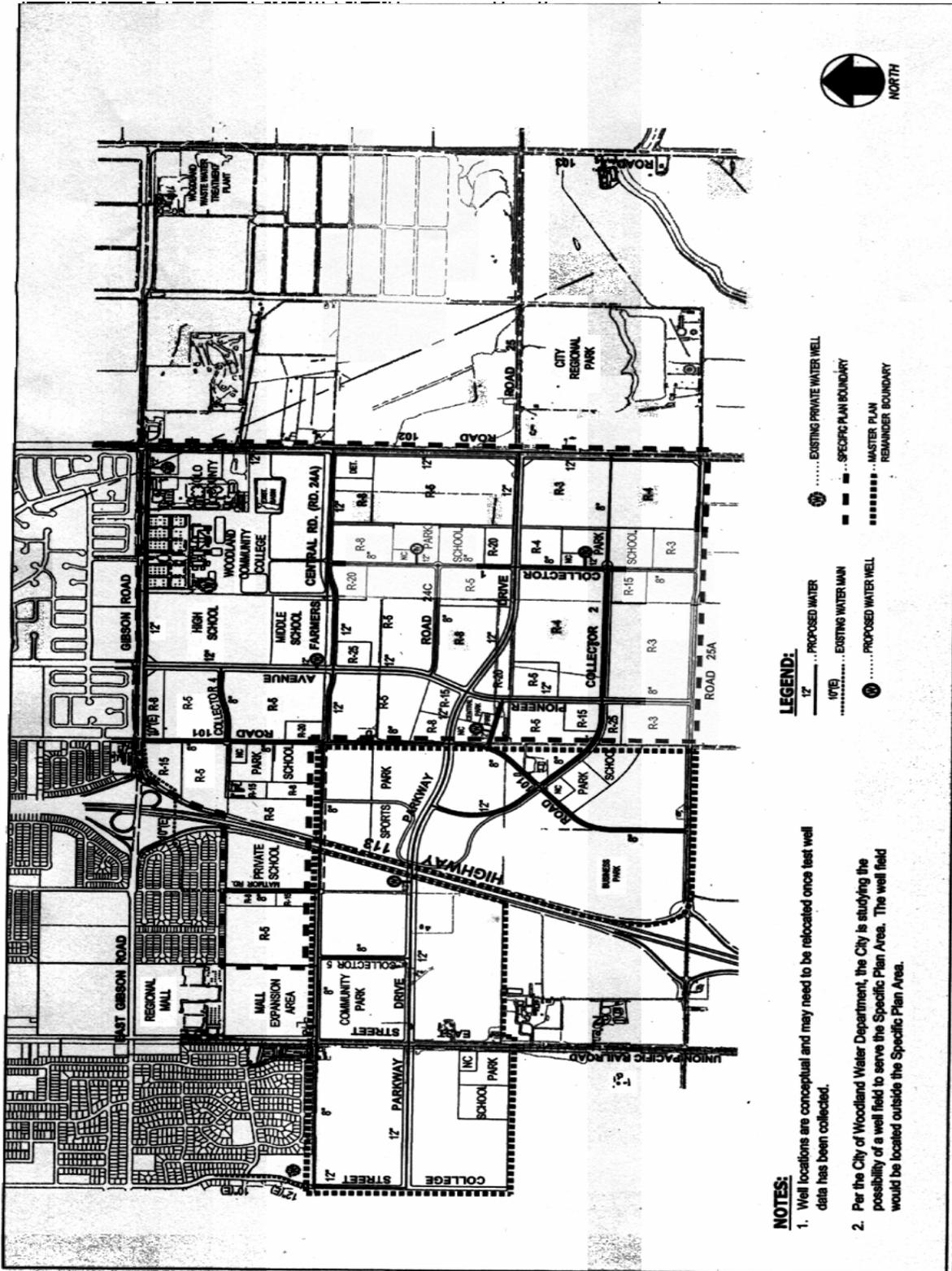


FIGURE 6.1 Preliminary Water Infrastructure Plan

neighborhoods. Looping of water mains will be required as individual subdivisions and neighborhoods are built out.

The existing Yolo County well located at the County property on Gibson Road may be used to supply water to the Plan area on a temporary basis, until the first new well is required to be brought on-line. This temporary connection is dependent on the County well being on-line and available when development commences in the Specific Plan area. The County well is planned to be acquired, upgraded, and brought on-line to serve the Sycamore Ranch Communities Facilities District (CFD) on the north side of Gibson Road. Funding to acquire and upgrade this well is already included in the Sycamore Ranch CFD.

In addition to the existing Yolo County well, a well owned by the Woodland Community College lies within the Specific Plan area. In the event this well is acquired by the City it may be used in place of the Yolo County well on a temporary basis until the first new well within the Specific Plan area is operational.

Three new wells plus a stand-by well have been identified and will be required to serve the Plan area. These wells will be constructed to a depth of approximately 600 feet. The actual number of new wells at build-out of the Plan area will be adjusted per water demand projections. Sites for these wells have not yet been identified and therefore, are not shown on the Land Use Map. Wells sites shall not be sited on land designated for parks, landscape parkways, or greenbelts without first obtaining approval from the City and acquiring additional land for that specific purpose. There shall be no net loss in parkland. Well development must include appropriate screening, landscaping, access roads, and separation from proposed homes (for noise control).

Final design of the water system for the SLSP area must maintain compatibility with the City's existing system to ensure that water facilities are developed in a logical manner.

The SLSP requires compliance with the following regulations:

- 6.1 Prior to approval of the first tentative map or other development in the SLSP area, the final Water Infrastructure Plan for the Specific Plan area shall be completed identifying an acceptable water supply, treatment, and delivery system, and addressing well locations, phasing, and financing of water infrastructure. *(TOC EIR MM 4.13-13)*
- 6.2 The Water Infrastructure Plan shall be consistent with the City's Water Master Plan, shall meet the City's standard specifications or an acceptable alternative, and the requirements of the Mitigation Monitoring Plan. *(TOC EIR MM 4.4-5)* Any approved alternative not consistent with the City's Water Master Plan shall be incorporated into the Water Master Plan as an amendment. Should there be differences between the Specific Plan and planned infrastructure, and the infrastructure systems described in the City's infrastructure master plans, the City may take action

to adopt the Specific Plan with language that amends the infrastructure master plans to be consistent. If this approach is taken, Specific Plan development will be responsible for the cost of subsequent revision or amendment of the infrastructure master plans to incorporate the approved Specific Plan infrastructure systems.

6.3 The design shall seek to minimize operational complexities and maintenance requirements of the system.

6.3.1 In order to ensure adequate fire flow to service the area, the water distribution system installed throughout the Plan area shall meet the requirements of the City of Woodland. Fire hydrants and mains shall be installed to meet applicable fire protection standards and City design standards. *(TOC EIR MM 4.13-3)*

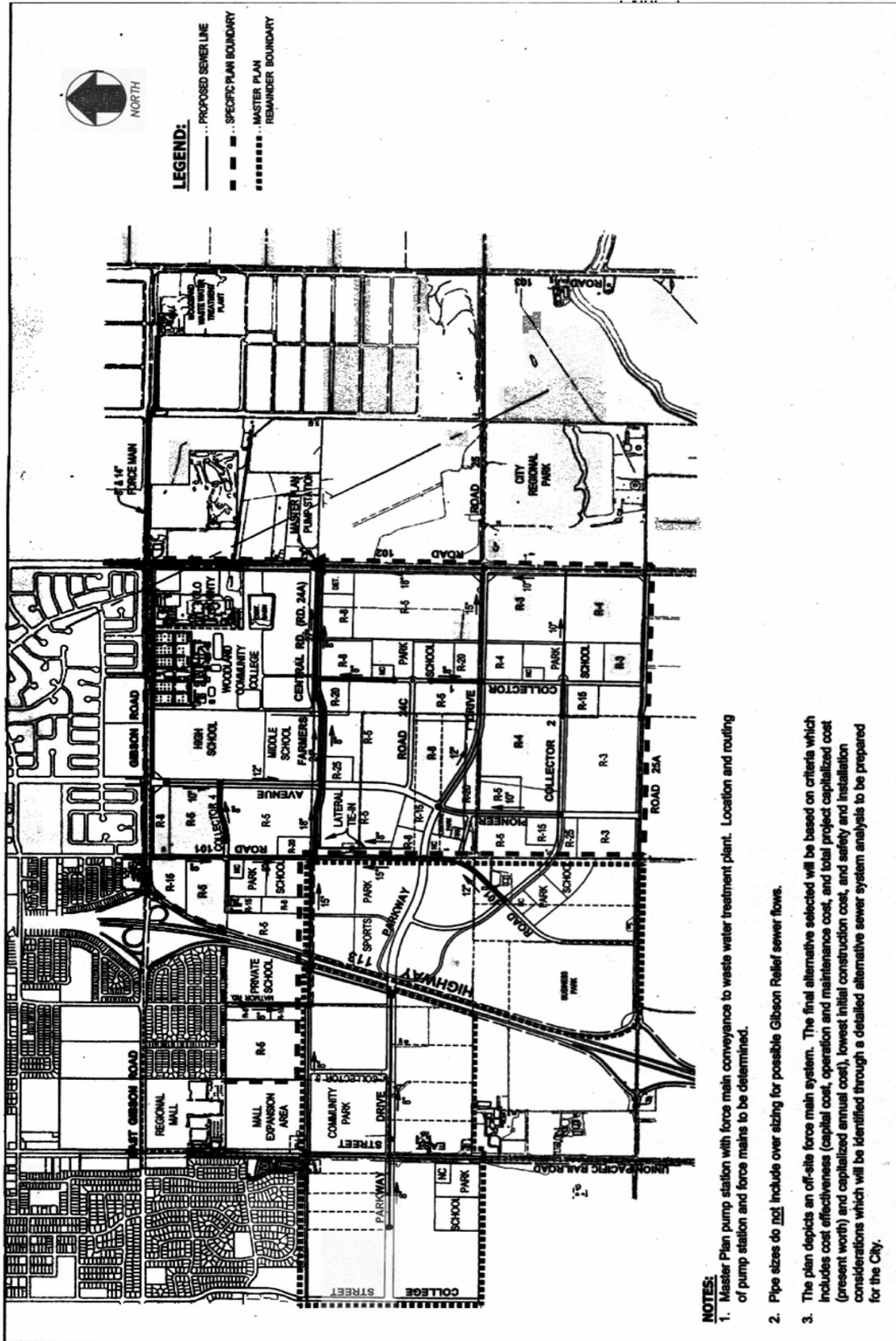
SEWAGE TREATMENT AND TRANSMISSION

The City provides sewer collection, treatment, and disposal services. The sewer collection system is a gravity system with four trunk mains that run along East Main Street, Gibson Road, Beamer Street, and Kentucky Avenue. The City's wastewater treatment plant is located south of I-5 and east of CR 102, on CR 24, about one-half mile from the Plan area. There is one pump station in the collection system, located at the northwest corner of Gibson Road and CR 102. It was brought on-line in 1995 to serve a portion of the Southeast Area Specific Plan (Sycamore Ranch) area.

The sewer plant is an oxidation-ditch facility operational since 1989. Wastewater is treated to a secondary level. As of February 2001, the plant has an average dry weather capacity of 7.8 million gallons per day (mgd). The facility is planned to be expanded to treat an average dry weather flow of 16 mgd with a peak flow of 35 mgd. The plant is undergoing incremental expansion to provide capacity for planned growth throughout the City.

Existing development in the SLSP utilizes septic systems, except for the Woodland Community College and the County facilities which are connected to the City sewer system. New development in the Plan area will require additional plant expansion and new trunk lines.

There is no remaining available capacity in the Gibson Road trunk line and there is limited physical capacity for construction of another line in Gibson Road. New trunk lines will be constructed within the Plan area to direct flows to CR 102. From CR 102, a trunk line system would traverse east and north to the plant headworks. Sewer service for the entire Specific Plan and Master Plan remainder area would be from this new trunk facility. It is anticipated that the main lines of the on-site sewer infrastructure will run within the approved roadway system. Figure 6.2 provides the preliminary Sewer Infrastructure Plan depicting preliminary sizing and location of pipelines and the pump station. Final identification of sewer system backbone infrastructure will be provided upon final completion of Specific Plan Infrastructure Plan.



- NOTES:**
1. Master Plan pump station with force main conveyance to waste water treatment plant. Location and routing of pump station and force mains to be determined.
 2. Pipe sizes do not include over sizing for possible Gibson Relief sewer flows.
 3. The plan depicts an off-site force main system. The final alternative selected will be based on criteria which includes cost effectiveness (capital cost, operation and maintenance cost, and total project capitalized cost (present worth) and capitalized annual cost), lowest initial construction cost, and safety and installation considerations which will be identified through a detailed alternative sewer system analysis to be prepared for the City.

6-6

FIGURE 6.2 Preliminary Sewer Infrastructure Plan

For the purposes of preparation of the SLSP Financing Plan, a combination gravity flow and force main system is being assumed and reflected in Figure 6.2. This is based on preliminary cost estimates that identify this system as being the "least initial construction cost" alternative which does not consider differential operation and maintenance costs. All on-site flows would gravity flow to a single pump station at CR 102 where flows would be lifted and pumped off-site to the sewer plant, through a force main trunk line system. The location of the force main shall be subject to City approval.

Alternative wastewater conveyance systems will also be explored. One such alternative will be a combination gravity and lift station system where the majority of the Plan area would gravity flow to the sewer plant. Acreage in the southeast corner of the Plan area, however, would require a lift station at CR 102. The final alternative selected will be based on criteria which include cost effectiveness (capital cost, operation and maintenance cost, total project capitalized cost (present worth), and capitalized annual cost), lowest initial construction costs, and safety and installation considerations which will be identified through a detailed alternative sewer system analysis to be prepared for the City.

The SLSP requires compliance with the following regulations:

- 6.4 Prior to approval of the first tentative map or other development in the SLSP area, the final Sewer Infrastructure Plan for the Specific Plan area shall be completed identifying an acceptable sewer collection system (including design to reduce groundwater infiltration), and addressing siting of the final selected system, and phasing and financing of sewer infrastructure. *(TOC EIR MM 4.13-11)*
- 6.5 The Sewer Infrastructure Plan shall be consistent with the City's Wastewater Collection System Master Plan, shall meet the City's standard specifications or an acceptable alternative, and the requirements of the Mitigation Monitoring Plan. Any approved alternative not consistent with the City's Wastewater Collection System Master Plan shall be incorporated into the Wastewater Collection System Master Plan as an amendment. Should there be differences between the Specific Plan and planned infrastructure, and the infrastructure systems described in the City's infrastructure master plans, the City may take action to adopt the Specific Plan with language that amends the infrastructure master plans to be consistent. If this approach is taken, Specific Plan development will be responsible for the cost of subsequent revision or amendment of the infrastructure master plans to incorporate the approved Specific Plan infrastructure systems.
- 6.6 The design shall seek to minimize operational complexities and maintenance requirements of the system.
 - 6.6.1 Prior to installation of off-site wastewater infrastructure, all potential conflict locations with the existing PG&E high-pressure natural gas line shall be potholed and verified. *(TOC EIR MM 4.13-22)*

STORM DRAINAGE COLLECTION AND CONVEYANCE

Drainage throughout the City is managed through a system of collection, conveyance, storage, and pumping facilities. The conveyance system consists of pipelines (laterals and trunk lines), detention and retention ponds, and open channels. Flows are conveyed generally from west to east, and ultimately pumped into an outfall channel that discharges directly into the Yolo Bypass, a few miles east of the Plan area. The storm drainage pumping facilities are located at CR 103 and East Main Street.

The Plan area is essentially flat, but slopes gently from west to east. The elevation changes from 59-feet above msl west of SR 113 to 35-feet above mean sea level (msl) along CR 102. There are no natural streams or waterways on the site.

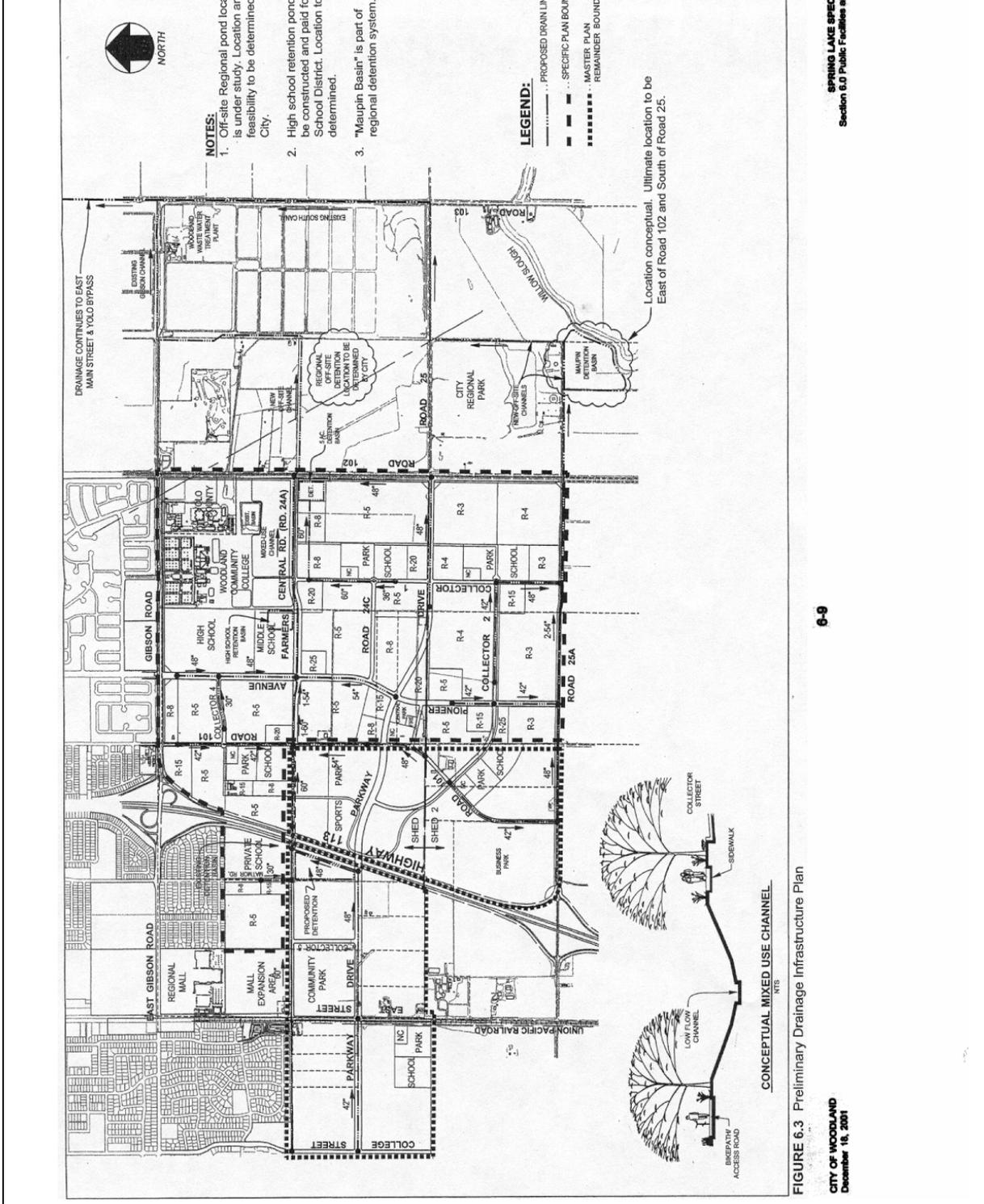
There is no developed drainage system within the Plan area with sufficient capacity to manage future flows from development of the area. The Yolo County Flood Control and Water Conservation District has an open ditch (Farmers Central channel) through the Plan area that serves primarily as a supply canal for irrigation water, but also receives limited occasional drainage from upstream properties. There are other roadside ditches, the function of which is to accept run-off from the county roadways.

The proposed drainage system consists of a system of collection and conveyance facilities, on-site (interim and permanent) and off-site detention ponds, and off-site gravity flow channels that would convey run-off to new off-site detention ponds and then to existing pump stations and outfall channels. Figure 6.3 provides the preliminary Drainage Infrastructure Plan depicting preliminary sizing and location of pipelines, permanent detention basins, and open channels. Final identification of storm drainage backbone infrastructure will be provided upon final completion of the Specific Plan Infrastructure Plan. On-site flows will generally be conveyed from west to east through storm drainage pipes and open channels. Off-site channels that will ultimately connect to the Gibson Channel and the South Canal. The Gibson Channel and the South Canal will convey storm drainage flows north to the outfall channel, and ultimately to the Yolo Bypass.

As the Specific Plan area develops, a multi-use open channel will be constructed from CR 102 westward, along the Farmers Central channel alignment. This channel will form the backbone of the northerly drainage shed, affording opportunities for pedestrian and bicycle circulation.

The City's Storm Drainage Master plan identifies new off-site facility improvements as well as improvements to existing off-site facilities to accommodate flows from this area. The City Public Works Department is undertaking a pre-engineering study and Storm Drainage Facility Master Plan Update to determine the specific off-site improvements that will need to be implemented for the entire Master Plan area.

Figure replaced with revised Drainage Infrastructure Plan (Amendment #2, Resolution No.4406). Figure not available at time of re-publication.



The final drainage system continues to be explored by the applicant and the City. Maximizing off-site detention for the Plan area is the goal of the Plan. One permanent on-site detention facility in the form of a wet pond is located in the southwest quadrant of Farmers Central Road and CR 102, to handle drainage associated with the initial phases of development in the Plan area. An additional on-site detention facility may be located west of SR 113, to reduce run-off from developing areas to the west of SR 113 to pre-development conditions. A location for this facility has not been identified. Permanent detention ponds, either on-site or off-site, that serve to reduce run-off in sufficient quantities to minimize the need to construct or improve downstream facilities, shall be made a part of the Plan area fee program. On-site detention (interim or permanent) will take the form of naturalized swales and basins that will serve as open space and passive recreation as well.

Properties not subject to a requirement to participate in the drainage facilities that will serve the SLSP and for which the property owner elects not to participate, shall be required to detain/retain increased run-off from developing areas to pre-development conditions. The only properties for which this is an option are those designated Public/Quasi-Public such as the Woodland Joint Unified School District (WJUSD) property, the Woodland Community College property, and the Yolo County property.

Design of On-Site Drainage Features

The Farmers Central channel will be undergrounded west of Pioneer Avenue. East of Pioneer to CR 102, it will remain an open channel in its current location.

A cross-section for Farmers Central Road (CR 24A) and the channel is provided in Section 4.0 (Circulation Element) of the Specific Plan. A 10-foot pedestrian/bicycle Class 1 pathway will be located on the top of the south bank, with trees and other landscaping. The banks will be sloped, with naturalized landscaping. The goal of the landscaping and pathways is to create an amenity.

The SLSP requires compliance with the following regulations:

- 6.7 Prior to approval of the first tentative map or other development in the SLSP area, the final Drainage Infrastructure Plan for the Specific Plan area shall be completed identifying off-site and on-site permanent detention options and design criteria. The Plan shall identify an acceptable (10-year flows and 100-year flows) drainage management plan, including best management practices for controlling storm water quality, and addressing phasing and financing of drainage infrastructure. *(TOC EIR MM 4.4-1)*
- 6.8 The Drainage Infrastructure Plan shall be consistent with the City's Storm Drainage Master Plan, shall meet the City's standard specifications or an acceptable alternative, and the requirements of the Mitigation Monitoring Plan. Any approved

alternative not consistent with the City's Storm Drainage Master Plan shall be incorporated into the Storm Drainage Master Plan as an amendment. Should there be differences between the Specific Plan and planned infrastructure, and the infrastructure systems described in the City's infrastructure master plans, the City may take action to adopt the Specific Plan with language that amends the infrastructure master plans to be consistent. If this approach is taken, Specific Plan development will be responsible for the cost of subsequent revision or management of the infrastructure master plans to incorporate the approved Specific Plan infrastructure systems.

- 6.9 The design shall seek to minimize operational complexities and maintenance requirements of the system.
- 6.10 The Drainage Infrastructure Plan shall identify drainage design features to control increased run-off from Specific Plan development to prevent additional off-site flooding and comply with NPDES Phase II requirements.
- 6.11 Off-site detention will require assessment for environmental impact, including inconsistency with any underlying Williamson Act Contracts, and impacts to biological resources.
- 6.12 On-site detention/retention facilities may be utilized to manage stormwater run-off, either on an interim or permanent basis as depicted on the land use plan. Where utilized these facilities will be designed to be naturalized, aesthetically pleasing, landscaped open space areas, accessible for passive recreational uses (e.g. trails, picnicking, etc.) and/or habitat. Minimum design criteria for interim and permanent detention facilities shall be identified in the final Drainage Infrastructure Plan.
- 6.13 Prior to construction of off-site infrastructure, appropriate biological surveys (for rare plants, valley elderberry longhorn beetles, raptors, and wetlands) shall be conducted and mitigation measures implemented pursuant to the Mitigation Monitoring Plan and State and federal requirements.

FLOOD CONTROL

The boundaries of the 100-year floodplain are delineated by the Federal Emergency Management Agency (FEMA) on the basis of hydrology, topography, and modeling of flows during predicted rainstorms. FEMA has identified areas of special flood hazard in Woodland and the vicinity. These areas are designated as flood zones on published Flood Insurance Rate Maps (FIRM). The adopted maps, published prior to 1990, indicate that the Plan area is located in Zone C, which reflects an area of minimal flooding.

In April of 1999, the City appealed the revised maps and provided additional technical analysis to FEMA in support of the appeal. Until the appeal is resolved, FEMA has

indicated the new maps will remain "preliminary draft", and a final flood elevation determination letter will not be issued. Until and unless the revised FEMA maps are adopted by FEMA, the Zone C designation continues to apply to the entire Plan area. As such, there are presently no special development considerations or insurance requirements affecting any portion of the site.

In April of 2001 FEMA released "revised Preliminary" FEMA Flood Insurance Rate Map (FIRM) shows only a small portion of the Plan area designated as Zone AE, which reflects that the base flood elevation for overflows from Cache Creek have been determined (see Figure 6.4, 2001 Revised Preliminary FIRM). The area potentially affected includes only a small portion of land on the southwest corner of Gibson Road and CR 102, located on property owned by the County and Woodland Community College. The remainder of the Plan area is designated as Zone X, corresponding to areas outside the 500-year floodplain, areas within the 500-year floodplain, areas of 100-year flooding where average depths are less than one foot, areas of 100-year flooding where the contributing drainage is less than one square mile, and areas protected from the 100-year flood by levees.

In addition, from Gibson Road to CR 25A and beyond, the new map designates the land long CR 102 and to the east of CR 102, as Zone AE. This area is being proposed for off-site drainage facilities to support the Plan area.

FEMA has indicated the new maps will remain "preliminary", and that a Letter of Final Determination will not be issued until completion of the 30-day comment period and follow-on 90-day appeal period. As such, there are presently no special development considerations or insurance requirements affecting any portion of the site at the time of this writing.

However, if the maps are adopted, habitable structures constructed in Zone AE will be required to be above the base (100-year) flood elevation, and property owners within the zone will be required to have flood insurance. Non-habitable structures require engineered floodproofing of the area below the base flood elevation.

The SLSP requires compliance with the following regulations:

6.14 Development within areas shown on the "revised preliminary" April 17, 2001 federal flood insurance rate maps to be potentially subject to flooding under 100-year storm conditions shall comply with all applicable requirements. This may affect development timing, and/or the design and grading, on portions of the County property and off-site Plan area infrastructure facilities east of CR 102. (*TOC EIR MM 4.4-7*)

6.14.1 A project-level drainage study shall be required for each subdivision setting pad elevations and identifying any other appropriate site-specific drainage facilities (e.g. detention/retention facilities) to be implemented as a part of the project.

NOTE:

Flood zone designations shown hereon are based on the FIRM Flood Insurance Rate Map, Community Panel number 0604230440 F, revised April 17, 2001.

LEGEND:

-  ZONE AE Base flood elevation determined
-  ZONE X Areas determined to be outside 500-year floodplain.

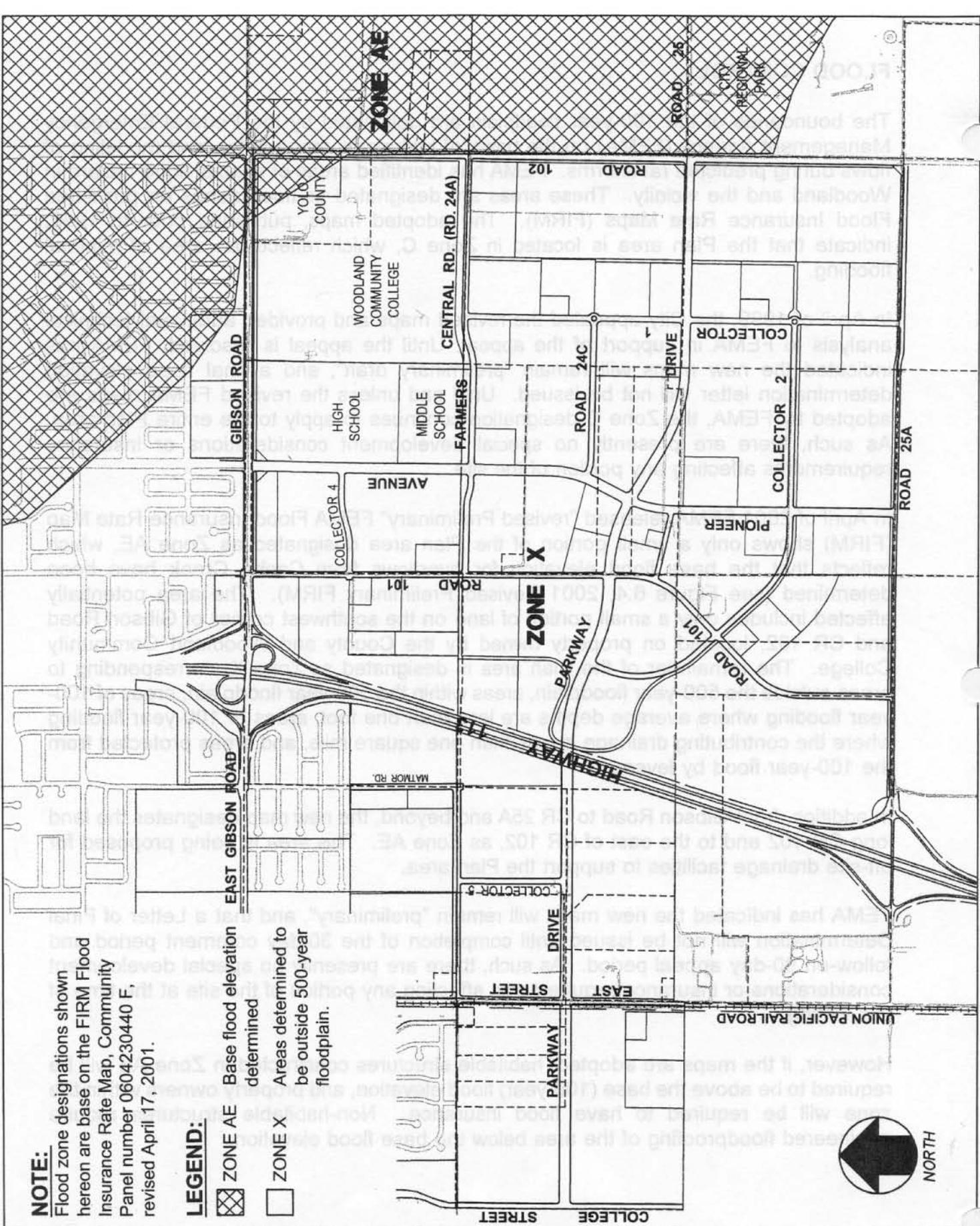


FIGURE 6.4 2001 Revised Preliminary FEMA Floodplain

SOLID WASTE

Solid waste collection and disposal, and curbside recycling in Woodland are provided by a franchise agreement with Waste Management of Woodland, with disposal at the Yolo County landfill. The landfill is not expected to reach capacity until well after 2025.

The SLSP requires compliance with the following regulations:

- 6.15 All construction contractors doing development in the SLSP area must establish construction recycling measures pursuant to the requirements of the Mitigation Monitoring Plan. (4.13-18)
- 6.16 Trash collection areas in multi-family attached housing must be designed to accommodate an organized system for sorting and collecting of recyclable materials, satisfactory to the local garbage collection agency and the City Recycling Coordinator.

UTILITIES

Other public utilities important to future development include electricity, gas, and communication services. All are provided by private utility companies, but all are critical for existing and new development.

Electricity

Pacific Gas and Electric (PG&E) provides electricity and gas to the City. PG&E operates and maintains three 60 kV electric transmission lines and a switching substation, along with corresponding distribution facilities, within the project site boundaries. Land uses are restricted along the transmission facilities.

Implementation of the SLSP will require expansion of electrical distribution and transmission lines and related facilities. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate new growth may also include upgrading existing substation and transmission line equipment, expanding existing substation(s) to their ultimate build-out capacity, building new substations and interconnecting transmission lines. The new development will be responsible for the costs associated with the necessary expansion and upgrading of the systems. Any authorized provider may provide the service.

Natural Gas

PG&E operates and maintains a 20-inch natural gas line, an 8-inch gas transmission line, and several smaller gas distribution lines within the project site.

Implementation of the Specific Plan will require the expansion of distribution and gas transmission lines, and related facilities to serve the Specific Plan area. The new development will be responsible for the costs associated with the necessary expansion and upgrading of these systems. Any authorized provider may provide the service.

Telephone Service

Pacific Bell provides telephone service to existing land uses within the Specific Plan boundaries. Implementation of the Specific Plan will require the expansion of telephone system to serve the Specific Plan area. The new development will be responsible for the costs associated with the necessary expansion and upgrading of any authorized system.

Cable Service

Charter Communications provides cable service in the City and will serve the homes within the Plan area on a subscription basis. The existing system has capacity for about 6,000 more homes, with the ability to expand. As new development occurs, any authorized provider may install the system and sell subscriptions to users.

Specific Plan Requirements

The SLSP requires compliance with the following regulations related to utilities:

- 6.17 All utilities shall be undergrounded unless proven to be infeasible. (*TOC EIR MM 4.13-26*)
- 6.18 Utility facilities including transformers, terminal boxes, meters, fire risers, backflow preventers, wells, force mains, pumps, lift stations, and other similar units shall be screened and oriented from public view to the greatest feasible extent.
- 6.19 The most feasible available communications wiring shall be required in all residential units to allow residents to connect to available state-of-the-art communications systems and services. This may require fiber optic connectivity, hard-wiring, for faster line service, and/or multiple phone lines pre-wired at every unit. A determination of satisfactory implementation of this requirements shall be made by the Community Development Director.
- 6.20 Deleted.
- 6.21 Deleted.

PUBLIC SAFETY

Fire Protection

The project site is within the jurisdiction of the Woodland Fire Department which provides fire protection services and emergency medical services within the City and to unincorporated areas in the vicinity. The Fire Department has three fire stations. The closest station to the Plan area is Station Three located off Pioneer Avenue on the east side of SR 113. It is about one mile north of the Plan area. The Department's current Insurance Services Office (ISO) rating is three, with one indicating excellent service and ten indicating minimal or no protection. ISO ratings reflect firefighting personnel, equipment, and response times. The City has a maximum "first response" standard of four minutes.¹

The Specific Plan includes one acre for a new fire station to serve the Plan area. The site is a part of the Spring Lake Center and adjoins the Central Park. The design and orientation of the fire station is intended to follow neo-traditional design concepts/patterns. The station will be designed to include a community meeting room and to accommodate community-oriented safety programs that increase the interaction between the staff, the facility, and the neighborhood. In a "Review of the Fire Department Requirements" prepared for the SLSP (K. Diekman, 11-9-00) it was determined that the station should be designed to accommodate one engine company and a daily staff of four persons. The station should be about 5,000 square feet in floor area. The site should accommodate apparatus parking pads in the front and rear of the station of approximately 80 x 40 foot dimensions which, with site improvements, will result in a "footprint area" for the new station of 20,000 square feet.

The Fire Department anticipates operating a "modified engine company" from the new station which would utilize an Interface Engine for response. Assuming build-out of the Plan area based on a growth rate of 2 percent or less per year, incident response performance analysis indicates that the station must be operational in 2007.

Based on the Fire Chief's assessment of the Spring Lake development's share of overall burden for future capital needs for fire protection related to Citywide development, the Spring Lake Specific Plan is responsible for 39.7 percent of projected capital expenditures. Additionally, with respect to operations, the SLSP area will be responsible for 50 percent of operational expenses.

The SLSP requires compliance with the following regulations related to fire protection:

6.22 Based on the fire study the fair share funding of City-wide development-related

¹ The Woodland definition of response time is "the activities that occur from the time the units begin moving until they arrive at the scene and are ready to begin operations."

capital needs, for the SLSP, is 39.7 percent exclusive of any financing costs associated with the capital projects. The fair share funding of operations for the SLSP is 50 percent of any burden not covered by an existing revenue authority. (TOC EIR MM 4.13-1)

- 6.23 Based on adopted phasing, approved sequencing of development, and the results of the final Fiscal Impact Analysis, Capital Improvements Plan, and Financing Plan, each development must fund (or obligate itself to fund) on a fair-share basis public facilities, services, and improvements within the Specific Plan including fire station construction and operations. This must occur prior to issuance of building permits.
- 6.24 Development can proceed in the Plan area without the fourth station until 2007, at which point the new station must be operational. This operational date is based on maintenance of the required 4-minute response time and may change (be required to be operational sooner) depending on actual phasing and pace of growth. Maintenance of the 4-minute response time is mandatory.
- 6.25 Arterials and collectors necessary to serve the fire station site must be completed before the fire station operating threshold is reached.
- 6.26 Deleted.
- 6.27 Deleted.
- 6.28 The design and orientation of the fire station is intended to follow neo-traditional design concepts/patterns. Additionally, the station shall be designed to accommodate one engine company and a daily staff of four persons. The station shall be about 5,000 square feet in floor area. The site shall accommodate apparatus parking pads in the front and rear of the station of approximately 80 x 40 foot dimensions which, with site improvements, will result in a "footprint area" for the new station of 20,000 square feet.
- 6.29 The station will be designed to include a community meeting room and to accommodate community-oriented safety programs that increase the interaction between the staff, the facility, and the neighborhood.

Law Enforcement

The Woodland Police Department and the County Sheriff's Department both provide law enforcement services in the Plan area currently. Annexation and development of the Specific Plan will bring the Plan area within the jurisdiction of the City, however, the County facilities will likely continue to be served by the Sheriff's Department since they are on-site. Ultimately this response protocol between agencies will be defined by memorandum of understanding.

Development of the Specific Plan will result in the need for new officers, support staff, vehicles, and equipment. The SLSP requires compliance with the following regulations related to law enforcement:

- 6.30 Prior to approval of the first tentative map, the final Fiscal Impact Analysis, Capital Improvements Plan, and Financing Plan, and any other appropriate phase-specific or project-specific "nexus" studies must be completed and accepted, in order to identify required fair-share funding obligations and relevant timing "triggers" for when public facilities, services, and improvements within the Specific Plan, including police operations, are required to be available for use.
- 6.31 Based on adopted phasing, approved sequencing of development, and the results of the final Fiscal Impact Analysis, Capital Improvements Plan, and Financing Plan, each development must fund (or obligate itself to fund) on a fair-share basis public facilities, services, and improvements within the Specific Plan including police operations. This must occur prior to issuance of building permits.

SCHOOLS

There are no public K-12 schools in the Plan area currently. There is a private K-12 school/church located on ∇ 26 acres east of SR 113 near the present terminus of Matmor Road. The Woodland Community College is located on ∇ 120 acres at the southwest quadrant of Gibson Road and CR 102.

Based on student generation factors² and school capacities³ provided by the school district

² Note: The most recent available student generation rates at the time of this writing (D. Berg, 2-13-00) are: K-5 = 0.443 per dwelling unit; 6 = 0.065 per dwelling unit; 7-8 = 0.128 per dwelling unit; 9-12 = 0.240 per dwelling unit; total 0.876 per dwelling unit. These differ somewhat from those used in the EIR which totaled 0.827 per dwelling units and were broken down by single-family and multi-family unit. Multi-family units, which make up 29 percent of the total dwelling units, generally generate about 56 to 58 percent of the students as compared to single-family units (see p. 4-17, EIR Volume 4, Response to Comments).

³ See Section 4.14 (Recreational, Educational, and Community Services) of EIR Volume 1. Elementary school of 10 acres = 500 to 600 students (single track); middle school of \pm 20 acres = 900 to 1,200 students; high school of \pm 50 acres = \pm 2,000 students.

at the time of the EIR analysis, the Plan Area includes three 10-acre elementary school sites to serve future development. Additionally a 20-acre middle school site and a 50-acre high school site are to be provided. Acquisition of the high school and middle school are underway at the time of this writing.

The elementary schools are intended to serve 500 to 600 students each (single track). They are centrally located within distinct neighborhoods, so as to become a focal point for the neighborhood. Each school is intended to serve the homes around it. Individual neighborhoods (A through E) are identified in Section 2 (Land Use Element) of this Plan. Residential areas are located so as to maximize the ability for student to walk to their neighborhood school. The schools (as well as other non-residential uses) are precisely identified in the Specific Plan. These specified locations are not intended to be "floating" or approximate, hence there is no underlying zoning for these parcels. Their location is integral to the Plan. Modification to the location of these uses is strongly discouraged and would require rezoning, Specific plan amendment, and use permit.

School financing is now regulated entirely by State government. Proposition 1A/Senate Bill 50 (Chapter 407, Statutes of 1998) is a school construction measure that was approved by the voters on the November 1998 ballot. It establishes a statutory base amount of allowable developer fees for residential and commercial construction. It prohibits school districts, cities, and counties from imposing any additional school impact mitigation fees or other requirements (e.g. mandatory participation in Mello-Roos financing districts; CEQA mitigation through EIRs; etc.) in excess of those provided in the statute. It also suspends for a period of at least 8 years, a series of court decisions that allowed cities and counties to deny or condition development approvals on grounds of inadequate school facilities.

The SLSP requires compliance with the following regulations related to schools (please refer also to the discussion of schools in the Land Use Element):

- 6.32 A strong, formal working relationship between the City, the school district, and the college should be established and documented via one or more Memoranda of Understanding. The purpose should be to secure agreement to implement the vision and intent of this Plan to the fullest possible extent.
- 6.33 The combined elementary school and park are intended to become the central focal point of activity for each neighborhood.
- 6.34 The Specific Plan neighborhoods are sized to encourage residents and children to walk to school and to the park. The distance from the perimeter of a neighborhood to the neighborhood school/park does not generally exceed one half mile, and is one quarter mile for the majority of the homes in each neighborhood. A one-half mile distance is the equivalent of about a ten minute walk time. One-quarter mile takes about 5 minutes to walk.

- 6.35 School facilities shall be designed to be compatible with surrounding land uses. Ingress and egress shall be designed so as not to impede traffic flow on roadways. Noise generating components (e.g. sports fields, play grounds, parking lots) shall be placed away from residential uses. Directional lighting, landscaping, fences, or other barriers (e.g. berming) shall be used to shield neighboring residential uses from active school activities. The design of these features shall meet the requirements of the Mitigation Monitoring Plan. *(TOC EIR MM 4.1-4c, 4.8-8)* Wherever possible, school parking lots shall be located to allow for park-related use after hours and on weekends.
- 6.36 Each elementary school is located generally in the center of the intended attendance area, within safe easy access of the neighborhood it will serve. Each school will be designed and oriented to allow vehicular access off two-lane collectors and local residential streets. Schools will not be located on arterials.
- 6.37 The high school site design shall orient activities to the southern end of the site to preclude impacts to Gibson Road. Access to the high school shall be from a private drive off Pioneer Avenue to avoid impacts to Pioneer Avenue.
- 6.38 The location of the high school, middle school, and existing college are intended to create a large campus environment for student education. Every opportunity for sharing educational programs and facilities should be explored, and all feasible options implemented.
- 6.39 Consistent with the vision of this Plan, the site layout and design of the high school, middle school, and college will be neo-traditional in form. The emphasis will be on pedestrian and bicycle circulation throughout the whole of this campus area, with connections to other planned pathways and greenbelts throughout the new community and planned neighborhoods. To the fullest possible extent the boundaries between the three facilities, and with the rest of the Specific Plan area are to be seamless.
- 6.40 School site design and greenbelt planning shall be coordinated.
- 6.41 The provision of child care and after-school programs is strongly encouraged at all school sites within the Plan area, including the private school and Woodland Community College.

CHILD CARE

Based on the City's 1994 Child Care Master Plan, it is estimated that almost half (48 percent) of all children aged 13 and under need child care by someone other than a family member. Demand for child care services in Woodland is met primarily through private enterprise and school district programs. In-home day care for up to 12 children is allowed

by right in all residential zones. In-home day care for more than 12 children is conditionally allowed (use permit). The same regulations will apply within residential areas in the SLSP area. Additionally, within the Specific Plan, day care centers are allowed by right on property designated neighborhood commercial. The elementary schools will have District sponsored after-school programs. Additionally, the Woodland Community College is planning a new child care facility for its students.

LIBRARIES

The Woodland Public Library is located downtown at the corner of First Street and Court Street. Based on the library service standard in the General Plan, the Specific Plan population at build-out will result in the need for 5,590 additional square feet of library space (507 square feet per 1,000 population) and 19,840 new volumes (1,800 volumes per 1,000 population). This could be accommodated via expansion of the existing facility, location of a branch facility within the Plan area, use of a book mobile, and/or joint use of the high school or college library. *(TOC EIR MM 4.14-8)*

This Plan requires implementation of the following regulations:

- 6.42 The Fiscal Impact Analysis for the SLSP shall demonstrate that the identified increase in demand for library services will be adequately funded on a phase basis, by general fund revenue generated from development in the Plan area. If the Fiscal Impact Analysis demonstrates a net deficit, a mechanism for funding the projected gap, by phase, shall be proposed as a part of the SLSP Financing Plan. *(TOC EIR MM 4.14-8)*
- 6.43 The SLSP Financing Plan shall address the funding of a library expansion or facility to serve the new development. Individual projects proposed within the project site shall pay the appropriate capital facility fees to finance construction or lease of expanded library space. Facilities required prior to collection of adequate fees shall be advanced by the developer subject to later reimbursement or credit. As an alternative to expansion of the main facilities, book mobile service, joint use of the high school or college library, or a new neighborhood branch facility shall be provided.
- 6.44 If established, branch library service shall be located at the Spring Lake Center, either in Central Park, at the Fire Station site, or in the neighborhood commercial area.

OTHER CITY GOVERNMENT SERVICES

City governmental services (e.g. planning department, building inspection, public works administration, city manager and city council, etc.) are provided primarily at City Hall at 300 First Street in downtown Woodland. As population increases so do the demands on these general government services. These services are paid for primarily from discretionary funds in the City's general fund.

6.45 The Fiscal Impact analysis for the SLSP shall demonstrate that the identified increase in demand for general governmental services will be adequately funded on a phase basis, by general fund revenue generated from development in the Plan area. If the Fiscal Impact Analysis demonstrates a net deficit, a mechanism for funding the projected gap, shall be proposed as a part of the SLSP Financing Plan.

SECTION 7.0
ENVIRONMENTAL RESOURCES

SECTION 7.0 ENVIRONMENTAL RESOURCES

ENVIRONMENTAL RESOURCES CONCEPT

Historically, the Plan area and surrounding lands were a mixture of tule marsh and alkaline sink prior to the reclamation activities of the early 1900s and construction of the Sacramento River levee. Currently the area consists primarily of agricultural habitat with annual grassland occurring between the agricultural fields. The type of habitat and land use practices within the project site support primarily common wildlife species that are tolerant of the current agricultural activities.

There are 13 special status species that could occur on the site and have been identified in the EIR:

- Plants -- Heckard's Peppergrass, Brittscale, San Joaquin Saltbush, Alkali Milkvetch, Palmate Bird's-Beak
- Invertebrates -- Valley Elderberry Longhorn Beetle
- Birds -- Cooper's Hawk, Swainson's Hawk, Northern Harrier, Short-Eared Owl, Western Burrowing Owl, Loggerhead Shrike, Tricolored Blackbird

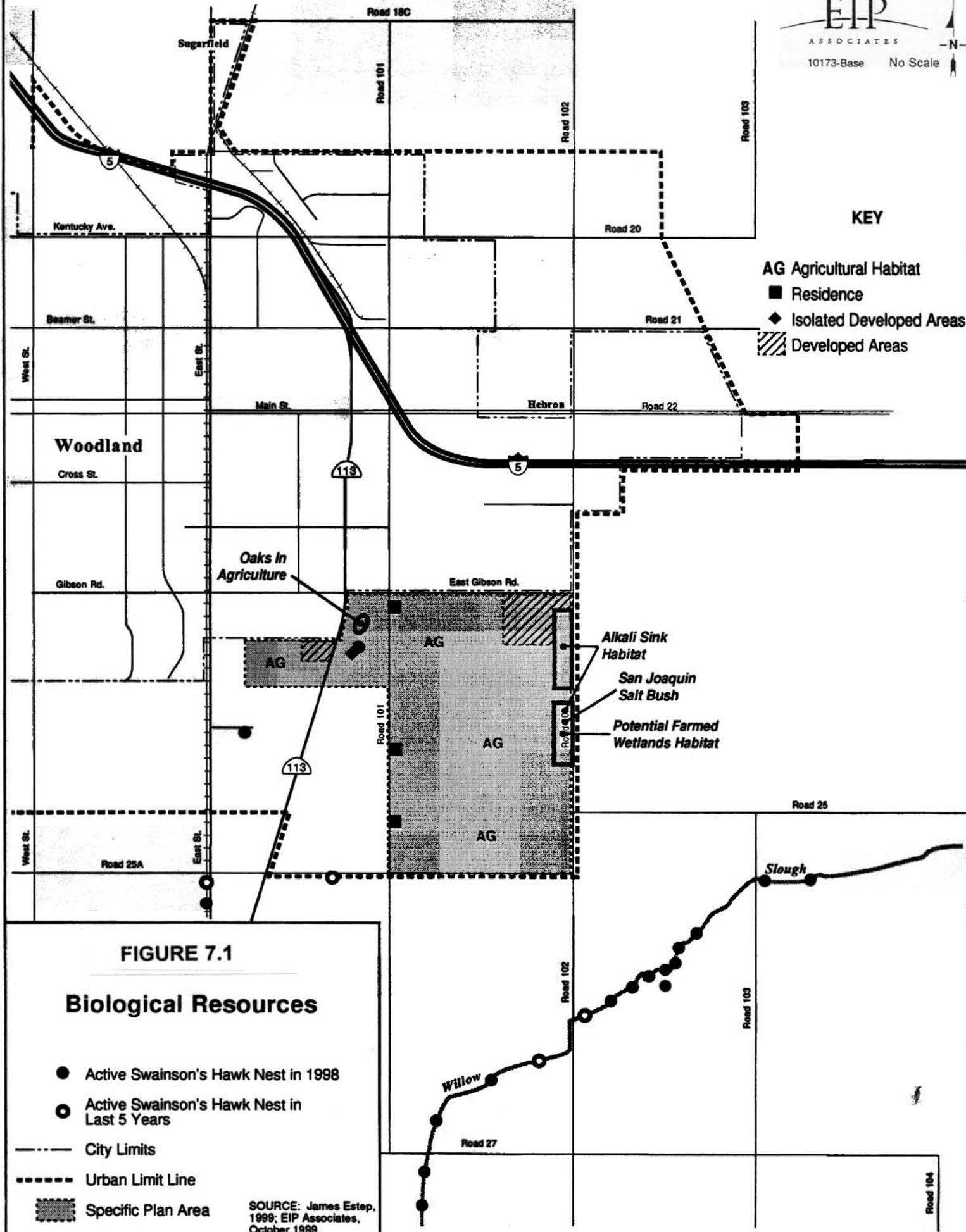
The Plan area has been identified since 1996 for conversion to urban uses, to accommodate City growth through 2015. This direction of growth was chosen after heated debate and voter ratification at the polls. One of the reasons growth in this area was chosen over other areas was that the relative quality and value of the agricultural soils in portions of the Plan area were lower than in other areas the City has positioned itself to protect. Additionally, there were relatively few environmental constraints (see Figure 7.1, Biological Resources). As such, the Plan proposes full development of the area with off-site land set-asides in order to mitigate for loss of agricultural land and habitat for special species.

ENVIRONMENTAL RESOURCES GOALS AND POLICIES

The Environmental Resources Element of the General Plan identifies relevant goals and provides a policy framework for managing and protecting environmental resources. Key environmental objectives of the Specific Plan that implement the General Plan are as follows:

Objective ER-1: Require compact urban form.

Objective ER-2: Require permanent protection of off-site mitigation lands.



Objective ER-3: Use pedestrian-oriented and transit-friendly design to minimize congestion and improve air quality.

Objective ER-4: Use and require drought-tolerant landscaping to help conserve water.

Objective ER-5: Detain run-off with open, naturalized drainage systems that improve storm water quality.

Objective ER-6: Require energy-saving site design and construction techniques.

Objective ER-7: Create ecological value with use of open space and greenbelts in drought-tolerant plantings.

Objective ER-8: Protect cultural resources.

REGULATORY REQUIREMENTS OF THE PLAN

Many environmental resources issues are regulated and/or monitored at various or multiple levels of government. Biological resources, including vegetation and wildlife, are the focus and responsibility of the California Department of Fish and Game. Special species are also regulated by that agency, the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers. Air quality is monitored and controlled by the California Air Resources Board, which delegates permitting authority to the Yolo-Solano Air Quality Management District. Water conservation and recycling are encouraged at both the State and local level through various policies, regulations and review processes. Energy conservation is mandated in construction through the Uniform Building Codes which have been adopted and are implemented by the City Building Department. Cultural resources are protected by both State and federal law, including the requirements for "special examination" during the environmental review (CEQA) process.

In coordination with these pre-existing controls, the Specific Plan contains the regulations identified below.

VEGETATION AND WILDLIFE

7.1 Applications for development within the Specific Plan area and prior to construction of off-site infrastructure, site-specific biological surveys (for rare plants, valley elderberry longhorn beetles, raptors, and wetlands) are required (as applicable) to demonstrate CEQA clearance. Mitigation action shall be implemented as appropriate pursuant to the Mitigation Monitoring Plan, and State and federal regulations.

- 7.2 Pursuant to the Mitigation Monitoring Plan, mitigate at a 1:1 ratio for each acre of Swainson's hawk foraging land and/or agricultural land converted to development. *(TOC EIR MM 4.2-1 and 4.5-4)* Each acre can mitigate for both impacts given appropriate land management commitments, and with approval of responsible state and federal agencies.
- 7.2.1 All reasonable attempts shall be made to preserve and protect existing trees within the Plan area as build-out occurs.¹ To the greatest feasible extent, the construction of roadways and infrastructure shall protect and integrate existing trees. Tree driplines and a reasonable buffer around the dripline shall be protected during site preparation, grading, and construction. Post-development land uses and activities (including landscaping and irrigation) shall be controlled within proximity of existing trees to avoid harm to the tree. Professional arborist's shall be utilized when appropriate to implement this regulation.
- 7.2.2 The Specific Plan Design Guidelines shall include requirements for tree mitigation in the form of an appropriate replacement ratio, and other mechanisms.

AIR QUALITY

- 7.3 All grading and construction shall comply with Air Quality Management District directives for both off-road and on-road low-emissions heavy duty vehicles and construction equipment.
- 7.4 The following measures shall be contractually required of all construction contractors in the Plan area: *(TOC EIR MM 4.7-1)*
- a. Water or other dust suppressants shall be applied to exposed earth surfaces during clearing, grading, earth moving, and other site preparation work.
 - b. Trucks hauling dirt and debris shall be adequately covered to prevent visible dust emissions.
 - c. On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce dust caused by vehicle movement.
 - d. Approach routes to construction sites shall be cleaned daily of construction-

¹ Detailed studies ("plan line" analyses) of existing trees along East Street and CR 101 were performed in order to analyze the best location for future right-of-way. The cross-sections for these streets reflect careful attention to avoid most, if not all, existing street trees.

related dirt in dry weather.

- e. Exposed soils and on-site stockpiles of excavated materials shall be covered, stabilized, or watered to prevent dust emission from creating a nuisance in the vicinity or to surrounding properties.
- f. Vehicles shall be operated on unpaved surfaces at speeds that will not create nuisance dust emissions for surrounding properties or in the vicinity.
- g. Soils shall not be exposed nor shall grading occur during periods when wind speeds cause nuisance dust emissions for surrounding properties or in the vicinity.

7.5 Fireplaces and furnaces shall be low emission units.

7.6 Air conditioning systems shall:

- have ozone destruction catalysts; or
- be 10 percent more efficient than Title 24 requirements; or
- have a minimum SEER rating of 12.

7.7 The most feasible available communications wiring shall be required in all residential units to allow residents to connect to available state-of-the-art communications systems and services. This may require fiber optic connectivity, hard-wiring, for faster line service, and/or multiple phone lines pre-wired at every unit. A determination of satisfactory implementation of this requirements shall be made by the Community Development Director.

7.8 Deleted.

7.9 Deleted.

7.10 All developments of 50 units or more shall participate in the PG&E Energy Star Showcase Home Program or equivalent energy efficiency program.

WATER CONSERVATION

7.11 The 35-foot landscaping transition buffer required along the north side of CR 25A is required to be in primarily drought-tolerant species. This not only emphasizes the transition from urban to rural, but makes sense in terms of lower water requirements and better acclimation to the surroundings.

7.12 On-site detention/retention facilities will be utilized to manage stormwater run-off,

either on an interim or permanent basis. Where needed these facilities will be designed to be naturalized, aesthetically pleasing, landscaped open space areas, accessible for passive recreational uses (e.g. trails, picnicking, etc.), and/or habitat. Primarily drought-tolerant plantings will be used.

- 7.13 Public landscaping within the Specific Plan area is intended to replicate neo-traditional residential plantings found in the older parts of Woodland, with heavy use of large canopy trees, flowering shrubs, and grass areas.

Primarily drought-tolerant plantings shall be used in all landscaping (including residential front yards), open space areas, and to the greatest extent feasible, parks. Xeriscape principles shall be encouraged to ensure conservation of water and overall compatibility of the plant palette with the climate of the area.

Residential front-yard landscaping shall be designed to be less dependent on regular watering and the effects of periodic drought that occur with the local climate. Grass shall be treated as an accent in the landscaping plans and not as the main ground covering for residential front yards. Irrigation systems and controllers shall apply water as infrequently as possible, yet thoroughly, and minimize runoff of water and solubilized fertilizer. Irrigation control systems shall use best available technology to reduce the likelihood of irrigation occurring during rains or when soil is at moisture capacity.

RECYCLING

- 7.14 Prior to the commencement of construction on any project, the construction contractor shall establish construction recycling measures pursuant to the requirements of the Mitigation Monitoring Plan. (4.13-18)
- 7.15 Trash collection areas for multi-family attached rental units are required to provide an organized system for sorting and collecting of recyclable materials, satisfactory to the local garbage collection agency and the City Recycling Coordinator.

ENERGY CONSERVATION

In addition to State required (Title 24) energy efficiency, the following regulations address energy efficiency:

- 7.16 Dark roof materials shall not be used. Energy Star labeled and/or light colored or reflective roofing materials are encouraged.

- 7.17 All developments of 50 units or more shall participate in the PG&E Energy Star Showcase Home Program or equivalent energy efficiency program.
- 7.18 All builders are strongly encouraged to participate in the PG&E "Comfort Home" program or equivalent energy efficiency program.
- 7.19 Orient the maximum number of homes and/or buildings to face either north or south (within 30 degrees).
- 7.20 Five (5) percent of all units shall have roof photovoltaic energy systems or other alternate energy system.
- 7.21 Fifty (50) percent parking lot shading is required to be achieved within 15 years. Replacement trees are required if tree injury or death occurs.
- 7.21.1 Energy Star labeled appliances (e.g. water heaters) shall be installed to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92), or lower-NOx (as defined by the AQMD) gas-fired water heaters are strongly encouraged in a least 50 percent of the units.
- 7.21.2 New home buyers shall be provided with a packet of information from the YSAQMD, including information about the mower exchange program, encouraging them to take advantage of opportunities for lowering air emissions through their own actions and choices.

CULTURAL RESOURCES

- 7.22 Where site work results in the discovery of cultural resources, work shall halt immediately for a distance of 100 feet from the discovery site, and the County Coroner and Native American Heritage Commission shall be contacted. The mitigation protocol identified in the Mitigation Monitoring Plan shall be implemented.
(*TOC EIR MM 4.10-1*)

SECTION 8.0 IMPLEMENTATION

SECTION 8.0 IMPLEMENTATION

IMPLEMENTATION CONCEPT

New development is expected to "pay its own way", both in terms of capital costs (financing of infrastructure) and ongoing costs (generation of sufficient general fund revenue to support ongoing maintenance and operational costs). The General Plan goal for new development is "fiscal and financial neutrality" to the greatest feasible extent (General Plan Policy 4.B.1 and 4.B.3) in terms of impacts to the general fund, and financing of infrastructure. However, it is also important to note, that typically only "high end" housing would be able to do this assuming a primarily residential community. The clear goal of the General Plan, and the people of Woodland for this new growth area, is a rich, diverse, balanced community with a variety of housing and neighborhood opportunities, and a very large school component. As such, the General Plan policies also allow for leniency from the "neutrality rule" for development that generates "significant public benefit" provided an alternative source of funding can be obtained to offset foregone revenues.

As described herein, assuming full implementation of the vision and intent of this Plan, this test would clearly be met in the Specific Plan boundaries. The new community will offer significant housing opportunities for all economic segments with affordability by design as well as by market manipulation. It will also offer responsibly designed neighborhoods that minimize the need for vehicles, emphasize sustainable design, encourage defacto neighborhood policing by increasing activity, and replicate in the modern world the best characteristics of Woodland's favorite original neighborhoods. If adhered to and accomplished, these are significant public benefits.

It is also important to point out that full build-out of the General Plan was determined to be fiscally balanced when the General Plan adoption occurred in 1996, and this Specific Plan is consistent with that Plan. Revenue-generating land uses (e.g. commercial and industrial) designated elsewhere in the City (e.g. the Mall expansion property and the commercial property on the north side of Gibson Road) were found to balance the location of this mixed density, primarily residential community at the subject location. Additionally, the large acreage of public sector and exempt land uses which generate no property taxes, and the high level of development amenities expected from this development are highly relevant factors. Both affect fiscal balance, as well as the ability to finance the Plan.

Therefore, the final determination regarding net fiscal impact must look at how the General Plan balanced land uses overall, and acknowledge as well, the contribution this Plan will make to the livability and social health of the community.

IMPLEMENTATION GOALS AND POLICIES

The General Plan Land Use Element growth policies and the Public Services and Facilities funding policies provide relevant policy direction and information regarding programming of public facilities and services. Consistent with this direction, the SLSP requires that all development within the Plan area accomplish the following plan-specific objectives:

- Objective I-1:** The Specific Plan shall be consistent with the General Plan directive to manage growth so as not to exceed a population of 60,000 by 2015 (General Plan Policy 1.A.7).
- Objective I-2:** The Specific Plan shall be consistent with the 1996 Measure B Referendum analysis by the City Attorney that indicated population growth will be limited to an average of 1.7 percent annually, 60,000 population in 2015, and 66,000 population in 2020.
- Objective I-3:** The Specific Plan shall be fiscally and financially neutral (General Plan Policies 4.B.1 and 4.B.3).
- Objective I-4:** A plan for adequate financing (Financing Plan) and installation of facilities and services (Capital Improvement Plan), is required prior to approval of the first tentative map or development in the area.
- Objective I-5:** New development shall be fiscally and financially responsible.
- Objective I-6:** New development shall occur in an orderly sequence.
- Objective I-7:** Bonded indebtedness in the Plan area shall be reasonable in terms of protecting the tax base for purposes of future public endeavors.

PHASING/SEQUENCE OF DEVELOPMENT

Phasing of Development

Appropriate phasing for development within the Specific Plan area was a topic of some debate during the public hearings on the Plan. General Plan Policy 1.C.4 speaks to this issue indirectly by identifying the following criteria for the Specific Plan process: contiguity to existing City limits, logical service extension, community benefits, lack of development impediments, commitment of property owners, and ability to finance the specific plan preparation process. General Plan Policy 1.B.3 is also relevant in discouraging the development of isolated or remote communities that do not contribute to the sense of an integrated community.

Consistent with these parameters, the City Council determined (November 13, 2001) that the following factors are relevant regarding phasing within the SLSP:

- General Plan cap of 60,000 population at 2015.
- City policy to maintain 1.7 percent average annual growth citywide.
- Need for estate lots.
- Property owner financial commitment and participation.
- Shortfall in bond financing needed for first-house infrastructure.
- Need to create near-term development certainty in order to secure bond financing.
- Need to create equity between property owners in order to secure cooperation.
- Logical path for extension of utilities and services.

Due to the large size of the Plan area and the likely extension of infrastructure south down CR 102, and west into the Plan area, the City has determined that phasing will radiate out from the college boundaries, from the northeast to the southwest (see Figure 8.1, Phasing Schematic). The following regulations shall apply:

- 8.1 In terms of sequencing of development, new development must be contiguous to existing development (e.g. along Gibson; adjoining the College or private school) or contiguous to other new development as growth radiates outward.
- 8.2 Neighborhood parks shall be triggered at 60 percent build-out of each neighborhood. Additionally, neighborhood park construction shall be tied to the overall level of single-family equivalent building permits issued throughout the Specific Plan as follows:

Single Family Dwelling Unit Equivalent For Park Construction Calculation

Unit Type	Number DUs	Factor	Single Family Dwelling Unit Equivalent (DUE)
Single Family	2,866 DUs	1.0	2,866 DUEs
Multifamily	1,171 DUs	0.833	975 DUEs
Totals	4,037 DUs		3,841 DUEs

- a. With the issuance of the building permit authoring the 650th DUE, construction of the first neighborhood park, which shall be located in the neighborhood with the most building permits issued at that time, shall be triggered and subsequently completed within 15 months.
- b. With the issuance of the building permit authoring the 1,950th DUE, the second neighborhood park shall be triggered and subsequently completed within 15 months. The second neighborhood park shall be located in whichever of the two remaining neighborhoods in the Specific Plan containing parks has the most building permits issued at that time.

- c. With the issuance of the building permit authoring the 3,250th DUE, the second neighborhood park shall be triggered and subsequently completed within 15 months.

Unit Allocation Program

In order to ensure that the City will maintain an average annual growth rate of 1.7 percent citywide, yet provide a greater measure of certainty for development within the SLSP so as to meet the needs of the bonding requirements, a SLSP Unit Allocation Program will be developed. The requirements of the program shall be as follows:

- The SLSP Unit Allocation Program shall be established prior to approval of the first tentative map within the SLSP area. This program shall identify how single-family residential units within the Plan area will be allocated among properties.
- Multi-family and affordable units within the SLSP shall be exempt from the allocation program.
- The program shall recognize that the 1.7 percent rate is a citywide rate, and therefore accommodations must be made for infill growth (including within Sycamore Ranch) within the existing City. In other words, the 1.7 percent rate shall not be allocated solely to growth within the SLSP area.
- The program shall include procedural details that will guide the day-to-day implementation of the program by the City, including how the allocation program will be interwoven into the City's standard existing land development entitlement process and the administration of the SLSP as described in Section 9.0 of the Plan.
- Unless otherwise amended, the program shall recognize the General Plan and Specific Plan 2015 and 2020 population caps.
- The allocation program shall not inadvertently create an incentive in early years to build at lower densities than allowed, in order to sell unused allocations to others. To the extent possible, development at planned densities shall be encouraged. Unused allocations on a developed property shall not be transferable.
- The allocation program shall be consistent with the requirements of the SLSP, including the land use designations, development regulations, and densities.
- Implementation of the program shall be recognized/required as appropriate in technical reports and implementation documents (e.g. fiscal and financial studies; Development Agreements).

Phasing of Multi-Family Units

Multi-family units are required to "keep pace" with the construction of single family units, to the extent feasible. Multi-family and affordable units are exempt from the allocation program within the Specific Plan area.

Phasing of Components of the Plan

It is the intent of the Plan that certain key features have timely phasing. Examples of these are as follows:

- Parkway Drive Over-crossing of SR 113 -- The Parkway Drive Over-crossing of SR 113: a) shall be in place no later than build-out of the Master Plan remainder area; b) shall be triggered by unacceptable LOS, per the General Plan, on either Gibson Road or CR 25A; and c) less expensive improvements to Gibson Road and CR 25A shall be installed prior to installation of the overpass in order to forestall the need for the overpass but maintain acceptable LOS.
- Fire Station -- The fire station must be operational in 2007 ("Review of Fire Department Requirements", K. Diekman, 11-9-00). This operational date is based on maintenance of the required 4-minute response time and may change (be required to be operational sooner) depending on actual phasing and pace of growth. Maintenance of the 4-minute response time is mandatory. The road network serving the fire station site must be completed before the fire station operating threshold is reached.
- Sports Park -- Required to be "greened" by build-out of the Specific Plan and fully developed in conjunction with the Master Plan remainder area (see Parks and Recreation Section).
- Central Park -- Required to be developed at the same time as the Fire Station.
- Neighborhood Parks – Required to be constructed at 60 percent buildout of each neighborhood and construction shall occur as specified in Regulation 8.2.

PLAN BUILD-OUT

The SLSP is anticipated to be built-out over a 15 year period. The process of preparing this Plan began in 1998. The horizon year for planning purposes is 15 years following the year of adoption. In reality it may be a year or more after adoption before construction of the first home occurs. That could push build-out further into the future.

Population Cap and Rate of Growth

The population of Woodland as of January 1, 2001 was 50,614. The City has in place a population cap of 60,000 by 2015 and 66,000 by 2020, with the rate of growth limited by policy to an average of 1.7 percent annually. Looking at five year increments and using a rate of 1.7 percent per year, maximum growth within the City would be as follows under current General Plan policies:

<u>Year</u>	<u>Population¹</u>	<u>Population Inc.</u>	<u>No. of Units²</u>	<u>Units Per Year</u>
2001	50,614			
2005	54,144	1,264	316	
2010	58,905	1,705	341	
2015	64,084	1,855	371	
<u>2020</u>	<u>69,719</u>	<u>2,018</u>	<u>404</u>	
Totals	19,105	6,842		360/year average

¹ January 1.

² Assumes 1.7 percent average annual growth.

³ Assumes persons-per-household (pph) of 2.792.

This maintains the annualized 1.7 growth rate, but results in a Citywide total in excess of the 60,000 population cap sometime in 2011, and in excess of 66,000 population cap sometime in 2016.

Build-out of the Sycamore Ranch area has been slowed due to remapping of the 100-year floodplain. Remaining to be built are 801 single family units and 380 multi-family units. Of the multi-family units in Sycamore Ranch, 240 of those are associated with a 12.5-acre site (APN 027-038-09) on Gibson Road which has now been identified for acquisition by the School District for another elementary school to serve the Sycamore Ranch area. While some of these multi-family units may be built on other School District property to "make up" for the loss of planned multi-family units at the Gibson Road site, this is speculative at this time and therefore, the total number of units to be built in Sycamore Ranch is assumed to be 941 units (801 + 380 - 240). There are no other areas permitted/entitled for growth within the City. Other than an occasional single lot, there are no other remaining residential infill properties within the City.

Looking only at build-out from Spring Lake (4,037 units) and Sycamore Ranch (941 remaining units), total additional units would be 4,978 with a 15-year build-out. Total additional population would be 13,869, resulting in a Citywide total of 64,483 sometime at or after 2016. This maintains the annualized 1.7 percent growth rate, but exceeds the 2015 population cap.¹

¹ It should be noted that the actual density of development in Spring Lake is likely to be less than the maximum allowed densities, resulting in slightly lower population yield.

The average number of residential building permits (new construction) issued per year in the nine-year period from January 1991 through October 1999 was 228. Under the annualized 1.7 percent growth scenario provided above, an average of 360 units could result, significantly higher (by over 60 percent) than the 1999 average². Despite the allocation program, the actual pace of growth in Spring Lake is likely to vary dependent on what happens with the build-out of Sycamore Ranch and market-demand once development starts in the Specific Plan area. There may be an initial pent-up demand that is reflected in initially higher numbers of permits per year. The General Plan policies allow for variations over time to accommodate market cycles, so long as the 1.7 percent average annualized growth rate is not exceeded.

In order to monitor growth as related to the requirements of the General Plan, the following regulation shall apply:

- 8.3 The City will monitor growth in the SLSP on an annual basis as related to the 2015 population cap in the General Plan. The City Council will take appropriate action to maintain consistency with the General Plan. Absent a subsequent amendment to the General Plan to modify the 2015 population cap, the City Council will stop growth in the City upon reaching a population of 60,000. Consistency with the 2020 population cap will be re-evaluated in conjunction with growth in the Master Plan remainder area.

CAPITAL IMPROVEMENT PLAN

Development of a capital improvement plan (CIP) and a financing plan for public facilities (described below) are critical components for implementation of this Plan. The CIP is a list of capital improvements identified to be necessary for build-out of the Specific Plan. It will identify sizing, phasing, costs, and timing of construction for each item. It is developed based on the infrastructure plans prepared for the Specific Plan, including the Water Infrastructure Plan, the Sewage Infrastructure Plan, the Storm Water Drainage Infrastructure Plan, the Circulation Plan, and the Parks Plan, all of which will show the alignment and location of facilities.

Facilities to be described in detail include:

- Circulation System (roads, bikeways, transit, SR 113 overpass, roundabout)
- Water Supply and Delivery
- Sewage Treatment and Transmission
- Storm Drainage Collection and Conveyance
- Fire Station
- Parks (neighborhood parks, Central Park, and sports park)

² The number of new residential building permits in 2000 declined significantly due to the 100-year floodplain issues in Sycamore Ranch. Therefore, the Community Development Department has indicated that the 1999 averages should be used as the best reflection of typical permit pattern for new residential construction.

- Other community facilities (library)

Because infrastructure cost estimates will change over time as better information becomes available through more precise engineering design and estimates, the CIP will be updated from time to time, as will the Financing Plan discussed below. The final CIP for the Spring Lake Specific Plan must be adopted by the City Council prior to approval of any tentative map within the boundaries of the Plan area.

PUBLIC FACILITIES FINANCING PLAN

Background

A final comprehensive Public Facilities Financing Plan must be adopted by the City Council prior to approval of any tentative map within the boundaries of the SLSP, to ensure that all new development pays its own way. The Financing Plan must be flexible enough to accommodate the development strategies of the diverse set of landowners, yet must ensure that the required facilities (as identified in the CIP) are constructed when necessary.

The cost of improvements, the ability to carry these costs in the area, and the interest and participation of the property owners are all highly relevant to the development of the Financing Plan.

The Financing Plan establishes the framework for acceptable financing of the required major ("backbone")³ public infrastructure in the plan area. It must specify the major public facilities to be constructed or acquired in association with the development of the Plan, costs of construction or acquisition, phasing requirements, and sources of funding.

At a minimum, the Financing Plan will address or include:

- Conceptual engineering designs and cost estimates with adequate contingencies for the required public facilities.
- A phasing plan that indicates when each facility will be needed in relationship to Specific Plan areas being developed.
- An allocation of public facilities costs by land use category, in a fair and equitable

³ "Backbone" infrastructure is defined as major infrastructure improvements such as all major streets (collectors and arterials) including above-ground and underground utilities associated with those streets, all bikeways, greenbelts, open space facilities, drainage channels, detention ponds, water wells, pump stations, and parks that provide Plan-wide connectivity and/or Plan-wide benefit. Infrastructure identified as having Plan-wide benefit are to be financed through a Mello Roos Communities Facility District (CFD), assessment district, or other visible legal mechanism by all property owners receiving benefit. In contrast, subdivision level or "developer" cost items are those improvements necessary to serve only one or a few (typically adjoining) property owners and are paid for only by the specific properties receiving benefit.

manner, so that each owner is paying the appropriate fair share of the public facilities costs.

- Analysis of various funding options and their appropriate application, including but not limited to City-wide development impact fees, Specific Plan area of benefit fees, Mello-Roos Community Facilities Districts (CFDs), traditional assessment districts, Lighting and Landscaping Districts, and private capital.
- An implementation program for each of the recommended funding options, including procedural requirements, timing, and administrative costs.
- Discussion of policies regarding the funding for oversized facilities and associated fee credit/reimbursement policies.
- Discussion of issues related to participation of landowners in any current public financing districts (CFDs or assessment districts).
- Examination of fiscal "gaps" that may result if tax revenues generated from build-out of Plan are determined not to cover general fund expenses. The financing plan should identify feasible mechanism for funding that net deficiency.
- Financing of other key one-time costs⁴ if appropriate, such as land set-asides required in the Mitigation Monitoring Plan for mitigating agricultural and habitat losses.

Draft Financing Plan

A draft Public Facilities Financing Plan (November 28, 2001) has been submitted by the applicant. It identifies a total cost for public facilities of 122.3 million. It also identifies a total cost of approximately \$___ million in infrastructure required for the first house.

The proposed financing strategy for the Plan includes formation of a Mello-Roos Communities Facilities District (CFD), possibly an Assessment District, or other viable legal mechanism to allow for financing of most of the backbone infrastructure and public facilities. The entire Plan area has been preliminarily identified as having a bonding capacity of \$18.9 million through a CFD. Any bond sale is limited by the actual appraised value of the taxable property at the time of the bond issue.

In addition to Mellos-Roos financing, development would be funded by a combination of existing City and county development impact fees, plan area fees, school fees, private

⁴ It should be noted that schools are not a part of the financing package because of recent changes in State law regarding the way schools are financed. This is discussed more in the Public Facilities and Services Section under "Schools".

capital from the developer, and possibly other mechanisms. Modifications to existing impact fee schedules will be made as required. Plan area fees are used for public infrastructure and facilities which specifically benefit SLSP development. School fees are established by State regulation. Private funding will be used where advance funding is required, to cover gaps in other types of funding, and/or for "in-tract" subdivision improvements.

Financial Feasibility

A number of financial feasibility analyses have subsequently been prepared by the applicant's consultant to test total cost burden for major infrastructure and public facilities as a percentage of home sales price, residual land value, and total taxes and assessments as a percentage of home sales price. The most recent was completed June 12, 2001 for the Plan described herein. For that analysis total backbone infrastructure, public facilities, and impact fees for the Plan that would be financed totalled \$134 million. Total Spring Lake share of costs for street, water, sewer, and drainage improvements was \$56.1 million.

For an R-5 unit, the following conclusions were reached:

- **Total Cost Burden as a Percentage of Sales Price:** The first test examines the total cost burden as a percent of sales price. EPS identifies a target range for feasibility of 15 to 20 percent of the home sales price. To perform this test, EPS was required to make specific assumptions regarding size and sales price for homes in the various density categories. For an R-5 home (net lot size approximately 6,000 square feet), EPS assumed a 1,750 square foot house selling at a price range of \$195,000 to \$210,000. The resulting burden for an R-5 home was \$35,986 representing 17 to 18 percent of the assumed sales price. The test indicates that the ratio of total fees and infrastructure costs would be within a range considered feasible. The analysis goes on to note the ratio may, in fact, be closer to 15 to 16 percent, but is higher due to the inclusion of two-lane roads.
- **Estimated Residual Land Value:** The second test examines the residual land value of a paper lot as compared to the assumed selling price. EPS identified a target range for feasibility of \$15,000 to \$25,000 in residual value. For an R-5 home, EPS assumed backbone infrastructure costs of \$28,968 per unit. In-tract (subdivision) infrastructure is assumed at \$19,700 per lot, and construction is assumed at \$57 per square foot for a total construction cost of \$119,450. For overhead and financing, EPS assumed that construction financing would be 10 percent of the total construction cost, the cost of selling the home would be 5 percent, and builder profit would be 10 percent, for a total overhead and financing cost of \$41,195. Therefore, the total cost of producing an R-5 home was calculated at \$189,613. This fell below the selling price range of \$195,000 to \$210,000 resulting in a positive residual land value of \$5,387 to \$20,387 per lot. The test indicates that the estimated residual land values would fall within a range considered feasible.

- **Test of 2 Percent of Sale Price:** The third test examines total taxes and assessments as a percentage of the home sales price. EPS indicates that as a threshold for feasibility, total taxes and assessments should not exceed 2 percent of the sales price. For an R-5 home, property taxes, existing general obligation bonds (school district), and special taxes and assessment for the Spring Lake Mello-Roos Community Facilities District (CFD) and Lighting and Landscaping District (LLD) were calculated at \$2,929 to \$3,089 per unit, representing 1.47 to 1.50 percent of the assumed sales price range. This falls within the feasibility threshold.

The June 2001 EPS report concludes that the Specific Plan meets all three of the standard feasibility analyses, and is, therefore, a feasible plan for implementation. The report goes on to indicate, however, that a "strong market" will be an important factor to developers and builders considering the SLSP area, given the dependence of the feasibility conclusions on the assumed home prices.

EPS also provided comparisons of proposed Specific Plan units to units in Sycamore Ranch and North Natomas which are identified as the primary market competition, and are understood to meet all three tests of feasibility. An R-5 unit in Sycamore Ranch is identified by EPS as having a value of \$200,000. The same unit in North Natomas is valued at \$225,000.

FISCAL IMPACT ANALYSIS

A fiscal impact analysis is required to be considered by the City Council in conjunction with their deliberation of the Specific Plan.

Background

The objective of the Fiscal Impact Analysis is to determine, over time and at build-out, whether the Specific Plan development will generate adequate revenues to meet costs of providing City and County operation and maintenance services. In other words, whether the net effect will likely be negative or positive to the general fund of both the City and County. In order to prepare such an analysis, several key assumptions must be made including the ultimate tax sharing arrangement negotiated between the City and county, home pricing, residential land use absorption (market), and sales taxes attributable to the development.

Preliminary Analysis

A revised Fiscal Impact Study was submitted November 16, 2001 by the applicant. It was prepared based on the June 2001 (as amended) land use plan and Plan text description. It concludes that the project will generate a net annual deficit to the City General Fund of \$908,000 at build-out (\$225 per unit), and a net annual deficit to the Road Funds of

\$31,000 at build-out. Impacts to the County are not addressed in the revised analysis, however, the prior 1999 analysis calculated a net annual County deficit of \$56,000. Because the SLSP is a primarily residential project, the fiscal results are worse when viewed in isolation from the remainder of the City which has a substantial amount of non-residential development.

Citywide (including development of the entire Master Plan area), the 1996 General Plan Fiscal Analysis showed a projected annual deficit in 2020 of \$880,000 which was reversed to a net annual surplus of \$700,000 if the City put into place citywide impact fees for park maintenance and special taxing districts to fund maintenance of street landscaping and street lighting.

Shortfall Financing

The revised Fiscal Impact Study identifies the advantages and disadvantages of four shortfall financing options:

- Mello-Roos Communities Facilities District for police, fire, park, and recreation.
- Landscaping and Lighting District for parks, landscaping, and drainage services.
- Public Services Mitigation Fee for any of these services.
- Benefit Assessment District for drainage, flood control, street lighting, and street maintenance.

The applicant will be required to identify and implement any one or combination of these items, in a manner satisfactory to the City and consistent with the requirements of the General Plan fiscal policies (4.B.1 and 4.B.3).

SECTION 9.0 ADMINISTRATION

SECTION 9.0 ADMINISTRATION

ADMINISTRATION

Pre-Application Requirements

Upon adoption of the Plan, the land must be annexed to the City. There are a number of implementing documents that must be developed and/or finalized concurrently with annexation in order to further guide detailed aspects of development in the Plan area. Examples of these are:

- infrastructure plans (water, sewer, drainage)
- affordable housing plan
- Specific Plan Design Standards
- Capital Improvement Plan
- Financing Plan and fee mechanisms for funding infrastructure
- Master Illustrative Site Plan (conceptual locations of local streets and subdivision trails)
- Allocation Program
- Agricultural Land Mitigation Program (see Mitigation Measure 2.1)
- Transit Plan (Regulation 4.36) and fees (Regulation 4.35)

Following adoption of the Specific Plan and receipt of funding from the applicant and/or other property owners, these documents will be completed by the City as soon as possible with the intent to make it possible for construction to begin starting in 2002.

Application Requirements

At the time of annexation, the Specific Plan land use designations (see first column of Table 2.5) would be applied to the land, but not precise zoning (see second column of Table 2.5). Once annexation of the Plan Area has occurred, and the implementing documents are in place, individual developers may submit applications for tentative maps and rezoning.

Applications shall be made in writing on forms provided by the Community Development Department, and accompanied by such data and information as may be prescribed for that purpose. The filing and processing fees shall be as prescribed by action of the City Council.

Each application must include any applicable special studies pursuant to the Mitigation Monitoring Plan and the Specific Plan. Examples of these are:

- biological surveys (for rare plants, valley elderberry longhorn beetles, raptors, and wetlands)

- project-specific traffic and circulation analyses (including timing for installation of signals, timing and installation of other roadway widenings and intersection improvements, recommendations regarding traffic calming (regulation 4.13), and off-site roadway improvements if applicable)
- noise control analysis
- historic/archeological resources survey
- Phase I hazardous waste site assessments.
- transit service (identify locations of shelters/stops and bus turnouts)
- drainage analysis for existing ("residual") 100-year flooding.

A project-specific development agreement is also required to be executed for each application.

SPECIFIC PLAN FEES

Development of this Plan was initiated by Turn of the Century LLC (TOC LLC), a property owner in area. Pursuant to the City's Specific Plan Procedures and Preparation Guide, TOC LLC entered into an agreement with the City to fund costs associated with preparation, processing, and adoption of the Plan. Pursuant to the Guide the City also entered into an agreement with the applicant to compensate them for certain agreed upon ("reimbursable") expenditures at some future date, from fees charged of non-participating property owners. The authority for the City to charge such fees for this purpose is provided in Section 65456 of the Government Code.

The City has identified reimbursable expenditures for this process in the form of an adopted Specific Plan budget. Upon adoption of the Plan, that budget will be reconciled and Specific Plan preparation fees will be established. The City can also charge separate document fees for copies of Specific Plan documents, as well as application processing fees for the cost of processing applications that are submitted. This fee program must be in place before development applications can be processed.

Copies of relevant agreements are attached in the appendices.

FINANCING AND OTHER COMMITMENTS

In addition to the payment of Specific Plan preparation fees, developers within the Specific Plan area will be required to satisfy the following, as applicable to individual properties:

- participate in infrastructure financing (e.g. bond financing)
- share in the costs for construction drawings for backbone infrastructure
- participate in the costs of "short-fall" financing should the bond capacity of the land be insufficient
- participate in the costs of "shortfall" financing for fiscal impacts
- sign indemnification agreements protecting the City from possible legal challenges
- participate in unit allocation program
- execute development agreement
- other requirements for development as may be identified

APPLICATION PROCESSING

Applications will be analyzed by staff for consistency with the Specific Plan and a site plan/design review will be performed. It should be anticipated that most projects will go before the Planning Commission for consideration. This determination will be made by the Community Development Director based on applicable regulations and/or the characteristics or the project. Plan consistency must be demonstrated in several ways:

- Consistency with policy language (goals, policies, objectives, etc.).
- Consistency with land use designations, roadways, and bike paths.
- Consistency with the Land Use Summary and other relevant Plan text throughout the document.
- Consistency with Development Regulations and Design Standards.
- Consistency with figures and tables.

With regard to policy consistency, the Specific Plan policies should be read and applied in the context of the policy framework established by the General Plan. Specific Plan policy interpretations shall be subservient to any relevant policy interpretation of the General Plan, and shall be made in light of the relevant policies of the General Plan. The General Plan pre-empts the authority of the Specific Plan in terms of policy hierarchy.

Consistency is also required with the SLSP MMP and implementing documents of the

SLSP including infrastructure plans, the affordable housing program, the CIP and financing plan, the unit allocation program, and the Agricultural Land Mitigation Program.

Applications for precise zoning will be processed pursuant to Section 25-29-10 of the Zoning Ordinance. Parcels that have already been assigned precise zoning, and for which no other/additional discretionary entitlement or site plan/design review is required, may submit for building permits.

ENVIRONMENTAL CLEARANCE

An Environmental Impact Report (EIR) has been prepared for this Specific Plan and was certified by the City Council on August 15, 2000 (Resolution No. 4215). A CEQA Addendum was subsequently adopted by the City Council on December 18, 2001 (Resolution No. 4330). Section 65457(a) of the California Government Code and Section 15182(a) of the California Environmental Quality Act provides that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. The EIR certified for this project has been written to qualify all residential projects for this exemption, assuming they are consistent with the adopted Specific Plan and fulfill all conditions and CEQA mitigation measures. The commercial, park, and school projects may also be able to rely upon the EIR assuming they are consistent with the adopted Specific Plan and fulfill all conditions and CEQA mitigation measures.

Because of a lack of detail regarding specific future activities on the college and County property, the EIR may not provide an adequate level of detail for development on those properties. That determination would be made on a project-by-project basis depending on the result of an initial environmental study prepared at the time.

REVISIONS AND AMENDMENTS

Amendments to the adopted Specific Plan may be initiated by the City Council, the Planning Commission, the property owner, or any authorized agent of the property owner. Requests to amend the Specific Plan shall be made utilizing the application forms, required documentation, and applicable fee as established by the City Community Development Department, including but not limited to:

1. A statement of consistency with the General Plan policies and land use designations.
2. A statement of consistency with the Specific Plan.
3. Analysis as required by the California Environmental Quality Act (CEQA).

4. Identification of any required modifications of the public infrastructure improvements which are not currently mandated by the Specific Plan; i.e. description, location, timing, funding source and method, etc.

Amendments to the Specific Plan shall be required when a proposal would:

1. Substantively change the boundaries of the Specific Plan.
2. Substantively change the text, figures, or tables of the Specific Plan.
3. Substantially change the location of parks, schools, the Spring Lake Center, and/or the sports park.¹
4. Substantively change any element of the implementing documents (infrastructure plans, affordable housing plan, Specific Plan Design Standards, Capital Improvement Plan, Financing Plan) such that they would be inconsistent with Specific Plan policy, text, or land use.

INTERPRETATIONS

Section 25-30-20 of the Zoning Ordinance shall apply.

Zoning Ordinance

The Zoning Ordinance will remain the underlying land use authority for the Specific Plan. To the extent that a component or regulation of the Specific Plan differs from a requirement of the Ordinance, the Specific Plan will take precedence. Where the Specific Plan is silent or vague, the Zoning Ordinance will be used for the purposes of interpretation, and/or directly applied as appropriate.

Subdivision Ordinance

The Subdivision Ordinance will regulate individual requests for land divisions within the Specific Plan area, unless otherwise addressed herein. To the extent that a component or regulation of the Specific Plan differs from a requirement of the Ordinance, the Specific Plan will take precedence. Where the Specific Plan is silent or vague, the Subdivision

¹ The location of these land uses is a fundamental component of the Plan that was specifically debated during the hearing process. They have been carefully located, and as such, are not conceptual. Should relocation be proposed or prove necessary, an amendment of the Specific Plan is required. This is particularly true for the neighborhood elementary school/neighborhood park node in each neighborhood. These have been centrally located within each neighborhood, and so as to remain adjacent to one another, and not be bisected by a busy roadway.

Ordinance will be used for the purposes of interpretation, and/or directly applied as appropriate.

Map Interpretations

The plan exhibits included in this document reflect approximations of property lines, parcel sizes, and road alignments. Minor variations from these schematic representations, based on actual field measurements, engineering, and/or surveying are within the authority of the Community Development Director to accept and interpret as substantially consistent.

To the extent that a proposal would modify a physical component of the Specific Plan, such as an acceptable shift in a roadway or bike path, a minor reconfiguration of the shape of a designated area of land use, or a minor adjustment to a design requirement, the Community Development Director shall make a determination (with input from other relevant department heads as appropriate) as to whether or not said modification is "substantive" thus triggering an amendment of the Specific Plan as described earlier in this Section. To the extent that the original intent and purpose of the Plan are still met, with no adverse effects on connectivity or livability, and with no change in total area or amount of specific land uses, density, number of units, street capacity, amenities, roadway level of service, etc. said modification shall not be interpreted as "substantive".

ENFORCEMENT

Section 25-30-30 of the Zoning Ordinance shall apply.

ACKNOWLEDGEMENTS

ACKNOWLEDGEMENTS

This Plan reflects an important vision of the City of Woodland and its residents that will guide development in the new growth area over the next 15. It is incumbent now on the staff, the Planning Commission, the citizens, and the development community to make sure that it happens.

CITY COUNCIL

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David Flory, Vice-Mayor
Martie Dote, Council Member
Jeff Monroe, Council Member
Neal Peart, Council Member

PLANNING COMMISSION

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Sue Vannucci, City Clerk
Ann Siprelle, City Attorney
Steve Harris, Community Development Department
Marie Bryan, Library Services Director
Henry Agonia, Parks, Recreation, and Community Services
Margaret Vicars, Finance Director
Gary Wegener, Public Works Director
Del Hanson, Police Chief
Karl Diekman, Fire Chief

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- Cunningham Engineering
- Donn C. Reiners, Inc.
- Economic and Planning Systems
- Laugenour & Meikle
- Omni-Means

CITY CONSULTANTS

EIP Associates
Fehr and Peers
Ponticello Enterprises
Taussig and Associates
Goodwin Consulting Group

APPENDICES

APPENDIX A

MITIGATION MONITORING PLAN

The California Environmental Quality Act requires public agencies to report on and monitor measures adopted as part of the environmental review process (PRC .21081.6). This Mitigation Monitoring Program (MMP) is designed to ensure that the measures identified in this EIR are fully implemented. The MMP describes the actions that must take place as a part of each measure, the timing of these actions, who is responsible for implementation, and the agency responsible for enforcing each action.

For most of the measures noted in this MMP, the City has ultimate responsibility for implementation of mitigation measures. Therefore, it is recommended that the Community Development Director be assigned chief monitor and be responsible for assigning monitoring actions to responsible agencies. The Director would track the overall progress of each action.

If another agency or entity is responsible for implementation, it is recommended that the Director or his/her designee contact these agencies or entities and request detailed information to be appended to this Plan, in order to ensure coordination in monitoring reporting.

As required by .21081.6 of the PRC, the Woodland Community Development Department is the "custodian of documents and other material" which constitute the "record of proceedings" upon which a decision to approve the proposed project was based. Inquiries should be directed to:

Steve Harris, Community Development Director
Woodland Community Development Department
530-661-5820

The location of this information is:

Woodland Community Development Department
300 First Street
Woodland, California 95695

In order to assist implementation of the EIR mitigation measures, the Program has been formatted as a table with the following information:

Impact and Mitigation Measures: The impacts and mitigation measures are taken verbatim from the Draft EIR or when a revision has been made, from the Final EIR.

Timing /Milestone: Each action must take place during or prior to some part of the Specific Plan or project development or approval. Generally, the timing of actions falls into one of the following categories:

- Prior to approval of Specific Plan
- At the time of Specific Plan approval
- At the time of Annexation
- Prior to approval of Tentative Map
- Prior to acceptance of Final Map
- Prior to approval of Improvement Plans
- Prior to issuance of Building Permit
- During construction

Responsibility for Oversight: The City of Woodland will have ultimate and legal responsibility for implementation of most mitigation measures. This column indicates which entity will oversee implementation of the measure, conduct the actual monitoring and reporting, and take corrective actions when a measure has not been properly implemented.

Implementation of Mitigation Measure: This column identifies how actions will be implemented and verified.

Responsibility for Implementation: This column identifies the entity that will undertake the required action. Applicant refers to the Specific Plan applicant. Developer is used to denote developers of individual projects within the Specific Plan area. For certain Specific Plan-wide measures required prior to, or at the time of, adoption of the Specific Plan, the applicant or first developer will have to fund the entire measure with subsequent reimbursement on a fair-share basis from later developers.

Other mitigations will be incorporated into the final Specific Plan document in some manner (e.g. text or appendix) and the costs of those actions are to be included as elements of the final fiscal analysis, financing plans, and/or CIP (as appropriate).

Checkoff Date/Initials: This column verifies that mitigation measures have been implemented.

WOODLAND\SPECPLAN\REWRITE7\MMP\INTRO

SPRING LAKE SPECIFIC PLAN MITIGATION MONITORING PLAN (MMP)						
Environmental Impact	Adopted Mitigation Measures	Timing/ Milestone	Responsibility for Oversight	Implementation of Mitigation Measure	Responsibility for Implementation	Checkoff Date/Initials
4.1 Land Use and Planning						
4.1-3 The proposed project could be incompatible with existing internal land uses.	4.1-3 (a) Implement Mitigation Measures 4.12-6 (a) through (c) from Section, 4.12, Public Health and Safety, which would ensure proper building height and distance be observed in the design of residential uses near the existing airstrip, or require closure of the airstrip by revocation of the conditional use permit or amortization/abatement of the use as non-conforming.	See Mitigation Measure 4.12-6.	See Mitigation Measure 4.12-6.	See Mitigation Measure 4.12-6.	See Mitigation Measure 4.12-6.	
4.1-5 Under the proposed project, development may be inconsistent with some of the City's General Plan goals and policies and land use ordinances.	4.1-5 (b) For Policy 1.A.2, find that the proposed project is consistent with General Plan regarding development within Urban Limit Line boundaries.	At the time of approval of SLSP.	CDD	Make appropriate findings of fact.	City Council	
4.1-10 The proposed project may be inconsistent with LAFCO Agricultural Conservation policies.	4.1-10 (a) The annexation of the Specific Plan shall be staged to match the proposed phasing of the Specific Plan. OR (b) The annexation of the Specific Plan shall be staged to include all of the project site, except the acreage that remains under Williamson Act contract. OR (c) LAFCO shall determine that the applicable facts and circumstances support a finding of substantial conformity with LAFCO Policy IV.D, which would allow for annexation of the entire site.	At the time of annexation.	CDD	Submit annexation application consistent with adopted phasing of Specific Plan. OR Submit annexation application that excludes properties remaining subject to Williamson Act (042-010-05; 042-010-20; 042-030-03). OR Make appropriate findings of fact.	Applicant/Developer/ City (prepare application) LAFCO (final action) OR LAFCO	

BD = Building Department

CDD = Community Development Department

PWD = Public Works Department

YCTD = Yolo County Transportation District

USACOE = US Army Corps of Engineers

DFG = California Department of Fish and Game

USFWS = US Fish and Wildlife Service

SYMVCD = Sacramento-Yolo Mosquito Vector Control District

4.2 Agricultural Resources						
<p>4.2-1 Development of the proposed project would result in the loss of 940 acres of Important Farmland.</p>	<p>4.2-1 Each project applicant shall set aside in perpetuity an equal amount of contiguous, active agricultural acreage elsewhere in Yolo County through the purchase of development rights and execution of an irreversible conservation or agricultural easement. Total mitigation required at build-out is 940 acres for conversion of farmland within the Plan Area plus Important Farmland converted for offsite infrastructure (e.g. drainage basins) and other associated land uses (e.g. sports park). These soils shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis, already experiencing, or likely to experience, growth pressures shall be targeted. Soils and farming conditions shall be equivalent or superior to the project area. Protected acreage equal to the total acreage of any particular development shall be, set aside prior to commencement of any construction activity within that development. Protected acreage equal to the total acreage of offsite improvements shall be set aside prior to development of the improvement. Protected acreage equal to the total acreage of the sports park shall be set aside prior to the commencement of grading on the sports park.</p> <p>Acreage set aside required by Mitigation Measure 4.5-4 for loss of Swainson's hawk foraging habitat (see 4.5, Biological Resources) may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures can not be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.</p>	<p>Prior to approval of first Tentative Map and ongoing.</p>	<p>CDD</p>	<p>The City shall adopt a SLSP Agricultural Land Mitigation Program that further specifies the parameters required for compliance with this measure. The program shall identify acceptable areas of the County within which mitigation acreage shall be purchased, required soil and farming conditions (equivalent or superior to the project area), required terms of the conservation easement, appropriate management entities for the easement, mechanisms and sources of funding and ongoing oversight and enforcement of the easements, and other requirements as may be subsequently determined.</p> <p>As development occurs each developer within the SLSP area shall purchase, in fee or conservation easement, development rights for an amount of acreage equivalent to that which they are converting, plus any additional acreage converted for offsite parks or improvements.</p> <p>The Agricultural Land Mitigation Program shall include appropriate cropping and land management restrictions, satisfactory to the Department of Fish and Game, applicable to any mitigation acre intended to also satisfy Swainson's hawk foraging habitat (Mitigation Measure 4.5-4). A letter from DFG shall be made an attachment to the Program attesting to its acceptance by DFG.</p>	<p>City and each SLSP developer.</p>	
<p>4.2-2 Development of the proposed project would conflict with or result in the cancellation of Williamson Act contracts.</p>	<p>4.2-2 A Williamson Act contract and conservation easement shall be established on 62 acres of land outside of the project site, or greater if land is removed from Williamson Act contract for the required detention/retention basin, to the satisfaction of the City.</p>	<p>See Mitigation Measure 4.2-1.</p>	<p>See Mitigation Measure 4.2-1.</p>	<p>See Mitigation Measure 4.2-1.</p>	<p>See Mitigation Measure 4.2-1.</p>	

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4.2-3 Development of the proposed project could result in incompatibilities between active agricultural uses and future residential uses.	4.2-3 (b) The City of Woodland shall consider adopting a Right to Farm Ordinance to address interim land use conflicts that could occur between new development and planned growth areas that may remain in agricultural uses until future conversion. In considering a Right to Farm Ordinance, the City shall consider requiring grievance and dispute resolution procedures similar to those adopted by the County of Yolo.	Prior to approval of first Tentative Map.	CDD	A draft Right to Farm Ordinance shall be prepared and presented to the City Council for adoption.	CDD/City Council	
4.2-5 The proposed project may be inconsistent with General Plan policies.	4.2-5 (a) Implement Mitigation Measures 4.2-1 and 4.2-2. AND (b) For General Plan Policies 1.1.4 and 1.1.6, the City shall find that the proposed project is consistent with the General Plan.	See Mitigation Measure 4.2-1 and 4.2-2. At the time of approval of the SLSP.	See Mitigation Measure 4.2-1 and 4.2-2. CDD	See Mitigation Measure 4.2-1 and 4.2-2. Make appropriate findings of fact.	See Mitigation Measure 4.2-1 and 4.2-2. City Council	
4.2-6 Development of the proposed project, in combination with other cumulative development, would contribute to the loss of Important Farmland.	4.2-6 Implement Mitigation Measure 4.2-1 and/or 4.2-2.	See Mitigation Measure 4.2-1 and 4.2-2.	See Mitigation Measure 4.2-1 and 4.2-2.	See Mitigation Measure 4.2-1 and 4.2-2.	See Mitigation Measure 4.2-1 and 4.2-2.	
4.3 Geology, Soils, and Seismicity						
No measures to be monitored.						

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4.4 Hydrology, Drainage, and Water Quality						
<p>4.4-1 The proposed project would increase the rate and amount of stormwater runoff from newly created impervious surfaces, which could contribute to localized or downstream flooding.</p>	<p>4.4-1 (a) Prior to the first tentative map approval, the Specific Plan storm drainage plan shall be completed. The drainage plan shall identify specific storm drainage design features to control increased runoff from the project site. This may be achieved through one or more of the following: onsite conveyance and detention facilities, offsite detention or retention facilities, channel modification, or equally effective measures to control the rate and volume of runoff. To demonstrate the effectiveness of the proposed system to prevent additional flooding at offsite (downstream) locations, all necessary hydrologic and hydraulic calculations and assumptions and design details shall be submitted to the City Public Works Department for review and approval. The design of all features proposed by the project applicant shall be consistent with the most recent version of the City's Storm Drainage Guidelines and Criteria, and standard design and construction specifications and details.</p>	<p>Prior to approval of the first Tentative Map.</p>	<p>PWD</p>	<p>The applicant shall prepare and submit the SLSP Storm Drainage Plan consistent with the terms of the measure and accepted engineering practice. The Plan is subject to PWD review and approval. The Plan is also subject to separate CEQA clearance to determine if additional environmental review is required.</p>	<p>Applicant or first developer.</p>	

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<p>4.4-5 The proposed project would require the use of groundwater, which could result in changes in groundwater levels or groundwater areas of influence or induce subsidence.</p>	<p>4.4-5 (a) Prior to approval of the first tentative map, the applicant shall identify specific steps to be taken to minimize project effects on groundwater levels that could affect agricultural wells. The program shall establish site-specific and local baseline groundwater levels, existing and proposed wells, uses and rates, and areas of influence. The program shall also establish criteria that will be used to determine whether the effect on non-project wells may be considered adverse (e.g., groundwater levels shall not fall below a specific elevation during the irrigation season). This information shall be used to appropriately site and design project wells throughout project buildout to minimize the effects on wells and locations that could be affected by groundwater pumping associated with the proposed project.</p> <p>OR</p> <p>(b) If project wells cannot be sited to reduce effects on agricultural wells that could be adversely affected by project pumping, the City shall establish a mechanism to relocate the agricultural wells to ensure that groundwater pumping for irrigation purposes is maintained at baseline levels for the affected well.</p>	<p>Prior to approval of first Tentative Map.</p> <p>OR</p> <p>Prior to approval of first Tentative Map</p>	<p>PWD</p> <p>OR</p> <p>PWD</p>	<p>The applicant shall prepare and submit the SLSP Water Supply Plan consistent with the terms of the measure and accepted engineering practices. The Plan is subject to PWD review and approval.</p> <p>OR</p> <p>Satisfactorily relocate agricultural wells.</p>	<p>Applicant or first developer.</p> <p>OR</p> <p>Applicant or first developer.</p>	
<p>4.4-9 The proposed project, in combination with future development that would occur with General Plan buildout, would increase the rate and amount of stormwater runoff from newly created impervious surfaces.</p>	<p>4.4-9 Implement Mitigation Measure 4.4-1(a).</p>	<p>See Mitigation Measure 4.4-1(a).</p>	<p>See Mitigation Measure 4.4-1(a).</p>	<p>See Mitigation Measure 4.4-1(a).</p>	<p>See Mitigation Measure 4.4-1(a).</p>	

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4.5 Biological Resources							
4.5-1 The proposed project would convert agricultural lands to urban uses, which could result in the loss of the alkali sink type special-status plant species listed in Table 4.5-1.	4.5-1 (a) In accordance with Fish and Game Code Section 1900 et seq., DFG shall be given a minimum of 10-day notice prior to site grading or development on the TOC property within the project site to allow for salvage of any San Joaquin saltbush plant materials.	At least ten (10) days prior to any grading on APN 042-010-46.	CDD	Document that DFG has received notice.	Developer of subject property.		
	(b) Prior to development of the alkali sink habitat in the Yolo County and the Yuba Community College properties, shown in Figure 4.5-1, a rare plant survey shall be conducted by qualified biologists in accordance with the most current DFG/USFWS guidelines or protocols. Survey timing for the various plant species is dependent in part on yearly rainfall patterns and is determined on a case-by-case basis.	Prior to approval of projects on County (042-010-24; 042-010-28; 042-010-32; 042-010-35) or college (042-010-34) property.	DFG/USFWS	DFG/USFWS	Preparation and acceptance of rare plant survey.	Yolo County/ Woodland Community College.	
	(c) Based on the results of the survey in the Yolo County and the Yuba Community College properties, prior to new design approval, the County and Yuba Community College shall, in consultation with DFG and/or USFWS, determine whether the project would substantially affect special-status plant species dependent upon alkali sink habitat. If special-status plants are identified, measures shall be incorporated to ensure no net loss of the species. Evaluation of impacts to plant species shall consider the following:	Same as above.	DFG/USFWS	DFG/USFWS	Undertake consultation with DFG and/or USFWS. Incorporate measure to ensure no net loss of species if special-status plants are identified.	Yolo County/ Woodland Community College.	

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	<ul style="list-style-type: none"> ▪ the status of the species in question (e.g., officially listed by the State or Federal Endangered Species Acts, candidate species, CNPS list); ▪ the relative density and distribution of the onsite occurrence versus typical occurrences of the species in question; and ▪ the habitat quality of the onsite occurrence relative to historic, current or potential distribution of the population. ▪ (d) If the surveys on the Yolo County and the Yuba Community College lands reveal no occurrences of any species, or if the County and/or Yuba Community College in consultation with DFG or USFWS determines that no significant impacts on any special-status plant species would result from project implementation, then no further mitigation would be required. 					
4.5-2 The proposed project could result in the loss of potential habitat for the valley elderberry longhorn beetle (VELB).	<p>4.5-2 Prior to approval of a tentative map for any property with shrubbery and/or onsite drainage ways that will not be preserved/avoided, the project applicant shall:</p> <p>(i) Conduct a project-specific survey of the tentative map area for all potential VELB habitat, including a stem count and an assessment of historic or current VELB use;</p> <p>(ii) Avoid and protect all potential VELB habitat within a natural open space area where feasible; and</p> <p>(iii) Where avoidance is infeasible, develop and implement a VELB mitigation plan in accordance with the most current USFWS mitigation guidelines for unavoidable take of VELB habitat pursuant to either Section 7 or Section 10(a) of the Federal Endangered Species Act.</p>	Prior to approval of each Tentative Map.	USFWS	Conduct VELB survey consistent with measure and applicable USFWS mitigation guidelines.	Developer of any property with shrubbery and/or on-site drainages.	

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<p>4.5-3 The proposed project could result in the take of Swainson's hawk individuals (eggs, nestlings or juveniles) and other nesting raptors (birds-of-prey).</p>	<p>4.5-3 (a) For each individual development project the project applicant, in consultation with the DFG, shall conduct a pre-construction or pre-tree pruning or removal survey of trees greater than 30 feet tall (proposed activity) during the raptor breeding-season (approximately March 1 through September 15). This survey shall be conducted for a half mile radius around the project site at which any construction activity is proposed. The survey shall be conducted by a qualified raptor biologist during the same calendar year that the proposed activity is planned to begin to determine if any nesting birds-of-prey would be affected.</p> <p>Prior to grading of fallow fields with ruderal vegetation, surveys for ground nesting raptors such as northern harrier and burrowing owl shall be conducted.</p> <p>If phased construction procedures are planned for the proposed activity, the results of the above survey shall be valid only for the season when it is conducted.</p> <p>If the above survey does not identify any nesting raptor species within the area affected by the proposed activity, then no further mitigation would be required. However, should any nesting raptor species be found, then the following mitigation measure shall be implemented.</p>	<p>During the breeding season immediately prior to the commencement of site work or construction within one half mile of trees +/-30 feet in height.</p> <p>Prior to grading of fallow fields with ruderal vegetation.</p>	<p>DFG</p>	<p>Conduct general raptor survey consistent with measure and applicable DFG mitigation deadline.</p> <p>Conduct ground-nesting raptor survey (e.g. northern harrier and burrowing owl) consistent with measure and applicable DFG requirements.</p>	<p>Developer</p>	
	<p>(b) If an active Swainson's hawk nest is identified within one half mile of the project site, then CDFG shall be contacted to determine if consultation is required. A limited operating period shall be implemented within a (0.25) mile radius of the nest tree. No construction activities shall be initiated during the Swainson's hawk nesting period (March 1- September 15) without the approval by DFG.</p> <p>For other raptors, compliance with Fish and Game code for the particular species shall be implemented.</p> <p>(c) The project applicant shall continue to conduct annual surveys to determine the location of nesting Swainson's hawks and other raptors in the project site. If nesting hawks or other raptors are found during the survey at a previously unknown location within one-half</p>	<p>Prior to commencement of site work or construction in any area with active hawk/raptor nest.</p> <p>See Mitigation Measure 4.5-3(a) and (b). The trigger for raptor surveys</p>	<p>DFG</p> <p>See Mitigation Measure 4.5-3(a) and (b).</p>	<p>Site work and construction contracts shall include specifications listed in mitigation measure subject to DFG approval.</p> <p>See Mitigation Measure 4.5-3(a) and (b).</p>	<p>Developer</p> <p>See Mitigation Measure 4.5-3(a) and (b).</p>	

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	<p>mile of the project site and not within 100 yards of a previously documented site, the project applicant shall contact the DFG prior to project construction. Consultation shall be initiated to determine the potential for disturbance to nesting hawks and other raptors and the project applicant shall implement feasible changes in the construction schedule or other appropriate adjustments to the project in response to the specific circumstances.</p> <p>(d) If, after five years, a previously recorded nest site remains unoccupied by a Swainson's hawk, it will no longer be considered as a Swainson's hawk nest site subject to this mitigation.</p>	is the impending commencement of site work or construction within one half mile of trees +/-30 feet in height..				
4.5-4 The proposed project would result in the loss of foraging habitat for Swainson's hawks and other raptors.	<p>4.5-4 (a) Prior to approval of each tentative map, the project applicant shall develop a plan in consultation with CDFG to compensate for loss of Swainson's hawk foraging habitat resulting from development of the project site. This agreement shall set aside in perpetuity, an equivalent amount of Swainson's hawk foraging land elsewhere in Yolo County (as specified below) through the purchase of development rights and execution of irreversible conservation or agricultural easement. If mitigation occurs within the target area the required mitigation ratio is 1:1 and total mitigation required at build-out is 939 acres for conversion of foraging land within the Plan Area plus foraging habitat converted for offsite infrastructure (e.g. drainage basins) and other associated land uses (e.g. sports park). If mitigation occurs outside of the target area, the required mitigation ratio will range from 1.2:1 to 2:1 as specified below.</p> <p>Target Area for 1:1 Mitigation:</p> <ul style="list-style-type: none"> ▪ South of CR 25A between CR 98 and CR 102; south of CR 25 between CR 102 and CR 103 ▪ North of CR 29 ▪ West of CR 103 ▪ East of CR 98 <p>Mitigation Outside Target Area:</p> <ul style="list-style-type: none"> ▪ Shall be on the valley floor of Yolo County ▪ Shall not be on lands within the Yolo County Flood 	Prior to approval of first Tentative Map.	DFG and/or CDD	<p>Preparation and acceptance of a Hawk Mitigation Plan consistent with the measure and satisfactory to the DFG.</p> <p>As development occurs each developer within the SLSP area shall purchase, in fee or conservation easement, development rights for an amount of acreage equivalent to that which they are converting, plus any additional acreage converted for offsite parks or improvements.</p>	DFG, CDD, and each SLSP developer.	

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	<p>Control Basin or Cache Creek Settling Basin</p> <ul style="list-style-type: none"> ▪ Ratios shall be per grid-cell ratings set forth in Smallwood et.al (1998) as follows (see map of grid cells in Attachment B): <ul style="list-style-type: none"> ○ 1.2:1 within grid cells rated 5 or 6 ○ 1.5:1 within grid cells rated 3 or 4 ○ 2:1 within grid cells rated 1 or 2 <p>This acreage shall be permanently protected from future development via enforceable deed restrictions. Protected acreage equal to the total acreage of any particular development shall be, set aside prior to commencement of any construction activity within that development. Protected acreage equal to the total acreage of offsite improvements shall be set aside prior to development of the improvement. Protected acreage equal to the total acreage of the sports park shall be set aside prior to the commencement of grading on the sports park.</p> <p>Acreage set aside required by Mitigation Measure 4.2-1 (4.2, Agricultural Resources) for loss of agricultural land may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures can not be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.</p>			See Mitigation Measure 4.2-1.		
	<p>OR</p> <p>(b) If adopted, the project applicant shall participate in the Yolo County Habitat Conservation Plan (HCP).</p> <p>(c) At build-out of the Specific Plan area, not less than 350 acres of the Mitigation Land shall be located within the Target Area. The Mitigation Land within the Target Area shall be provided s the Specific Plan area builds out, with milestones at the 33% and 67% build-out levels. Thus, at the point at which the Specific Plan acreage subject to the Habitat mitigation requirement is 33% and 67% built out, 33% and 67% of the Mitigation</p>	Prior to approval of First Tentative Map.	CDD	Take appropriate actions as required by the adopted HCP or NCCP.	Each SLSP developer.	

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	Land within the Target Area, respectively, must be provided. This requirement must be satisfied at the point at which developer submit an application for a tentative map that causes the cumulative number of acres of land subject to the Habitat mitigation requirement for which map applications have been submitted to exceed the 33% and 67% milestones. The following table summarizes the build-out levels and corresponding target-area mitigation requirements:												
	<table border="1"> <thead> <tr> <th>Number of acres of land within Specific Plan area subject to hawk mitigation requirement</th> <th>Amount of hawk Mitigation Land that must be within Target Area</th> </tr> </thead> <tbody> <tr> <td>33% -- 313</td> <td>33% -- 117</td> </tr> <tr> <td>67% -- 626</td> <td>67% -- 234</td> </tr> <tr> <td>100% -- 939</td> <td>100% -- 350</td> </tr> </tbody> </table>	Number of acres of land within Specific Plan area subject to hawk mitigation requirement	Amount of hawk Mitigation Land that must be within Target Area	33% -- 313	33% -- 117	67% -- 626	67% -- 234	100% -- 939	100% -- 350				
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<p>4.5-6 The proposed project would convert approximately one acre of wetland to urban uses.</p>	<p>4.5-6 (a) Prior to approval of a tentative map for the area immediately west of Road 102 (see Figure 4.5-1, as revised), the project applicant shall prepare a wetland delineation and seek a verification from the U.S. Army Corps of Engineers to determine where jurisdictional wetlands are present in the project site.</p> <p>(b) If jurisdictional wetlands are verified, the project applicant shall provide for no net loss of wetland acreage through the federal permitting process. If the total acreage of the jurisdictional wetland is less than 1/3 of an acre, then the project applicant shall obtain a nationwide permit to fill the wetlands, and provide for a minimum 1:1 mitigation ratio. If the total area exceeds 1/3 of an acre then the project applicant shall obtain a individual permit through the U.S. Army Corps of Engineers.</p> <p>(c) If wetlands are delineated in project site that exceed 1/3 of an acre, then the project applicant shall mitigate the filled amount in a 2:1 ratio at an onsite or 3:1 ratio at an offsite location;</p> <p>OR</p> <p>(d) If adopted, the project applicant shall participate in the Yolo County Habitat Conservation Plan (HCP).</p>	<p>Prior to approval of Tentative Map for APN 042-010-46.</p>	<p>USACOE</p>	<p>Prepare delineation and secure USACOE verification.</p> <p>Secure appropriate federal permit.</p> <p>Identify mitigation area and method.</p> <p>OR</p> <p>Take appropriate actions as required by the adopted HCP or NCCP.</p>	<p>Developer</p>	
<p>4.5-7 The proposed project would require offsite infrastructure (wastewater and storm drainage), which would result in conversion of additional agricultural land and the loss of general wildlife habitat.</p>	<p>4.5-7 (a) If the construction of offsite roadway, sewer, water or drainage infrastructure occurs in undeveloped areas, the City shall ensure that surveys have been conducted that are appropriate to the habitats where the infrastructure will be located. Construction of offsite infrastructure shall not begin until such surveys have been completed, the appropriate agencies have been consulted, mitigation measures outlined and permits (e.g. 404, 1603) have been obtained, as necessary. Mitigation for these potential impacts could include preservation, onsite construction, or the purchase of mitigation credits through the HCP or an agency-approved mitigation bank or in lieu fee program, e.g., Wildlands Inc. This measure may be implemented through the proposed project, or the expansion of the City's infrastructure systems.</p>	<p>Prior to approval of Improvement Plans for backbone and offsite infrastructure.</p>	<p>PWD/CDD DFG/USFWS/ USACOE</p>	<p>Prepare and secure acceptance of biological surveys and results for all off-site infrastructure areas.</p>	<p>Applicant/First developer.</p>	

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	(b) Implement Mitigation Measures 4.5-1(a), 4.5-2, 4.5-3, 4.5-4 and 4.5-6.	See Mitigation Measures 4.5-1(a), 4.5-2, 4.5-3, 4.5-4 and 4.5-6.	See Mitigation Measures 4.5-1(a), 4.5-2, 4.5-3, 4.5-4 and 4.5-6.	See Mitigation Measures 4.5-1(a), 4.5-2, 4.5-3, 4.5-4 and 4.5-6.	See Mitigation Measures 4.5-1(a), 4.5-2, 4.5-3, 4.5-4 and 4.5-6.	
4.5-8 The proposed project may be inconsistent with General Plan goals and policies for the protection of biological resources.	4.5-8 Implement Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6 and 4.5-7.	See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6 and 4.5-7.	See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6 and 4.5-7.	See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6 and 4.5-7.	See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6 and 4.5-7.	
4.5-9 The proposed project, in combination with other cumulative development, would convert undeveloped land to urban uses, resulting in the loss of general wildlife habitat for resident and migratory species.	4.5-9 Implement Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6, and 4.5-7.	See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6, and 4.5-7.	See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6, and 4.5-7.	See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6, and 4.5-7.	See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6, and 4.5-7.	

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4.6 Traffic and Circulation						
<p>4.6.1 The proposed project would cause an increase in a.m. and p.m. peak hour traffic volumes at study intersections, resulting in unacceptable levels of service and warranting the installation of traffic signals.</p>	<p>4.6-1 (a) A traffic signal shall be installed at the E. Gum Avenue/Matmor Road intersection and each approach shall be widened to include one exclusive left-turn lane, one through lane, and one right-turn lane. These improvements were warranted by previously approved development and are included in the City of Woodland Major Projects Financing Plan (MPFP) as being funded by development fees. However, the proposed project could require implementation of the improvements prior to their programmed installation in the MPFP. Therefore, the project applicant shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. If this intersection requires signalization and widening prior to the programmed installation of these improvements in the MPFP, then the project applicant shall be required to install the improvements and shall be reimbursed by development fees.</p>	<p>Prior to approval of each Tentative Map.</p>	<p>PWD</p>	<p>Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.</p>	<p>Developer</p>	
	<p>(b) A traffic signal shall be installed at the Pioneer Avenue/E. Gum Avenue intersection and each approach shall be widened to include an exclusive left-turn lane and a shared through/right-turn lane. These improvements were warranted by previously approved development and are included in the City of Woodland Major Projects Financing Plan (MPFP) as being funded by an assessment district. However, the proposed project could require implementation of the improvements prior to their programmed installation in the MPFP. Therefore, the project applicant shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. If this intersection requires signalization and widening prior to the programmed installation of these improvements in the MPFP, then the project applicant shall be required to install the improvements and shall be reimbursed by the</p>	<p>Prior to approval of each Tentative map.</p>	<p>PWD</p>	<p>Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.</p>	<p>Developer</p>	

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	assessment district.					
	(c) The project applicant shall install geometric design features to prohibit left-turn movements at the Gibson Road/Road 101 intersection. These improvements shall be completed prior to the issuance of building permits. (d) A traffic signal shall be installed at the Gibson Road/Ogden Street intersection and the northbound and southbound approaches shall be widened to include an exclusive left-turn lane and a shared through/right-turn lane. These improvements were warranted by previously approved development and are included in the City of Woodland Major Projects Financing Plan (MPFP) as being funded by an assessment district. However, the proposed project could require implementation of the improvements prior to their programmed installation in the MPFP. Therefore, the project applicant shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. If this intersection requires signalization and widening prior to the programmed installation of these improvements in the MPFP, then the project applicant shall be required to install the improvements and shall be reimbursed by the assessment district.	Prior to issuance of building permits. Prior to approval of each Tentative map.	PWD/BD PWD	Design, construct, and secure acceptance of identified improvement. Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.	First Developer. Developer	
4.6-5 The proposed project would disrupt existing bikeway facilities and create inconsistencies with bicycle- and pedestrian-related policies of the City of Woodland General Plan and the City of Woodland Bikeway Master Plan.	4.6-5 (a) (i) The Specific Plan shall be modified to include the following: . Development Regulations 2.28, 2.38, and 2.47 shall be modified to specify the provision of other bicycle support facilities such as showers and lockers.	Prior to approval of Specific Plan.	CDD	Make appropriate revisions to the SLSP text.	Each developer.	
4.6-6 The proposed project, in conjunction with cumulative development, would increase cumulative a.m. and p.m. peak hour traffic volumes at study intersections, causing unacceptable levels of service and warranting the installation of traffic signals.	4.6-6 (a) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair-share cost to modify the traffic signal at the East Street/E. Main Street intersection and widen the eastbound approach to include an exclusive left-turn lane, two exclusive through lanes, and one exclusive right-turn lane. This improvement was previously identified in the East Street	Prior to approval of each Tentative Map.	PWD	Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of	Developer	

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	Corridor Specific Plan, City of Woodland, May 19, 1998. The City of Woodland shall determine the method and timing of the contribution for this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.			improvement.		
	(b) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair share cost to modify the traffic signal at the Gibson Road/East Street intersection and widen the northbound and southbound approaches to include two exclusive left-turn lanes, one exclusive through lane, and one shared through/right-turn lane. These improvements were previously identified in the East Street Corridor Specific Plan, City of Woodland, May 19, 1998. The City of Woodland shall determine the method and timing of contribution for this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.	Prior to approval of each Tentative Map.	PWD	Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.	Developer	
	(c) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair share cost to modify the traffic signal at the Gibson Road/Matmor Road intersection and widen the northbound and southbound approaches to include one exclusive left-turn lane, one through lane, and one right-turn lane. The City of Woodland shall determine the method and timing of contribution for this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.	Prior to approval of each Tentative Map.	PWD	Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.	Developer	

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	<p>(d) Implement Mitigation Measure 4.6-1(c).</p> <p>(e) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair share cost to install a traffic signal at the Road 25A/East Street intersection and widen the northbound, southbound, and eastbound approaches to include an exclusive left-turn lane and a shared through/right-turn lane. The westbound approach shall be widened to include one exclusive left-turn lane, one through lane, and one right-turn lane. The City of Woodland shall determine the method and timing of contribution for this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>	<p>See Mitigation Measure 4.6-1(c).</p> <p>Prior to approval of each Tentative Map.</p>	<p>See Mitigation Measure 4.6-1(c).</p> <p>PWD</p>	<p>See Mitigation Measure 4.6-1(c).</p> <p>Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.</p>	<p>See Mitigation Measure 4.6-1(c).</p> <p>Developer</p>	
	<p>(f) A traffic signal shall be installed at the Road 25A/SR 113 Southbound Ramps intersection. The City of Woodland shall determine the timing of this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>	<p>Prior to approval of each Tentative Map.</p>	<p>PWD</p>	<p>Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.</p>	<p>Developer</p>	
	<p>(g) A traffic signal shall be installed at the Road 25A/SR 113 Northbound Ramps intersection. The City of Woodland shall determine the timing of this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>	<p>Prior to approval of each Tentative Map.</p>	<p>PWD</p>	<p>Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.</p>	<p>Developer</p>	

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	<p>(i) A traffic signal shall be installed at the Parkway Drive/Collector 2 intersection and the northbound and southbound approaches shall be constructed to include an exclusive left-turn lane and a shared through/right-turn lane. In addition, the eastbound and westbound approaches shall be constructed to include an exclusive left-turn lane, two exclusive through lanes, and an exclusive right-turn lane. The City of Woodland shall determine the timing of this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>	<p>Prior to approval of each Tentative Map.</p>	<p>PWD</p>	<p>Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.</p>	<p>Developer</p>	
	<p>(j) The intersection of CR 25A/ CR 101 (north) shall be signalized and shall provide for an exclusive left-turn lane and a shared through/right-turn lane on all approaches. Signalization of this intersection may also require access control modification at the CR 25A/CR 101 (south) intersection due to its close proximity. This issue will be addressed as a part of subsequent traffic impact studies for new development in this area.</p> <p>4.6-6(k) The intersection of Parkway Drive and CR 24C shall be identified as a potential signal location and the intersection with Pioneer should be shifted northward approximately 400 feet.</p>	<p>Prior to approval of each Tentative Map.</p>	<p>PWD</p>	<p>Prepare "map-specific" traffic impact study to identify traffic improvements needed for development included in the Tentative map, including timing of planned improvement. Construct improvement as needed according to traffic study. Set up reimbursement to developer as appropriate for non-project related portion of improvement.</p>	<p>Developer</p>	

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4.7 Air Quality							
4.7-3 Operational emissions resulting from project-related energy consumption and motor vehicle trip generation could exceed ROG, NO _x and CO standards.	4.7-3 The Specific Plans shall be revised to include the following residential design features to be incorporated in the project development regulations and required for all residential development: (a) Energy Star labeled appliances (e.g. water heaters) shall be installed to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92), or lower-NO _x (as defined by the AQMD) gas-fired water heaters are strongly encouraged in a least 50 percent of the units.	Prior to approval of the Specific Plan.	CDD	Make appropriate revisions to the SLSP text.	Applicant		
	(e) New home buyers shall be provided with a packet of information from the YSAQMD, including information about the mower exchange program, encouraging them to take advantage of opportunities for lowering air emission through their own actions and choices.	Prior to approval of the Specific Plan.	CDD	Make appropriate revisions to the SLSP text.	Applicant		
4.8 Noise							
4.8-7 The Regional Park east of the southeast corner of the project site could result in clearly audible noise levels at the proposed low-density residential uses.	4.8-7 (b) If the operation of the model airplanes is shown to exceed City standards at noise-sensitive land uses within the project site, additional noise mitigation measures shall be implemented as necessary and appropriate. Such measures could include limiting the allowable flight patterns, limiting operations to muffled airplanes, restricting the loudest engine types, and limiting hours of operation of the model aircraft operations.	Ongoing	CDD	Monitor noise levels at residential boundaries as needed. Identify additional operational controls.	Parks Dept/ Aeromodelers		
4.8-8 Noise-producing aspects of certain land uses developed within the project site could exceed the City of Woodland General Plan noise standards or expose future residents within the project site to substantial short-term increases in ambient noise levels.	4.8-8 (a) Active recreation areas of school playgrounds and neighborhood parks shall be located as far as possible from residential property lines and solid noise barriers shall be constructed at the interfaces of such playgrounds and residential areas. Noise barrier heights shall be sufficient to intercept line of sight from the play areas,(including elevated play structures) to the center of adjacent back yards at a height of 5 feet. In most cases, a barrier height of 6 feet would be sufficient. Noise barriers shall be constructed of solid materials such as masonry or precast concrete, rather than wood, or shall be earthen berms or a combination of berm and wall.	Prior to approval of school and/or park site plans or facilities design.	CDD for parks; School District for schools.	Verify that site and facilities plans include specified noise measures.	Parks Dept for parks; School District for schools.		

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4.9 Visual Resources						
No measures to be monitored.						
4.10 Cultural Resources						
4.10-1 The proposed project could damage or destroy unidentified prehistoric and historic cultural resources.	4.10-1 In addition to Specific Plan Policy 5.5.P., the following measures which shall be implemented during project construction: (a) If a Native American site is discovered, then the evaluation process shall include consultation with the appropriate Native American(s). (b) If human remains are discovered, California law requires that work must stop immediately and the County Coroner must be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are Native American, the coroner shall notify the Native American Heritage Commission, which in turn shall inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods which may include in-situ reinterment of the remains and any associated artifacts and capping the site or relocation and reinterment.	During site work or construction.	PWD/BD	Verify that these provisions are included in construction contracts.	Developer	
4.10-2 The proposed project could substantially alter a potentially significant historic resource and/or its context.	4.10-2 Prior to modification or removal of any potentially historic existing structures, the project applicant submit a report from a professional architectural historian assessing the historical significance of the structure/resource. If significant historic structures are identified, mitigation pursuant to Sections 15064.5 and 15126.4 of the CEQA Guidelines, as identified and applied in the architectural historian's recommendations, shall be followed.	Prior to removal of any structure.	CDD	Determine age of structures to be removed through review of USGS maps, assessor maps, and other documents. If potentially historic, a qualified architectural historian shall document historical significance. If structure is potentially historically significant, it shall be avoided and/or recorded, as recommended by the historian.	Developer	

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<p>4.10-3 Construction of offsite infrastructure could damage or destroy undiscovered archeological and/or historic resources.</p>	<p>4.10-3 (a) Phase I archaeological surveys (archival research and visual surface inspections) shall be required for all offsite infrastructure, prior to final design. If potentially significant cultural resources are identified during the Phase I archaeological survey(s), mitigation pursuant to Section 21083.1 of the Public Resources Code and Sections 15064.5 and 15126.4 of the CEQA Guidelines and any other applicable regulations, as identified and applied in management recommendations made by a qualified expert, shall be followed.</p> <p>(b) In the event that cultural resources are uncovered during project construction (e.g., foundations, historic tools, refuse/trash piles, shell deposits, arrowheads, chip stone, objects that appear to be out of place are observed), implement Mitigation Measures 4.10-1 (a) and (b).</p>	<p>Prior to approval of Improvement Plans for offsite infrastructure.</p> <p>During site work and construction.</p>	<p>PWD/CDD</p> <p>PWD/BD</p>	<p>Undertake Phase 1 archeological surveys for all offsite infrastructure routing prior to approval of Improvement Plans. Implement mitigation plan, if needed consistent with measure and CEQA requirements.</p> <p>Verify that contractor's contract includes identified specifications.</p>	<p>Developer</p> <p>Developer</p>	
<p>4.10-5 Cumulative development in the City of Woodland, in conjunction with the development of the proposed project, could contribute incrementally to the regional loss of cultural resources in Yolo County.</p>	<p>4.10-5 Implement Mitigation Measures 4.10-1 (a) and (b), 4.10-2 and 4.10-3(a) and (b).</p>	<p>See Mitigation Measures 4.10-1 (a) and (b), 4.10-2 and 4.10-3(a) and (b).</p>	<p>See Mitigation Measures 4.10-1 (a) and (b), 4.10-2 and 4.10-3(a) and (b).</p>	<p>See Mitigation Measures 4.10-1 (a) and (b), 4.10-2 and 4.10-3(a) and (b).</p>	<p>See Mitigation Measures 4.10-1 (a) and (b), 4.10-2 and 4.10-3(a) and (b).</p>	
4.11 Population, Employment and Housing						
<p>4.11-2 The proposed project would increase demand for affordable housing.</p>	<p>4.11-2 (a) The City shall find that the Spring Lake Specific Plan is consistent with the Housing Element.</p>	<p>At the time of approval of SLSP.</p>	<p>CDD</p>	<p>Make appropriate findings of fact.</p>	<p>City Council</p>	
<p>4.11-5 The proposed project, in combination with future buildout in the City of Woodland, would increase the City's population.</p>	<p>4.11-5 (a) The City shall regulate growth in the Master Plan Remainder Area so that the City of Woodland population does not exceed 60,000 by the Year 2015.</p> <p>OR</p> <p>(b) Find that the proposed project is consistent with the General Plan.</p> <p>OR</p>	<p>Until 2015</p> <p>OR</p> <p>Prior to approval of the SLSP.</p> <p>OR</p>	<p>CDD</p>	<p>For each new project, calculate projected City population. Residential projects that would cause the City's population to exceed 60,000 shall not be approved prior to 2015.</p> <p>OR</p> <p>Find that the project is consistent with the General Plan.</p> <p>OR</p>	<p>CDD</p> <p>OR</p> <p>City Council</p> <p>OR</p>	

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	(c) Amend the General Plan to allow for growth beyond 60,000 by 2015.	Prior to approval of projects that would cause the City's population to exceed 60,000.		Amend the General Plan to allow for population growth of more than 60,000 before 2015.	City Council	
4.12 Public Health and Safety						
4.12-1 The proposed project could expose future occupants and construction workers to localized soil or groundwater contamination due to prior site uses.	4.12-1 (a) Prior to tentative map approval for each development within the project site, the applicant shall complete an Environmental Site Assessment (Phase 1) in accordance with professional standards to determine the potential for past or current uses within the project site to have resulted in soil or groundwater contamination at any location that will be developed under the proposed project, or for releases from offsite locations (e.g., the former City landfill) to have adversely affected groundwater under the project site. Results of the site assessment shall be provided to the City of Woodland Planning Department and Yolo County Environmental Health Department.	Prior to approval of each tentative Map.	PWD	Document that a Phase 1 Site Assessment has been completed.	Developer	
	(b) If contamination is suspected, the applicant shall proceed with additional investigation (Phase 2), including, but not limited to, soil and groundwater testing. A work plan for and results of the investigation shall be submitted to the City of Woodland Community Development Department and Yolo County Environmental Health Department for review and concurrence. The results of the study shall identify recommended measures to reduce potential risks, if any, to individuals and the environment that could occur during site development or future occupancy.	Prior to approval of each Tentative Map where Phase 1 study indicates that contamination could be present.	PWD	Document that a Phase 2 Site Assessment has been completed.	Developer	

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	<p>(c) If risk management measures are determined to be necessary, the applicant shall develop a plan for use prior to, during, and after site development that identifies requirements for soil management (e.g., excavation, re-use, or disposal), construction dewatering, and air monitoring to protect construction workers, current and future onsite occupants and visitors, and offsite populations. The plan shall also identify contingency measures in the event previously unidentified hazards are encountered during site development. Contract specifications shall reflect identified risk management measures.</p> <p>(d) The applicant shall obtain necessary agency approvals prior to implementing any identified measures in the risk management plan. The results of additional testing, monitoring, tank removal, soil or groundwater cleanup, or other equally effective risk management measures shall be submitted to the regulatory agency/agencies with jurisdiction over the particular risk management activity prior to, during, or after development, as appropriate for the type of activity. Agencies that could require notification would include, but would not be limited to, Woodland Fire Department, Yolo County Environmental Health Department, Yolo-Solano Air Pollution Control District, Central Valley Regional Water Quality Control Board, or California Department of Toxic Substances Control. All activities shall comply with applicable federal, State, and local laws and regulations pertaining to hazardous materials management.</p>	<p>After completion of a Phase 2 Site Assessment, and prior to approval of Tentative Map.</p> <p>Prior to approval of Tentative Map for projects requiring a risk management plan.</p>	<p>PWD</p> <p>PWD</p>	<p>The applicant shall prepare and submit a risk management plan consistent with the terms of the measure, accepted engineering practice, and best available technology.</p> <p>Document that agency approvals have been obtained.</p>	<p>Developer</p> <p>Developer</p>	
<p>4.12-5 Detention basins and other storm drainage system water features could increase mosquito and other vector populations.</p>	<p>4.12-5 (a) Prior to final design of storm drainage system features that convey or store water, the City shall ensure compliance with applicable vector control standards as adopted by the Sacramento-Yolo Mosquito and Vector Control District. Vector control measures shall include, but would not be limited to:</p> <ul style="list-style-type: none"> . Adequate drainage shall be incorporated to drain minor flows and prevent ponding; . Detention/retention facilities shall be designed to minimize mosquito production and shall be capable of 	<p>Prior to approval of Improvement Plans for backbone infrastructure and subsequent infrastructure for each Tentative Map.</p>	<p>SYMVCD</p>	<p>Documentation that storm drainage system incorporates vector control standards.</p>	<p>Applicant/ Developer</p>	

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	<p>being completely drained;</p> <p>. Adequate access and clearance for motorized vector and weed control equipment shall be provided; and</p> <p>. Project design shall incorporate features to minimize the amount of surface runoff carrying nutrients into slow-moving channels or standing water.</p> <p>(b) During project operation, the City shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to ensure onsite open drainages, channels, and detention/retention facilities are monitored and managed to control mosquitoes and other vectors. If the District determines additional controls are necessary, the City shall ensure implementation of the controls.</p>					
4.12-6 If the private airstrip remains operational, development of the proposed project could expose people and property to aircraft hazards.	<p>4.12-6 (a) As long as the airstrip remains operational, the project applicant shall ensure that the placement and height of structures east of the airstrip runway achieve the 20:1 approach surface criterion. This may be accomplished by limiting the height of structures and selection of appropriately sized landscape trees, or providing adequate distance separation where limiting the height is not practical or feasible. At no time shall the distance between the east end of the runway and the nearest project feature be less than 200 feet.</p> <p>(b) Prior to occupancy of any structure where height or siting design standards have been imposed to meet the 20:1 approach surface criterion, the applicant shall provide proper notification to the Caltrans Division of Aeronautics and/or Federal Aviation Administration, as appropriate. The notification shall provide required details of proposed development in accordance with agency regulations (FAR Part 77).</p> <p>(c) If warranted by safety and/or nuisance concerns, the City shall require closure of the airstrip by revocation of the use permit, or amortization/abatement of the use as non-conforming.</p>	<p>Prior to approval of Tentative Map for parcel 042-010-46.</p> <p>Prior to final inspection.</p> <p>Prior to final inspection.</p>	<p>CDD</p> <p>BD</p> <p>BD</p>	<p>Document that the placement and height of proposed structures are designed per the mitigation measure.</p> <p>Document that modification was provided.</p> <p>Document that modification was provided.</p>	<p>Developer</p> <p>Developer</p> <p>Developer</p>	

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4.13-7 The proposed project may be inconsistent with the City of Woodland General Plan policies related to police protection.	4.13-7 (c) Find that the proposed project is consistent with General Plan policy 4.H.1.	At the time of approval of the Specific Plan.	CDD	Make appropriate findings of fact.	City Council.	
4.13-9 The proposed project would increase the demand for wastewater treatment.	4.13-9 Prior to approval of each tentative map, the applicant shall demonstrate that WWTP treatment capacity is adequate to serve the flows generated by new development covered by the tentative map.	Prior to approval of each Tentative Map.	PWD	Document that the WWTP treatment capacity is adequate. If inadequate capacity will be available when square footage or units come online, approval of improvement plans for those projects shall be withheld until a satisfactory solution can be determined.	Developer	
4.13-13 The proposed project would increase demand for domestic water.	4.13-13 (a) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to include the development of wells to serve project development.	Prior to approval of each Tentative map.	PWD	Document that the MPFP has been amended and the fee schedule revised. SLSP Public Facilities Financing Plan and CIP shall be finalized and accepted by the City.	Applicant	
4.13-18 The proposed project would generate construction debris.	4.13-18 (a) RECOMMENDATION: At the beginning of each job, the construction contractor shall set up bins or other means of containment to hold separated scraps of recyclable material (i.e., cardboard, lumber, etc.). The contractor shall identify processors in the area that are interested in the materials. The paper, cardboard, and metal packaging that the building materials and major appliances come in shall also be separated and stored for future recycling. (b) RECOMMENDATION: The contractor shall work with the City of Woodland Recycling Coordinator to establish construction recycling measures to reduce the amount of construction waste disposed of at the landfill.	During construction.	PWD/BD	Requirements of mitigation measure shall be reflected in construction contracts. The Recycling Coordinator shall verify that means of containment to hold separated scraps of recyclable material have been established and are in use.	Developer	
4.13-22 Installation of the offsite sewer pipeline could intercept the high-pressure natural gas line.	4.13-22 Prior to the installation of offsite wastewater infrastructure, all potential conflict locations with the existing PG&E high-pressure natural gas line shall be potholed and verified.	Prior to approval of Improvement Plans.	PWD	Document that potential conflict locations are potholed and verified.	Developer	

BD = Building Department

CDD = Community Development Department

PWD = Public Works Department

YCTD = Yolo County Transportation District

USACOE = US Army Corps of Engineers

DFG = California Department of Fish and Game

USFWS = US Fish and Wildlife Service

SYMVCD = Sacramento-Yolo Mosquito Vector Control District

4.14 Recreational, Educational and Community Services						
4.14-2 The proposed project may be inconsistent with the City of Woodland General Plan and Parks Master Plan policies.	4.14-2 Find that the proposed project is consistent with the General Plan.	At the time of approval of Specific Plan.	CDD	Make appropriate findings of fact.	City Council	
4.14-8 The proposed project would increase demand for the City of Woodland Library facilities.	4.14-8 (b) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to include lease or construction of +/-5,700 square feet of additional space for the Woodland Library.	Prior to approval of the first Tentative map.	PWD	Document that the MPFP has been amended and the fee schedule revised. SLSP Public Facilities Financing Plan and CIP shall be finalized and accepted by the City. Verify that fees have been paid.	Developer	

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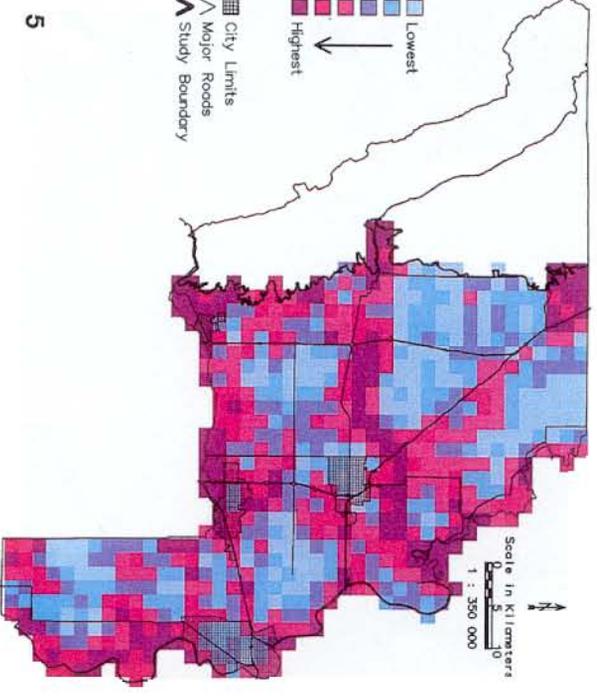
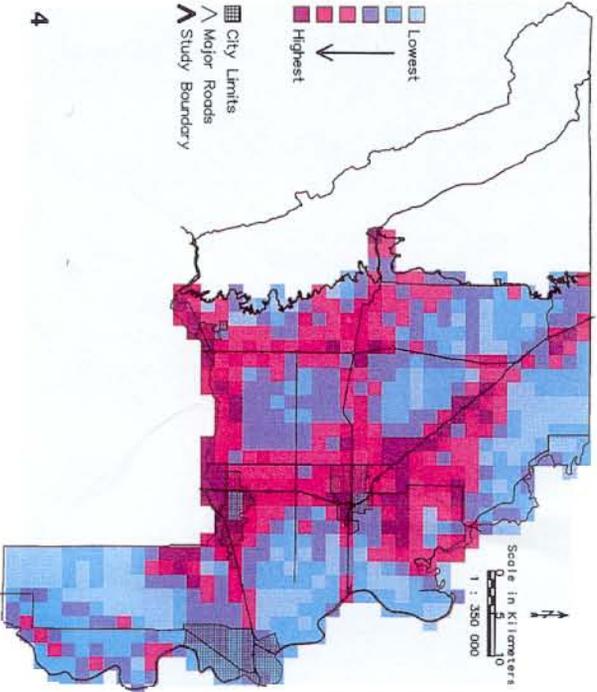
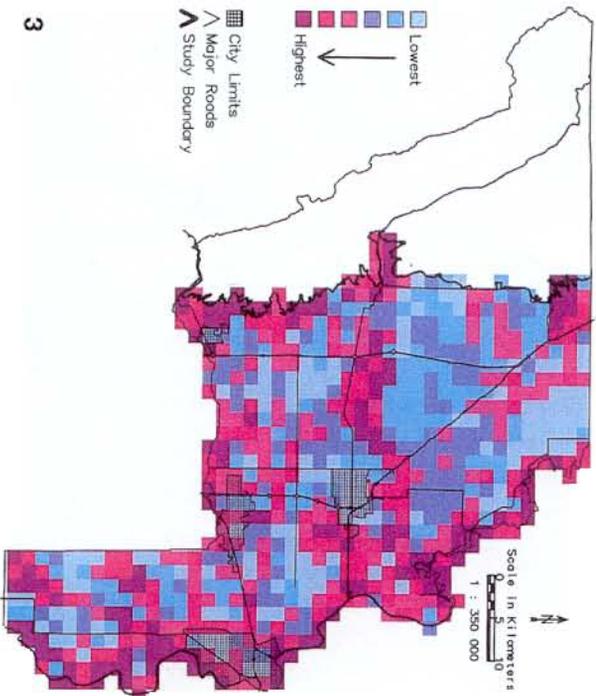
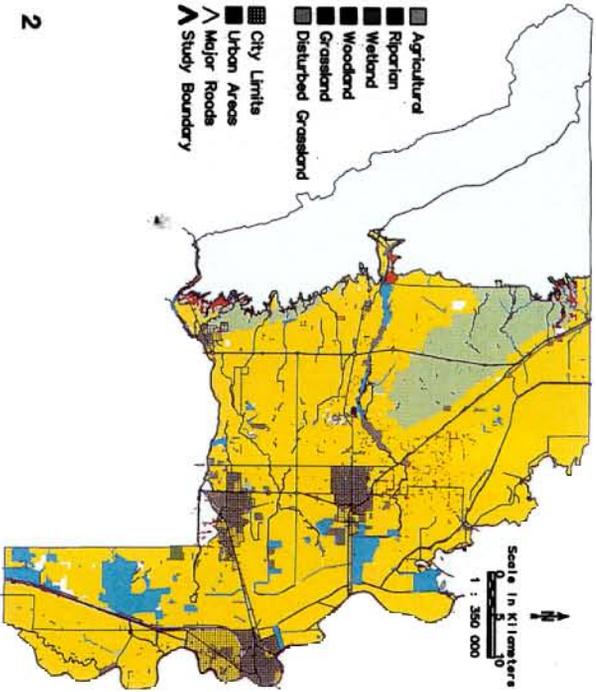
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APPENDIX B

SPECIFIC PLAN DESIGN STANDARDS

Scope of Work

This Appendix provides an initial scope of work for the preparation of the future Spring Lake Specific Plan Design Standards.

Prior to acceptance of the first tentative map or prior to issuance of a building permit for any development, separate and distinct Specific Plan Design Standards for development within the Plan area shall be prepared to implement the vision described in this Plan. These standards shall describe in more detail architectural methods for achieving the desired community form and aesthetics. These standards shall replace this scope of work in this Appendix. As described in Section 9.0 (Administration), all projects (residential subdivisions and non-residential projects) in the SLSP will be required to go through design review by staff and/or the Planning Commission

Per the direction of the Planning Commission at their May 31, 2001 study session, these standards are to be written as an overall set of "target" design standards for the entire SLSP area. Should an individual subdivision design differ in some respects, but be substantially consistent and have sufficient design merit and quality, the standards shall allow for minor deviation under such circumstances. These determinations would be made at the discretion of the Planning Commission.

Key elements to be addressed in the standards include the design of:

- Spring Lake Center -- including common areas and a pedestrian promenade, architectural requirements, shading, materials, orientation of features, colors, plantings, lighting, signage, parking, fencing, site furnishings, etc.
- Neighborhood Focal Points -- including school design, guidelines for the interface between the park and school, park design, architectural requirements of the neighborhood commercial development, shading, materials, orientation of features, colors, plantings, lighting, signage, parking, fencing, site furnishings, etc.
- Greenbelts, Pathways, and Trails -- designs for the off-street pedestrian/bicycle loop system, greenbelts trails within subdivisions, pedestrian pass-throughs at ends of cul-de-sacs, the Farmers Central channel, etc., as well as colors, plantings, lighting, signage, parking, fencing, site furnishings, etc. within these areas.
- Community Gateways -- standards and design concepts for the intersections of Gibson Road/Pioneer Avenue, CR 25A/CR 102, and CR 25A/SR 113 which have been identified as community "gateways". In addition, special landscaping to shield the County facilities at Gibson Road/CR 102 shall also be developed.
- Residential Facades -- guidelines and designs for implementation of neo-traditional design principles in residential subdivisions, including treatment (and definition of minimum area) for porches, courtyards, and stoops.

The following standards regarding residential facades were moved by the Planning Commission from the Development Regulations of the Specific Plan to become elements of the future SLSP Design Standards. The Planning Commission indicated that these particular standards are "targets" for all projects. Other elements of a project's overall design will factor into the determination of consistency with these elements.

- a. Garages shall be subordinate to the main living area. *(TOC EIR MM 4.9-1)*
- b. No more than 50 percent of the front elevation may be garage.
- c. The garage should generally be recessed from the rest of the front facade. Flush garages may be used in a limited mix (e.g. no more than 40 to 50 percent), provided a heavy porch or architectural features is used.
- d. The front door must face the street, court, or greenbelt that provides primary access.
- e. The requirement for variation in lot widths may be adequately met by lots varying from 55 feet in width to 65 feet in width, in the R-5 density.
- f. A true variety of housing types and sizes shall be provided. Repetition of facades within builder tracts (subdivisions) shall be avoided. Abrupt changes in facades between builders shall be avoided.
- g. In order to achieve architectural diversity within residential neighborhoods, builders shall offer the following minimum range of different floor plans and building elevations:

<u># of Units</u>	<u>Floor Plans</u>	<u>Elevations</u>
< 25 units	2 plans	6 elevations (3 per plan)
25 to 50 units	3 plans	9 elevations (3 per plan)
51 to 75 units	3 plans	12 elevations (4 per plan)
76 to 120 units	4 plans	16 elevations (4 per plan)
> 120 units	5 plans	20 elevations (5 per plan)

Each elevation for a particular floor plan shall be distinctive, with a unique roof design, architectural detailing, and application of exterior materials. Single story and two-story plans shall be varied.

- h. Except for bungalow courts, the same (or substantially similar) elevation may appear no more than twice on one side of a block, or three times on either side of facing blocks, and may not be opposite or kitty-corner from the same elevation on the opposite side of the block. In addition, no more than ten percent of the homes can share the same elevation within a development.
- i. A minimum of 50 percent of all detached units shall have useable front

porches (minimum 6-feet wide by 8-feet deep). The remaining 50 percent shall have other prominent useable architectural features such as courtyards, balconies, and/or porticoes.

- j. Residents define their immediate neighborhood as the units on either side of the street and block on which they reside. Therefore: 1) units on opposing sides of a street shall be compatible in terms of design and color (individual custom-design homes are exempt from this); and 2) local streets should be located so as to place similar densities across the street from one another wherever possible.
 - k. Development within the R-3 density shall be exempt from items "a" through "d" above.
- Landscaping for Drainage Features -- including plantings, fencing, and design for both detention/retention facilities at Farmers Central Road/CR 102, and the Farmers central channel.
 - Roadway Landscaping -- including medians, planter strips, and other landscaping ("parkways").
 - Overpass Features -- standards and design concepts for overpass features, particularly the Parkway Drive overcrossing of SR 113, including landscaping, decorative concrete casting, decorative security fencing, historic lighting, etc.
 - Common Design Objectives -- identification of, and guidelines for achieving, common design objectives such as identity and orientation, pedestrian scale, enhancement of public safety, climate control, screening and visual enhancement of buildings, buffering between certain land uses (e.g. interface between multi-family and single-family uses), visual linkages and connections, ease of maintenance, water conservation, etc.
 - Plant Palettes -- including street trees, accent trees, landmark trees, shrubs and grasses, ground cover, etc.
 - Street Lights -- standards and specifications for street lights throughout the Plan area including along streets and alleys, and in commercial areas, parks, greenbelts, Farmers Central channel, and elsewhere as appropriate.
 - Noise Walls -- specifications for noise walls along CR 102 and SR 113.
 - Second Units -- guidelines for parking, setbacks, height, maximum size, and other controls for by-right second units.
 - Duplexes -- guidelines for design; orientation of front doors and garages to street.
 - Tree Canopy Requirement -- Landscaping of street medians and streetside

landscape strips shall be consistent with design standards to be developed for the Specific Plan area. These standards shall establish a "tree canopy" requirement and shall identify a list of street trees for use on all roadways within the Plan area, and standards for spacing of trees to achieve maximum community benefit as early as possible. The intent is that majestic street tree species that create large canopies at maturity will be required in all medians and streetside landscape strips. The largest width of uninterrupted paving within the proposed street cross-sections is 40-feet on collectors. Assuming a typical tree dripline of 30 to 35 feet at maturity, it will be possible to create a minimum 75 percent canopy over these streets. Local streets will achieve close to 100 percent because they have the 34/35-foot pavement sections. Arterials should also achieve close to 100 percent because they have 30-foot paved sections on either side of required medians, within which canopy trees will also be placed. Over time, all streetside sidewalks and bicycle pathways will be shaded as a result of this requirement.

- Park Design -- specific design criteria for the development of park sites shall be developed as a part of the Specific Plan Design Standards. Pursuant to Policy 5.A.11 of the Parks Master Plan (page 89), the following factors shall be considered:
 - safety
 - security
 - maintenance
 - accessibility
 - landscaping complimentary to surrounding environment
 - travel distance of users
 - passive vs. active use areas
 - restroom facilities
 - citizen input
 - adequacy of off-street parking
 - flexibility for programming activities
- Graphics -- design vignettes, conceptual streetscapes and other drawings, desirable plotting studies, illustrative lot layout prototypes, "good/bad" photograph comparisons, and other graphics will be included in the design standards.