

## II. PLAN OBJECTIVES, POLICIES AND STANDARDS

### 4. Configuration of Uses

Designate perimeter areas adjacent to abutting thoroughfares for higher density residential uses, either in a lineal pattern or intermittent clusters. This represents a decentralized approach.

Provide concentrated areas for the medium-density residential uses and thereby limit the exposure of the low-density residential areas to possible conflicts.

Consider land use types other than residential for the area contiguous with I-5, due to the potential for adverse impacts from traffic noise and other aspects of proximity to the freeway.

The location of Neighborhood Commercial use would be appropriate and acceptable:

- within the Specific Plan area, perhaps on one of the major collectors bisecting the area; or
- on the perimeter of the Study Area, possibly at the intersection of a collector and the abutting major thoroughfare.

The City's urban form dictates that employment areas (e.g. industrial and major office uses) should not be located anywhere within the area south of I-5, west of County Road 102 and north of County Road 24-A extended within the Specific Plan or Urban Reserve area.

### 5. Appearance and Design

The Specific Plan should include general criteria defining design characteristics which would be capable of being interpreted and expressed in a variety of styles and forms by individual developers and builders. This approach could assure a general level of acceptable design and quality, without detailing specific colors, materials, textures or themes, or requiring a uniform style.

Streetscape design should be defined to achieve variations (either within subareas or in the Specific Plan area as a whole) in

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setbacks, landscaping, street trees, lot widths (or the ratio of lot width to depth), and lot coverage/building height.

### STANDARDS PERTAINING TO WALLS ADJACENT TO ARTERIAL STREETS

Whenever walls or fences are required adjacent to collector or arterial streets, the following standards shall apply. These standards do not apply to fences adjacent to local streets. A fencing/wall plan shall be submitted to the Community Development Department prior to the submittal of the final map or improvement plans. Said plan shall specify the design, materials, height, and location of all walls or fences adjacent to streets.

Walls, trees, and landscaping adjacent to freeways shall require approval of Caltrans and the City of Woodland.

### STANDARDS

(A) Setbacks: Walls shall have a minimum setback of twenty (20') from the ultimate street. Where feasible, the sidewalk should meander through the setback area such that there is landscaping on both sides of the sidewalk.

Long expanses of fencing or walls shall include staggered setbacks.

(B) Height: Maximum height of a wall shall not exceed six feet (6') above the finished grade at the base of the wall on the roadway side. (See item C below). This shall not apply to walls adjacent to freeways.

(C) Earthmounds: When the sound and visual attenuation requires a wall exceeding six feet (6') above the grade of the adjacent roadway, earthmounds shall be used such that no more than six feet (6') of the wall is visible from the roadway. The mounds shall not exceed a 3:1 slope. The mounds may support the wall or be placed against the wall on the street side. Drainage shall be contained so there is no sheet flow of water onto the sidewalk. Soil used for the earthmound and the landscaped area must be clean and free from debris and weeds.

(D) Landscaping: All setback areas shall be landscaped with groundcover, shrubs, vines, mounds, and trees such that at least

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seventy-five percent (75%) of the wall shall be screened from the adjacent public street within five (5) years. Trees shall be placed so as to cover forty percent (40%) of the total landscaped area with a shade canopy within fifteen (15) years of planting.

A Landscaping Plan shall be submitted to the Community Development Department in conjunction with the final map or improvement plans. Said plan shall include all proposed landscaping and irrigation and shall specify the finished grade elevation of the planter setback area. The finished grade must be maintained until landscaping is completed. The Electrical Plan for the planter setback area shall also be submitted with the Landscaping Plan.

The landscaping of the setback area shall be completed prior to occupancy of any of the units within the project.

(E) Type of Wall: Walls shall be constructed of solid brick or masonry material that requires minimum maintenance and provides the required sound and visual attenuation. An aesthetic surface treatment appropriate to the location may be required.

Where a fencing or wall design theme has been established along a public street, the abutting fence may be required to be consistent with the street design theme.

(F) Maintenance: An automatic sprinkler system shall be installed. Drip systems are the preferred method of irrigation; spray systems will be allowed on a case by case basis. A maintenance program shall be established to provide ongoing maintenance of the wall and landscaped area. A power source shall also be installed. The proposed maintenance program shall be submitted with the application and may consist of one, or a combination, of the following:

1. A homeowners association agreement;
2. An assessment district, Lighting and Landscape Act District, or similar district;
3. Other viable alternative presented in public hearing and found acceptable to the appropriate authority.

The proposed maintenance program shall be submitted with the application.

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Figures 1 and 2 indicate the conceptual landscape corridor that will be applied on arterial streets.

Landscaped areas in the Specific Plan area shall be required to be maintained by means of one or more Landscape Maintenance Districts.

### 6. Existing Uses in the Study Area

Consideration should be given in the program to re-evaluating the permanence of one or more of these pre-existing conditions. Far-sighted planning for this area requires that their continued existence be questioned.

### 7. Planning Objectives and Analyses of Development Interests

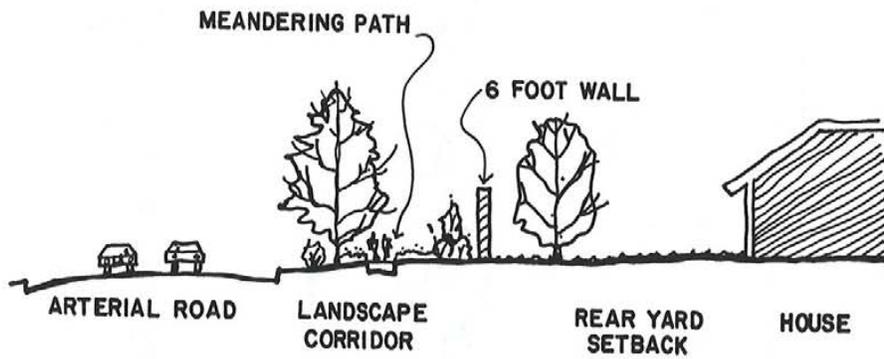
The group of developers should be invited to make an organized presentation of their analyses and plans to the SPSC, City staff and consultants in order to provide information on their proposals, objectives and recommendations for financing and implementing development in the Study Area. The information could be as general or specific as they wish, although specifics on numbers and types of units, land use mix, phasing and preferred procedures for funding public improvements would be desirable. There would be no prior commitment on the part of the SPSC that these concepts will become a part of the Specific Plan, but they would be taken into account in the formulation of the Plan. (NOTE: This objective was accomplished in the meeting of the SPSC on April 12, 1989, when the developers and their consultants presented their plan and supporting analyses.)

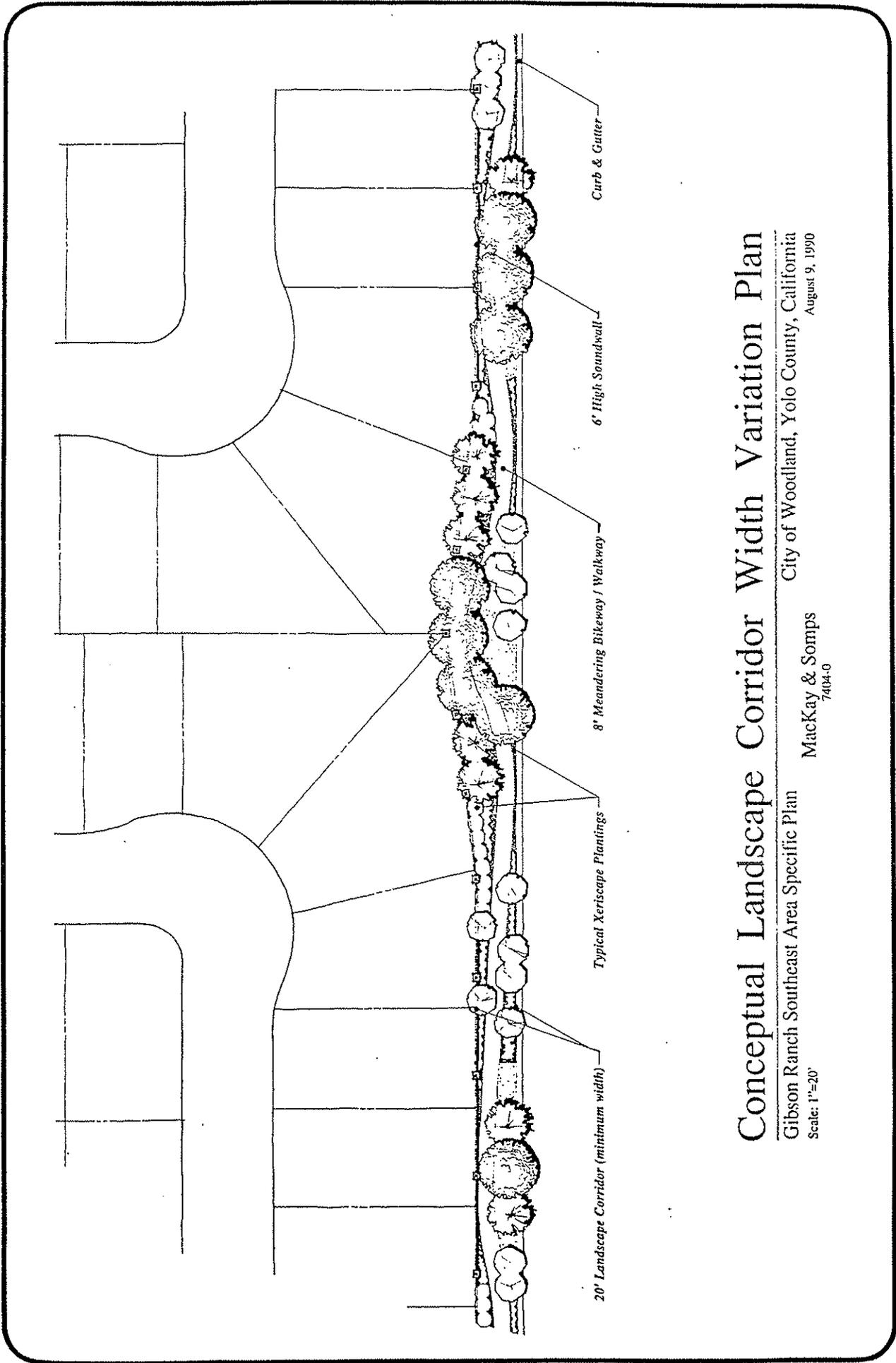
### 8. Improvements of Existing Roads

Road 101 will be realigned to the east of existing Road 101.

Road 102 will require widening, and similar issues to those discussed above are raised. In this instance the interchange of I-5 will also require widening and the proximity of PG&E power lines on the east side may limit the ability to build a parallel overcrossing on the east side of the existing bridge. To the north of East Main Street, Road 102 has already been widened on the east side, and smooth transition between sections widened at different times will be desirable. The proposed auto mall site represents

**FIGURE 1**  
**TYPICAL LANDSCAPE CORRIDOR FOR ARTERIAL ROADS**





# Conceptual Landscape Corridor Width Variation Plan

Gibson Ranch Southeast Area Specific Plan  
 Scale: 1"=20'

MacKay & Soms  
 7404-0

City of Woodland, Yolo County, California  
 August 9, 1990

FIGURE 2

## II. PLAN OBJECTIVES, POLICIES AND STANDARDS

another factor to be considered, particularly in terms of its participation in the costs of roadway improvement.

Gibson Road will require widening. The limited distance between the Freeway 113 ramps and Road 101 place limitations on access to the properties on either side of Gibson Road, west of existing Road 101.

Gum Avenue will be extended eastward through the Specific Plan area from its current terminus at Road 101, and will serve as a collector street, and a means of east-west movement across Freeway 113. The alignment of its intersection with Road 101, will be as follows:

- extend Gum Avenue across Road 101 as a continuation of its alignment to the west. This may infringe on a portion of the property occupied by the Idle Wheel Home Park, and may affect the residence at its northwest corner.

The extension of Gum Avenue to the east across the Study Area will be as follows:

- in order to discourage through-traffic, extend Gum Avenue in a discontinuous alignment to intersect Road 102 about 600 feet south of Road 23. Access to the proposed auto mall site could be achieved at this same intersection if a frontage road were to be constructed parallel to and on the east side of Road 102.

The alignment of a possible north-south collector bisecting the study area and intersecting with Gibson Road is not apparently subject to any similar constraints or limitations. General planning principles indicate that an intersection at the mid-point between Roads 101 and 102 would be desirable.

### 9. Regional Circulation Relationships

Prepare Specific Plan, assuming that 113/I-5 bypass traffic will not affect Gibson Road and Road 102, but will be on an outer bypass alignment (e.g. from Road 25A). This alignment poses possible conflicts with the proposed future regional park site on Road 25, and with the City's Sewage Treatment Plan and ponds. (NOTE:

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Subsequently SPSC consideration of this issue resulted in a recognition that an outer bypass alignment, while desirable, appeared likely to be a long-term option, not readily achievable in the next five- to ten-year period.)

### 10. Schools, Parks and Open Space

The General Plan, guided by the needs slated by the Woodland Unified School District has indicated two future school sites in the study area, with a total of 27 acres of land designated for these purposes. The assumption has been made that one of these sites will be for an elementary school and that the other will be for an intermediate school. In addition, the General Plan specifies the provision of 16 acres of parkland in the Study Area. The spatial relationship of these facilities has not been defined, and their possible joint use has not been spelled out.

Identify specific sites for the two school sites and the park facilities, and means for their financing, as an early priority in order to enable construction to begin in advance of residential development. In this way the demands for additional school capacity generated by new housing would be capable of being met from the outset. It is assumed that a new school will take at least 12 months to construct with 8 to 10 months for site acquisition, plan design and approval by the district and state. The first residential units to be occupied would precede the school opening under normal scheduling.

Consider locating the school sites in the following manner:

- on sites internal to the Study Area.

Consider the location and character of the park facilities as follows:

- in two locations, adjacent to and connected to the two separate school sites;
- define a pedestrian/bikeway system linking the park/parks to the school facilities and other community facilities (Example: Greenhaven).

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### 11. Infrastructure Planning and Constraints

Adequate downstream storm drainage capacity should be installed before development of the Study Area proceeds.

The Urban Expansion Area was included in the Specific Plan Program so as to ensure that long-range infrastructure capacity requirements would be given adequate consideration. The economics of scale achievable through oversizing infrastructure extension should be recognized, and the improvements should be constructed based on determinations of ultimate intensities of use in the Phase III area. Implementation financing methods should be defined which will either set up reimbursement agreements among property-owners in the two areas, or a Mello-Roos Assessment District will be proposed.

### 12. Phasing of the Specific Plan

The General Plan requires phasing and that the levels of services be maintained.

## B. OVERALL GOALS, OBJECTIVES AND POLICIES

The Specific Plan is intended to provide a detailed program and device for implementing the policies of the General Plan. Key General Plan policies that are applicable to the Southeast Woodland area and are addressed by the Draft Specific Plan (DSP) include the following, excerpted without change or modification from City of Woodland General Plan, pages 83-85:

1. Goals
- 1.3 To achieve an orderly pattern of community development consistent with economic, social and environmental needs.
- 1.4 To promote the provision of adequate housing for all persons in the community regardless of income, age, race or ethnic background.
- 1.5 To provide for a range of services to maintain acceptable levels of services for all community residents.

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- 1.9 To develop a wide range of recreational facilities and activities which meet the needs of all citizens of all ages.
- 1.10 To improve the quality of the environment.
- 1.11 To insure a high level of quality and safety in all community development.
- 1.12 To provide adequate space for schools, churches and other quasi-public uses.
  
2. Objectives
  - 2.1 Urban development should occur only within the City Limits which may be expanded through annexation.
  - 2.2 Contain future urban growth within the Urban Limit Line established herein.
  - 2.4 Provide adequate land area for development consistent with the needs of the community.
  - 2.5 Insure that future development is a logical extension of existing development and of City services and facilities.
  - 2.6 Maintain the character and identify of our residential neighborhoods.
  - 2.7 Develop, maintain and upgrade the sewer, water and storm drainage system to adequately serve the projected population and development.
  - 2.8 Provide an efficient and well-maintained circulation system throughout the community.
  - 2.9 Establish an adequate supply of commercial and industrial land and services to allow for a diversified economic base which complements our agricultural economy.
  - 2.10 Secure a healthy balance of commercial and industrial businesses within the City.

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- 2.13 Insure compatibility of land uses.
- 2.14 Protect areas vulnerable to flooding.
- 3. Policies
  - 3.1 To establish between the City of Woodland and the County of Yolo mutually agreeable procedures for implementation of the goals of this General Plan for the Woodland area.
  - 3.4 To allow residential, commercial and industrial development only in accord with the needs of the community.
  - 3.5 To encourage diversity in the community's economic base.
  - 3.6 To provide opportunities for all residents to both live and work in the community.
  - 3.9 To annually review goals and set priorities for specific implementation and incorporate appropriate measures into the City budget and capital improvements program.
  - 3.10 To ensure that growth is based on the ability of the community to maintain a quality urban living environment and maintenance of adopted levels of service, taking into consideration the availability of services and facilities.
  - 3.11 To provide a centralized public space which will be the nucleus of the Plan area. Schools, parks, bike and walking paths flow from the nucleus.

### C. PRINCIPLES FOLLOWED IN SPECIFIC PLAN FORMULATION

The objectives and provisions expressed in the City's General Plan, together with the planning policies, community concerns, and the consideration given by the SPSC to particular conditions affecting the Southeast Woodland area have been integrated into a set of overall principles expressing objectives and policies for the Specific Plan area. These principles are intended to reflect and express the City's purposes with respect to future development of the area, and to provide effective and equitable guidance to property owners and developers in the buildout process.

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### 1. Land Use

The pattern of land uses and the density designations defined represent a refinement of the more generalized provisions of the General Plan. They have been reviewed and modified on the basis of the identification of the residential density ranges and mix desired in the Southeast Woodland area as the location of the next phase of the City's development, detailed determinations of school and park acreage requirements, and recognition of locational suitability factors. Other factors affecting the future form of the area have been identified, including constraints, such as traffic noise and other compatibility considerations.

### 2. General Considerations

Property ownership lines should not be used as an overriding consideration in defining the desired spatial pattern and arrangement of land uses in the Specific Plan area.

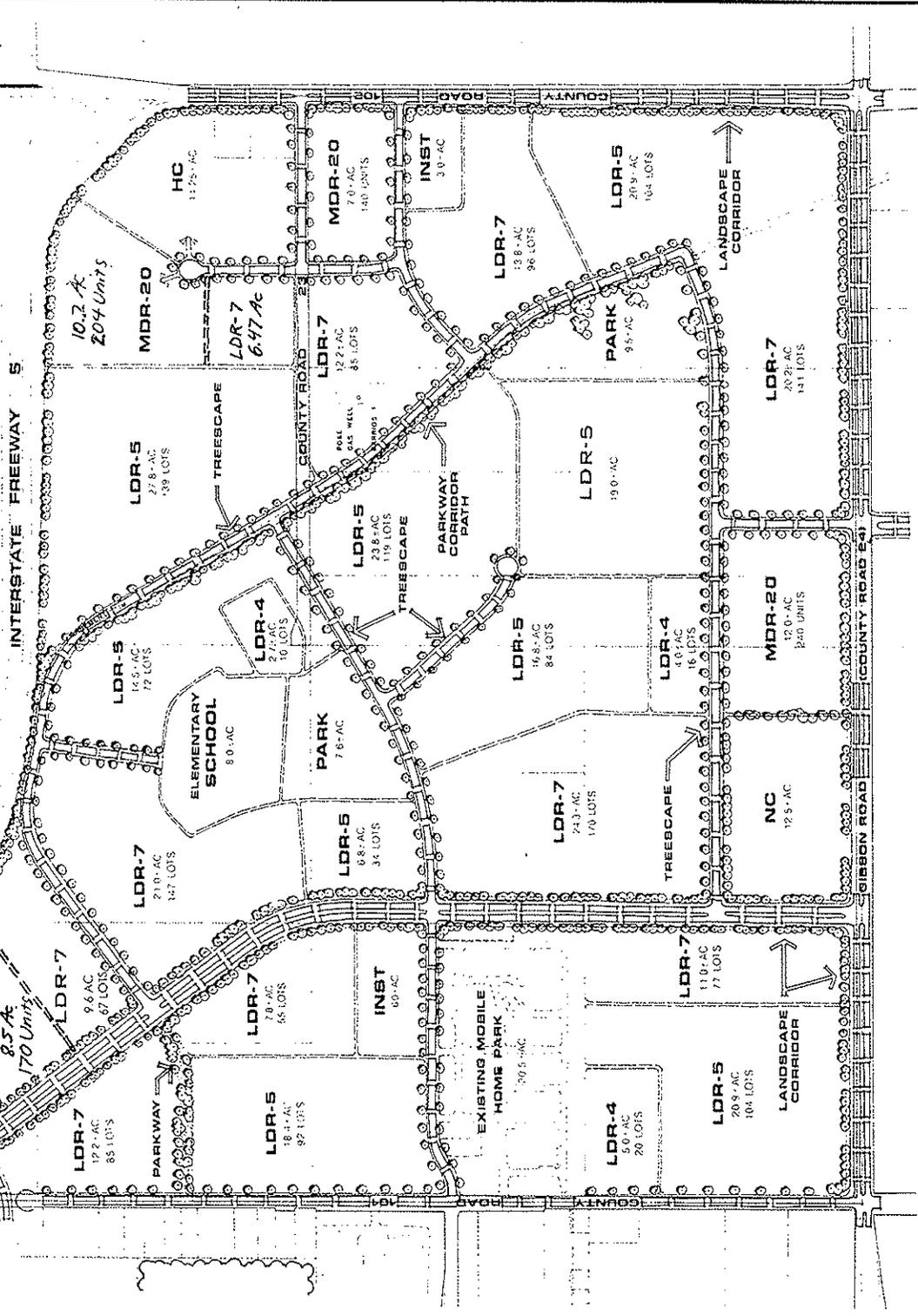
### 3. Residential Uses

A variety and mix of housing types and densities should be provided in the Specific Plan area consistent with overall General Plan designations in order to supply a range of housing opportunities to future residents of the area. Figure 3 illustrates the spatial configurations and relationships of the DSP and Figure 4 indicates the acreage and numbers of units the DSP designations provide, and reflects the lower levels of densities and higher proportion of single-family units considered preferable.

Some areas should be designated for larger-lot single-family residential uses (e.g. 5,500 to 7,500 square-foot lots). These can provide opportunities for priority set-asides of sites on which locally-based developers of custom homes could build small clusters of housing units within the areas of larger-scale housing developments, and would promote variety and choice. See Appendix B for the terms of the City's Lot Reservation Policy applicable to the Specific Plan area. The priority set-asides for local small builders should represent about 10 to 15 percent of the overall lots created, and should revert to the major developers if construction has not occurred within two years of their being made available.

**LAND USE SUMMARY**

USE	DESCRIPTION
HC	HIGHWAY COMPLEXION
NC	NEIGHBORHOOD COMMERCIAL
MDR-20	MEDIUM DENSITY RESIDENTIAL
LDR-7	LOW DENSITY RESIDENTIAL
LDR-5	LOW DENSITY RESIDENTIAL
LDR-4	LOW DENSITY RESIDENTIAL
INST	INSTITUTIONAL
W	WORKS
S	SCHOOLS
R	ROADS



**ADOPTED SPECIFIC PLAN**

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FIGURE 4  
(Revised 9/19/95)

### LAND USE

The attached map is the proposed land use for the SESP. The land use will breakdown as follows:

#### LAND USE SUMMARY

	<u>USE</u>	<u>AREA</u>	<u>UNITS</u>
CC	CENTRAL COMMERCIAL	11.0± AC	
HC	HIGHWAY COMMERCIAL	14.3 AC*	
NC	NEIGHBORHOOD COMMERCIAL	12.5± AC*	
MDR-20	MEDIUM DENSITY RESIDENTIAL RESIDENTIAL 20 DU'S/AC	36.0± AC	720
LDR-7	LOW DENSITY RESIDENTIAL 7 DU'S/AC	139.2± AC	975
LDR-5	LOW DENSITY RESIDENTIAL 5 DU'S/AC	165.4± AC	827
LDR-4	LOW DENSITY RESIDENTIAL 4 DU'S/AC	11.7± AC	48
INST	INSTITUTIONAL	11.5± AC	
	PARKS	17.1± AC	
	SCHOOLS	8.0± AC	
	ROADS	42.3± AC	
<b>TOTAL</b>			
*NET ACRES		469.0± AC	2570

We have increased the MDR-20 designation on the Evans property to 11 acres. It includes one (1) acre of land that Mr. Evans will dedicate to the City. He will in turn build one (1) acre of moderate housing, so there will be a total of two (2) acres for moderate housing.

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Some areas of low density residential uses will be located on the periphery of the study area (backing up on the arterial streets and on I-5), and should be protected from external traffic noise by sound walls or by other forms of effective buffering (see Figure 1).

Medium-density residential uses can form appropriate intermediate areas between commercial uses and low-density residential uses, and should be designated in locations where they can serve a buffering function.

Medium-density residential uses in general should be located on the periphery of the Study Area or along the most heavily travelled internal streets in the area (e.g. relocated Road 101).

A mix of 72/28 single-family/high-density will be provided in the area.

The Specific Plan area will be subject to the City of Woodland's policies and requirements for the provision of affordable housing, and the actions and programs defined by the City for use in the development of new housing will be applicable within the Specific Plan Area (see pages 138-146 of the General Plan/Policy Plan document). The City's Bonus Incentive Program is available to developers who include low and lower-income units in their projects, and is intended to implement the provisions of Chapter 4.3 of the State Planning and Zoning Law (Section 65915 et seq. Government Code). With respect to the LDR designations within the Specific Plan area, split-lot duplex units will be required on corner lots. In the MDR-designated areas, bonus density provisions related to the construction of units affordable to renters would be applicable. In the process of Specific Plan implementation, the City will evaluate the distribution of housing units according to affordability, as part of its overall monitoring and evaluation program.

The need for affordable housing is evident as the price of housing continually increases within the Woodland area. The Specific Plan area will generate approximately 2,450 housing units with 72% set aside for single-family units and 28% for

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multiple units. In order to facilitate the development of affordable housing, the following program shall be followed in implementing the Specific Plan:

### SINGLE-FAMILY UNIT REQUIREMENT:

1. Corner lots would be utilized to provide split-lot duplex housing with the goal of 10% of the ownership units in the SESP being affordable to moderate income households. The specific number of suitable lots to be determined subject to traffic and street layout construction.
2. The units may be smaller in size and less in amenities than the market rate units in an effort to reduce costs. The developers are willing to include such a product that they would not ordinarily produce to help meet the affordable housing goal.
3. The unit type and size may be mixed within a duplex at the choice of the developer. Both 2 and 3 bedroom units may be provided to respond to demand at the time of construction.
4. Affordability of the units will be geared to the first-time home buyer with a goal of incomes at 120% of median income.
5. The City will establish a program for deferred payment of City fees. The repayment of fees will be secured by a second note and deed of trust (silent second). [The details of this element of the program will be developed by staff and brought to Council for approval.]
6. The City agrees to initiate a Mortgage Revenue Bond Program to provide below market rate mortgages for first time homebuyers for the entire project.
7. The City will contract with the Yolo County Housing Authority to provide for the screening of qualified buyers with prioritization for households that live and work in Woodland.
8. Resale restrictions will be required for homes acquired under the affordable housing program.

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9. The developer may dedicate land to the City to meet the affordable housing goal in lieu of constructing the units.
10. The City will provide an increase in density of 15 to 20 units per acre if a developer agrees to provide units affordable to households with 90% of median.

**MULTI-FAMILY UNIT REQUIREMENT:** In each project, 25 percent of multi-family units will be affordable to low-income households, with 10 percent set aside for very low-income households as adjusted for household size per the SMSA income limits. The developer will receive a density bonus of one unit for every affordable unit that is provided through construction or land donation.

All rental units created in the affordable housing program, whether constructed by the developer or by a nonprofit housing provider will be subject to the usual monitoring program by the City. Rents shall be at 30% of income including utility costs exclusive of other governmental rent subsidies. All affordable rental units will be subject to deed restrictions maintaining their permanent affordability.

Regardless of the overall unit mix within a multi-family project, every multi-family project must meet the following standards: at least five percent of the total units must be accessible and adaptable for occupancy by handicapped persons; and at least five percent of the total units within the project must consist of units with three or more bedrooms.

Residential uses designed to back up on adjacent streets would only be located adjacent to I-5, Gibson Road, Realigned Road 101, and Road 102, and this type of design should not be used along internal streets in the area,

Existing residential uses and structures should be recognized in the Specific Plan as subject to no change. These specifically include the Reid residence opposite the proposed fire house site, the house on the Jenks property, the house on the Coombs property (to the east of the Idle Wheel Mobile Home Park), and the Idle Wheel Mobile Home Park. Although they are not located within the official boundaries of the

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Specific Plan area, the Plan also indicates that residential uses fronting on the west side of existing Road 101 will not be subject to change. No other residences are specifically included in this provision.

■ Two (2) acres of the MDR-20 located in the northeast area of the Plan shall be developed with single family units for moderate income families at 90% of median income levels.

### 4. Commercial Uses

■ Two commercial designations should be applied in the area, C-1: neighborhood commercial (primarily serving locally-generated demand for convenience goods and personal services), and CH: highway commercial (serving the needs of motorists and vehicular traffic, including service stations, fast food restaurants, motels and related uses).

■ The neighborhood commercial site should be located on Gibson Road, on the east side of the intersection of the proposed relocated Road 101, and should consist of 12.5 net acres of land. It will include public and semi-public uses such as a child care facility, branch library and a park and ride lot, community facility, etc.

■ The highway commercial sites should be located adjacent to the I-5 interchanges at the northwest and northeast corners of the Specific Plan area, with 8 net acres and 14.25 net acres designated respectively. **Figure 5** shows the realignment of County Road 101 in the vicinity of the highway commercial site in the northwest corner of the area.

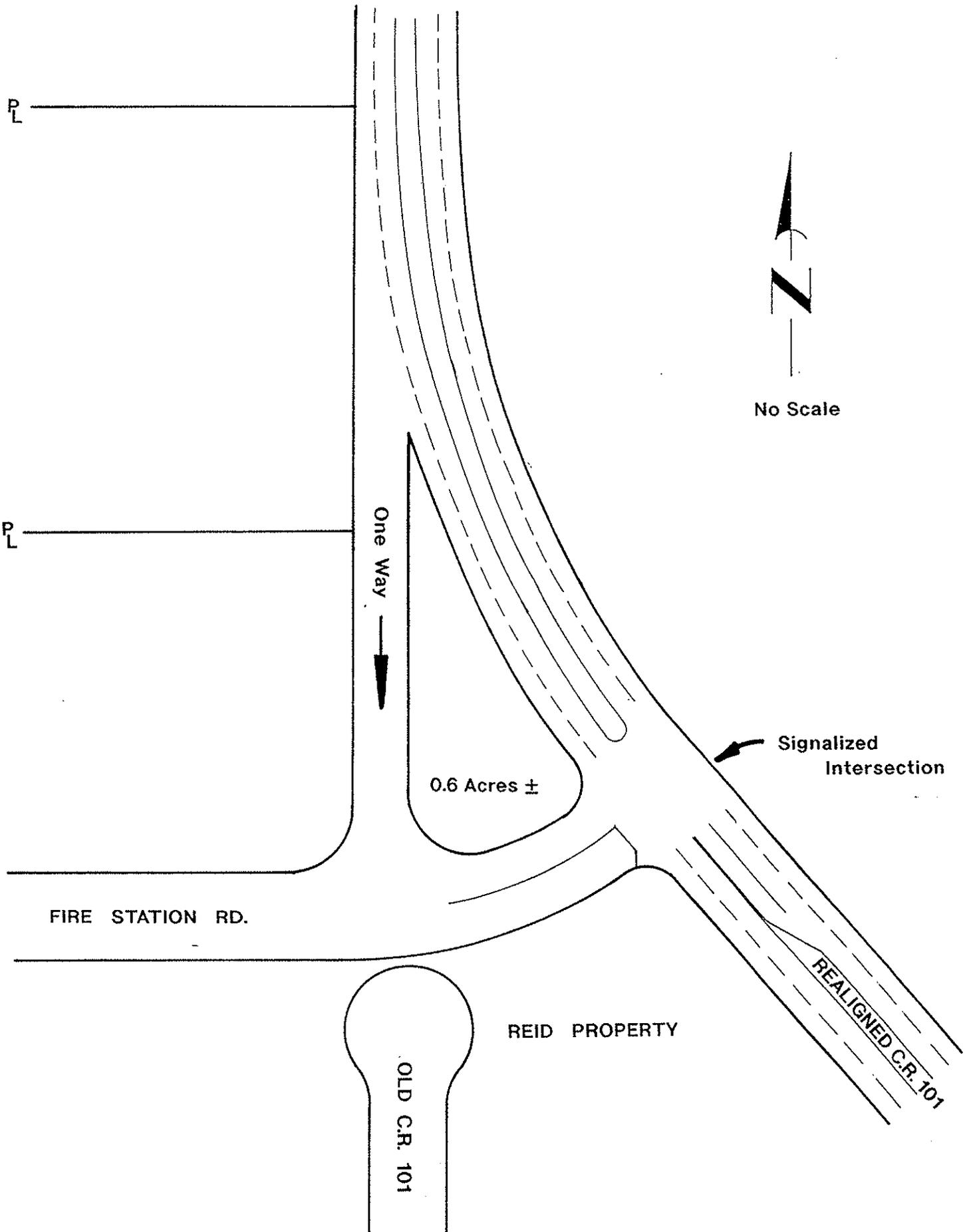
■ No other sites or areas within the Specific Plan area should be designated for commercial uses.

■ Commercial developments shall provide works of art which complement the design and nature of the Southeast Area.

### 5. Community Facilities

■ Two school sites should be designated in the area to serve projected increase in enrollments.

FIGURE 5



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■ A site with an overall area of 28.5 (19 acres to be acquired by the School District) should be designated for school/recreation/park use in the sector generally east and south of the center of the area, and may be used as an Intermediate or Junior High School facility, depending on the future distribution of grades by school in the Woodland Unified School District system. The traffic likely to be generated at this site makes it desirable for it to be directly accessible from a collector street.

■ A site with an overall area of 15.6 acres (eight acres to be acquired by the School District) for school/ballfield/park use would be used as an Elementary School facility. Access from either a residential collector street or local streets would be acceptable. It is intended that the ballfields would be equipped with lights.

■ City-owned and -maintained park sites should be acquired adjacent to and as part of each of these School sites, so that shared use of open recreation area, parking and other facilities can be achieved.

■ A total of 17.1 acres of park area should be acquired for these purposes by the City, with 9.5 acres adjacent to the Intermediate School site, and 7.6 acres adjacent to the Elementary School site.

■ The latter park site should be developed primarily for use as a youth baseball facility, with two ball diamonds. The park site adjacent to the Intermediate School site may also be developed for ballfield use, but at least half of the park area should be designed and constructed for general public use as a neighborhood recreational park site. As stated above, these sites will be designed for nighttime use with lights, in order to obtain maximum utilization from the facilities.

■ A system of landscaped bikeway/walkway corridors, providing a non-vehicular means of circulation connecting to school sites, park sites and other community facilities (e.g. the soccer field west of existing Road 101) is provided. Bikeway/walkway provisions will be constructed along arterial

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and collector streets in the area (see cross-sections illustrated in Figure 6).

■ Community identification signs stating "Welcome to Woodland" shall be constructed at I-5 and county Road 102 and Gibson Road.

### 6. Institutional Uses

■ Facilities such as churches and other institutional uses should be viewed as appropriate candidates for small sites (e.g. 2.5 to 6 acres) in some locations in the Study Area, particularly those that are subject to noise levels that make them less desirable for residential development. Locations at entry points into the area are appropriate for these types of use. (See page 57 for permitted uses in these areas.)

■ A total of about 11.5 acres should be designated in the area for these types of use in three to five locations. The Specific Plan map illustrates possible sites for these uses, but these should not be viewed as prescriptive with respect to location or size, as long as the overall intent of these provisions is not disregarded. It is proposed that these designations be subject to a sunset clause if these parcels are not purchased within three (3) years of their being offered for sale. The underlying uses to which these parcels would revert if the sunset clause took effect would be identical with the immediately surrounding or abutting use.

### 7. Circulation System

The Draft Specific Plan reinforces the General Plan's provisions regarding circulation facilities in the Southeast Woodland Area. Road 101, Road 102 and Gibson Road are designated as arterials, and Gum Avenue as a collector street. The City's standards for streets are illustrated in Figure 6.

#### ■ Road 101:

The DSP indicates a new alignment for Road 101, which is intended to protect residential uses and occupants on the existing Road 101 from the heavier volumes of traffic which are likely to use this

FIGURE 6

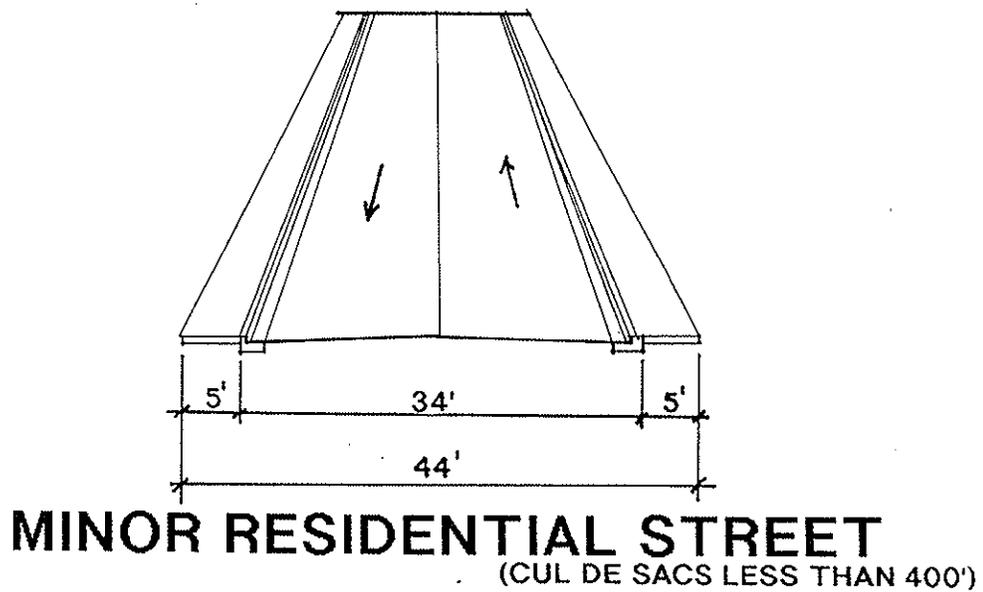
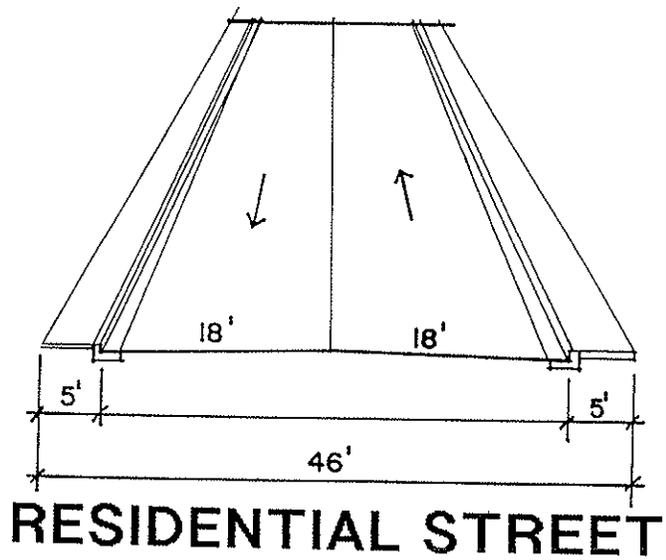
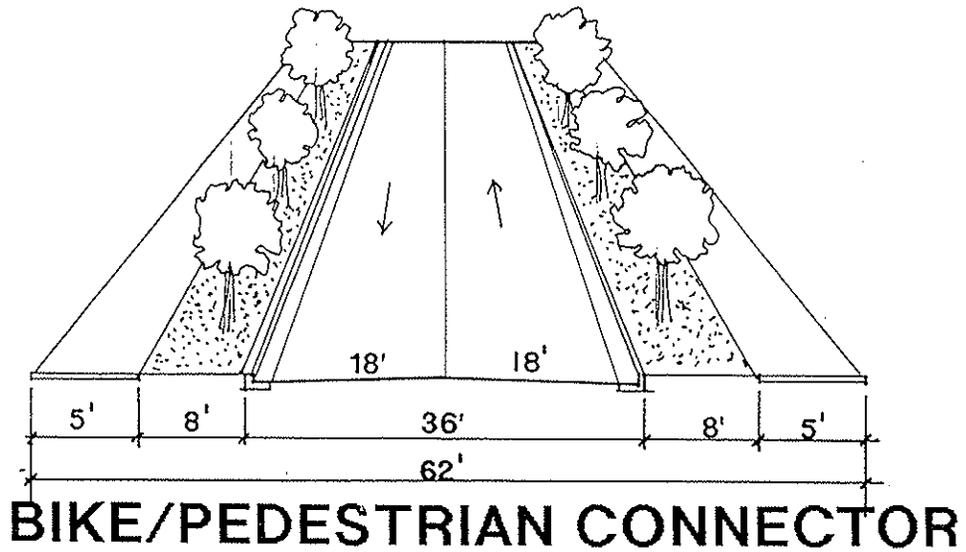
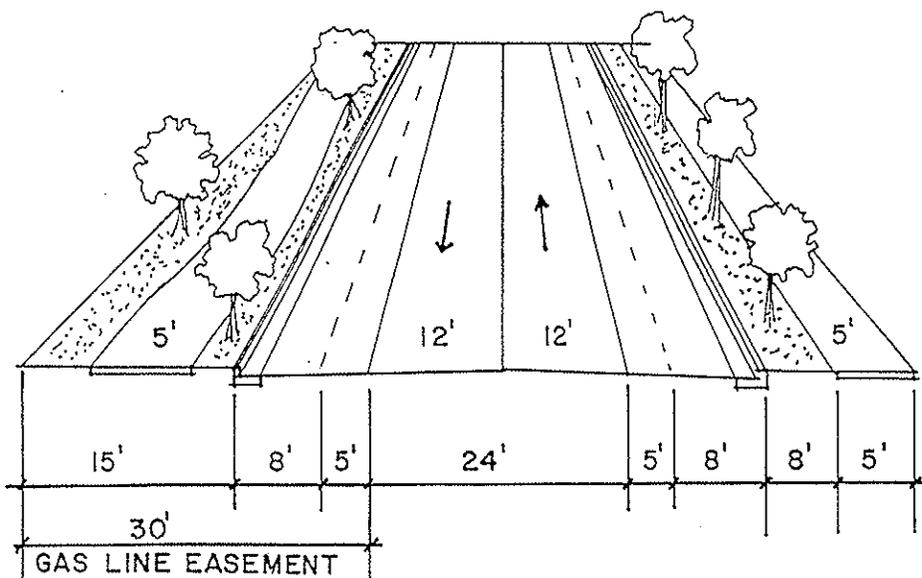
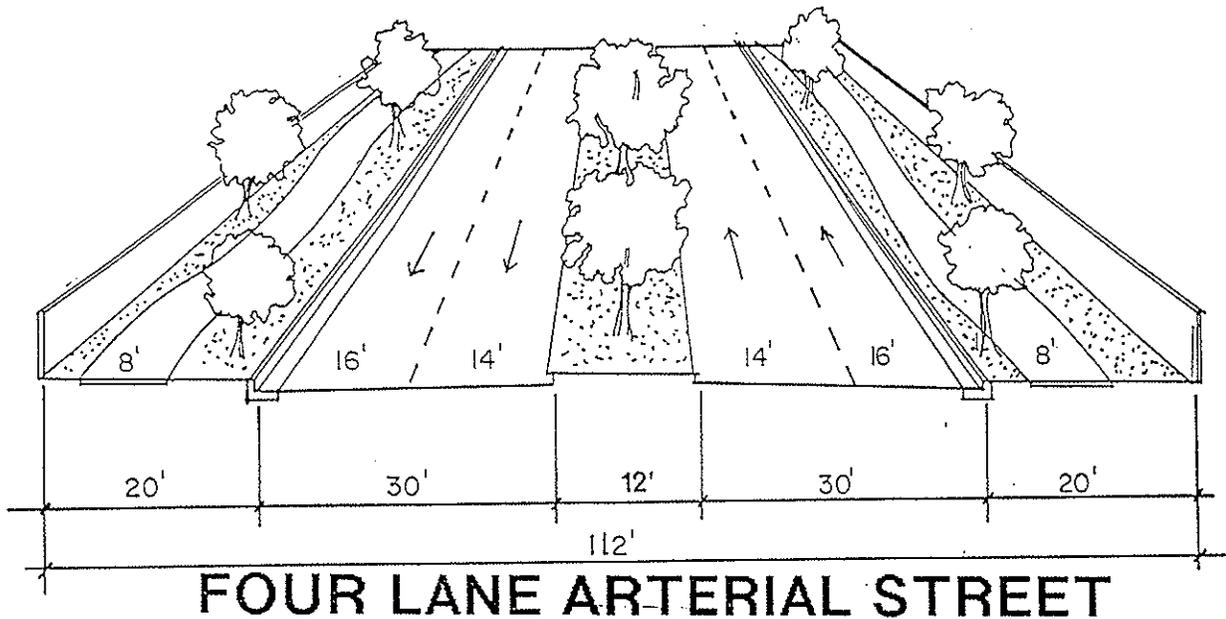
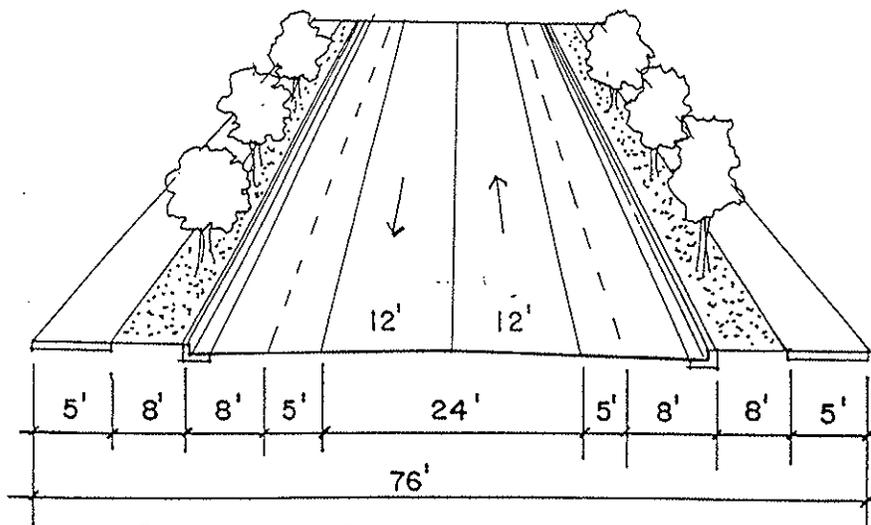


FIGURE 6



**COLLECTOR STREET**  
(WITH GAS PIPELINE)



**COLLECTOR STREET**  
(WITHOUT GAS PIPELINE)

## II. PLAN OBJECTIVES, POLICIES AND STANDARDS

route in the future. New Road 101 as proposed would curve to the south-east, beginning at the northern boundary of the Tri-Valley Growers site, and extends in a straight alignment passing to the east of the existing house at the southwest corner of the Reid property (opposite and slightly south of the entry to the fire house and soccer field sites<sup>1</sup>). The new roadway would extend to the northeast corner of the Richter property, where it would curve back to a north-south alignment on the quarter section line, passing along the east side of the Idle Wheel Mobile Home Park and intersecting with Gibson Road at a right angle. New Road 101 would eventually continue across Gibson Road into the Phase III Urban Expansion Area and extend on a curving alignment to link up with the existing Road 101 approximately one-third mile south of Gibson Road. The functions served by Road 101 south of East Main Street should be distinguished from those served north of East Main Street, where it is primarily a truck route serving industrial uses. South of East Main Street, heavy truck traffic should be prohibited, and diverted to State Highway 113.

The bypassed sections of existing Road 101 would continue in use as a two-lane street providing local access to abutting properties, but would cease to serve as a through-road. New single-family residential development on the east side of existing Road 101 should be designed to front on the street. It is proposed to install a cul-de-sac turnaround bulb at the future northern termination of existing Road 101, located immediately south of the roadway entrance to the fire house and soccer field (which would connect to the new Road 101 north of the Reid house). A similar cul-de-sac would ultimately be created south of Gibson just to the north of the linkage between the new and the existing rights-of-way, during development of the Phase III area. At the existing intersection with Gibson Road, only right-turn-in and

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The fire house and the parking area for the future soccer field will be linked by a roadway to new Road 101 north of the Reid house. This intersection on Road 101 will be signalized and would be equipped with emergency traffic stop lights activated from the fire house or the fire department vehicles, to facilitate safe and rapid access to the arterial road from the fire house.

## II. PLAN OBJECTIVES, POLICIES AND STANDARDS

right-turn-out movements would be permitted from Road 101, and left turns from Gibson Road would not be accommodated.

With the exception of the intersection with Gum Avenue, which would be a four-way intersection, all other intersections on new Road 101 would be three-way T-intersections. The most important of these would be the intersection with the northern loop collector road extending towards I-5 at the north, and the intersection with the southern loop collector road on the north side of the neighborhood commercial center about 850 feet north of Gibson Road. The roadway design and cross-section, the street tree and landscaping standards to be applied and the configuration of the connecting collector and local streets are intended to enable new Road 101 to function efficiently as a major thoroughfare without requiring all residential development along its length to back up to it. The projected traffic volume on new Road 101, stemming from buildout of the Specific Plan, other Phase I areas in the City of Woodland, and of Phase II and III areas through the year 2010, will place the nearest residential units between the 60 to 65 dB Ldn noise contours. This will require that special attention be given to the acoustical design and noise insulation of these units and the installation of sound walls or other mitigation measures.

### ■ Gibson Road:

Gibson Road is classified as an arterial street, and is intended to carry relatively large volumes of traffic without conflict with uses on abutting properties, in general by requiring a back-up configuration, with local access occurring from within the properties on either side. Sensitive uses, such as residential development would be shielded from road noise by sound walls, berms or other noise attenuation provisions. Between existing Road 101 and Road 102 only two intersections are proposed, both of which would require signalization. The first would be the intersection (ultimately four-way) with new Road 101 about 1/4 mile east of existing Road 101, and the second would be located at the existing entrance to the Yuba College site, about 2,000 feet west of Road 102. It is proposed to make this a four-way intersection, with a new collector street forming the fourth leg on the north side of Gibson.

The function of Gibson Road will be to serve as a major east-west roadway linking the southern tier of Woodland to the west with

## II. PLAN OBJECTIVES, POLICIES AND STANDARDS

State Highway 113, and with Road 102, and, via Road 102 with Interstate 5. Gibson Road/Road 102 together are likely to serve as a by-pass route serving through-traffic transferring between State Highway 113 and Interstate 5 in two directions (northbound 113 to eastbound I-5, and westbound I-5 to southbound 113). This results from the inadequate interchange provisions between the two freeways, which are assumed to remain unresolved for the foreseeable future. Although these interurban/interregional traffic volumes will impact the Southeast Area, no other alternative routing appears feasible and likely to be available at least in the next ten- to 15-year time period. The adverse effects stemming from acceptance of this by-pass route function can be alleviated by implementing protective measures including sound walls, berms, landscaping (including a minimum setback to the soundwall to permit the installation of a planting strip), street trees, undergrounding of utilities and limitations on the number and design of intersections.

### ■ Road 102:

Road 102 is classified as an arterial street, and already serves this function. As mentioned above, completion of State Highway 113 as a freeway, together with the inadequate interchange provision for interconnecting traffic between 113 and I-5, will generate substantial traffic volumes on Road 102 and Gibson Road seeking a by-pass route. The DSP indicates only one new intersection on Road 102, approximately half-way between Gibson Road and the I-5 interchange, with a collector street roadway serving as the major entry into the Specific Plan area on the east side, and connecting with the discontinuous internal east-west circulation system within the area, designed to deter unwanted through-traffic. This intersection could be expanded to a full four-way intersection to serve the area to the east of Road 102 when this becomes necessary. Existing Road 23 to the north is proposed to be retained for only about the first 800 feet west of Road 102, to provide an entry into the highway commercial area and medium-density residential development in this southwest quadrant of the I-5/Road 102 interchange. It is intended to remain a two-way collector street, but with turn movements restricted to right-turn-in and right-turn-out only, enforced by a continuous center median on Road

## II. PLAN OBJECTIVES, POLICIES AND STANDARDS

102\*. At this western end of the street, it would tee into a new collector street extending to the south approximately 650 feet and linking into the entry collector road. Traffic leaving the highway commercial/medium-density residential area would take this route, as would traffic travelling north on Road 102 destined for the highway commercial/medium-density residential area. The remainder of Road 23 west of its proposed terminus would no longer be used, and would be removed, with the right-of-way sold. The DSP indicates a proposed additional ramp from northbound 102 to eastbound I-5, to facilitate this directional movement and to eliminate the left-turn currently required of northbound traffic to enter the freeway.

### ■ Gum Avenue:

Gum Avenue is classified as a collector street, and currently serves this function for its one-mile length from East Street to Road 101. This has been recognized in the design of the State Highway 113 freeway in the construction of the Gum Avenue overcrossing. In the DSP it is indicated as extending across existing Road 101, curving slightly on the east side to pass along the northern boundary of the Idle Wheel Mobile Home Park, and intersecting with the realigned Road 101 at the northeast corner of this property. Gum Avenue would extend across new Road 101 and continue on an alignment curving to the north to meet the loop collector road which follows the PG&E gas transmission line easement at a 90° angle. The main entry road from Road 102 also intersects this loop collector road about 1,200 feet to the south. It would therefore be possible to use Gum Avenue, the road on the PG&E easement, and the eastern entry road as a route to cross the Specific Plan area, but its discontinuity and absence of through-road character are intended to discourage external traffic from intruding into this area, and to make Gibson Road/Road 102 the preferred routing.

- \* The median can be designed and constructed to permit CHP vehicles to make a left turn across the median for emergency purposes, and an emergency stop light could be activated to make these movements easier and safer to accomplish.

## II. PLAN OBJECTIVES, POLICIES AND STANDARDS

### ■ Loop Collector Road

An alignment is shown in the DSP for a road serving as a collector street to loop through the area from its intersection with new Road 101 about 1/4 mile north of Gum Avenue, and to pass adjacent to the southern right-of-way line of I-5, and then on both sides of the PG&E easement, which it would follow for most of its length through the study area. (The southernmost section of the PG&E easement should be used for local streets within the LDR(5) area to the greatest extent possible.) About 700 feet north of Gibson Road, the loop road would turn to the west and intersect with new Road 101 on the north side of the neighborhood commercial center. A branch of this loop road would form the entry road from Gibson Road at the Yuba College entry intersection. A section of the loop road also provides the linkage between Gum Avenue from the west, and the entry road from Road 102 on the east side. It should be noted that the traffic analyses conducted during the preparation of the Draft EIR determined that two intersections on this entry road should be signalized in order to achieve desirable Level of Service conditions at the PM Peak Hour. These are the two T-intersections of the east segment of the Gum Avenue Extension with the Southern Loop Collector Road, and with the north-south road extending southward from Road 23. (see DEIR, pages 71-72). The loop road would serve to collect and convey traffic to and from the sectors of land formed by the principal circulation facilities described above. The majority of intersections along this loop road would be three-way T-intersections, none of which should be closer than 400 or 500 feet, center-to-center, from each other. It is not intended that the predominantly single-family units along this road should back-up to the loop road, and the volumes and vehicle speeds would not require soundwalls.

### ■ Transit

Existing and future transit services would be extended into and through the Plan area, although specific routings and bus stop locations cannot be detailed at this time. The Neighborhood commercial area, school/park sites, and Yuba College are candidates for transit service linkage. Bus stop locations should be selected based upon ease of pedestrian access, availability of space for suitable bus shelter facilities, and safety considerations related to general roadway configuration, traffic conditions and

## II. PLAN OBJECTIVES, POLICIES AND STANDARDS

intersection relationships. The transit system will help to reduce vehicle trip generation.

### ■ Park/Ride Facilities

It is desirable to encourage other alternatives to the private automobile than public transit, in order to minimize the cumulative degradation of local and regional air quality from increased vehicle emissions. The encouragement of Park/Ride usage represents one possible means of achieving greater efficiency in transportation requirements. Park/Ride lots are designated in the Commercial Neighborhood Center at the northeast corner of Gibson Road and Realigned County Road 101 and in the Commercial Highway area in the northeast section of the Plan area. This location offers the advantage of being on the periphery of the Specific Plan area, adjacent to on- and off-ramps serving State Highway 113 and I-5, and compatible with adjacent land use designations. Other locations may also present themselves as worthy of consideration during implementation of the Specific Plan. The Park/Ride facilities will also help to reduce vehicle trip generation.

### ■ Pedestrian/Bicycle Movement

The Plan provides for easy pedestrian and bicycle movement within the Southeast Area. It links the two school/park sites and the neighborhood commercial center. Figure 7 is the pedestrian/bicycle circulation plan for the Southeast Area. Figure 8 shows the three (3) methods of moving the bicycles in the area. The first method is to designate certain local streets for bike traffic, the second method is to include the bike lane in the collector street and the third method is to provide a separate bike/pedestrian path adjacent to arterial streets.

### ■ Pedestrian/Bicycle Structure

A separated pedestrian/bike structure shall be provided over Gibson Road to link the Southeast Area to Yuba College.

## II. PLAN OBJECTIVES, POLICIES AND STANDARDS

### ■ Transportation Systems Management

The City will prepare a Transportation Systems Management Plan to address transportation problems in the city and the Specific Plan Area.

The Transportation Systems Management Plan will be fully coordinated with the Congestion Management Plan to be prepared by the Yolo County Transit agency.

It will consider:

- carpool, vanpool, buspool matching
- employer transit ticket sales
- employer subsidizing of ridesharing
- preferential parking for ridesharing
- guaranteed ride home for ridesharers
- flexible work schedules
- telecommuting
- provision of transit services
- provision of bicycle facilities
- other techniques to lessen the incidence of single occupant commute trips.

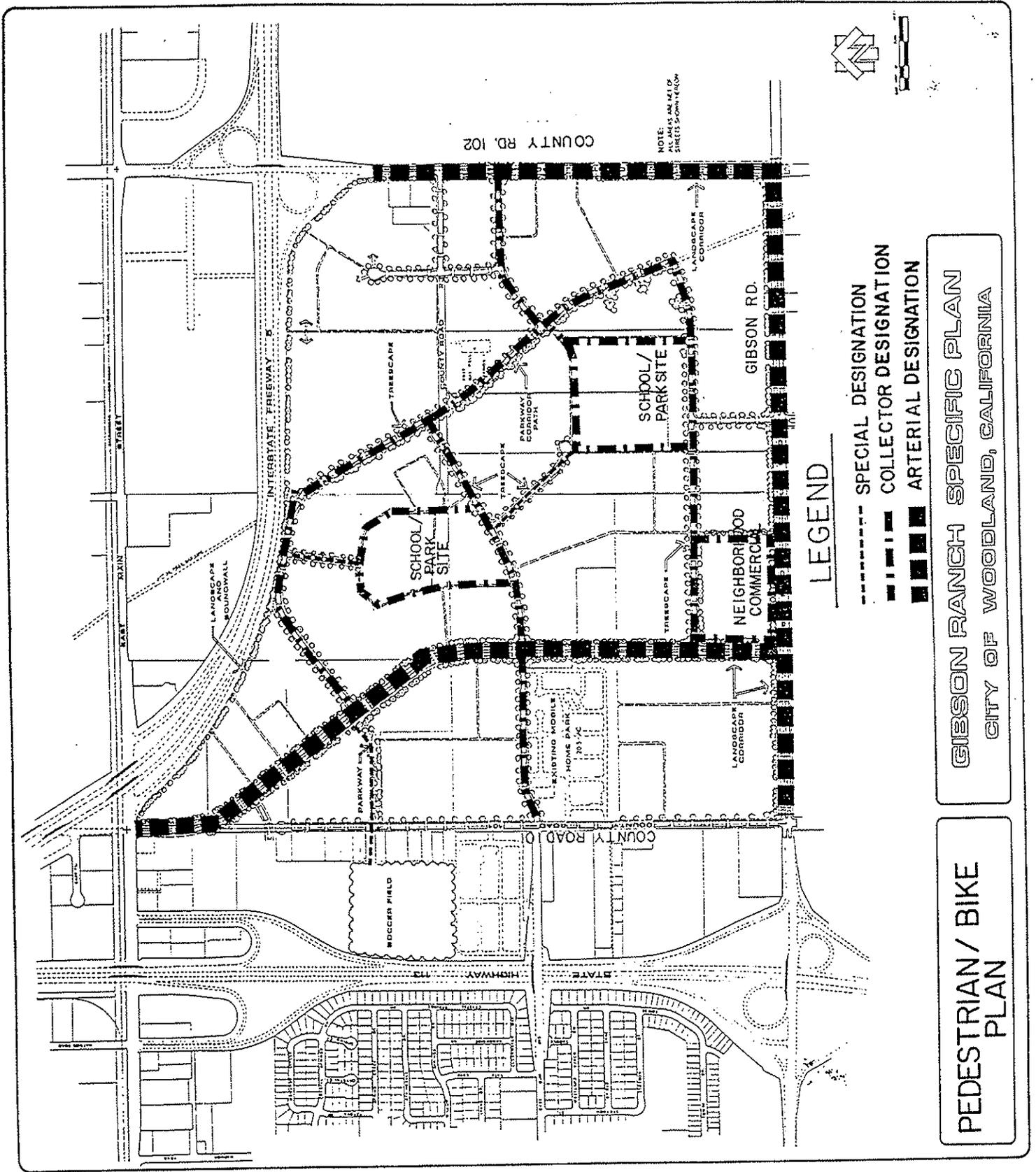


FIGURE 7

FIGURE 8

