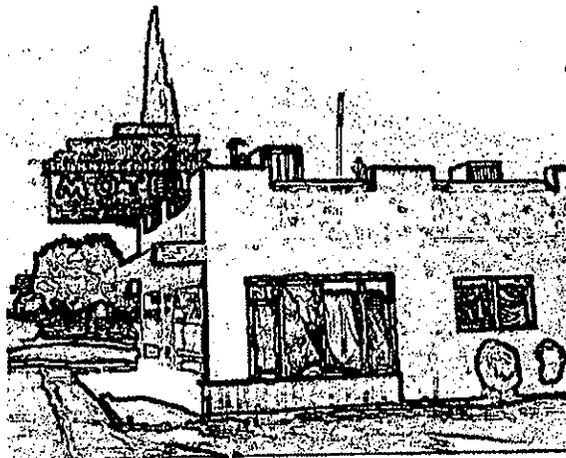
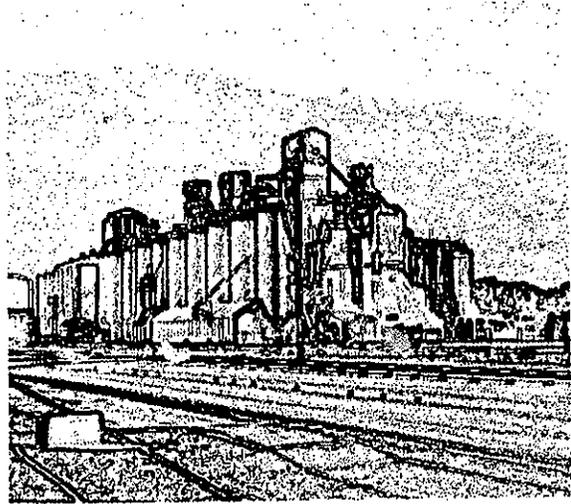
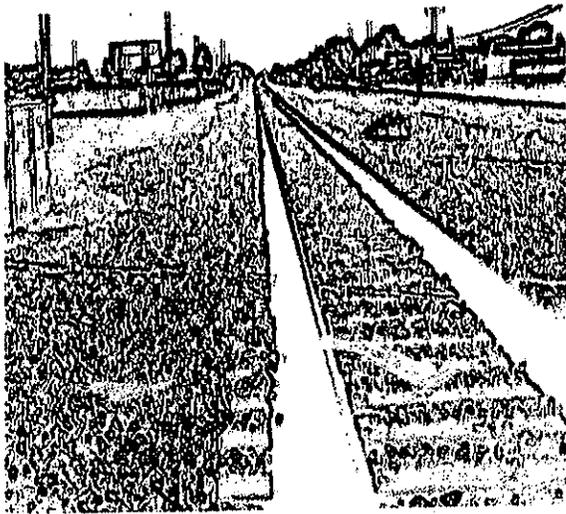


# EAST STREET CORRIDOR SPECIFIC PLAN



Appendices  
February 1998

Appendix A - Housing Conditions

Appendix B - Intensity of Development

Appendix C - Economic Analysis

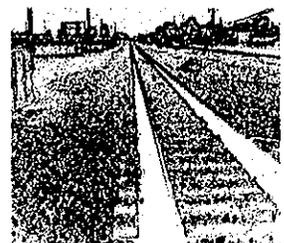
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## APPENDIX A - HOUSING CONDITIONS

### A.1 SURVEY OF EXISTING HOUSING

In January of 1996 the Rural California Housing Corporation conducted an assessment of the existing housing conditions within the East Street Corridor. The scope of the survey was to visually inspect all residential units and evaluate the need for improvements. Given the number of residential structures in the Corridor, an interior inspection of each dwelling was not possible. Standard indicators of housing condition were utilized that could be evaluated from the exterior of the dwelling and would reflect the overall condition of the structure.

Two sets of instruments were developed. One survey was designed to assess housing conditions of conventionally constructed residential dwelling, (stick built single family housing and apartments). A second instrument was utilized to evaluate manufactured housing (mobile homes).

Each instrument employed standard indicators that were then divided, creating weighted values. Indicators used for housing included foundation system, roofing, siding, windows and exterior doors. Indicators used for manufactured housing included foundation, stairs/decking, siding, windows and exterior doors.

Using the indicators, each unit was ranked to establish the degree of repair needed. Each unit was classified in one of five categories:

- \* Sound, needing virtually no improvements
- \* Minor Rehabilitation
- \* Moderate Rehabilitation
- \* Substantial Rehabilitation
- \* Dilapidated, not economically feasible to rehabilitate

#### A.1.A. Manufactured Housing Assessment

There are three mobile home parks situated along East Street that provide housing for 189 households. The names of the facilities are Dana Trailer Park, Woodland Mobile Park and Bell's Trailer Court. Each complex is on land designated as C-3, Service Commercial Zone. The use of these properties as mobile home parks is not consistent with the current land use designations. The properties transitioned from motor courts to permanent housing. Current zoning allows for the placement of mobile homes on land designated as Agriculture, Single Family Residential, Duplex, Neighborhood Preservation and Multiple Family. Mobile home parks are restricted to land zoned Multiple Family.

The governance of mobile home parks and the enforcement of building standards within mobile home parks is established by State Statute, California Code of Regulations, Title 25, Housing and Community Development, Division 1, Housing and Community

Development, Chapter 2, Mobile Home Parks. These regulations provide that either the State of California, Department of Housing and Community Development or the local jurisdiction can enforce local park operations and the health and safety conditions of individual units in these parks. The City of Woodland has opted to defer enforcement authority to the State.

The California Department of Housing and Community Development, Division of Codes and Standards, provides oversight to the operations of each of the 3 parks in the plan area. Each of the parks have been determined satisfactory and in full compliance with Title 25 regulations.

Responsibility for the condition of individual mobile home units within a mobile home facility is held by the title holder to the unit. Inspections by HCD of units within Dana Trailer Park and Bell's Trailer Court revealed that a significant number of units were in need of repair. Of the units cited, the majority have been reinspected and the problems were corrected. Dana Trailer Park continues to have 34 units with violations and Bell's Trailer Court has 9 units with violations. The nature of the violations is not significant. Examples include:

- \* Porch deck not in compliance with regulations
- \* Stairway handrail missing
- \* Drain line not properly supported
- \* Camper not attached to pickup truck
- \* Non-combustible storage cabinet too close to mobile home
- \* Drain line leaking and allowing effluent to run on ground

Dana Trailer Park - This complex is located at 619 East Street. The facility serves 89 spaces occupied by 71 mobile homes, 17 travel trailers and one fifth-wheel recreational vehicle. It is permitted by the State to operate 105 mobile home spaces. There are an additional 41 motel rooms/apartments that are rented on a weekly basis. Eight more apartments were in the process of rehabilitation at the time of the assessment. These were not rated.

Peak occupancy of the apartments is during the summer months and corresponds with the agricultural season. The site manager indicated that during the summer months there is zero vacancy due to farmworkers migrating into the area.

Bell's Trailer Court - This site is located at 1224 East Gum Avenue. The complex serves 25 mobile homes, one fifth-wheel, and 6 travel trailers. It is permitted by the State to operate 41 mobile home spaces.

Woodland Mobile Park - This Park is located at 709 East Street. It has 49 mobile homes, 5 travel trailers and two fifth-wheel recreational vehicle. The site is permitted by the State to operate 68 mobile home spaces and 6 recreational vehicle spaces.

Of the 157 units of mobiles evaluated 38 percent or 60 units were either dilapidated or in need of substantial rehabilitation. While the units continue to provide basic shelter, the cost to bring them back to a sound condition would exceed the present value or even the cost of a five year old replacement unit. Estimates on repair of only those items noted in the exterior survey exceeded \$9,000. One could expect to have to address other major systems of the home for units in excess of 15 years old. Items such as replacement of heating/cooling systems, water heating, electrical wiring and roofing would only further drive up the rehabilitation costs of the unit.

In discussions with one of the site managers, she confirmed the questionable economic feasibility of rehabilitation of the older units. "You can buy a 1990 coach for the cost of repairing these old ones. Prices range from \$8,500 to \$11,000. Unfortunately, almost all of the current residents are low income and cannot afford to pay for their existing coach and a new coach." It was assumed by this remark that most owners are purchasing their unit from the previous owner, making payments over time. Securing financing from a conventional lender to purchase a new coach would be problematic, given the low incomes of the residents.

**Table A.1  
Overall Mobile Home Survey Summary**

Type	Total	Sound	Minor	Moderate	Substantial	Dilapidated
Mobile Home	157	11	22	64	30	30
5th Wheel	4			Not rated		
Travel Trailer	28			Not rated		

Estimated Mobile Home Rehabilitation Costs

Minor	\$ 3,000
Moderate	\$ 6,000
Substantial	\$ 9,000
Dilapidated	\$15,000

**A.1.B. Single Family Housing**

The majority of the single family housing is situated in two residential neighborhoods. Armfield and Sprague's Subdivision (the residential just south of East Main) are two distinct neighborhoods that are divided by East Main Street.

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

Table A.2  
Overall Single Family Housing Survey Summary

	Total	Sound	Minor	Moderate	Substantial	Dilapidated
Houses	81	11	7	33	23	7

Nearly 10 percent of the units surveyed were found to be in a dilapidated condition. Approximately 28 percent of the housing stock within the study area is in need of substantial rehabilitation. Unlike the economics of the mobile home housing stock, single family housing rehabilitation is economically feasible. The rehabilitation costs compared to the overall value of the housing stock makes repair a viable option.

Estimated Single Family Housing Rehabilitation Costs

Minor	\$ 6,000
Moderate	\$20,000
Substantial	\$35,000
Dilapidated	\$55,000

A.1.C. Multiple Family Housing Assessment

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

The Yolo County Housing Authority owns and manages the majority of the 241 rental housing units within the East Street Corridor. The Housing Authority manages 132 units in two apartment complexes known as Yolano Village and Donnelly Circle. The land upon which these two facilities operate is zoned Multiple Family.

Table A.3  
Dwelling Units Composition

Name	Bedroom Size					Total
	1	2	3	4	5	
Yolano Village	8	28	20	4	0	60
Donnelly Circle	8	28	24	12	0	72

The Housing Authority has made significant improvements to these housing units. All units were found to be either sound or in need of minor repair. In discussion with Housing Authority staff, those units needing minor repairs are scheduled to be improved

to a sound state within the next two years. For the purposes of this study, all units were ranked in a sound condition.

The other major concentration of multi-family housing is located in the Sprague's Subdivision area. There are 79 units of multi-family and six duplex units.

This area also has the only concentration of apartments that were converted from the original use as motor court motel facilities, Dana Motel, Tony's Motel and the Woodland Court. Tony's Motel and the Woodland Court are operated by the same owner. For the purposes of the survey, Tony's Motel and the Woodland Court were treated as the same facility.

The Dana Motel and Tony's Motel provide housing opportunities for 60 households. As mentioned previously, they serve low income occupants and tend to have higher occupancy rates during the summer months.

**Table A.3  
Overall Motel Motor Court/Apartment Survey Summary**

Name	Total	Sound	Minor	Moderate	Substantial	Dilapidated
Tony's Motel	19			4	15	
Dana's Motel	41			13	28	

Tony's Motel and the Woodland Court Motel may have urban design value. The estimates presented do not reflect potential costs associated with restoring the historical character of the motel to its original condition.

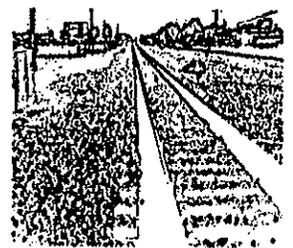
Estimated Apartment/Motor Court Rehabilitation Costs

Minor	\$ 2,500
Moderate	\$ 20,000
Substantial	\$ 30,000
Dilapidated	\$ 50,000

Table A.4  
Residential Housing Survey Summary

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

# APPENDIX B. INTENSITY OF DEVELOPMENT



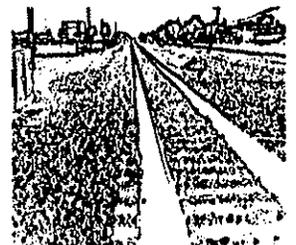
## APPENDIX B - INTENSITY OF DEVELOPMENT

### Range of Intensity of Commercial Development

Zone	Acreage	Minimum Density DUs/FAR	Maximum Density DUs/FAR	Maximum Residential Density	Minimum Commercial Square Feet	Maximum Commercial Square Feet
C	48.3	0/.6	25/1.5	1,207	1,348,150	3,370,374
D	36.0	0/.8	25/1.5	900	1,228,320	2,303,100
E	69.1	0/.6	25/1.5	1,727	1,928,719	4,821,798
F	26.1	0/.5	25/.8	652	607,086	971,338
I	38.8	N/A	0/.5	0	0	1,135,088
<b>Total</b>	<b>228.3</b>	<b>N/A</b>	<b>N/A</b>	<b>4,472</b>	<b>5,112,275</b>	<b>12,601,698</b>

*Note: DUs = Dwelling Units*

# APPENDIX C. ECONOMIC ANALYSIS



**B • A • E**

Bay Area Economics

•

**EAST STREET CORRIDOR  
SPECIFIC PLAN  
ECONOMIC ANALYSIS**

**PART ONE:  
MARKET OVERVIEW**

Prepared For:  
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September 1996

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## EXECUTIVE SUMMARY

This report presents the findings and conclusions for the first phase of the East Street Corridor Economic Analysis. This phase of the Economic Analysis provides an overview of real estate market conditions and economic factors that will impact Plan implementation.

### **Study Area Description**

This study focuses on the East Street Corridor, which bisects the City of Woodland on its north-south axis. The portion of the street which is the subject of the East Street Corridor Specific Plan and of this study extends from the south end of the County Fair Mall development north to County Road 18C.

Key features of the study area include its central location within the City of Woodland, access to both I-5 and Highway 113. Two rail lines also serve the Corridor, however this is more of a hindrance than a benefit to development along the corridor, since rail service is not necessary to support the land uses that are located on the corridor, yet the presence of rail lines on the west side of East Street and on the north side of Main street just to the east of East Street have a significant impact on the aesthetics, and access to adjacent properties. Additionally, train traffic on the SP rail line, which parallels East Street, creates significant barriers to traffic circulation, particularly to traffic attempting to cross East Street.

### **Economic and Demographic Conditions**

Woodland's demographic and economic characteristics are similar to the surrounding region, with rapid population and household growth, high homeownership rates, relatively moderate household incomes, and strong prospects for future employment growth.

Woodland's demographics point to continuing demand for larger single-family housing units, in a range of prices typical for the Sacramento region market, including large proportions of homes in the middle price ranges; but trends also indicate a possible need for development of housing to serve smaller non-family households.

The demographic and economic trends in Woodland suggest that the City can support a full range of retail facilities. Since many residents also work locally, there may be more of an opportunity for Woodland to capture resident expenditures than for a similarly-sized suburban community with a higher proportion of workers commuting to other locations and spending portions of their retail dollars near their workplace.

With strong growth projected for office and industrial employment sectors, there are good prospects for increasing real estate demand in the City's office and industrial areas. In turn, this strong office and industrial growth potential will reinforce strong residential

growth trends because of the demand for housing created by an expanding local work force.

### **East Street Corridor Development Potential**

Due to Woodland's strategic position within the region, and due to the East Street Corridor's central location within the City, the East Street Corridor is well situated to capture a portion of future real estate demand. This real estate demand has the potential to drive revitalization of the East Street Corridor; however, an important role for the East Street Corridor Specific Plan will be to provide a rational framework for actions needed to address the current lack of sites capable of accommodating the full range of potential development.

**Retail.** The analysis indicates that there is likely little short term (1995 to 2000) potential for the East Street Corridor to capture a portion of growing local retail demand for typical shopping center-type retail uses. After 2000, depending on the development that occurs on other retail sites located on East Main Street and other eastern parts of the City, there may be an opportunity for the East Street Corridor to leverage off of the regional retail activity already located at the County Fair Mall to attract other community or region serving retail uses. Ideally, this would occur in conjunction with a comprehensive plan to make the fairgrounds property available for mixed commercial and residential development. From the present time through 2015, the East Street Corridor will be well positioned to capture demand for service commercial and family entertainment/recreation uses. The magnitude of demand for these types of uses is difficult to predict; however, the quantity of demand captured for these types of uses will also be constrained by the availability of appropriate sites.

**Office.** The short-term outlook for office development within the East Street Corridor Study Area is weak. This is due to the lack of readily available sites appropriate for office development, and the fact that more desirable sites will be available in the downtown and West Main/West Court areas for the near future. However, as these sites are consumed, between 2000 and 2015, the East Street Corridor should be an attractive alternative to capture a portion of the demand for 41 acres of General Commercial land for office development. The share of this demand that can be captured on the East Street Corridor will be limited primarily by the ability to provide appropriate sites for office development.

**Residential.** Residential development presents opportunities for both short-term and long-term development along the East Street Corridor. With 2,760 new housing units projected to absorb within the existing City limits between 1995 and 2005, capture of only a small proportion of overall demand would translate to a substantial amount of new residential development in the corridor. (After 2005, it is projected that all available residential land within the current City limits will be developed.) Strong housing demand should provide opportunities for new single family housing at several locations along the corridor, where new infill housing can be integrated with existing neighborhoods that back up to the

Corridor. Between 1995 and 2005 there is a projected demand for 694 multifamily units within the City. Although the Southeast Area of the City is planned to ultimately accommodate 668 multifamily units, there are no immediate plans for multifamily development in this area, and locations along the East Street Corridor that are closer to downtown shopping and services may be more attractive in the short term. In the long-term, a mixture of multifamily and single-family development could become an important source of demand for land that would become available if the County fairgrounds is relocated, capturing a share of the projected citywide demand for approximately 6,800 units between 2000 and 2015.

**Industrial.** Demand for industrial space in Woodland should be robust for the 1995 to 2015 period, absorbing 845 acres of land. Of this, approximately 158 acres of land should absorb between 1995 and 2000. While there is ample available to accommodate this demand in the City's eastern industrial areas, the vast majority of which are outside of the East Street Corridor, the magnitude of this demand should create opportunity for the East Street Corridor to capture demand necessary to infill the few remaining vacant industrial parcels that are located in the northern part of the Corridor. Unlike the retail, office, and residential land uses, new industrial uses in the northern part of the corridor will find that the existence of incompatible uses is not necessarily a significant barrier during the near-term.

## INTRODUCTION

In 1995, the City of Woodland embarked on the preparation of a Specific Plan for the East Street Corridor, an area of the City experiencing significant land use conflicts and underutilization. The City retained a consultant team headed by firm of Mogavero Notestine Associates, land use planning consultants, to assist in this process. This process started with an investigation of existing conditions (*The East Street Corridor: Existing Conditions, Issues, and Opportunities*, January, 1996). Following publication of this initial study, the consultant team, staff, and a Citizen's Advisory Committee have met regularly to discuss issues and opportunities for the East Street Corridor. This initial work is in preparation to develop the Specific Plan, which will guide the long term physical and economic development of the area. As part of the planning process, the City has commissioned an Economic Analysis to assess the market and financial feasibility of plan alternatives and assist in formulating plan implementation strategies. The City retained BAE, specialists in urban and real estate economics, as part of the Mogavero Notestine Associates consultant team.

This report presents the findings and conclusions for the first phase of the East Street Corridor Economic Analysis. This phase of the Economic Analysis provides an overview of real estate market conditions and economic factors that will impact Plan implementation. Key questions to be answered include:

- What is the short- and long-term demand for retail, office, residential, and industrial development throughout the City of Woodland?
- What are the factors that will influence the potential for the East Street Corridor to capture a portion of this demand?
- What are the locations within the Corridor that are best suited for different types of land uses?

By considering these factors, the East Street Corridor Specific Plan's land use and urban design components will be formulated to respond to real estate market opportunities and constraints. The second phase of the Economic Analysis will involve financial analysis of key sites in the Specific Plan Area in order to refine Plan recommendations and assist in near term implementation. The third phase will involve developing a financing strategy for public improvements recommended as part of the Specific Plan.

This analysis contained in this report is structured as an extension to economic research already completed for the City of Woodland in 1995 as part of the Woodland General Plan Update process. Specifically, this report incorporates overall citywide demand projections for Office, Industrial, Retail, and Residential land uses prepared by David Taussig Associates (DTA) as the starting point for determining the potential market demand for

various land uses along the East Street Corridor. The DTA analyses are contained in the *Woodland General Plan Residential Absorption Analysis (April, 1995)*, and *Woodland General Plan Non-Residential Absorption Analysis (May, 1995)*.

Based on these prior General Plan studies and additional research conducted specifically for this report, the potential of the East Street Corridor to capture a portion of future citywide demand in each land use category has been assessed. Additional data sources incorporated into this study include published data from the U.S. Census, the Sacramento Area Council of Governments (SACOG), County Assessor's office records accessed through TRW-Redidata, and current demographic data estimates furnished by Claritas, Inc. Research also included extensive interviews with real estate developers and brokers actively engaged in current and planned development projects in the Woodland area.

### **Report Structure**

After this **Introduction**, this study begins with a **Description of the Study Area**, which defines the East Street Corridor Specific Plan area boundaries and also explains the Study Area's relationship to its local and regional surroundings. Next, an **Economic and Demographic Overview** presents basic economic and demographic data for the City of Woodland alongside comparable data for Yolo County and for the Sacramento metro area (defined as Yolo, Sacramento, Placer, and El Dorado Counties). The Economic and Demographic Overview serves as background for the next four chapters of the study: **Retail Market Overview**, **Office Market Overview**, **Residential Market Overview**, and **Industrial Market Overview**. Each of these four chapters includes a review of land use demand projections contained in the relevant portions of the General Plan update market analysis prepared in 1995 by David Taussig and Associates, followed by a discussion of existing real estate market conditions within the East Street Corridor itself. Ultimately, each of these chapters synthesizes the information into an identification of the particular real estate market niches that the East Street Corridor currently serves for each land use, and which niches offer the best opportunity for future revitalization of the Corridor.

## DESCRIPTION OF STUDY AREA

### East Street Corridor Specific Plan Area

The East Street Corridor Specific Plan Area focuses on East Street, a surface route which bisects the City of Woodland on its north-south axis (see Figure 1). The portion of the street which is the subject of the Specific Plan and of this study extends from the south end of the County Fair mall development north to County Road 18C, a distance of approximately 3.5 miles. The width of the study area varies, but generally encompasses properties that front on East Street as well as some properties located further east, but fronting east/west streets that intersect East Street.

In addition to East Street, the Study Area is well-served by multiple forms of transportation access to other parts of Woodland and the larger region. The Specific Plan Study Area is bisected by several major east-west routes including Gibson Road at the southern end, Main Street and Beamer Street in the central portion, and Kentucky Avenue at the northern end. The north end of East Street turns into Highway 113 just after leaving the study area. Highway 113 southbound merges with I-5 at this point, where freeway entrance/exit ramps provide direct access to I-5 north and I-5/Route 113 south. Additional access to Route 113 and I-5 is located off of East Main Street, approximately three-quarters of a mile east of East Street.

The Southern Pacific Rail line parallels the west side of East Street for the entire distance of the Study Area. The terminus for the Yolo Short Line railroad is located near the northeast corner of the East Street/Main Street intersection. This rail line extends east along the north side of East Main street. The placement of the SP railroad tracks is a major barrier to development along the west side of the East Street Corridor. Not only does it impact properties from an aesthetic viewpoint, but the impacts of train traffic on auto circulation along East Street and its cross streets is significant. Access from East Street to many of the parcels on the west side is hindered, or prevented altogether. In many cases, access can be provided only from cross streets or streets that are parallel to and west of East Street. This will discourage many types of development along the west side of the Corridor, particularly retail, which must have both good visibility and good access. Most prospective office users will be sensitive to potential noise problems due to proximity to the train tracks, as will any residential users; thus, development of any type along the west side of the corridor must incorporate mitigations for noise or target users that are not sensitive to noise.

Other major features of the Study Area include the County Fair Mall, at the southeast corner of East Street and Gibson Road; the Yolo County Fairgrounds, at the northeast corner of East Street and Gibson Road; the Adams Grain facility, opposite the fairgrounds on East Street; and the Pacific International Rice Mill, at the north end of the corridor.

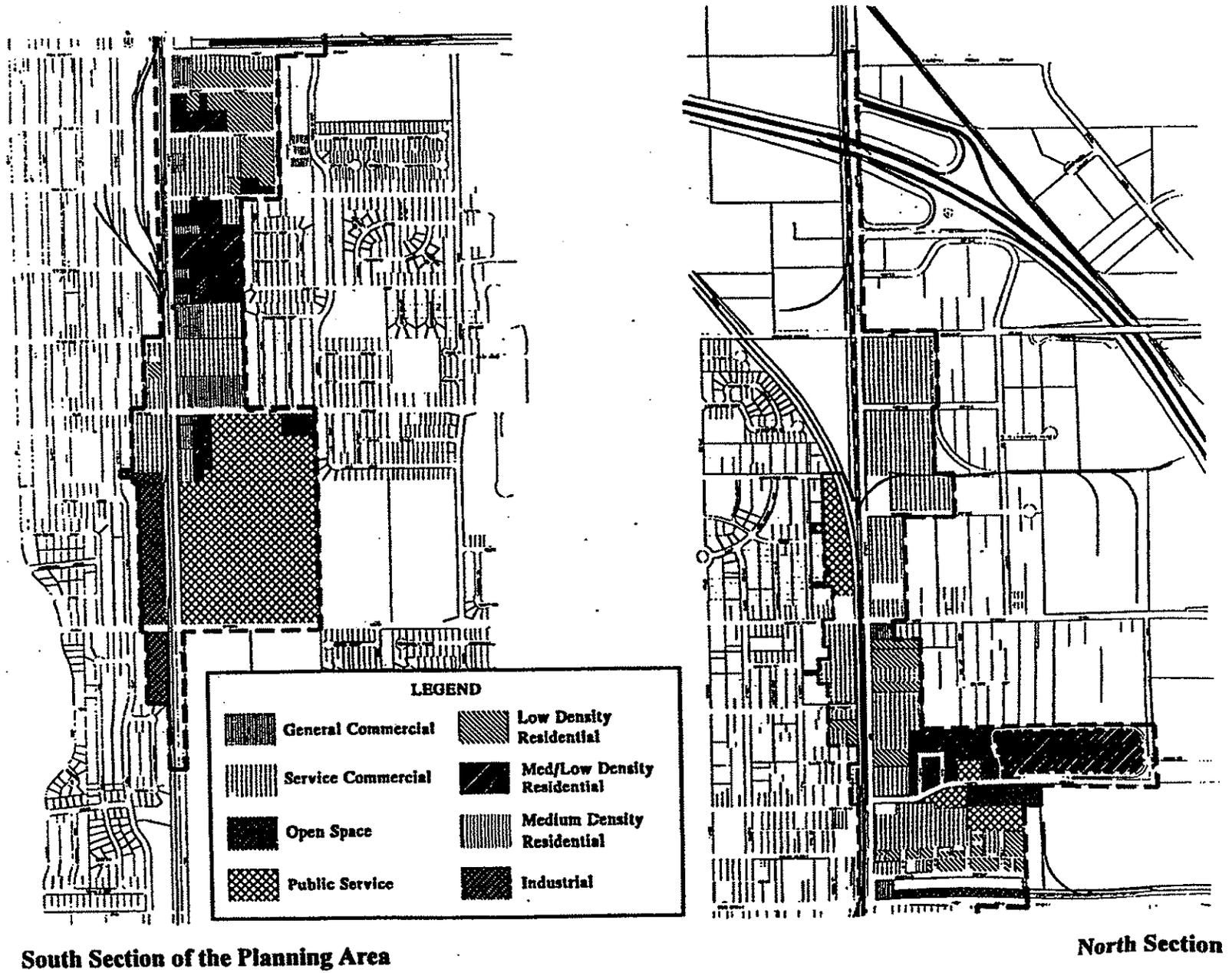
The central part of the East Street Corridor is located at the eastern gateway to downtown Woodland and in close proximity to major places of business located there, such as Woodland City Hall, the Yolo County administrative center, and Yolo County Courthouse. Residential areas also lie on the west side of the corridor, both north and south of downtown. Land uses to the east of the Corridor include extensive residential neighborhoods in the southern portion, and major industrial tracts in the northern portion. Surrounded by the major portions of the City's residential population as well as major employment centers, East Street's historical name now belies its central location within the City.

### **Regional Location**

The City of Woodland is strategically located at the convergence of State Route 113 and Interstate 5, in the midst of California's rapidly growing Central Valley. The City is approximately 15 miles northwest of downtown Sacramento, the financial and governmental center for the entire region. The Sacramento International Airport, which serves as the primary air passenger terminal for the Central Valley region, is located between Woodland and Sacramento. The City of Davis and the University of California, Davis are located approximately 10 miles south of Woodland via SR 113. Approximately ten miles to the west of Woodland lies I-505, which serves as a cutoff for traffic moving from points north of Woodland to destinations in Solano County and other parts of the San Francisco Bay Area. Woodland is approximately 90 highway miles from San Francisco. Finally, a number of small rural communities, such as Knights Landing (north), Zamora (northwest), Madison and Esparto (west), and Winters (south) are also located within a ten to 15 mile distance of Woodland. Woodland's location in the central part of the State and its outstanding access to the freeway system that serves the State make it a particularly good location for truck-based warehousing and distribution activities.

In combination, these locational factors mean that Woodland is well-positioned to meet a portion of industrial and housing demand from the greater Sacramento region, and the City also serves as a sub-regional center, particularly with respect to retail and office market demand.

**Figure 1: East Street Corridor Specific Plan Area**  
 Source: Mogavero Notestine Associates



## DEMOGRAPHIC AND ECONOMIC OVERVIEW

Given the range of market areas for different land uses in Woodland, this demographic and economic overview presents data for three different geographic areas for review and comparison. The first area is the City of Woodland itself. The second is Yolo County, and the third is the area designated by the U.S. Census Bureau as the Sacramento-Yolo Consolidated Metropolitan Statistical Area (CMSA). The Sacramento-Yolo CMSA includes the counties of Sacramento, Yolo, Placer, and El Dorado.

The majority of the data presented below are from the 1980 and 1990 U.S. Census. Additional data are from SACOG; Claritas, Inc., a commercial demographic data service that provides year 1996 data estimates; and TRW-Redidata, a commercial online service that provides access to County Assessor's records.

### Population and Household Trends

**Population.** The City of Woodland has grown substantially since 1980. As shown in Table 1, Woodland's residential population of just over 30,000 in 1980 increased by approximately one-third over the next ten years. By 1996, the population had reached an estimated 43,650 persons. For the 1990 to 1996 period, the average annual population growth in Woodland was 1.55 percent per year. This growth rate significantly outpaced growth rates for Yolo County overall, which grew at a rate of just below one percent per year. While Woodland is growing more rapidly than the County average, its average annual growth rate just lags the growth rate of the four county CMSA, which averaged 1.6 percent annual growth between 1990 and 1996.

**Households.** Woodland's household growth rate closely tracked its population growth rate between 1990 and 1996. During this time, the population increased an average of 1.5 percent per year, while the number of local households increased an average of 1.6 percent per year. The City's growth kept pace with Countywide population and household growth rates, which were also 1.5 and 1.6 percent, respectively.

As shown in the table, the City's average household size remained stable, at 2.75 persons for entire 1980 to 1996 period. Although the County's average household size of 2.64 persons was somewhat smaller than the City's in 1996, it was also relatively stable for the 16-year period. Although the 1996 CMSA average household size is 2.60 persons, which was lower than both the CMSA and the County, the recent trend in the CMSA was similar to the City and County, remaining fairly stable between 1980 and 1996.

**Median Household Income.** Table 1 summarizes household income data for each of the three areas by estimating median household income for each of the three points in time. As shown in the table, in nominal dollars, incomes have increased noticeably since 1980. By 1996, incomes had more than doubled in each of the three areas. The estimated 1996

median household income in Woodland was \$38,444 per year, substantially higher than the Countywide median of \$35,216, but slightly lower than the region-wide median of \$39,985. Between 1990 and 1996, Woodland's median household income rose an average of 3.28 percent per year. This rate of increase was slightly lower than the 3.37 percent increase that occurred in both the County and the CMSA during the same time period. While median income figures do not necessarily indicate the rate of income growth across the entire income range, these figures suggest the likelihood that many households in the City, the County, and the CMSA probably have seen relatively little real income growth during the last six years after accounting for the effects of inflation.

**Age Distribution.** The data in the middle portion of Table 1 indicate that the age distribution for Woodland residents is not significantly different than those of the County and the CMSA. In each area the proportion of children (under 18 years) has remained relatively steady over time; while the proportions of persons 18 to 34 years of age has declined somewhat. The proportions of persons between 35 and 44 have increased over time in each of the three areas, while the proportion of persons 55 to 64 has decreased. Finally, the proportion of the population 65 and over has increased in all three areas. By 1996, Woodland did have the largest proportion of children (29.5 percent). While the share of Woodland's population in the 18 to 24 age group (8.0 percent) was substantially lower than the proportion in the same age group at the County level (15.1 percent) this is most likely a reflection of the large proportion of UC Davis students who live in Davis and fall into the 18 to 24 year range. As shown in the table, Woodland's proportion of 18 to 24 year olds is actually quite comparable to the CMSA. The proportion of Woodland residents that fall into each of the other age categories is very comparable to the proportions of the persons in the same categories at both the County and CMSA levels.

**Household Type.** In 1996, approximately 72.2 percent of Woodland's households contained families (e.g., related individuals), a higher proportion than either the County (62.3 percent) or the CMSA (67.2 percent). Interestingly, all three geographies have experienced a decrease in the proportions of family households since 1980.

**Tenure.** Woodland's households are predominantly owners, as is the case in most parts of the State. In 1990, the homeownership rate for Woodland households was 57.2 percent; however, this was a decline from 61.3 percent in 1980. Countywide, the 1990 homeownership rate was just under 52 percent and throughout the CMSA, the rate was 59 percent. As in Woodland, homeownership rates declined between 1980 and 1990 in both the County and the CMSA.

**Household Income Distribution.** Table 2 shows the estimated 1996 household income distributions for Woodland, the County and the CMSA. As shown, the household income distribution for Woodland is fairly similar to that of the CMSA. Of the three areas, Yolo County has a significantly greater proportion of households with income under \$15,000 per year, and slightly smaller proportions of households in each of the income ranges between \$15,000 and \$74,999 per year.

**Table 1: Population and Household Trends**

	Woodland				Yolo County				CMSA			
	1980	1990	1996 (est.)	Annual Growth '90-'96	1980	1990	1996 (est.)	Annual Growth '90-'96	1980	1990	1996 (est.)	Annual Growth '90-'96
Population (a)	30,149	39,802	43,650	1.5%	113,374	141,092	149,236	0.9%	1,099,813	1,481,102	1,628,722	1.6%
Households	10,678	14,198	15,617	1.6%	41,304	50,972	54,307	1.1%	416,346	556,448	614,145	1.7%
Avg. Household Size	2.75	2.75	2.75		2.59	2.63	2.64		2.59	2.60	2.60	
Median HH Income	\$18,322	\$31,671	\$38,444		\$15,410	\$28,866	\$35,216		\$17,336	\$32,775	\$39,985	
<b>Age Distribution</b>												
Under 18	29.9%	29.0%	29.5%		24.7%	23.9%	24.8%		26.6%	26.1%	26.4%	
18 - 24	12.4%	9.4%	8.0%		21.2%	18.7%	15.1%		14.1%	10.3%	8.6%	
25 - 34	17.6%	18.2%	15.6%		18.0%	18.1%	16.3%		18.1%	18.6%	16.1%	
35 - 44	11.4%	16.2%	16.5%		10.4%	14.4%	15.5%		11.7%	16.5%	17.2%	
45 - 54	9.5%	8.6%	11.7%		8.9%	8.5%	11.2%		10.3%	9.9%	12.2%	
55 - 64	8.7%	7.2%	7.2%		8.2%	7.0%	6.9%		9.6%	7.9%	7.8%	
65 & Over	10.4%	11.3%	11.5%		8.7%	9.5%	10.2%		9.6%	10.7%	11.7%	
Total	100.0%	100.0%	100.0%		100.1%	100.0%	100.0%		100.0%	100.0%	100.0%	
Median Age	29.2	31.2	33.1		27.1	28.7	31.2		29.9	32.1	34.3	
<b>Household Type</b>												
Families	73.7%	73.1%	72.2%		64.0%	63.1%	62.3%		69.2%	67.9%	67.2%	
Non-Families	26.3%	26.9%	27.8%		36.0%	36.9%	37.7%		30.8%	32.1%	32.8%	
<b>Household Tenure</b>												
Renter	38.7%	42.8%	NA		46.0%	48.1%	NA		37.8%	41.0%	NA	
Owner	61.3%	57.2%	NA		54.0%	51.9%	NA		62.2%	59.0%	NA	

**Note:**

(a) 1996 estimates are from Claritas, Inc. Estimates vary slightly from estimates produced by the California State Department of Finance.

Sources: U.S Census, 1990; Claritas Inc.; BAE, 1996.

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**Table 2: Income Distribution**

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<b>Estimated Household Income</b>	<b>Woodland 1996</b>	<b>Yolo County 1996</b>	<b>CMSA 1996</b>
Under \$15,000	15.0%	20.2%	16.1%
\$15,000 to \$24,999	14.7%	15.3%	13.6%
\$25,000 to \$34,999	16.1%	14.3%	14.1%
\$35,000 to \$49,999	17.0%	15.5%	17.5%
\$50,000 to \$74,999	21.6%	19.2%	21.8%
\$75,000 or more	15.5%	15.6%	17.0%
<b>Total Households</b>	<b>15,617</b>	<b>54,307</b>	<b>614,145</b>

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Sources: Claritas Inc.; BAE, 1996.

## **Occupations and Journey to Work**

**Occupations.** The upper part of Table 3 contains U.S. Census data indicating the type of work performed by residents living in Woodland, Yolo County, and the CMSA. It is important to note that workers may be employed outside the geographic area in which they reside. As shown in the table, as of 1990, Woodland tended to have relatively few residents with Executive/Administrative and Professional occupations when compared to the County and the CMSA. Of the three areas, the County has the largest proportion of residents who work in those three categories. In Sales, Administrative Support, and Service categories, the three areas are similar, although the mix within these three categories varies among the three areas. Woodland has the largest proportion of residents who work in industrial categories such as Production/Craft/Repair, Machining, Transportation/Material Moving, and Laborers. The proportion of residents working in Farming, Forestry, and Fishing is relatively high in both Woodland and Yolo County, as opposed to the CMSA, reflecting Yolo County's strong agricultural base.

The data contained in the table do not indicate any major shifts over time in the occupations of workers living in the City, the County, or the CMSA.

**Journey to Work.** The lower part of Table 3 summarizes journey to work data for workers living in Woodland, Yolo County, and the CMSA, providing an indication of whether people are working within the community, or commuting to other locations. Most workers traveling 0 to 9 minutes to work can be assumed to work relatively near home. As shown, almost 31 percent of Woodland workers travel less than 10 minutes to work compared to 24.5 percent in Yolo County and 14.5 percent in the CMSA. This indicates that there are relatively large proportions of Woodland residents who also work in Woodland, as opposed to commuting to other areas. Data were not available regarding the commute patterns for Woodland residents over time; however, at the Countywide and CMSA levels, increasing proportions of workers are commuting 20 minutes or more to work.

**Table 3: Occupation of Employed Residents and Journey to Work**

Residents' Occupations	Woodland			Yolo County				CMSA				
	1980	%	1990	%	1990	%	1980	%	1990	%		
Executive/Administrative	1,394	#	2,206	11.7%	5,037	10.2%	7,889	11.9%	57,807	12.2%	100,014	14.4%
Professional	1,343	#	2,063	11.0%	8,908	18.1%	12,701	19.2%	62,912	13.2%	101,105	14.6%
Technical	351	#	796	4.2%	2,809	5.7%	3,967	6.0%	16,547	3.5%	29,575	4.3%
Sales	1,352	#	1,947	10.4%	4,072	8.3%	6,123	9.2%	53,101	11.2%	84,442	12.2%
Administrative Support	2,397	#	3,073	16.3%	8,175	16.6%	10,097	15.2%	98,497	20.7%	128,470	18.5%
Service	1,511	#	2,295	12.2%	5,807	11.8%	6,970	10.5%	57,590	12.1%	73,979	10.7%
Production/Craft/Repair	1,682	#	2,333	12.4%	4,765	9.7%	5,845	8.8%	55,777	11.7%	72,650	10.5%
Machining	803	#	1,084	5.8%	2,159	4.4%	2,282	3.4%	17,219	3.6%	21,616	3.1%
Transportation/Material Moving	645	#	849	4.5%	1,921	3.9%	2,675	4.0%	17,582	3.7%	24,507	3.5%
Laborers	441	#	989	5.3%	1,427	2.9%	2,882	4.3%	16,593	3.5%	26,828	3.9%
Farming, Forestry, and Fishing	786	#	674	3.6%	3,130	6.4%	3,278	4.9%	11,678	2.5%	13,876	2.0%
Other	317	#	494	2.6%	985	2.0%	1,551	2.3%	10,238	2.2%	16,074	2.3%

Journey to Work (Minutes)	Woodland			Yolo County				CMSA				
	1980	%	1990	%	1990	%	1980	%	1990	%		
0-9 Minutes	NA	A	5,518	30.9%	13,321	29.4%	15,328	24.5%	77,499	16.8%	94,105	14.5%
10-19 Minutes	NA	A	6,432	36.0%	18,765	41.5%	24,084	38.6%	173,509	37.6%	224,351	34.5%
20-29 minutes	NA	A	2,181	12.2%	6,291	13.9%	10,678	17.1%	108,431	23.5%	158,365	24.4%
30+ Minutes	NA	A	3,745	20.9%	6,888	15.2%	12,364	19.8%	102,497	22.2%	173,486	26.7%

Sources: U.S. Census 1980, 1990; BAE, 1996

### **Local Employment Characteristics**

SACOG estimated Woodland's total local employment in 1994 at 15,326 persons. Large concentrations of local jobs were in Retail, Office, and "Other." These three employment categories accounted for three out of four local jobs. The "Other" category accounted for 31.2 percent of all jobs, and includes City and County government services. This is a very visible and significant source of employment in Woodland's downtown area, as well as in several other locations in the City. Medical and Education employment accounted for less than ten percent each, and Manufacturing just over ten percent.

Over time, SACOG projects that the composition of the local job pool will change somewhat, with the most notable change being a doubling of the share of employment allocated to the manufacturing category by the year 2015. For the period, total employment in the Manufacturing category is expected to increase by almost 400 percent, adding over 6,000 new jobs. SACOG expects the second most rapidly growing employment category to be Office, with a 183 percent increase for the 1994 to 2015 period, or more than 5,600 new jobs. "Other," Retail, and Medical will also grow dramatically, increasing by 90 percent, 67 percent, and 65 percent, respectively. Nevertheless, because other categories are expected to grow more rapidly, these categories' share of overall local employment will fall. The same is true for the Education, which SACOG expects to grow slowest of all categories; only 42 percent for the period.

The growth projections highlight an interesting feature of Woodland's current and future employment base. This is the fact that Woodland has a strength in office-base "white" collar employment, while at the same time, it has a strength in "blue collar" manufacturing employment. Many communities are known for one or the other, but few have both. Woodland is further distinguished from most communities in the region, and indeed nationwide, by the projected strong increase in Manufacturing employment categories.

### **Housing Values and Rental Rates**

The data shown in Table 5 are provided for comparison of housing value and rents in Woodland relative to the County and CMSA. The residential market overview chapter of the report provides current data specific to Woodland for home sales prices and apartment rental rates.

**Housing Values.** Housing values reported in the 1990 Census indicate that Woodland's housing stock was generally valued lower than in the County and the CMSA. Woodland's median value, at \$131,300 was the lowest of any of the geographic areas; Yolo County's median reported value as \$137,800 while the median reported value for the CMSA was \$135,900. Reflecting the lower reported median value, 43 percent of Woodland's housing values were concentrated in the \$100,000 to \$149,999 category, a category which included 29 percent of the units in Yolo County and 32 percent of the units in the CMSA.

**Table 4: Woodland Employment by Industry Sector, 1994-2015**

SACOG Employment Category	1994	Percent	2015	Percent	Change from 1994 to 2015		Percent of New Jobs
	Estimate	of Total	Projection	of Total	Absolute	Percent	
Retail	3,698	24.1%	6,183	17.7%	2,485	67%	12.6%
Office	3,075	20.1%	8,711	24.9%	5,636	183%	28.6%
Medical	1,389	9.1%	2,285	6.5%	896	65%	4.6%
Education	805	5.3%	1,141	3.3%	336	42%	1.7%
Manufacturing	1,583	10.3%	7,606	21.7%	6,023	380%	30.6%
Other (a)	4,776	31.2%	9,080	25.9%	4,304	90%	21.9%
<b>TOTAL</b>	<b>15,326</b>	<b>100%</b>	<b>35,006</b>	<b>100%</b>	<b>19,680</b>	<b>128%</b>	<b>100.0%</b>

**Note:**

(a) Other includes construction; transportation, communications and utilities; wholesale trade; hotels/motels; personal, business, and legal services; automotive and miscellaneous repair; engineering, accounting, R&D, and related services; City, County, and other government services.

Sources: SACOG; David Taussig Associates; BAE, 1996.

**Table 5: Reported Home Values and Rents, 1990 Census**

<u>Owner-Reported Value</u>	<u>Woodland</u>	<u>Yolo County</u>	<u>CMSA</u>
Less than \$50,000	1.5%	2.8%	3.3%
\$50,000 to \$99,999	22.5%	25.4%	23.8%
\$100,000 to \$149,999	43.0%	29.4%	32.1%
\$150,000 to \$199,999	21.0%	19.7%	20.0%
\$200,000 to \$249,999	7.3%	10.6%	9.2%
\$250,000 to \$299,999	2.8%	6.0%	5.1%
\$300,000 to \$399,999	1.4%	3.9%	3.9%
\$400,000 to \$499,999	0.3%	1.3%	1.3%
\$500,000 or more	0.2%	0.9%	1.1%
<b>Total (a)</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.00%</b>
<b>Median Value (b)</b>	<b>\$131,300</b>	<b>\$137,800</b>	<b>\$135,900</b>
<u>Contract Rent</u>			
No Cash Rent	1.7%	2.4%	2.5%
Less than \$200	7.7%	7.4%	5.5%
\$200 to \$299	8.8%	8.8%	7.1%
\$300 to \$399	21.7%	17.8%	18.5%
\$400 to \$499	32.7%	24.4%	26.7%
\$500 to \$599	14.8%	16.7%	18.2%
\$600 to \$749	8.9%	12.6%	14.3%
\$750 to \$999	3.5%	7.5%	6.0%
\$1,000 or more	0.3%	2.4%	1.3%
<b>Total (a)</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Median Value (b)</b> <b>(of units paying cash rent)</b>	<b>\$431</b>	<b>\$459</b>	<b>\$470</b>

Notes:

(a) Individual percentages may not sum to 100 percent due to independent rounding.

(b) Medians for the CMSA calculated from grouped data by BAE. All median home values rounded to nearest \$100.

Sources: 1990 U.S. Census; BAE, 1996.

**Rental Rates.** Rents were also lower in Woodland than in the other geographic areas. The City's median reported rent was \$431, compared with \$459 in Yolo County, and \$470 in the CMSA.

### **Population and Household Projections**

As shown in Table 6, SACOG projects that Woodland's population will grow approximately 2.0 percent per year, between 1995 and 2000, for an increase of approximately 4,500 persons. During the same period, SACOG projects that Woodland will add 1,951 households, or an increase of 2.4 percent per year. For the 2000 to 2015 period, SACOG projects that Woodland's population will continue to grow an average of 2.0 percent per year. Over the entire 20-year period from 1995 to 2015, SACOG projects that Woodland will gain approximately 21,000 residents and 8,400 households.

SACOG expects Woodland to grow slightly slower than the County overall, in both the 1995 to 2000 time period, when projected County population growth is 2.7 percent per year, and in the 2000 to 2015 period, when projected County population growth is 2.3 percent per year. While SACOG projects that Woodland will grow more slowly than the rest of the County, Woodland's share of County population growth will still be almost one-fourth of the total between 1995 and 2015.

Although slower than the County, when compared to the CMSA overall, Woodland's projected population growth is actually slightly above average for both the 1995 to 2000 and 2000 to 2015 time periods. Throughout the CMSA, SACOG projects average annual population growth of 1.9 percent during 1995 to 2000 and 2.0 percent between 2000 and 2015.

The City of Woodland Draft General Plan Update targets a residential growth rate for the 1995 to 2015 time period that is somewhat slower than SACOG's projected growth rate. The Draft General Plan Update envisions an average population growth rate of 1.7 percent per year for the next 25 years. At this rate, the City would grow to approximately 61,000 persons by 2015, approximately 3,500 persons less than SACOG projects for the same time frame. Even at the lower 1.7 percent rate of growth proposed in the Draft General Plan, Woodland's population growth would accelerate slightly from the 1990 to 1996 pace. At the 1.7 percent annual growth rate, Woodland's growth rate would lag significantly behind overall County growth rate and slightly behind the CMSA growth rate.

**Table 6: Population and Household Projections**

Location	1995	2000	2005	2010	2015	Average Annual Growth Rate	
						1995-2000	2000-2015
<b>Woodland</b>	60,804						
Population	43,402	47,900	52,700	58,150	64,500	2.0%	2.0%
Households	15,184	17,135	18,971	21,171	23,570	2.4%	2.1%
<b>Yolo County</b>							
Population	153,688	175,300	198,700	221,300	247,400	2.7%	2.3%
Households	54,772	63,561	72,748	82,085	92,364	3.0%	2.5%
<b>Sacramento-Yolo CMSA</b>							
Population	1,661,466	1,829,400	2,031,200	2,265,075	2,453,050	1.9%	2.0%
Households	609,079	673,990	752,024	843,487	920,578	2.0%	2.1%

Sources: SACOG, 1996; BAE, 1996.

## **Summary of Demographic and Economic Characteristics**

In summary, Woodland's demographic and economic characteristics are similar to the surrounding region, with rapid population and household growth, high homeownership rates, relatively moderate household incomes, and strong prospects for future employment growth.

**Implications for Residential Demand.** Woodland's strong tendency towards family households will result in continuing demand for larger housing units. Given incomes that are relatively comparable to those in the surrounding region, demand for housing will be representative of the spectrum of demand found throughout the region; with many homes selling in the middle price ranges. Based on historic trends, the majority of households will continue to seek homeownership, rather than renting, but if trends continue, there may be increasing demand for rental units. With a slight trend towards non-family households, there may be new opportunities for the market to provide a greater variety of housing unit types, including more studio apartments, apartments and homes with dual master suites intended to be shared by unrelated housemates, etc. Increasing proportions of persons 65 and older may point to a long-term need for additional housing options for seniors, including various levels of assisted living.

**Implications for Retail Demand.** The demographic and economic trends in Woodland suggest that the City can support a full range of retail facilities. The City's ability to attract and support region-serving retail stores, discussed in more depth later in this report, will depend in part on the supply of competing facilities in other communities. Since many residents also work locally, there may be more of an opportunity for Woodland to capture resident expenditures than for a similarly-sized suburban community with a higher proportion of workers commuting to other locations and spending portions of their retail dollars near their workplace.

**Implications for Office and Industrial Demand.** With strong growth projected for office and industrial employment sectors, there are good prospects for increasing real estate demand in the City's office and industrial areas. In turn, this strong office and industrial growth potential will reinforce strong residential growth trends because of the demand for housing created by an expanding local work force.

## RETAIL MARKET OVERVIEW

### Existing Retail Conditions

**Study Area Conditions.** With the exception of the County Fair Mall, located at the south end, the East Street Corridor contains only a limited amount of retail facilities. Current retailers in the Corridor area consist primarily of restaurants, service stations, and convenience stores. There is one concentration of retail, the Olive Tree Plaza, a strip shopping center located along East Street. This project contains an assortment of local independent retailers and currently has approximately 2,200 square feet of vacant space available with asking lease rates of \$0.75 to \$0.85 per square foot (full service). In addition, the renovated East Street Court building, a mixed use project at the northeast corner of East and Court Streets, contains approximately 8,600 square feet of vacant retail space. Asking prices for the East Street Court building's retail spaces are \$0.85 per square foot, triple net (NNN).

The County Fair Mall is a 460,000 square foot shopping mall built, opened in 1986. Major tenants include Target, Mervyns, JC Penney and Gottschalks. According to the mall manager, there are a total of approximately 15,000 square feet available for lease at this time, for a vacancy rate of twelve percent of in-line store space and pad space. All anchor tenant spaces are filled. Asking lease rates range from approximately \$0.85 to \$1.50 per square foot, NNN. The smaller, best located mall shop space commands the highest rents, with lower asking rates for pad space on the mall periphery or for larger spaces inside the mall. The vacant space includes a vacant stand-alone restaurant located on the East Street side of the mall property. This is a 5,600 square foot space, with an asking lease rate of \$1.00 per square foot NNN. The property manager reports that two restaurant tenants have occupied the space previously, and expects that the next tenant will be retailer.

The East Street Corridor retail spaces are interspersed along the corridor with other commercial, residential, and light-industrial uses. Because there are no "anchor" retail businesses and no strong concentrations of retail activity along the corridor (with the exception of the Mall), the East Street Corridor lacks an identity as a retail location. Although the County Fair Mall has a strong identity, it does not carry over to the rest of the East Street Corridor. Unlike most regional shopping malls, which typically attract additional retail development on surrounding parcels, the County Fair Malls' presence is not clearly evident when traveling along East Street until just before reaching the Mall itself. A major factor contributing to this is the buffering effect of the Yolo County Fairgrounds, which has a nearly one-fourth mile frontage along East Street between the Mall and the rest of the corridor to the north.

**Other Retail Concentrations.** Within the rest of the City, other significant concentrations of retail activity include: downtown, West Main and West Court Streets, and East Main Street. As explained below, each of these different areas has a unique identity as a retail

location, due to the time period in which the retail spaces were developed as well as the presence of concentrations of similarly configured retail uses in areas with other complementary uses. Table 6 summarizes existing retail real estate market conditions in each of the City's major retail sub-areas, starting with the East Street Corridor.

Downtown Woodland retail is the historic retail center of the community, characterized by its pedestrian-oriented scale and traditional downtown uses such as restaurants, a drug store, business and personal services, and an array of specialty retailers along Main Street. Downtown retail spaces tend to be relatively small, located on the ground floor of two- to three-story buildings which date as far back as the turn of the century. These retail uses are complemented by a mix of relatively large government offices, including the Woodland City Hall, the Yolo County Courthouse, and the Yolo County Administrative Center.

Overall, vacancy rates for downtown retail spaces appear to be fairly low, and asking lease rates tend to correlate with building quality. For example, a leasing representative for the newly renovated Hotel Woodland indicated that demand for ground floor spaces was strong, and the project will be fully leased by early Fall. As of this time, Downtown does not appear to have attracted any national retail tenants; rather it is dominated by independent retailers. With relatively few vacancies, it is difficult to accurately state a range of lease rates for the area, but asking rents for ground floor spaces in the Hotel Woodland of approximately \$1.10 to \$1.20 per square foot, triple net, probably represent the upper end of this sub-market.

The West Main and West Court Street retail areas represent the next step in the evolution of retail activity in the U.S after traditional downtown development. The retail developments in this area are predominated by strip malls characterized by single-story buildings configured parallel to the street and set back behind a large off-street parking area. Some centers have been arranged perpendicular to the street, with off-street parking areas along-side the buildings. A number of centers are configured as community shopping centers, with a 20,000 to 40,000 square foot anchor tenant and a number of smaller "in-line" tenants that typically range from 500 to 5,000 square feet in size. There are also a substantial number of stand-alone retail buildings in these areas, such as fast food restaurants and gas stations, as well as auto service shops and other miscellaneous uses. These shopping areas are well-situated to serve the community shopping needs of most existing Woodland neighborhoods, which historically were concentrated on the west side of the City.

As shown in Table 7, there is a very large supply of vacant retail space scattered along the West Main/West Court Corridor. These spaces range in size from 1,200 square feet to several anchor-tenant sized spaces. In total, during the time research for this study was conducted (July and August 1996) a total of 200,000 square feet of retail space was identified as available for lease in shopping centers on West Main/West Court. This inventory include the space available in the completely vacant Main Street Plaza development. This project contains 74,000 square feet of space, and reportedly is asking

approximately \$1.00 per square foot, NNN. Area brokers feel that the center is overpriced at this level. Although reliable data were not available to facilitate estimates of overall vacancy rates in this area, it is likely that this area has not only the greatest quantity of vacant space of any of Woodland's retail areas, but also the greatest vacancy rate relative to total available supply.

According to leasing agents, demand for any retail space in this area is relatively slow, with most of the interest coming from small local businesses and relatively little interest from chain retailers. Due to the nature of the types tenants that are being attracted to most non-anchor spaces in these centers, turnover is relatively high. One exception to this is the recently announced plan to develop a Walgreen's store at West and Main Street. There are several large spaces available for relatively large tenants, including the old Safeway space at 120 West Main, the soon to be vacated PV Ranch and Home space in the Cottonwood Plaza, as well as the entirely vacant Main Street Plaza development. Asking lease rates in the West Main/West Court area tend to cluster around the \$0.75 to \$1.00 range NNN, but dip as low as \$0.55 per square foot.

East Main Street represents a fourth evolution of U.S. retail developments. (The County Fair Mall serves as the local example of the third evolution in U.S. shopping centers, the enclosed regional mall.) East Main is emerging as the preferred location in Woodland for large-scale discount retail developments, particularly along the south side of the street, which is relatively unimpacted by the Yolo Short Line Railroad tracks located along the north side. Major users in place on the corridor include K-Mart, Canned Food Warehouse, and Orchard Super Hardware. Two major developments are also planned: a center anchored by a Wal-Mart, and a center anchored by the Food-4-Less grocery warehouse. A key locational characteristic of this area is immediate freeway access to both I-5 and SR 113. This is important to the large regionally oriented retailers, who seek to attract Woodland residents but also to serve as a shopping destination for residents in surrounding areas. East Main also provides good exposure to local cross-town traffic traveling along that uses Main Street from the east to west side of the City. Large-scale retail development has been facilitated in the East Main area by the presence of relatively large, deep parcels of land.

Relatively little vacancy was identified in the East Main area. The single vacancy for which leasing information was available was 6,500 square feet of shop space in the K-Mart Center; this space has an asking lease rate of \$0.95 per square foot triple net. Although there is relatively little vacancy at this time, according to leasing representatives, the small in-line spaces have been the hardest to fill in this area. One leasing representative stated that he felt the difficulty was due to a reluctance of smaller retailers to locate next to a destination retailer such as K-Mart as this location does not generate the type of regular shopper traffic the smaller retailers need compared with a location next to a local-serving grocery or drug store. People tend to shop the large stores more infrequently, and for specific items; therefore, the spillover effect from the shoppers attracted by the anchor stores attract is less than expected.

**Table 7: Selected Currently Leasing Retail**

LOCATION	DESCRIPTION	SPACE AVAIL.	TOTAL SPACE	ASKING RATE	TERMS	COMMENTS	TARGETED TENANTS	OTHER TENANTS
<b>West Main Street</b> 120 Main Street	Main Street Plaza	74,000	74,000	\$0.70 to \$1.00	NNN	old JCPenney site	retail	n.a.
cmr. Main & West	Purity Plaza	3,360		\$ 0.65	NNN			Hollywood Video
cmr West and Main	Longs Center	6600 (not incl. Safeway space)	n.a.	\$ 0.75	gross	four different spaces available, most interest from mom & pop businesses		Longs Drug
cmr West and Main	old Safeway space	25,000	25,000	n.a.	n.a.	unable to locate leasing contact for this property	n.a.	n.a.
104 West. Main	Country West Center	14,600	27,039	\$ 0.65	NNN	four different spaces available		Chubby's Subway, U.S.P.S.
West and Main		6,000	9,000	\$ 1.00	NNN	Mr. Video closed recently, adding 4,000 square feet vacant.		Togo's
West Main	Woodland Plaza (ret./automotive)					small center with mixed auto/commercial uses		tire center, karate
Court & Calif.	Shade Tree Plaza (Payless & McMahans)	3,600		\$.55-.95	NNN	about 2,800 square feet in back of center for \$0.55, 800 in front for \$.95		Payless, McMahans
W. Court	West Court Plaza	-	n.a.	\$ 0.95	NNN	No vacancy at present, but lots of turnover.	Off-price oriented center	Super Saver Market

**Table 7: Selected Currently Leasing Retail**

LOCATION	DESCRIPTION	SPACE AVAIL.	TOTAL SPACE	ASKING RATE	TERMS	COMMENTS	TARGETED TENANTS	OTHER TENANTS
2 w. Court & West St.	Blockbuster Center	1,200	10,020	1.00 to 1.15	NNN	current vacancy is 4 mos. old; center has never been fully leased	retail/service	Blockbuster Video
w. Cross & Cottonwood	Outbuilding at Cottonwood Plaza	1,300	2,900	\$ 0.75	NNN	whole space was vacant two years; DJs acting as leasing agent for owner	retail	DJ's Jewelry
w. Cross & Cottonwood	Cottonwood Plaza	27,000	n.a.	\$ 0.75	NNN	P.V. Ranch & Home is leaving 20,000 s.f.	maybe specialty grocer for PV space.	misc. local retail/service
<b>Downtown</b>								
531 Main Street	ground floor retail space	5,000	5,000	\$ 0.38	full serv.	space formerly occupied by Yolo Hospice retail store; vacant 2 mos.	retail	n.a.
Hotel Woodland	mixed- office, retail, special events	see comment	20,000	see comment		\$1.10 to \$1.20 NNN for retail and office; expect fully leased by mid Sept.	retail, office	4,500 s.f. special events facility
Cmr College & Main	old Imperial Bank Building	9,000	9,000	see comments		4,500 s.f. upstairs office: \$2,000/mo. gross; 4,500 downstairs: \$4,000 gross; also for sale		n.a.
534 Main	small shop space	1,100	1,100	\$ 0.61		last tenant was a deli; vacant since April; rent includes insurance and taxes		n.a.
<b>East Street</b>								
1059 Court	East Street Court	8,614		\$ 0.85	NNN	lots of parking; also contains office space		

**Table 7: Selected Currently Leasing Retail**

LOCATION	DESCRIPTION	SPACE AVAIL.	TOTAL SPACE	ASKING RATE	TERMS	COMMENTS	TARGETED TENANTS	OTHER TENANTS
725-733 East Street	Olive Tree Plaza	5,800	27000	\$0.5 to \$0.75	gross	strip center with small shop space behind; lower price is for warehouse; higher price is for retail (about 2,200 s.f.)		
SE corner of East and Gibson	stand-alone restaurant	5,600	5600	\$ 1.00	NNN	feels that the location is not good for restaurant; probably will end up with a retail tenant	probably will end up with a retail tenant	n.a.
<b>East Main Street</b>								
K-Mart Center	shop space	6,500	n.a.	\$ 0.95	NNN	small shops have found that K-Mart doesn't attract every day shoppers		K-Mart

Source: BAE, 1996.

## **Retail Leakage Analysis**

In 1992, in conjunction the City of Woodland's evaluation of the proposal for development of a regional retail center anchored by a Wal-Mart store, the City contracted with Economic and Planning Systems (EPS) to prepare an economic impact analysis that included a retail expenditures leakage study for the Woodland retail trade area (*Wal-Mart Site Economic Impact Analysis, November, 1993*). The trade area analyzed included a primary retail market defined as the City of Woodland; a secondary retail market area defined as all of Yolo County, excluding Winters, West Sacramento and areas south of West Sacramento; and a tertiary trade area was defined to include all of the secondary market area, plus Winters, Dixon, and the southern portion of Colusa County, up to Williams. The relatively large secondary and tertiary trade areas reflect the relatively low population density and sparse supply of retail facilities in areas surrounding Woodland. Because Woodland contains a significant variety of types of retail stores not found in those outlying areas, residents of the secondary and tertiary trade areas are assumed to be attracted to Woodland to shop on occasion.

Although the information used for the leakage analysis is somewhat dated at this time, it provides an indicator of the relative balance between retail demand and supply in the Woodland area. The EPS study found that, as of 1992, "surplus" expenditures (e.g., spending higher than expected based on typical spending patterns) were being captured in drug stores, food stores, eating and drinking places, building materials and farm implements, and service stations. The categories in which there were "leakages" from the market area included apparel stores, general merchandise, packaged liquor stores, home furnishings and appliances, and "other" retail stores. These categories represent an opportunity for additional development in Woodland, given an appropriate location.

The largest retail development to occur since that time is the Orchard Super Hardware store, on East Main Street, which is in the a hardware/garden/building supply store category that did not represent an unmet demand opportunity, based on the earlier leakage study by EPS. Another identifiable change since the time of that analysis is the closure of the Safeway store on West Main Street. Although the overall effect of this closure on the entire trade area supply of grocery store space is relatively small, the closure may be more significant locally. Safeway's closure leaves only three full-sized, full-service supermarkets in Woodland. With a current population of almost 45,000, the City may be slightly under-served, particularly on the east side, where there are no full-service supermarkets. At this time, the closest full-sized supermarket for Southeast Area residents is the Nugget, located on West Court.

## **Future Demand for Retail Space**

The *Woodland General Plan Update Non-Residential Absorption Analysis* projected total demand for new retail land in Woodland equal to 139 acres, or a total of approximately 1.5

million square feet of supportable space between 1995 and 2015. DTA based these projections on the quantity of new retail space that would be required to accommodate the increased retail expenditures associated with SACOG's projected local population growth. Of the total projected demand for 139 acres of retail land, 30 acres of land are needed for Neighborhood Commercial facilities associated with new residential areas assumed to be added to the updated General Plan, outside the existing Urban Service Area. The remaining 109 acres of retail demand will be accommodated on land currently zoned for commercial uses within the existing City limits. This acreage translates to approximately 1.2 million new square feet of retail floor area for the 20 year period. Of this, increased demand translating to approximately 250,000 square feet of retail floor area can be expected between 1995 and 2000. These demand figures will be reduced if the City implements the Draft General Plan Update population growth rate target of 1.7 percent, rather than the 2.0 percent growth rate projected by SACOG.

A key question for this analysis is what portion of the new retail demand might be captured in order to support revitalization in the East Street Corridor. Starting with the maximum estimate of 1.2 million square feet of additional retail space to be developed within the existing urban service area, it is possible to net out demand that will be absorbed by planned retail developments. To assist in this, an inventory of planned and proposed retail developments has been compiled, as shown on Table 7. In addition, other development sites with strong retail potential can also be netted out in order to conservatively estimate residual demand for which the Study Area could compete.

#### **Planned Competitive Retail Centers**

As shown on Table 8, there are several planned retail centers within the City of Woodland at this time, as reported by the City of Woodland in its quarterly Development Report (July 1996). The planned Yolo Polo Plaza (Wal-Mart) center is a major retail development that will absorb a large portion of retail demand in the near future. Located on East Main Street, just east of I-5, this project has obtained all necessary approvals, and is planned to include a total of 254,000 square feet of space in two phases. The first phase, including a 128,000 square foot Wal-Mart and a 20,000 square foot Staples office supply store, is planned for completion by Spring, 1997. The remaining 128,000 square feet of development potential will be built out as tenants are secured.

Two other commercial projects planned for sites on East Main Street, east of the Study Area, make up the remaining inventory of retail developments that are in the planning stages in Woodland at this time. The Sycamore Point project, located at the southeast corner of East Main and Pioneer is a 106,000 square foot community shopping center. This center has obtained all necessary approvals, and is planned to open in Spring 1997 with a Food-4-Less anchor. The Lasher Auto Mall project involves 54 acres of land at the southeast corner of County Road 102 and I-5. The Planning Commission has approved the Conditional Use Permit and certified the Final EIR for this development; however, the developer reports that due to lack of interest in the project on the part of the City's existing

auto dealers, the project is not going forward at this time. According to the developer, some big box retailers have expressed interest in the site and plans are now under way to pursue a General Plan and zoning amendments to allow those uses to locate at the site. If all 54 acres of land are rezoned, this could result in capacity to accommodate nearly 600,000 square feet of retail space, assuming a 0.25 floor area ratio (ratio between building floor area and site size). It is possible; however, that only a portion, or none of the area would be rezoned.

Only one currently planned project that is not located in the eastern part of the City will involve any new retail space. This is the Shaffer Commercial Building, planned for Court and West Streets. This project is planned to include 16,000 square feet of space in two 8,000 buildings. The developer, Shaffer Realty intends to use approximately one fourth of the project for its own offices, leasing the remaining space to either office or retail users.

Although there are no immediate plans for development, there is potential for development of 35 acres of land adjacent to the existing County Fair Mall for a mall expansion. Located immediately south of the Mall, this land is currently outside the City limits, but is within the urban service area. Pending favorable treatment with resolution of the General Plan update, this site could be developable for a substantial quantity of retail space. Assuming a 0.25 floor-area ratio, this area could absorb another 380,000 square feet of future retail demand.

There are also other possible projects involving neighborhood commercial and highway commercial sites that have not been announced, but could also consume demand in the near to mid term. This includes a 12-acre site at the intersection of Gibson and Pioneer, which would likely accommodate a grocery/drug center. Typically, these centers have between 100,000 and 150,000 square feet of retail space.

Taking a relatively conservative approach, and subtracting the total amount of retail potential planned for the Yolo Polo Plaza, Sycamore Plaza, Lasher Auto-Mall, County Fair Mall expansion site, Shaffer Commercial Building project, and the Gibson/Pioneer site from the total 20-year demand of 1.2 million square feet yields a excess of planned retail space of up to 300,000 square feet; i.e., there is a current over-supply of potential retail sites within the City for the next 20 years when looking only at the increase in retail market support generated by local population growth and the development sites mentioned above. In addition, there are additional sites within the City zoned for retail uses and, as indicated in the *Non-Residential Absorption Analysis*, even with no changes to current zoning designations within the City limits, there is at present a projected total surplus of 30 acres of General Commercial and Service Commercial land within the City for the next 20 years. There is also a projected surplus of 58 acres of Highway Commercial-zoned land in Woodland through the year 2015. This surplus will increase if the City's new General Plan acts to limit population growth at a level below the level that SACOG forecasts.

In order to support development of the surplus acres of commercial land within the next 20 years without cannibalizing sales from existing merchants, a substantial portion of new retail floor area will have to draw market support from consumers living outside the City of Woodland. It is likely that many stores in the Yolo Polo Plaza, plus stores that might be developed at the Lasher Auto Mall site or the County Fair Mall expansion site would target regional markets; while the Gibson/Pioneer site will be limited to local-serving uses.

**Table 8: Planned and Proposed Retail/Commercial Developments**

Project/Location	Type of Project	Approved Sq. Feet	Expected Sale/Lease rates	Approval Status	Completion Date (est.)	Comments/ Description
1) Yolo Polo Plaza East Main Street	Retail/ Comm ercial	254,000	Sale price for in-line store space \$5-7 per sq.ft and pad space along East Main is about \$10-16 per sq. ft.	Approved	Spring 1997	City has approved the development of a 126,000 sq. ft Wal-Mart and an additional 128,000 sq. ft of retail space on a 21.17 acre site. Currently the only other tenant committed to the site is a 20,000 sq. ft. Staples office supply store. The landowner of the site is not planning to develop any speculative commercial space, everything is build to suit. It is expected that the project will develop in two phases with Wal-Mart and Staples developed in the first phase. Improvements associated with the first phase are expected to help in marketing the remaining portions of the site to prospective tenants.
2) Sycamore Point Corner of Main and Pioneer	SE Retail/ Comm ercial	106,000	Lease rates are estimated to be about \$1.35 NNN	Approved	Spring 1997	City has approved the development of a shopping center comprised of a 106,000 sq. ft shopping center on a 10.9 acre site. The center has a space for a 50,000 sq. ft anchor tenant, a 20,00 sq. ft. sub-anchor, and three building pads. Food for Less, a large discount grocer, has signed on as the anchor tenant for the site, with the sub-anchor site still not committed. Several fast food restaurants have expressed interest in the pad sites, but leases have not been negotiated.
3) Lasher Auto Mall Corner of CR 102 and Interstate 5	SE Retail	N/A	N/A	Planning Commission has approved CUP and Certified Final EIR		The original proposal for this site involved the development of a 54 acre auto mall. However, a lack of interest from existing auto dealers in the City has stalled the auto mall concept.  Recently, (2) "big box" retailers have expressed an interest in the site, and the property owner is currently pursuing a General Plan amendment and zoning change to allow those uses to locate to the site.
4) Shaffer Commercial Building West Main and Court Streets	Retail/ Office	16,000	Expect lease rates to be \$1.20 NNN	Approved		The developer, Shaffer Realty will occupy approximately 25 percent of the project. The remaining 12,000 square feet will be leased to retail or office tenants.

Sources: City of Woodland; BAE, 1996.

## Summary

The East Street Corridor currently lacks an identity as a retail location within the City of Woodland. While the presence of the County Fair Mall at the south end of the Corridor would normally be a significant benefit in this regard, the existence of the Yolo County Fairgrounds between the Mall and the rest of the corridor, as well as the fact that most traffic approaches the mall from the east, via Gibson Road, rather than via East Street combine to make the Mall's impact much less than might be expected. In other parts of the Corridor, challenges to retail development include the presence of incompatible land uses, a lack of appropriately-sized vacant parcels, and lack of shopper traffic on East Street.

For the 1995 to 2000 period, planned retail projects and other retail projects under discussion probably will consume substantial retail demand; but there is a possibility that due to an emphasis on regional retail uses, there may be growing demand for certain local-serving commercial uses that will not be served in the retail projects discussed above. This may present opportunities for the East Street Corridor. With future residential growth presently planned for the east side of the City, it is likely that commercial areas in the eastern part of the City will be well situated to capture community-serving retail demand. While planned and proposed retail developments that are proceeding at this time will likely absorb most of the increase in retail market support that new residential development will produce over the next five years, there will be increasing demand for local-serving retail after 2000.

A review of information available from the City regarding currently planned and proposed retail projects indicates that most projects currently in the approvals or development processes will concentrate on standard shopping center-type retail activities. This may leave a market opportunity for the East Street Corridor in meeting the local demand for various service commercial activities that are not typically found in big-box or strip retail centers. Examples of such activities include automotive services; certain "heavy commercial" uses such as glass shops, paint and wall-coverings stores, carpet stores, etc. Many of these types of service-commercial activities mentioned would be compatible with locations in the middle portion of the East Street Corridor because they are not as dependent on drive-by traffic as typical strip center retailers. Additionally, because many of these types of uses are not noise sensitive, they could back up to the rail lines on the west side of East Street, if sites with sufficient size and access could be provided.

Other opportunities may be present in the area of family entertainment and recreation, such as skating rinks, miniature golf, batting cages, indoor sports facilities, fitness centers, etc. Several of the activities mentioned are not only missing in Woodland, but are also not well represented in the communities surrounding Woodland, creating the potential for attraction of out-of-town customers as well as local residents. Many recreation facilities as well as service commercial businesses may be particularly attracted to the East Street Corridor due to their preference for locations with relatively low land costs. These types of uses could

be placed along the east side of East Street, between Main and Gibson. Although these types of uses are not generally noise sensitive, the potential to place them along the west side of East Street is limited by the depth of available parcels and their ability to accommodate relatively large uses.

If new residential development does continue in the Southeast Area over the long-term, the fairgrounds property would be a very desirable site for a community shopping center, due to its southern location and its ease of access to the east and west sides of the City via Gibson Road. However, if a grocery/drug center is built at the Gibson and Pioneer site, this use may be foreclosed for the fairgrounds site. Regardless of the actual tenants, there are considerable obstacles that must be overcome to bring development to the fairgrounds site, including developing a politically and economically feasible plan to relocate the fairgrounds, attracting the desired retail tenants to the site in competition with other sites, and then developing a complimentary mix of land uses to develop the remaining portion of the fairgrounds property. The findings of a 1994 Yolo County Fair Relocation Study (Sasaki Associates, Andrew Plescia Company) indicated that the project would not be economically feasible until a combination of factors, including the reuse value of the existing site, maximization of the buildout potential of the site, and estimated development costs for the new facility become more favorable.

The Yolo County Fairgrounds property may be considered both a barrier and an opportunity to retail revitalization along the corridor. Currently, it separates the County Fair Mall from other retail activity along the East Street corridor; however, if an overall plan could be successfully developed to relocate the fairgrounds activities and thus free the site for retail development, the property could become a major opportunity for the East Street Corridor. The southwest corner of the fairgrounds property would be a good alternative location for a grocery/drug shopping center oriented to serving residents in the southern part of the City, if a center with these uses is not developed at Gibson and Pioneer. Additionally, conversation with a local real estate broker indicates that an additional mass-merchandise may be interested in locating in the area. Three anchor tenants would provide a substantial mass of development at the southwest corner of the fairgrounds property, which would help to attract more shopper traffic along East Street. If a grocery/drug center is provided at Gibson and Pioneer, the fairgrounds site could target specialty retail uses or family entertainment uses, either of which would be appropriate as a complement to the County Fair Mall. The Mall and the new development would each benefit from the shopper traffic generated by the other.

## OFFICE MARKET OVERVIEW

### Existing Conditions

**Study Area Conditions.** There are relatively few office developments located within the East Street Corridor. The largest single office development is the County Fair Plaza, located at 825 East Street. This project contains approximately 47,000 square feet of space, and includes a number of State government offices including the State Employment Development Department, the Department of Motor Vehicles, and a number of Yolo County offices. Other users include various professional services, including ADIA. Approximately 17,000 square feet are vacant at this time, and asking lease rates are \$0.90 per square foot, modified gross. Tenants are charged for water, sewer, and garbage. Other locations with significant amounts of office space include the East Street Court building at the intersection of Court and East Street. Asking lease rates in this building start at \$0.75 per square foot. According to a property representative, this building contains a total of approximately 33,000 square feet, with 5,000 available for office tenants.

**Other Office Concentrations.** The primary existing concentrations of office space in Woodland are in the downtown and West Main/West Court areas. There is some overlap in the market niches of downtown and West Main/West Court office areas; however healthcare-related uses tend to be more prevalent in the latter; while legal uses are more common around the former. Other office users such as accountants, real estate brokers, and various types of consultants and other business services can be found in both sub-areas.

As with downtown retail, many existing downtown office spaces are in relatively old buildings. In fact, many downtown office spaces are located on the upper floors of mixed office-retail buildings. These buildings tend to be relatively antiquated by modern office standards, including a general scarcity of off-street parking, lack of elevators in multistory buildings, aging HVAC systems, etc.; nevertheless, they are appealing to a certain portion of local office users because of their proximity to other downtown services, City and County offices, and the court building. Relatively few downtown office vacancies were identified, as indicated by the listings on Table 8. As shown on the table, available spaces range from 440 to 5,050 square feet. These tend to be in multi-user buildings, with asking lease rates of \$0.85 to \$1.10, full service.

**Table 9: Selected Currently Leasing Office**

LOCATION	DESCRIPTION	SPACE AVAIL.	TOTAL SPACE	ASKING RATE	TERMS	COMMENTS	TARGETED TENANTS	OTHER TENANTS
<b>Downtown (Including Court St.)</b>								
608.5 Main	2nd floor office	440	1,200	\$1.00	full serv.	vacant since March	small office users	atty., therapist, bookkeeper, etc.
721 Main	offices plus gr. fl. ret-IOOF Bldg.	935	24,000	\$0.85		tenant pays utilities; bldg. renovated in early 80's, elevators, parking	professional office	lots of attorneys, County traffic court
1st & Court	professional office bldg.	2,000	n.a.	\$1.00		water, sewer, garbage paid; available about 3 mos., few inquiries	professional office	CPA
East & Court	mixed-use bldg.	5050	c. 33,000	0.85	nnn			
433 Second St.	Garden Court Building	1,300	c. 12,000	\$1.10	gross	ground floor professional space		
414 Fourth Street	Technology Development Ctr.	11,000	22,000	\$0.45	gross (tenant pays Tis)	office or lab space designed to suit	research or office	American Brewer's Guild, biotech co.
<b>West Court Street/W. Main St.</b>								
285 W. Court	professional offices	2,000	16,500	\$1.15	full serv.	leasing went very well except last 2,000 s.f.; very little turnover	professional office user	insurance, attorney, etc.
255 W. Court	professional offices	1,594	3,601	\$1.25	gross	tenant pays for extra garbage pickup; demand generally good	professional office user	
250 W. Main St.	second floor professional office	3,570	14,500	\$1.00	double net	owner pays common area maintenance costs	office suites	title co., employment agency

**Table 9: Selected Currently Leasing Office**

LOCATION	DESCRIPTION	SPACE AVAIL.	TOTAL SPACE	ASKING RATE	TERMS	COMMENTS	TARGETED TENANTS	OTHER TENANTS
120 W. Court St.	professional office	4,793	c. 15,000	\$1.20-1.40	gross	old bank building	office users	
NE Comer w. Main & Cottonwood	Orrick Office Bldg.	650	n.a.	\$0.95	gross		professional office	
<b>East Street</b>								
1248 Fortna	office in industrial area	1,600	c. 4,000	\$0.41		industrial space built out as office	low-end office user, like const. office	
825 East Street	County Fair Plaza	17,000	46,679	\$0.90	modified gross	tenants pay for water, sewer, and garbage. High concentration of social services tenants scares some potential tenants	service businesses	State of Ca., Yolo Co., ADIA
1059 Court St.	East Street Court	5,050		\$0.85	nnn	renovated brick building		

Source: BAE, 1996

There is a considerable variety of office space available in the West Main/West Court area; but these spaces also tend to be relatively small spaces in multi-user buildings. The office buildings in this area tend to be more suburban in nature than the downtown buildings. Typically, they are one to two-story garden style office buildings with ample off-street parking. Available spaces ranged from 650 to 4,793 square feet. Asking lease rates for these spaces range from approximately \$1.00 to \$1.40, full service, with most at or near the \$1.00 level. The somewhat higher rates for these spaces as compared to downtown spaces reflect the newer overall condition of West Main/West Court office buildings. Conversations with brokers and leasing agents representing properties in West Main/West Court indicated that even in this area of newer buildings, the supply of high end office space is limited, while demand for this type of product is good. The demand for these types of spaces comes primarily from small, local serving professional service firms.

### Future Office Demand

Citywide office demand projections contained in the *Non-Residential Absorption Analysis* prepared by DTA in support of the General Plan update process were based on citywide employment forecasts prepared by SACOG in 1993. These projections extended to the year 2015. As stated in the Non-Residential Absorption Study for the Woodland General Plan Update, SACOG projected that local employment would increase from an estimated 15,326 jobs in 1994, to an estimated 35,006 jobs in 2015, more than doubling during the time period. This quantity of growth translates to a 4.0 percent average annual growth rate within Woodland, exactly double the 2.0 percent average annual residential growth rate forecast for the 1995 to 2020 time period.

As shown in the matrix below, it is expected that there will be some shifts in the composition of local employment during the 1994 to 2015 time frame. As shown in the table, it is expected that Retail, Education, Medical, and General Industrial uses will make up a smaller proportion of overall local employment by the year 2015. The land uses that are projected to account for increasing shares of local employment by 2015 are Office/Business Park, High-Tech/Bio-Tech, and Light Industrial.

Employment Category	1994 Employment	2015 Projection
Retail	27.5%	21.8%
Education	5.3	3.3
Office/Business Park	26.9	28.4
Medical	9.1	6.5
High-Tech/Bio-Tech	0.2	2.1
Light Industrial	18.7	27.2
General Industrial	12.3	10.7

Source: David Taussig Associates, City of Woodland General Plan Update Non-Residential Absorption Analysis, 1995

In translating the employment projections into future demand for office space, DTA first developed a series of land use categories and correlated them to the various components of the SACOG employment forecast. Over the 1994 to 2014 time period, the DTA analysis translated the total job growth in office and industrial sectors to a need for a total of 1,060 acres of land for new office and industrial development. Of this total, it was estimated that office uses would require approximately 16 acres of land in the Central Commercial district, and 56 acres of land in General Commercial districts. Remaining office development was projected to be combined with high-tech/bio-tech in the Business Park districts. The 56 acres of office demand projected for the City's General Commercial areas, of which the East Street Corridor is a part, translates to a total of 1,904 new employees, and just over 665,000 square feet of space. In the 1995 to 2000 time frame, the projected demand amounts to 11 acres of office development in the General Commercial zones. This translates to 144,000 square feet of office space demand in the near term.

### **Planned Competitive Supply**

In order to provide some estimate as to how much of the 665,00 square feet of demand could be captured along the East Street Corridor over the 1994 to 2015 time period, it is necessary to determine the net demand that is still available after accounting for planned and proposed office projects in the General Commercial areas. As shown in Table 8, there is only one planned office project within the City at this time, and this is the relatively small Shaffer Commercial Building (16,000 square feet) planned for West and Court Streets. This leaves considerable near- and long-term demand to be met by as of yet unidentified projects. One project that is not officially "planned" at this time is an office development area involving properties located between Lincoln Avenue and Pendegast Street, East Street and Sixth Street. This project is in the conceptual development stage at this time, but the City has identified undeveloped parcels totaling 7.65 acres for study.

### **Summary**

In assessing the possibility that the East Street Corridor could capture a portion of the unmet future demand for office space, it is important to review the sources of demand for new office space. Office uses can be divided into two broad categories, local serving, and region-serving. Local serving office uses include most health-care providers, Realtors, insurance agents, and other small professional and business services companies that are oriented primarily to serving local residents or businesses. These types of users will tend to seek locations that are convenient to their local customers and to important local places of business, such as government buildings, hospitals, and courts. This explains the current preponderance of office users in the downtown and West Main/West Court areas.

For future local-serving office demand, the existing patterns of development may not make as much sense. Given that much of the City's residential and business growth is presently planned for the east side of the City, there will likely be increasing demand for office-based services that are located convenient to this part of the City. While existing

professional office users may find it wise to stay in the West Main/West Court area, new offices opening in response to future population growth may find it desirable to be located more conveniently to developing residential areas. Also, offices located to the east of existing office concentrations would be more convenient to businesses located in the City's growing northeast industrial quadrant. The central part of East Street, near the Main Street intersection may offer an ideal location for office users who wish to adopt this type of locational strategy, yet still be relatively close to established downtown services and places of businesses.

Region-serving office uses will tend to involve larger firms that serve a market base that extends beyond local residents and businesses. Location decisions for these types of firms tend to be two-tiered, first focusing on the general locale desired within the region, and then focusing on specific sites within the area selected. Decisions related to the selection of the general locale consider factors such as regional transportation access, labor force availability, corporate image, and costs to buy or rent space. Increasingly, factors such as cost and availability of housing for employees, local quality of life, and other factors not strictly related to actual business operations come into play. Woodland has much to offer in this area, and these types of decision factors are implicit in the SACOG projections that assigned a share of projected regional growth to the City of Woodland.

For those region-serving companies that choose to locate office-based operations in Woodland, there will be additional decisions about exactly where to locate. These firms will be less concerned about where their offices are located in relation to residential areas, but will be concerned with ease of access to regional transportation routes and support services. These types of location considerations will also tend to be favorable to the East Street Corridor. A good example of the type of office operation that fits this theory is the Blue Shield building located just south and west of the East Street/Main Street intersection. As mentioned above, the City is involved in planning for additional office development in the vicinity of the Blue Shield building, and these sites will likely be attractive to other new users in the near term, as opposed to sites within the East Street Corridor Study Area. If all 7.65 acres of land within the office development study area is made available for office development, this area would be well positioned to consume a large portion of the 11 acres of General Commercial office demand projected for the 1995 to 2000 time period.

In the short term, many local-serving office users may also find the West Main/West Court area to be more attractive than the East Street Corridor due to the lack of appropriate sites in the East Street Corridor. This will be a key challenge that must be addressed in long-term plans for the revitalization of East Street. If the need for quality sites can be addressed, the East Street corridor will be well positioned to capture a portion of future office demand. There is relatively little available land in the downtown area for office development; and as available sites are consumed in downtown, the East Street Corridor will face less competition. The combination of better regional access and proximity to both downtown and Southeast Area residential development will favor the East Street Corridor over the West Court/West Main corridor in competing for a share of the 45 acres

of General Commercial office demand projected for the 2000 to 2015 time period, assuming that obstacles involving incompatible surrounding land uses can be overcome on the East Street Corridor. Thus, the timing for the potential to capture this demand will be dependent on the time required to prepare sites appropriate for office development. Overall, it appears that office development is a significant opportunity for the East Street Corridor in the longer term, particularly after the point in time that sites near the Blue Shield building are consumed. This could include smaller multi-tenant buildings configured with small offices and suites to cater to local serving professionals as well as the possibility of some larger single-user buildings that would be suitable for office-based regionally oriented users.

One possible target market that is not a large factor at this time is to serve as a location for the marketing, R&D, and/or administrative functions of companies involved in various agriculture-related sectors. The Yolo County Agriculture and Tourism Targeted Industry Analysis (Draft, August, 1996) identified a number of promising sectors for the County to pursue. Of these, the activity that appears most compatible with the East Street Corridor is ag bio-technology facilities. According to the report, unlike most of the other activities identified for Yolo County, ag bio-tech operations prefer to be located in urban locations, rather than in agricultural areas. According to one of the study's researchers, there are a number of small firms in this sector that are currently seeking suitable locations for research space in the range of 6,000 to 10,000 square feet. One existing project that has already managed to capture a small portion of this type of demand is the Technology Development Center, located at 414 Fourth Street. The property owner reports that one tenant is a spinoff of a Davis-based biotechnology firm.

Over the next five years, the study projected an increase of 130 in the number of people working in these types of activities Countywide, under a medium growth scenario. Using an employment density factor of 465 square feet per employee, this translates to a short term demand for a relatively small 60,000 square feet of space; however, these types of tenants might fit well in the office/industrial buildings of the type similar to the Technology Development Center. Another example of a compatible building type is 10 N. East Street, where such as use could serve as a good transition between East Street and the northeast area's more traditional warehouse/industrial users that are set further back from East Street. Woodland will have to compete for a share of this type of countywide office demand with Davis and West Sacramento. Davis will be very competitive due to its proximity to research activities being conducted at UC Davis and also to other bio-tech activities being conducted along the I-80 corridor. Woodland will likely benefit from relatively lower land costs, proximity to major seed companies that are located in the City and who represent potential clients for ag-biotech products, and a perception of a more business friendly environment. While Woodland and Davis both have a track record with several existing ag-bio-tech companies each, West Sacramento currently does not have the same stature, and its future competitiveness for these type of uses remains to be seen.

The area within the Corridor that may have the best development potential for traditional office uses, both local- and region-serving, is the central part of the Corridor closest to downtown. As mentioned above, sites close to the Blue Shield building, which are technically not a part of the Study Area, are probably best positioned in the short term. One area with long-term office development potential is the area centering on the East Street and Main Street and East Street and Court Street intersections. This area benefits from exposure to one of the busiest intersections in Woodland, and is largely underutilized considering its location at the center of the City, and at the eastern gateway to downtown; however, like the county fairgrounds property, development in this area would require execution of a comprehensive plan to relocate existing uses before new development could occur.

## RESIDENTIAL MARKET OVERVIEW

### Existing Conditions

**Study Area Conditions.** The Rural California Housing Corporation (RCHC) prepared a housing inventory and assessment as part of the East Street Corridor Existing Conditions, Issues, and Opportunities Report. Completed in January of 1996, this report found that existing housing in the East Street Corridor includes three mobile home park/trailer courts (Dana Trailer Park, Bell's Trailer Court, Woodland Mobile Park), two distinct neighborhoods predominated by single-family homes (Armfield and Depot/Alice), and approximately 241 multifamily rental housing units. In total, RCHC identified 514 housing units within the corridor. Of the 241 rental units spread throughout the corridor, the Yolo County Housing Authority owns and operates 132 units for low-income households. These units are located in the Yolano Village and Donnelly Circle apartment complexes, located in the northern portion of the Study Area, to the east of East Street. The other concentration of multifamily housing units is in the Depot/Alice/Oak Street area, where there are 79 units of housing. In addition to the publicly-owned housing in Yolano Village and Donnelly Circle, most of the other privately-owned housing in the corridor, including single family homes, privately owned apartments, and trailer coaches and mobile homes, appears to serve primarily lower- and moderate-income households.

When compared to the overall housing conditions in the remainder of Woodland, the East Street Corridor housing tends to serve a generally lower end of the local housing market; the housing stock tends to be generally in poorer condition in the East Street Corridor; and there is higher proportion of multifamily housing in the East Street Corridor. There are greater proportions of renters in this area than the rest of the City overall. Based on RCHC's identification of 241 multifamily housing units of a total of 514, and assuming that all multifamily units are rentals rather than owner-occupied, the owner/renter split would be approximately 53 percent owner/47 percent renter. The balance could easily shift to a majority of renters after factoring in anecdotal information indicating that many single-family homes in Corridor are rentals, rather than owner-occupied.

This study identified no currently renting or for-sale housing units within the East Street Corridor. Review of County Assessor's records indicate that no housing units have sold within the East Street Corridor during the January through July 1996 time frame. The lack of market activity is likely due to a combination of the fact that a large proportion of the area's housing units are publicly owned and thus not rented or sold on the open market. After accounting for the publicly owned, there is a relatively small number of units remaining; nevertheless, the lack of visible for-rent or for-sale signs in East Street Corridor residential neighborhoods indicates vacancy rates are relatively low. In contrast, a review of current residential real estate listings indicates substantial inventory of available housing units for-sale and for-rent in a variety of different types of projects and locations within other parts of the City.

**Residential Developments in Other Parts of the City.** Based on a survey of new residential projects currently on the market in Woodland, single-family homes located in the Sycamore Ranch development dominate the new home market in Woodland at this time. There is only one project selling new homes on the west side of the City. Also, there are no new multifamily rental projects on the market; and this has been true for several years. Therefore, for the past several years, the new supply of housing units has been almost exclusively single-family homes.

Currently Selling Single-Family Housing. As shown in Table 10, prices new homes currently on the market range from approximately \$128,000 to \$215,000. Cumulatively, this developments report that average absorption is 28 units per month. The project selling the most units is Woodland West, the only new subdivision not located in Sycamore ranch. It's average monthly absorption is over three times better than its nearest competitor in Sycamore Ranch. Sales agents report that most buyers tend to be Woodland residents who are either first-time buyers or move-up buyers. No development reported more than 30 to 40 percent of buyers were commuters.

Table 11 summarizes the sales prices of homes sold in Woodland (new and resale) during the first seven months of 1996. As shown in the table, most single-family homes which sold recently in Woodland are in the price range of \$100,000 to \$150,000. The median some sales price was approximately \$140,000. Over four-fifths of the home sales were for less than \$200,000 indicating relatively few sales of high-end homes. According to sales representatives, most of the new homes are sold to buyers who are either first-time or move-up buyers from within Woodland, and Woodland's new home subdivisions do not large proportions of commuter households, because of the availability of housing that is just as affordable, but closer to other employment centers in the region.

Multifamily Housing. Interviews with leasing agents indicate that most workers who live in Woodland's multifamily housing are employed in the immediate Woodland area. At this time, it does not appear that commuters are a significant factor in multifamily housing demand in Woodland, although a number of apartment agents indicated serving small proportions of UC Davis students. As with most California communities, Woodland has seen no new market rate multifamily housing development since the early 1990s. As a result, we note that in the period of time between our 1992 study for the Hotel Woodland reuse project and the present, vacancy rates have dropped considerably in most of Woodland's larger apartment projects. Where many projects reported vacancy rates of 10 to 15 percent in 1992, Table 12 indicates that most larger apartment projects now report only one to two percent vacancy, just enough to accommodate the ongoing turnover of units. These apartments serve a range of household types, including families, singles and couples, and students.

Reliable data are not available regarding the distribution of apartment rental rates for the entire supply of apartments in Woodland; however after surveying numerous apartment

complexes with current vacancies, it is possible to characterize the range of rents for apartments that are currently available in the market, as follows:

<b>Unit Type</b>	<b>Typical Rent</b>
Studio	\$375 (only one building surveyed with studios)
One-Bedroom	\$450 to \$550
Two-Bedroom	\$525 to \$650
Three-Bedroom	\$825 (only one building surveyed with 3br units)
Four-Bedroom	\$975 (only one building surveyed with 4br units)

**Table 10: Currently Selling Residential Development**

<u>Project/Location</u>	<u>Sales Opened</u>	<u>Units at Buildout</u>	<u>Units Released</u>	<u>Units Sold</u>	<u>Abs./ Month</u>	<u>Floor Plans</u>	<u>Square Feet</u>	<u>Sales Price</u>	<u>Price/ SQFT</u>	<u>Comments</u>
1) Hunter Glen at Sycamore Ranch	Jan-95	160	76	67	3	3bd/2ba/den	1,556	\$144,500	\$93	Sales of units began in January 1995 and construction of the models began in March of 1995. The first phase included the development of 76 units, with 84 additional units in the second phase. 60-70% of the buyers are Woodland residents, with the remaining buyers coming from various geographic regions. All lots over 5,500 sq. ft have an annual Mello-Roos assessment of \$800, and lots under 5,500 sq. ft have an assessment of \$600.
						3bd/2ba/den	1,738	\$153,600	\$88	
						4bd/2.5ba	2,065	\$168,100	\$81	
						4bd/3ba/den	2,482	\$181,500	\$73	
2) The Grove at Sycamore Ranch	Jan-95	180	140	136	7	3bd/2ba	1,246	\$129,990	\$104	Sales of units began in January 1995. Of the 140 units thus far 4 remain unsold. An additional 40 are still expected to be developed. The majority of buyers are Woodland residents, including buyers trading up from apartments. All lots over 5,500 sq.ft have a Mello-Roos assessment of \$800, and lots under 5,500 sq. ft have an assessment of \$600.
						3bd/2.5ba	1,381	\$133,990	\$97	
						4bd/3ba	1,556	\$143,990	\$93	
						4bd/3ba	1,834	\$148,400	\$81	
3) The Arbors	Feb-96	53	23	21	3	3bd/2ba	1,531	\$133,000	\$87	Sales for these units began in February '96 and of the first phase, only 2 units remain to be sold. The foundations for the next thirty units have recently been poured, and these units are also being pre-sold. The units are priced for the first-time home buyer and have a base price with options for additional features. Buyers are typically Woodland residents, with a small % from surrounding areas such as Davis or Dixon. Developer offers a \$4,000 incentive to buyers that can be used to help in the purchase. Mello-Roos assessment on each lot.
						3bd/2.5ba	2,012	\$150,000	\$75	
						4bd/3ba	2,288	\$155,630	\$68	

**Table 10: Currently Selling Residential Development**

<u>Project/Location</u>	<u>Sales Opened</u>	<u>Units at Buildout</u>	<u>Units Released</u>	<u>Units Sold</u>	<u>Abs./ Month</u>	<u>Floor Plans</u>	<u>Square Feet</u>	<u>Sales Price</u>	<u>Price/ SQFT</u>	<u>Comments</u>
4) The Woods in Sycamore Ranch	Jan-95	52	37	37	1.85	3bd/2ba	1,531	\$127,990	\$84	Sales of these units began in January 1995; however, slow initial sales resulted in the original models being revamped to the current models. Sales have recently slowed down and there has been a couple of months without a sale. Possible reasons cited include the pent-up demand for new housing for Woodland residents has been satisfied by recent development activity. Most buyers are Woodland residents moving up in the market from property units they have been in for 6-8 yrs. Also, sales traffic being generated by people relocating to Woodland from out of state, and some traffic from Sacramento. Mello-Roos assessment on each lot.
						4bd/2ba	1,731	\$149,990	\$87	
						4bd/3ba	2,310	\$169,990	\$74	
						5bd/3ba	3,000	\$179,990	\$60	
5) Steeplechase In Sycamore Ranch	Feb-95	117	60	60	3	6 different floor plans beginning with 4bd/2ba	1759-3100	\$160,000- \$215,000	\$69- \$90	These units are developed as they are purchased. The larger models have the flexibility to be 5, 6, or 7 bedroom units all with 3 baths. All units come with a three car garage. The units are at the top of the price for the Sycamore Ranch area, and as result, typically attract white collar, dual income families. The trend in buyers has been Woodland residents trading up, but there is concern that market may be drying up. The lots come with both a Mello-Roos assessment, and a lighting and landscaping assessment.
6) Woodland West NE Corner of Kentucky and CR 98-B	Oct-95	125	125	119	10	3bd/2ba	1,150	\$128,500	\$112	This project was developed in two phases. The first phase consisted of 93 units, and the second phase is comprised of 32 units. The first phase is sold out, and only 2 units plus the models remain from the second phase. Buyers are typically Woodland residents, with about 25% coming from Sacramento.
						3bd/2ba	1,282	\$132,900	\$104	
						3bd/2ba	1,406	\$139,950	\$100	
						4bd/3ba	1,985	\$159,500	\$80	

Source: BAE, 1996.

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**Table 11: Single Family Home Sales in Woodland 1/96-7/96**

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<u>Price Range</u>	<u>Total</u>	
	<u>Number</u>	<u>Percent</u>
Less than \$100,000	19	6.3%
\$100,000- \$124,999	93	31.0%
\$125,000-\$149,999	91	30.3%
\$150,000-\$174,999	48	16.0%
\$175,000-\$199,999	25	8.3%
\$200,000-\$249,999	11	3.7%
\$250,000-\$299,999	7	2.3%
\$300,000-\$349,999	5	1.7%
\$350,000 and over	1	0.3%
<b>Total</b>	<b>300</b>	<b>100.0%</b>
<b>Median</b>	<b>\$ 139,560</b>	

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Sources: TRW-Redi; BAE, 1996.

**Table 12: Selected Currently Renting Multi-Family**

<u>Project/Location</u>	<u># Units</u>	<u>Floor Plans</u>	<u>Square Feet</u>	<u>Monthly Rent</u>	<u>Utilities Included</u>	<u>Vacancy Rate</u>	<u>Open Date</u>	<u>comments</u>
1) <i>Westgate Apartments</i> 839 W. Lincoln	128	1bd, 1 ba	612	\$545	Water	2%	1991	Amenities include a washer and dryer in each unit; all kitchen appliances including microwave, range, dishwasher, and full-size refrigerator; on-site storage including garage size spaces (for an additional rental fee); and a pool, 3 spas, a gym, and a clubhouse. All two bedroom units include garages. Mix of residents includes about 3% students, 6% elderly, 57% families, and 34% singles. Most residents work in the Woodland area.
		Splt Lvl 1bd, 1ba	720	\$575	Garbage			
		2 bd, 2ba	947	\$670	Sewer			
		2bd, 2.5ba	1090	\$735				
		3bd, 2ba	1300	\$825				
		4bd, 2ba	1500	\$975				
2) <i>Autumn Run</i> Corner of Matmor and Gibson	396	2bd, 1 ba	940	\$575-595	Water	1%	1986	Amenities include 2 pools, 2 hot tubs, a sauna/weight room, 3 playground lots (tot lots), 7 laundry rooms, and each unit comes with a covered parking space. Most units are occupied by small families who work in Woodland.
		2bd, 2ba	980		Garbage Sewer			
3) <i>Courtside Village</i> 255 Sonoma	150	1bd, 1ba	715	\$485	Water	1%	1986	Amenities include 2 pools, a sauna, a jacuzzi, 5 laundry rooms, and covered parking.
		2bd, 1ba	800	\$555	Garbage			
		2bd Townhomes	1013	\$645	Sewer			
4) <i>Heritage Oaks</i> Kentucky and Cottonwood	120	1 bd, 1ba	616	\$465	Water	2%	1982	Amenities include a pool, a jacuzzi, 2 laundry rooms, and covered parking. Residents are of cross-section of singles and young families that mostly work in the Woodland/Davis area.
		2bd, 1 ba	792	\$545	Garbage			
		2bd, 2ba	856	\$565	Sewer Basic Cable			
5) <i>Crossroads Village</i> 555 Matmor	192	1 bd, 1ba	600	\$470	Water	2%	1986	Amenities include a pool, spa, weight room, basic cable service, 2 laundry rooms, covered parking, and on-site security. Residents are a mix of families, singles, and students from Davis. Approximately 25 to 30 units are rented to students.
		2bd, 1 ba	800	\$505	Garbage			
		2bd, 2ba	800	\$525	Sewer Basic Cable			

**Table 12: Selected Currently Renting Multi-Family**

<u>Project/Location</u>	<u># Units</u>	<u>Floor Plans</u>	<u>Square Feet</u>	<u>Monthly Rent</u>	<u>Utilities Included</u>	<u>Vacancy Rate</u>	<u>Open Date</u>	<u>comments</u>
6) <i>Courtwood Apartments</i> Corner of West Court and Cottonwood	112	1 bd, 1ba	650	\$455	Water	5%	c. 1966	Amenities include a pool, 2 laundry rooms, covered parking, and all kitchen appliances. Complex has had a waiting list all summer for units and has very little turnover. Residents are split between families and singles.
		1.5bd/1ba	870	\$515	Garbage			
		2bd/2ba	920	\$535	Sewer Basic Cable			
7) <i>Monterey Apartments</i> 280 W. Court St.	70	1bd/1ba	710	\$490	Water	4%	1984	Amenities include a pool, laundry room, covered parking, and security patrols. Residents are mostly working couples and singles. Only about 10% of the units are rented to families.
		2bd/1ba	750	\$510	Garbage			
		2bd/2ba	850	\$590	Sewer Basic Cable			
8) <i>Westwood Apartments</i> 260 W. Court St.	92	1 bd/1ba	651	\$460	Water	4%		Amenities include a pool, spa, laundry room, covered parking, and security patrols. Residents are mostly working couples and singles. Only about 3 or 4 of the units are rented to families.
		"Small" 2bd/1ba	882	\$525	Garbage			
		"Large" 2bd/1ba	930	\$545	Sewer Basic Cable			
9) <i>West Point Apartments</i>	116	Studio	365	\$375	Water	2%	c. 1971	Amenities include a pool, 2 laundry rooms, a small playground area, 3 picnic areas with BBQ's, a basketball hoop/area, and 2 assigned parking spaces per unit. Broad range of residents including singles, families and students. Approximately 20% of the complex is Section 8 housing.
		1bd/1ba	625	\$440	Garbage			
		2bd/1ba	800	\$525	Sewer			

Source: BAE, 1996.

## Future Residential Demand

As discussed previously in the Economic and Demographic overview section, Woodland is projected to grow steadily over the next 20 years (see Table 5). Although Table 5 uses projections which are slightly updated, these projections are essentially the same as the April 1995 SACOG projections used by DTA in preparing the *Residential Absorption Analysis* for the Woodland General Plan update. For the purposes of this study, the slight adjustments to the SACOG projections do not warrant revisions to the DTA estimates of long-term residential absorption in the City of Woodland; however, if the General Plan Update acts to limit the local population growth rate to 1.7 percent per year, as opposed to the approximate 2.0 percent annual growth rate forecasted by SACOG, the residential demand figures discussed below will be reduced commensurately.

In total, DTA estimated demand for approximately 9,000 new housing units in Woodland between 1994 and 2015. This included a vacancy factor of five percent for new housing units. BAE would normally assume a lower overall vacancy factor for a stock of residential units that is expected to be primarily single-family homes; however, for planning purposes, this figure is not excessive. Of this total, DTA estimated that 2,760 new units would be constructed within the existing City limits, and 6,244 new units would be constructed on land that is now outside the City limits, which would be annexed over the next 20 years.

Of the 2,760 new residential units expected to absorb within the City of Woodland, DTA projected that approximately 2,450 would be absorbed within the 1995 to 2000 time frame, and the remaining 311 would be absorbed between 2001 and 2005. In total, 2,408 of the units to be absorbed within the City limits in the next ten years will be developed in the Southeast Area.

The next step in the demand estimate involved determining the likely distribution of overall demand among various residential product types. To accomplish this, DTA defined six different categories of housing types shown in the table below. Then, based on review of existing conditions, recent trends, interviews with local real estate professionals, and City policies, DTA projected the following long-term distribution of homes in Woodland's overall housing supply:

Residential Category	Density (Gross)	Stabilized Distribution
Multifamily	20.0 d.u./acre	35.0 percent
Small Lot	7.5	18.0
Standard Lot	5.5	30.0
Large Lot	4.5	8.0
Estate Lot	3.0	7.0
Rural Residential	0.1 - 0.5	2.0

Source: David Taussig Associates, 1995

Over the 1995 to 2000 time period, DTA projected the following distribution of new home development within the existing City limits:

Residential Category	Density (Gross Units/Acre)	1995-2000 Distribution of Units Built in City	Units
Multifamily	20.0 du/acre	25.0 percent	694
Small Lot	7.5	34.0	930
Standard Lot	5.5	37.0	1032
Large Lot	4.5	1.8	51
Estate Lot	3.0	1.9	53
Rural Residential	0.1 - 0.5	0.0	0

Sources: David Taussig Associates, 1995; BAE.

### **Planned Competitive Supply**

The most striking aspect of the inventory residential developments planned for the City of Woodland at this time is a lack of new multifamily housing. Although the Southeast Area is planned to accommodate a total of 668 multifamily housing units, there are no plans at this time to begin constructing any multifamily units. Other than this area, DTA identified the potential for development of only two multifamily residential units in one small subdivision, and estimated that other vacant R-M zoned land in the City could accommodate only approximately 24 additional units. In contrast, there are numerous single family residential developments planned for development (or in the development stage) in Woodland at this time, primarily located in the Southeast area. As discussed above, as of 1995, existing zoning would permit development of approximately 2,800 additional residential units within the City of Woodland, of which 2,100 were anticipated to be single family units. Table 13 provides summary information regarding subdivisions that are currently in the development process in Woodland at this time. Most of these are actively selling units at this time.

### **Summary**

At this point in time, with economic growth proceeding, and declining local apartment vacancies, there may be increasing opportunity for development of multifamily housing in Woodland. The fact that there is relatively little in the way of multifamily land available for development within the City of Woodland, with the exception of undeveloped multifamily land in the Southeast Area, may present a near- as well as long-term opportunity for the East Street Corridor to capture a significant portion of residential demand.

As compared to the Southeast Area, the East Street Corridor offers relatively easy access to downtown shopping, as well as to employment centers in downtown, West Main/West

Court, and to the northeast industrial areas. Given that most current Woodland apartment residents work in the Woodland area, this convenience to employment and shopping areas should be a benefit. With vacancy rates at close to their minimum possible levels in Woodland's larger apartment projects, demand should be strong for new apartment units during the near term. Financial feasibility will likely be a barrier until market rate rent levels rise; but pent-up demand will build in the meantime, as indicated by the projected demand for nearly 700 additional multifamily housing units by 2000, and no current plans to develop multifamily projects within the City.

The predominance of new single family housing units in newly developing parts of the City may provide opportunities for infill development of parts of the East Street Corridor that can take advantage of proximity to established residential neighborhoods, as an alternative to homes in new subdivisions. Even capture of just two percent of total demand for the 1995 to 2015 period would translate to almost 200 new housing units. If infill development is designed to carefully integrate with existing development, the new housing would gain value from the proximity to well-established neighborhoods, and proximity to services and shopping located in the central part of the City.

**Table 13: Planned and Proposed Residential Development**

<u>Project/Location</u>	<u>Units at Buildout</u>	<u>Units Sold</u>	<u>Units to be Built</u>	<u>Floor Plans</u>	<u>Square Feet</u>	<u>Sales Price</u>	<u>Price/ SQFT</u>	<u>Comments</u>
1) Faria Subdivision SE Corner of CR 98 and West Cross Streets	234	204	30	NA	NA	\$85,000- \$125,000 (lot only)	NA	The developer of this project is selling lots to buyers for custom home building. The first four phases totaled 214 lots, and of those, only 10 remain to be sold. The fifth phases of the project will be a gated subdivision of 20 lots, expected to begin selling at about \$125,000. The project began selling in 1988 and at peak demand sales were averaging 1 lot sale per month. Recently, sales have dropped off to about 5-6 lots per month.
2) Frommelt Project Emerald and Walnut	14	1	8	3bd/2ba	1,000	\$110,000	\$110	This project divides 7 existing parcels into 14 split lot duplexes. The project has been under development for about a year, and 3 of the duplexes (6 units) have been developed. Thus far, only one unit has been sold. The typical lot is about 42x70 or about 3,000 sq. ft. There are no assessments associated with the lots.
3) Hunter Glen at Sycamore Ranch	160	67	84	3bd/2ba/den 3bd/2ba/den 4/bd/2.5ba 4bd/3ba/den	1,556 1,738 2,065 2,482	\$144,500 \$153,600 \$168,100 \$181,500	\$93 \$88 \$81 \$73	See currently selling residential table.
4) The Grove at Sycamore Ranch	180	136	40	3bd/2ba 3bd/2.5ba 4bd/3ba 4bd/3ba	1,246 1,381 1,556 1,834	\$129,990 \$133,990 \$143,990 \$148,400	\$104 \$97 \$93 \$81	See currently selling residential table.
5) The Arbors	53	21	30	3bd/2ba 3bd/2.5ba 4bd/3ba	1,531 2,012 2,288	\$133,000 \$150,000 \$155,630	\$87 \$75 \$68	See currently selling residential table.
6) The Woods in Sycamore Ranch	52	37	25	3bd/2ba 4bd/2ba 4bd/3ba 5bd/3ba	1,531 1,731 2,310 3,000	\$127,990 \$149,990 \$169,990 \$179,990	\$84 \$87 \$74 \$60	See currently selling residential table.

**Table 13: Planned and Proposed Residential Development**

<u>Project/Location</u>	<u>Units at Buildout</u>	<u>Units Sold</u>	<u>Units to be Built</u>	<u>Floor Plans</u>	<u>Square Feet</u>	<u>Sales Price</u>	<u>Price/SQFT</u>	<u>Comments</u>
7) Steeplechase In Sycamore Ranch	117	60	57	6 different floor plans beginning with 4bd/2ba	1759-3100	\$160,000-\$215,000	\$69-\$90	See currently selling residential table.
8) Woodland Village Estates NW Corner of West Kentucky and CR98-B	32	0	32	NA	NA	NA	NA	This project involves the subdivision of a 4.25 acre parcel into 32 lots for single family development. A Planned Unit Development/Conditional Use Permit and tentative subdivision map have been approved.
9) Camray	350	0	350	NA	NA	NA	NA	Camray has approval for the development of approximately 350 single family units. These lots will eventually be sold in blocks for development.

Sources: City of Woodland; BAE, 1996.

## INDUSTRIAL MARKET OVERVIEW

### Existing Conditions

**Study Area Conditions.** The East Street Corridor is home to a wide variety of industrial uses, ranging from rice milling, manufacturing, warehousing and distribution, lumber and ready mix yards, to the Yolo Short Line rail depot at the intersection of Main and East Streets. Most of the active industrial activities are located north of Main Street. A large concentration of the City's industrial space fronts on the east side of East Street, generally extending north from East Beamer Street to Churchill Downs Avenue, and east to I-5 and SR 113. In this part of the East Street Corridor, the Study Area extends only about one-half block to the east of East Street, so most of the northeast industrial area is excluded from the Study Area.

**Northeast Area Industrial Conditions.** Table 14 contains a listing of selected currently for sale/lease industrial properties in Woodland. As shown in the table, there are relatively few vacancies on East Street itself, but in the northeastern quadrant overall, there are a number of vacancies. These vacant spaces range in size from 2,000 square feet to 72,000 square feet. Asking lease prices range from approximately \$0.13 to \$0.45 per square foot, gross, and asking sales prices range from \$12 to \$36 per square foot. There is also a significant quantity of industrial land for sale, with the largest parcels located in the East Main Street Area, east of Road 102. Asking prices for industrial land are generally between \$1.00 and \$3.00 per square foot, and most properties also include bond obligations that are equal to approximately \$0.40 to \$0.65 per square foot.

According to industrial real estate brokers, there are not major differences in the desirability of property in different parts of the industrial area. For some users, the visibility of East Main Street parcels fronting on I-5 are desirable, but for others, visibility is not a concern. Generally speaking, all the areas are conveniently served by exits off of I-5 and Highway 113, even if they do not have visibility. Real estate brokers report that the availability of rail access in some developments is not a high priority for most users.

**Table 14: Selected Currently Leasing Industrial**

LOCATION	DESCRIPTION	SPACE AVAIL.	TOTAL SPACE	ASKING RATE	TERMS	COMMENTS	OTHER TENANTS
10 N. East St.	office warehouse	3,840	315,000	\$0.45	gross	1 space of 1800 s.f.; 1 space of 2,040 s.f.	T&D Computer, Pest Control, Restaurant
40 N. East (front bldg.)	office-small warehouse	2,480	37,060	\$0.67	gross		Naekel R.E.
1243 E. Beamer	clean space, small office	2,800	10,400	\$0.33	gross		
1222 Commerce Ave.	warehouse- ground level and dock-hi doors	72,000	72,000	\$0.22	gross	a number of spaces available, as small as 6,600 s.f.; bldg. also for sale	
210 N. East	bldg on 4.5 acres	40,000	40,000	\$0.13	gross	this building also for sale	n.a.
1240 Commerce Ave.	Commerce Park	4,500		\$0.35	gross		
1214 Harter Ave.	warehouse building	24,000	36,000	\$0.22	gross	divisible to 6,000 s.f., loading dock	
1425 E. Beamer	Payless	37,800	254,950	\$0.19	gross	good freeway access and loading doors to suit	
1580 Case Place		5,232	14,847	\$0.17		two spaces, 2,616 s.f. each	
2050-2070 E. Main	small industrial units with office space	2,280	n.a.	\$0.35	gross	this space recently leased to growing user in same bldg., but other 2,800 space will be available soon	

Source: BAE, 1996.

### **Future Industrial Demand**

DTA projected future demand for industrial in the same manner as they projected future demand for office space, in the *Non-Residential Absorption Analysis* for the Woodland General Plan update. Generally, this involved projecting future increases in employment categories that are associated with industrial land uses and then, using standard employment density factors, converting employment gains into increased demand for industrial space. Using this methodology, DTA projected total demand for approximately 845 additional acres of industrial development within the 1995-2015 time frame. DTA found that all of this demand could be accommodated within Woodland's existing industrially zoned areas. Over the 1995 to 2000 time frame, DTA estimated industrial demand at 158 acres. At the assumed 0.40 floor/area ratio used in the DTA analysis, this translates to approximately 2.8 million square feet of industrial building space.

### **Planned Competitive Supply**

At this time, there are only two planned and proposed industrial projects within the City. The largest project is a 320,000 square foot warehouse/distribution buildings being constructed by Buzz Oates Enterprises. This building is located in the northern part of the industrial area, at Kentucky Avenue and Road 101. The developer reports that half the space has already been leased, and completion of the building is expected in October. The smaller project is a 10,000 square foot industrial building at Harter Avenue, north of Bluegrass Place. This is also in the northern part of the industrial area, just east of the study area. The developer indicates that the building will be completed this month, and is 60 percent leased to one tenant who may ultimately lease the remaining space. The expected lease rate is approximately \$0.40 per square foot, gross.

**Table 15: Planned and Proposed Industrial Developments**

<u>Developer/Project Name</u>	<u>Location</u>	<u>Usage</u>	<u>Total Size (Sq. Ft.)</u>	<u>Sq. Ft. Completed</u>	<u>Expected Completion</u>	<u>Project Status</u>	<u>Comments</u>
1) Buzz Oates Enterprises	Kentucky and North CR 101	Warehouse	320,000	320,000	Oct-96	Construction is almost complete and half the space has been leased to (2) tenant for warehouse use	Building is a concrete tilt-up w/metal roof and dock doors. Developer feels that leasing the other half of the building will not be difficult.
2) Ochoa Project/Dennis Ochoa	Harter Ave North of Bluegrass Pl.	Industrial/Commercial	10,000	10,000	Sep-96	Project was recently completed. Approximately 6,000 sq. ft of space has been leased to one tenant.	Current tenant may ultimately lease the remaining space. Lease rates are expected to be approximately .40 per sq. ft.

Sources: City of Woodland; BAE, 1996.

## Summary

There is strong near- and long-term demand for industrial space in Woodland and at the same time, there is relatively little new industrial space in the pipeline. This indicates good market potential for new industrial development along the northern part of the East Street Corridor. Woodland is attracting increased attention within the regional warehousing and distribution market due to its good freeway access and affordable space. High profile projects, such as the Target distribution center, Mazda motor company distribution center, and the Walgreen's distribution center are examples of region-serving developments that have chosen to locate in Woodland. The attraction of large users is not likely to have a significant effect on land use patterns within the East Street Corridor, however. There are relatively few vacant industrial properties on the corridor itself, and of those, most are relatively small. There may be opportunities for redevelopment of some underutilized properties, but with current industrial land values ranging from \$1.00 to \$3.00 per square foot, there is likely relatively little incentive to redevelop properties that have any remaining economic usefulness.

A better niche for industrial development in the East Street Corridor would be to concentrate on opportunities to provide spaces for smaller users. As discussed above, there appears to be relatively little supply for small to mid-sized users, in the range of 10,000 square feet. While there are numerous spaces available for large users as well as numerous spaces of 5,000 square feet or less, there are relatively few spaces in the size range of approximately 10,000 square feet and it is likely that this is a portion of the market that is under-served. Several industrial leasing agents concur with this observation. At the same time, brokers indicate that they expect large developers to concentrate on serving larger users. As existing tenants in the relatively small spaces grow, there may be increasing demand for mid-sized spaces for these firms to grow into. Targeting these mid-sized users may be a good development strategy for the East Street Corridor, as well as a good overall business retention and expansion strategy for the City overall.

The East Street frontage can be a very attractive location for users who require industrial zoning, but also desire a certain amount of street visibility. The warehouse/office spaces at 40 N. East Street are a good example of this type of development, as is the development at 10 N. East Street. There are a number of local-serving businesses located in these buildings that benefit from the exposure to their customers afforded by drive by traffic on East Street. There is a wide variety of local-serving service-commercial businesses that could also benefit from the combination of good traffic exposure and more permissive land use policies that would be acceptable in this area. Examples include auto repair uses, sales/service businesses, printers, and others who would like to have an administrative or sales office visible to the public, with warehouse/shop space and loading docks in the back.

## CONCLUSIONS

Overall, the East Street Corridor is well positioned to serve a variety of different land uses. With relatively steady population growth and strong employment growth forecasted for Woodland over the near and long-term, there will be considerable citywide real estate market demand to support efforts to revitalize the East Street Corridor. While a strength of the East Street Corridor is that it accommodates a diversity of different types of uses, a challenge that comes with this is to arrange these uses so that they are not in conflict with each other. To bring in new users, there will be a need to identify sites where they can be placed next to compatible uses. Due to a lack of large, vacant sites on the corridor, provision of adequate sites may require relocating some existing uses, and suggests that the City's assistance in assembling sites could be a significant benefit to future development.

Any action to reduce train traffic along the East Street Corridor, such as relocating the rail car switching functions that presently occur alongside the middle portion of the corridor, would improve the corridor's marketability. Principal benefits would include reducing noise from train movements and reducing traffic delays caused by trains blocking streets that intersect with East Street. Relocation of the Yolo Short Line rail terminus to a point further east of the East and Main Streets intersection would also add significant value to property near the northeast corner of that intersection. As long as regular train traffic is necessary along the corridor, sites next to the SP and Yolo Short Line rail lines will be unsuitable for many uses, especially retail uses. Challenges to bringing development to these sites will include identifying tenants that are not adversely affected by the proximity to train traffic, and developing site plans that provide for adequate visibility and access without interfering with the rail operations. The commercial project under discussion for the southwest corner of Gibson Road and East Street, which could include automotive services and a mini-storage facility, provides examples of such uses.

Over the long-term, the ability to capitalize on market opportunities will depend on the ability of all East Street stakeholders to agree on the desired physical form and economic activities for the corridor, and cooperate to implement the actions necessary to create the desired changes. The East Street Corridor Specific Plan will serve as a tool to develop the consensus regarding the goals for the future of the Corridor, and provide a plan to reach the goals. Comprehensive planning for the corridor will help to resolve land use conflicts that currently exist in the corridor, and provide a rational approach to accommodating new uses in the area.

### **Retail**

The East Street Corridor is well situated within the City to serve as a location for community-serving retail uses because of its accessibility to both existing neighborhoods and to planned new housing areas. At this time, it appears that with most community-serving retail currently concentrated on the west side of the City, and based on a review of

the developments that are currently in the planning stages, the east side may eventually be under-served for key goods such as drugs and grocery. This will depend to a large extent on the resolution of the General Plan Update in favor of continuing development in the Southeast Area. It appears that planned and proposed retail developments will concentrate primarily on standard shopping center types of retail activities, which may leave opportunities for the East Street Corridor to accommodate growth in demand for service commercial uses. Other potential opportunities for the Corridor include family recreation/entertainment uses targeted to the local population as well as residents of surrounding areas.

To achieve the most benefit for East Street revitalization efforts, the ideal location for any new commercial development intended to complement the existing County Fair Mall would be the County fairgrounds site. This could include a range of community or region-serving retail uses or entertainment/recreation uses. Ultimately, the possibility of doing this will depend on whether other competing sites in the City capture the demand for these types of uses, and whether future residential development patterns will favor a site at the south end of East Street. Redevelopment of the fairgrounds property would be a substantial undertaking, considering the different parties that would have to work in concert to accomplish this type of development. Given costs to relocate the fairgrounds, this undertaking will become more attractive if commercial land values rise. This would provide greater funds from the sale of the fairgrounds property to pay for expenses to relocate the fairgrounds to another location. Nevertheless, over the long term, the benefits of such a project could be significant from a revitalization standpoint, bringing more shoppers not only to the East Street Corridor, but also to existing Mall stores. If commercial uses were developed on this site with surrounding residential uses, this would have a dramatic effect on the East Street Corridor, by attracting new shoppers from other parts of the City, and at the same time bringing new residents into the immediate area.

Other sites along the corridor, from the northern edge of the fairgrounds property to approximately Beamer street would be appropriate for various types of service commercial uses and/or commercial recreation uses. While these are the types of uses that may find the East Street most acceptable in its current state due to their preference for areas with low land costs, it will be important to encourage investment in these types of uses in areas that are not desired for more intensive residential, office, or retail uses.

### **Office**

The East Street Corridor may have strong office development potential in the mid- to long-term, subject to the ability to provide sites that will benefit from compatible surrounding land uses. Benefits of the East Street Corridor include proximity to downtown, central location within the City, and good access to developing areas and freeways. Generally, standard office uses should be targeted for the portion of East Street from Court Street to the south. Mixed office/industrial buildings, including buildings suitable for ag-related research activities, would be appropriate north of Court Street. Relatively small buildings

to house local serving office users are most likely for the East Street Corridor; however, the possibility of attracting region-serving users, such as Blue Shield, should not be overlooked. For these types of users, providing sites of sufficient size will be a key challenge and the best near-term opportunity will probably be just outside the Study Area, near the Blue Shield building.

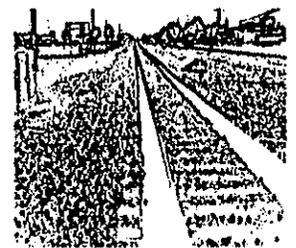
### **Residential**

Multifamily housing presents a significant market opportunity for the East Street Corridor in the near- and long-term; however, with strong single family housing demand also projected, there should be opportunities to develop single family housing in selected infill locations, serving as extensions to existing established neighborhoods. Housing built in the East Street Corridor would also benefit from proximity to shopping and services in the downtown area as well as convenient access to concentrations of local employment in downtown, the northeast area, and outside the community via nearby entrances to I-5 and Highway 113. New single-family housing will be appropriate in select locations where infill housing can integrate with existing neighborhoods that back to the East Street Corridor. Multifamily housing would be appropriate on sites from Court street to the south; subject to the ability to locate next to compatible land uses. Over the long term, relocation of the fairgrounds and redevelopment of the eastern portions of that site would provide a good location for single family and/or multifamily housing in addition to commercial development along East Street and opposite the County Fair Mall.

### **Industrial**

The north end of the corridor offers the opportunity for additional industrial development to complement the uses already present in the northeast area. Small vacant parcels located in the northern part of the corridor may be ideally suited for development of service-commercial uses that involve a combination of industrial activities as well as some aspect of sales/service or office functions. These types of users would provide a good transition from the East Street frontage to more strictly industrial uses to the east. By concentrating on serving relatively small users, the need to assemble large sites is reduced. This is a key consideration for the short term, because the low land values for industrial land most likely will not support the cost of clearing sites with existing development. There should be opportunities for the north end of the Corridor to capture demand for smaller infill industrial projects in both the short- and long-term, based on the large industrial land demand projected for the 1995 to 2015 period and the relative lack of planned and proposed industrial development, particularly small-sized industrial buildings.

# APPENDIX D. PROTOTYPICAL DEVELOPMENT





## **D. PROTOTYPICAL DEVELOPMENTS**

### **D.1. INTRODUCTION**

The purpose of these prototype financial analyses for the East Street Corridor is to conduct a preliminary assessment of the physical and financial feasibility of undertaking various types of development projects in the Corridor, acknowledging some of the unique challenges that development in this corridor will face, due to the constraints posed by the existing land use patterns. The financial analyses for the three development prototypes are each structured differently, as explained below.

This analysis includes study of several different prototypes for development projects in the East Street Corridor. These prototypes are analyzed in the context of three different sites within the Specific Plan Area, for illustrative purposes only.

### **D.2. ARMFIELD DISTRICT "YOLO STATION"**

#### **D.2.A. Location**

This area centers on Armfield Street, and extending from East Street to E Street. The site includes extends one block south of Armfield Street, to East Main Street, including the south side of East Main, and one block north of Armfield Street.

Existing development in the southern portion of the site includes the building housing 7-Eleven and Chief Auto Parts, at the northeast corner of East and East Main. The terminus for the Yolo Shortline Railroad and associated facilities and rail tracks lies to the east and occupies the remainder of the southern portion of the site. In the northern portion of the site, existing development includes approximately 12 dwelling units, a used car lot, an auto repair shop, an equipment rental center, and miscellaneous outbuildings.

#### **D.2.B. Physical Characteristics**

Main Street, east of East Street, has a large volume of traffic and railroad tracks on one side which reduces the potential for a simple extension of the storefront character of the downtown portion of Main Street.

The prototype project for the Armfield Area is a mixed-use, public private development involving creation of a public plaza and East Street Corridor entrance gateway, relocation of the historic SP rail depot to the site, and development of various retail, dining, office, and residential uses along a revitalized Armfield Street. The purpose of this development scheme is to focus public and private investments to recreate this intersection as a major community focal point, not only within the East Street Corridor, but also for the City of Woodland overall. This project would be the cornerstone of the East Street Corridor Specific Plan revitalization process, and would also serve as an eastern gateway to downtown Woodland.

## D.2 Appendix D - Prototypical Development

The overall project would have three distinct components including a public landscaping project on the south side of East Main Street, a public plaza and retail/restaurant development between East Main Street and Armfield Street, and a series of mixed-use building located along the north side of Armfield Street.

Armfield Street will be the heart of the district and the primary access point for the businesses and residences located along it. It will have a primarily pedestrian ambience with slow vehicle movements and diagonal street parking provided as the primary parking for the district.

Main Street will be treated as primarily a visual gateway. Trees providing strong visual formality and a buffer for the courtyards between the railroad tracks and Armfield Street.

The gateway will be composed of the rows of trees, as well as three vertical objects, one of which would be a two-story restaurant and the other two would be monuments without income generating functions at the east end of the Armfield District.

The project can be thought of in three phases:

1. The gateway or entry public improvements, including the trees and monument type forms on the east end. This phase might also include relocation of the railroad depot.
2. The development of a series of art buildings with strong place making colonnades on the north and south faces. The intent is that these buildings would be constructed at the same time and be occupied by national and local restaurants and other destination oriented retail uses. This phase would be developed at one time by the private sector.

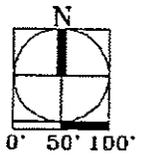
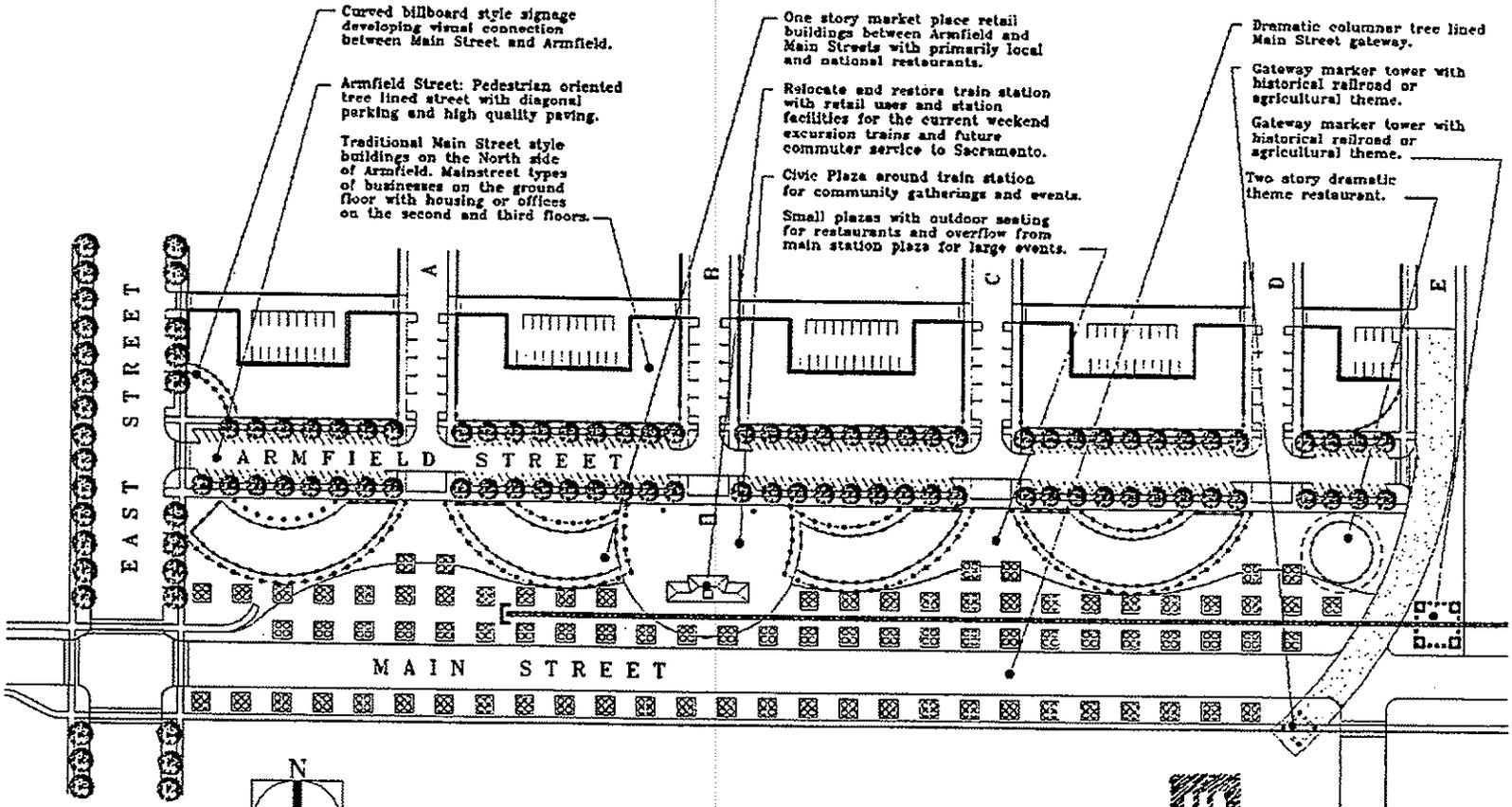
In addition, this phase would include all of the frontage improvements for Armfield Street, and the realignment of the street right of way to the south to accommodate planter strips and parking.

3. North of Armfield Street infill and redevelopment activities would occur, on a piece by piece basis through private development, as the market demands additional space. It is expected that the Phase II destination retail component would catalyze Phase III.

### D.2.C. Development Program

In total, this project area would include approximately 3.6 acres of public landscaping/plaza areas, approximately 97,200 square feet of retail space, 60,950 square feet of office space, and approximately 92 multifamily residential units. The site plan and the visualizations indicated the replacement of the 7-Eleven/Chief Auto Parts buildings, but the economic analysis shows them being left in place, assuming that their redevelopment and/or replacement would be a long-term project while the redevelopment of the remainder of the project may occur in the short- to mid-term.

Figure D.1  
 Armfield District "Yolo Station" Prototype

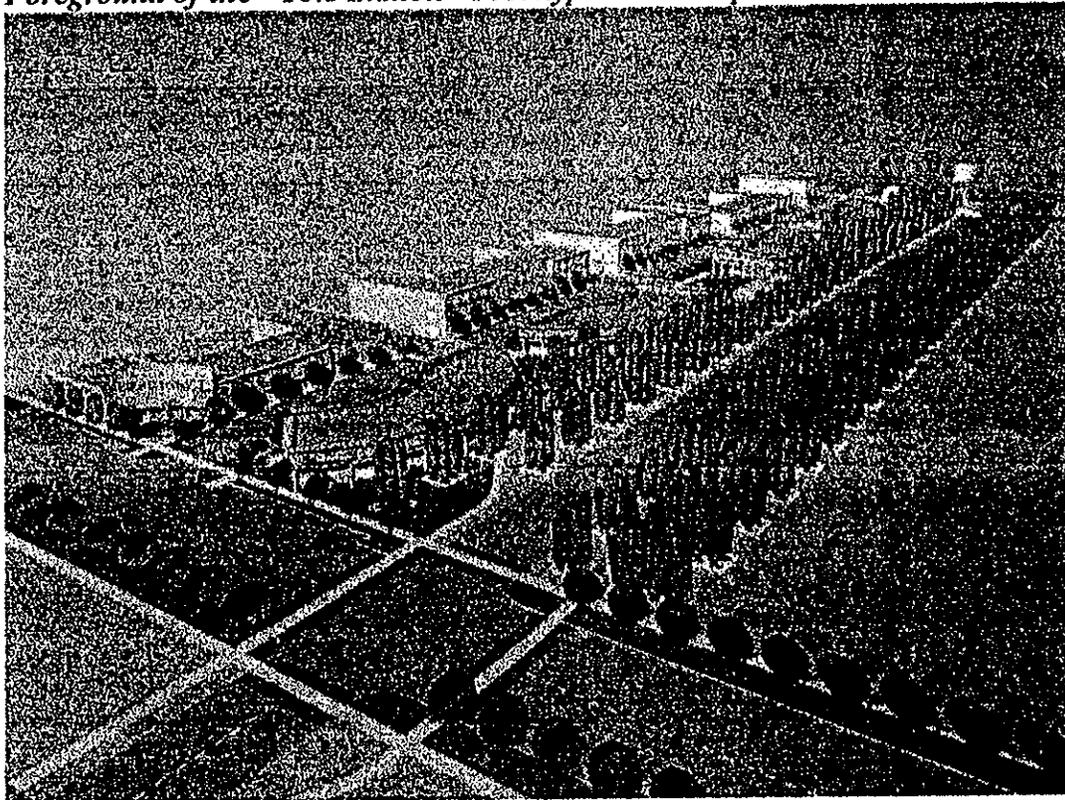


# Yolo Station



MOGAYERO  
 NOTESTINE  
 ASSOCIATES

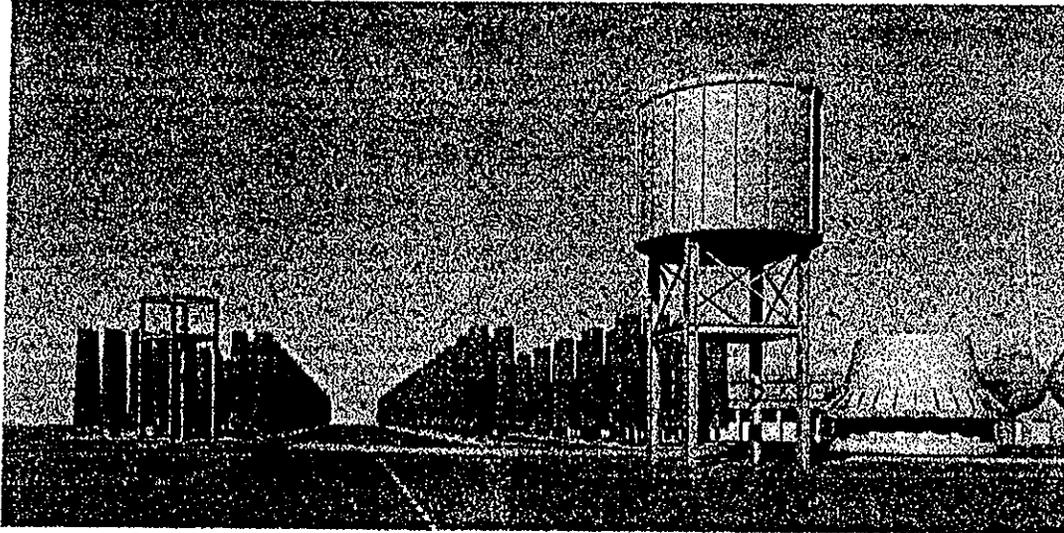
*Figure D.2  
Aerial View to the Northeast with East and Main Streets Intersection in the  
Foreground of the "Yolo Station" Prototypical Development*



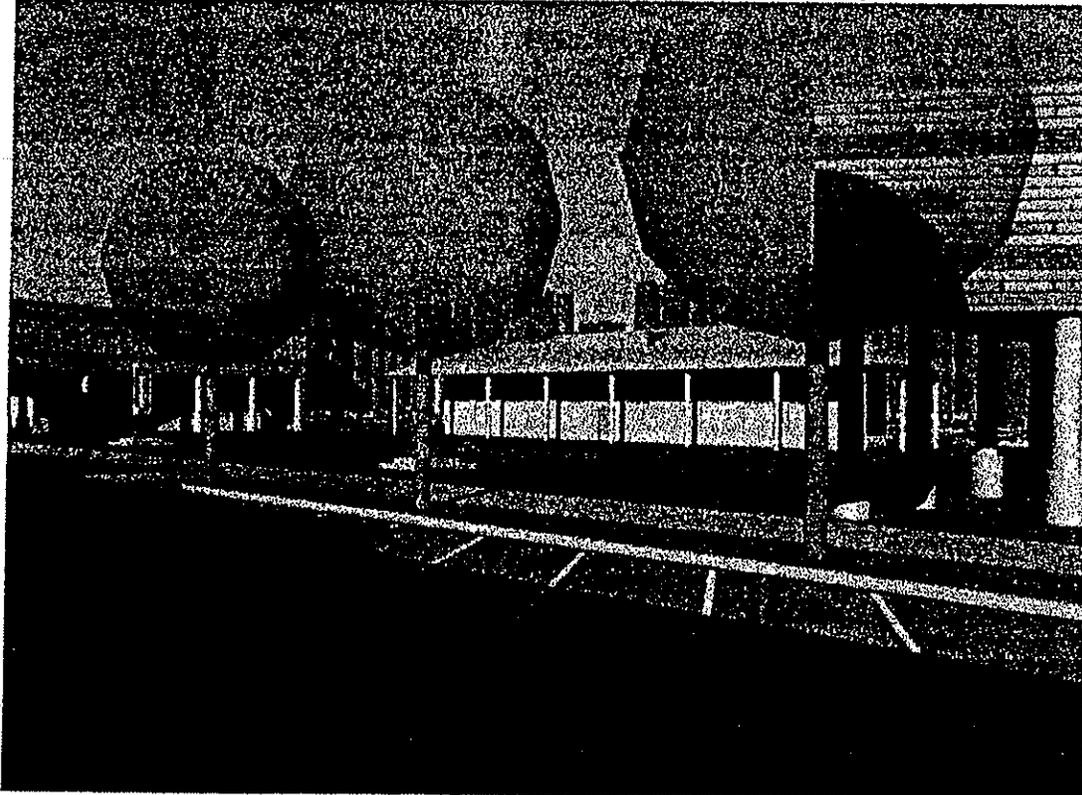
*Figure D.3  
View of a Courtyard Between Buildings on the South Side of Armfield Street*



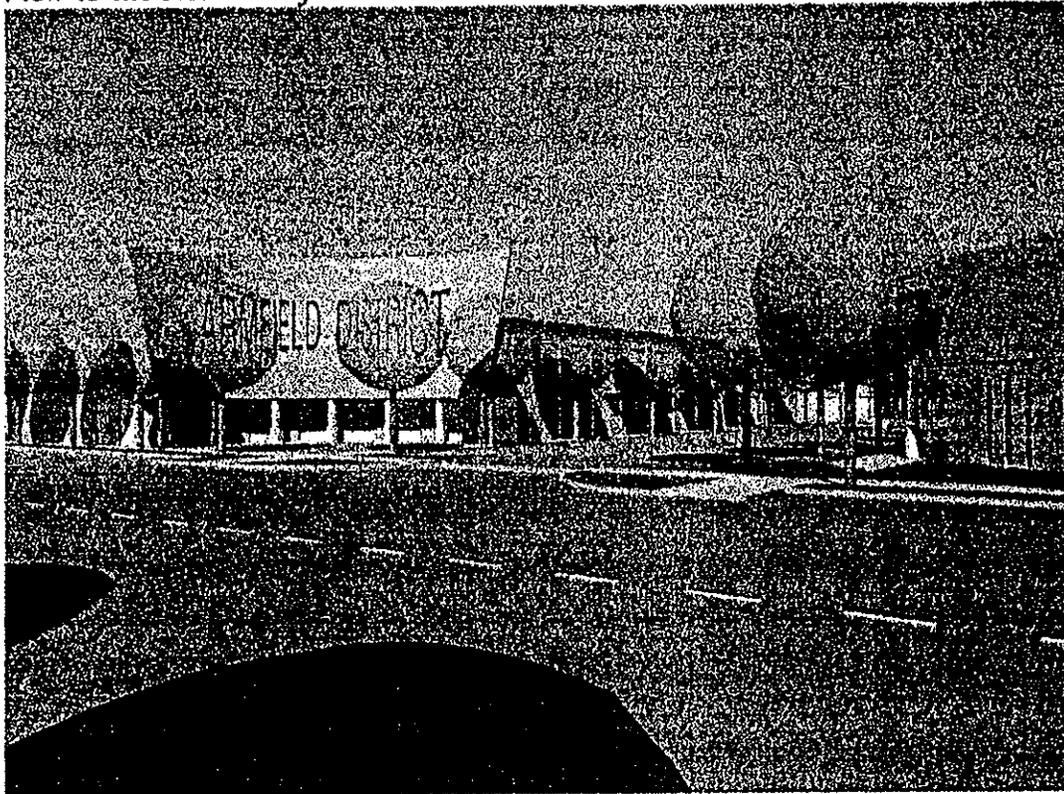
*Figure D.4  
View to the West along Main Street with Gateway Monuments in the  
Foreground*



*Figure D.5  
View Toward the Train Station through a Courtyard from Armfield Street*



*Figure D.6  
View to the Northeast from the East Street and Main Street Intersection*



*Figure D.7  
View to the East on Armfield Street*



**D.3. MOBILE HOME PARK RENOVATION**

**D.3.A. Location**

This site, located at 609-721 East Street includes two existing mobile home parks, the Woodland Mobile Home Park, and the Dana Mobile Home Park. The same individual owns both of the parks. In addition, the property also includes a third parcel that is under separate ownership, at 721 East Street, which currently contains a bar and grill. In addition to approximately 56 mobile home or travel trailer units, the Woodland Mobile Home Park also includes a small house. The Dana Mobile Home Park includes approximately 89 units, plus a motel containing 43 units, a restaurant and a market. Combined, the three properties occupy approximately 12 acres.

**D.3.B. Physical Characteristics**

This project involves formation of a resident cooperative to purchase and rehabilitate the two existing mobile home park properties. Ultimately, this would involve removing all the non-mobilehome park-related uses from the site, including the store, the motel, the restaurant, and the bar and grill. The mobile home park properties would be entirely rebuilt, ultimately providing 158 mobile home spaces within a single development that would be owned and managed by a resident cooperative, that would include current residents of the two parks, plus, potentially, existing residents of a third East Street Corridor park called Bell's Trailer Court, which is located at 1224 East Gum Street.

The phasing of the project would involve:

- 1. Removal of the commercial uses currently fronting on East Street.
- 2. The construction of new facilities and the placement of new mobile homes within this vacated land area.
- 3. The replacement of mobile homes in the balance of two parks.

The plan is shown with single wide two-bedroom units. If larger double-wide units are deemed appropriate when the specific renovation plans are implemented, they can be accommodated by substituting two lots for three, providing 45 foot wide lots for double-wide units.

The plan provides a distribution of open space recreation and community gathering spaces throughout the park. The primary neighborhood park faces on East Street to provide a buffer for individual homes, but also to provide an interface between the mobile home park and the balance of the community.

There are two different street types. One street type on either side of the neighborhood park off of East Street is intended to be the primary access points to the park and thus incur a higher volume of traffic. These streets have been provided with sidewalks and

Figure D.8  
Mobil Home Park Renovation

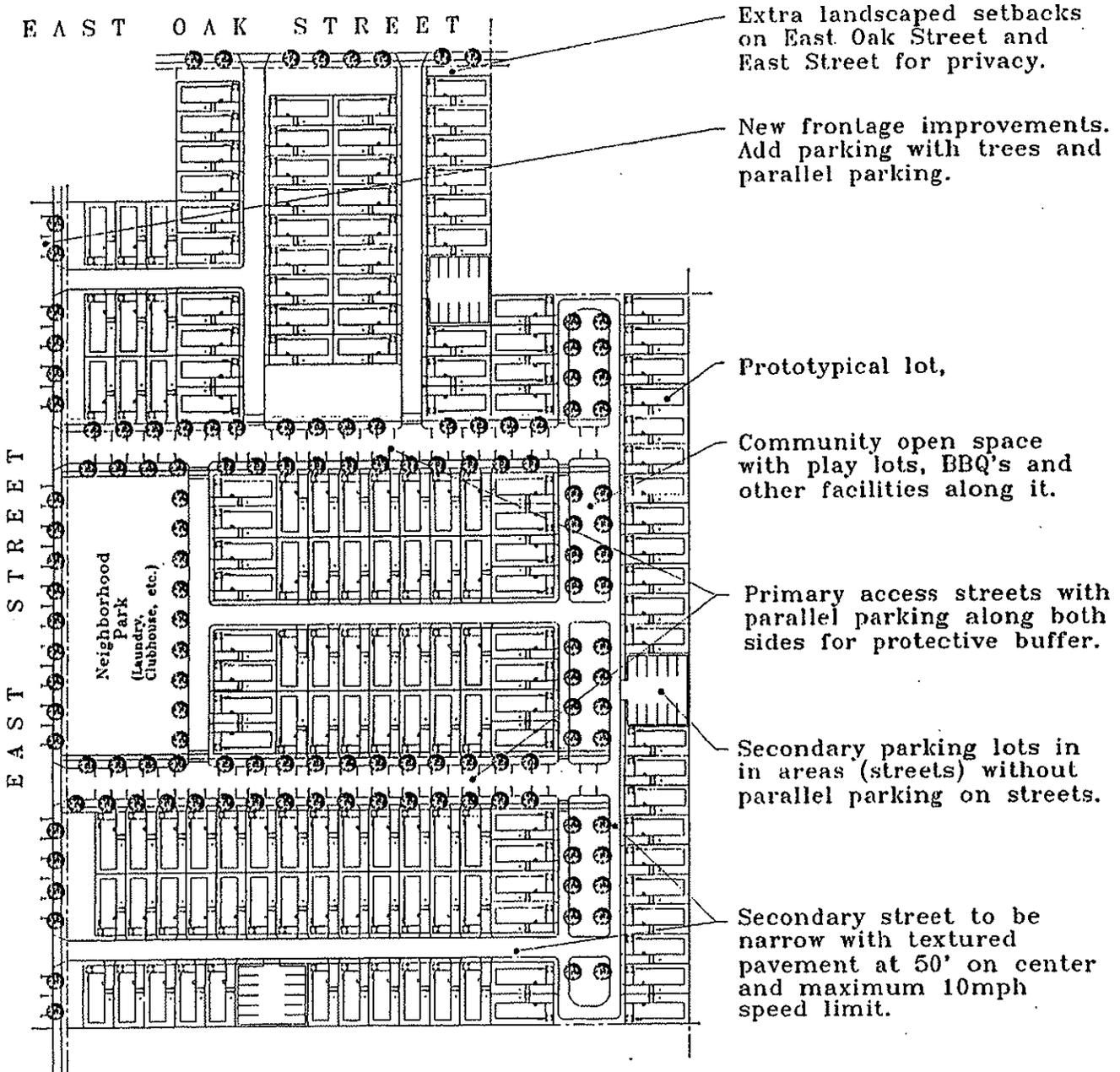
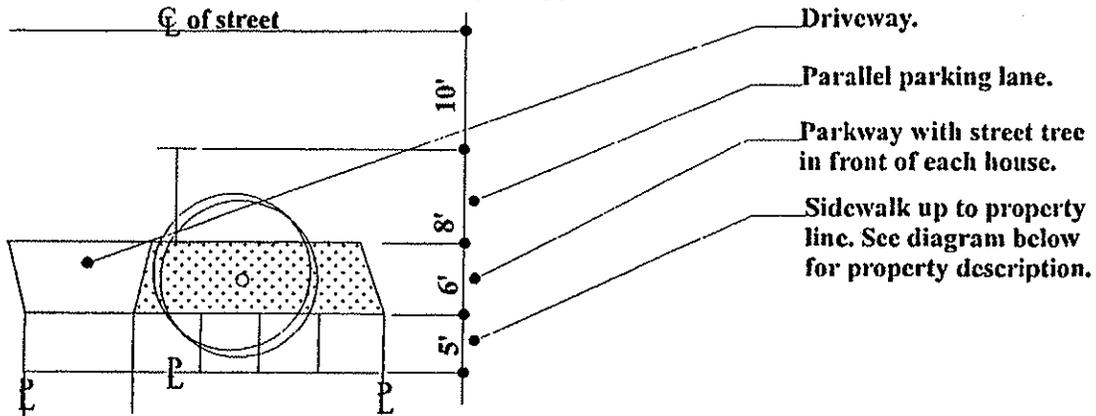
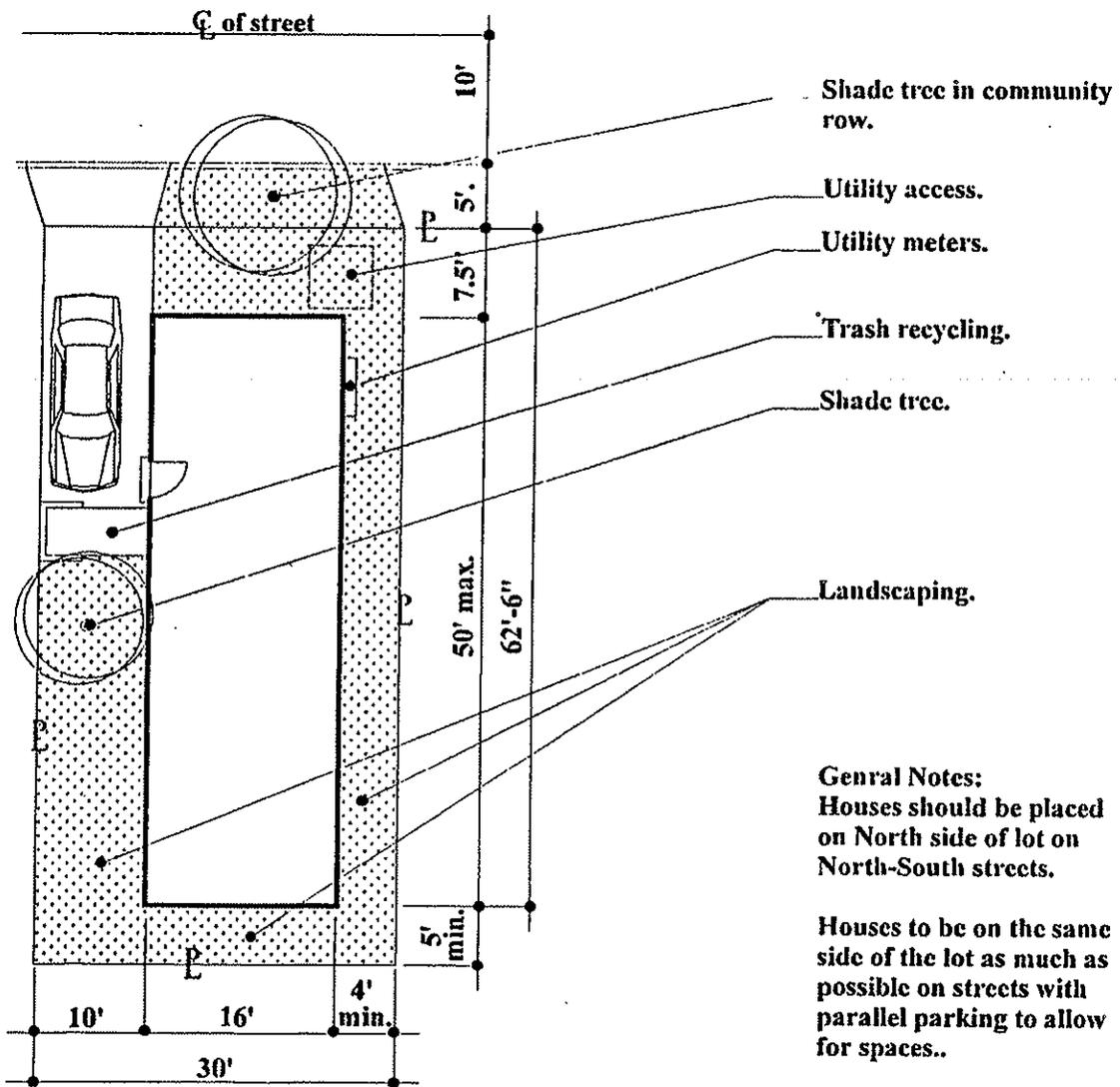


Figure D.9  
Mobil Home Park Primary Street Frontage (Typical)



- Driveway.
- Parallel parking lane.
- Parkway with street tree in front of each house.
- Sidewalk up to property line. See diagram below for property description.

Figure D.10  
Typical Minimum Lot on Secondary Street



- Shade tree in community row.
- Utility access.
- Utility meters.
- Trash recycling.
- Shade tree.
- Landscaping.

General Notes:  
Houses should be placed on North side of lot on North-South streets.

Houses to be on the same side of the lot as much as possible on streets with parallel parking to allow for spaces..

parallel parking as buffers for the pedestrian environment. All other streets are contemplated to not allow parking in the street and not have sidewalks. These streets would accommodate vehicles traveling at 5 to 8 mile per hour.

#### **D.4. GENERAL COMMERCIAL PROTOTYPE**

##### **D.4.A. Location**

The project site is located at the northeast corner East Street and Lemen Avenue. This site is approximately 2.4 acres in size, and currently includes a public truck scales and a welding shop.

##### **D.4.B. Physical Characteristics**

The commercial prototype is intended to demonstrate a relatively standard commercial business project that varies from the norm in two ways:

1. The inclusion of a variety of pedestrian oriented courtyards and spaces to personalize the project and enhance security.
2. The reliance upon a lower quantity of parking and the placement and reliance upon parallel street parking.

This prototype examines the development of this site as a location primarily targeted for professional offices, but also offering a small amount of retail space. For this site, two different prototype alternatives are analyzed, one involving development that achieves a Floor Area Ratio (FAR) of 0.55, which requires construction of some two-story buildings, and a second alternative involving development of the site to a 0.39 FAR, which requires construction of one-story buildings only.

Development Program, Alternative 1. Under the high density alternative, the site would accommodate a total of 52,000 square feet of office space, and approximately 5,000 square feet of retail space.

Development Program, Alternative 2. Under the low density alternative, the site would accommodate a total of 35,150 square feet of office space, and approximately 5,000 square feet of retail space.

#### **D.5. GENERAL ASSUMPTIONS**

Following are brief explanations of general assumptions that apply throughout the Armfield and Lemen development prototype financial feasibility analyses. There are additional specific assumptions that are explained as part the text accompanying the financial analyses for individual development components.

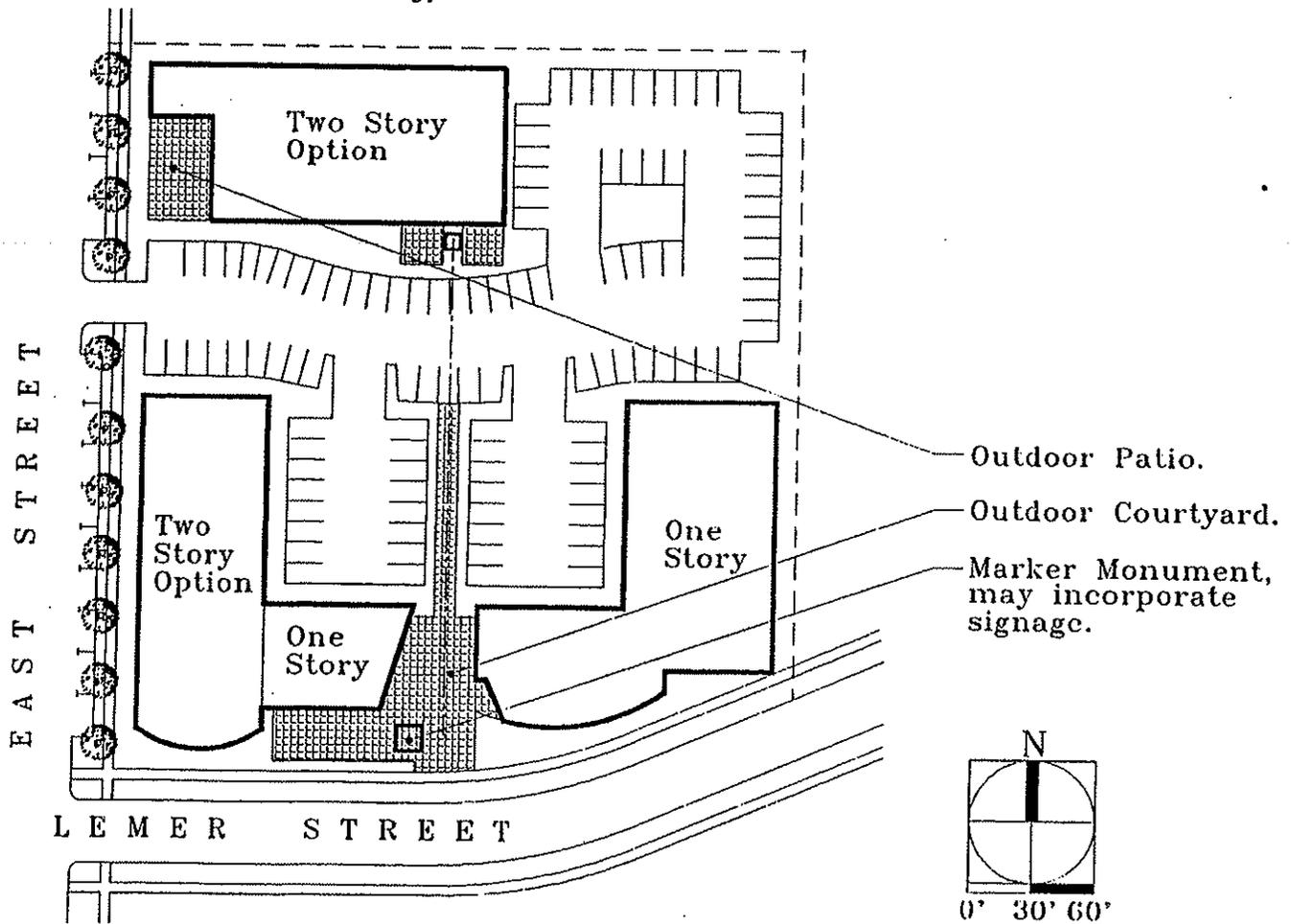
D.5.A. Lease Rates

For the purposes of this analysis, assumed lease rates are as follows:

Retail	\$1.00 per square foot triple net.
Office	\$1.15 per square foot triple net.
Residential	\$0.70 per square foot.
Restaurant	varies

These lease rates are based on leasing information for properties in the City of Woodland, collected as part of the East Street Corridor Market Overview Study. The assumed lease rates place the completed prototype projects near the top of the market for Woodland, due to the new construction, central location, and overall project quality in comparison to other existing properties. Suitable comparable lease rate information for local restaurant spaces was not available; however, for illustrative purposes, certain portions of this analysis assume that the lease rate for restaurant buildings would be \$1.50 per square foot.

Figure D.11  
General Commercial Prototype Site Plan



**D.5.B. Vacancy Rates**

This analysis assumes vacancy rates of ten percent for retail and office space, and five percent for residential space. The lower vacancy rate for residential space is due to the vacancy rates experienced in local multifamily housing projects at this time, which are extremely low relative to historic vacancy rates.

**D.5.C. Capitalization Rates**

This analysis assumes that capitalization rates for commercial space are approximately 10 percent, and capitalization rates for residential space are approximately 9.5 percent. The lower capitalization rate for residential space (which results in greater computed value) is due to the low vacancy rates that prevail at this time, in addition to the upside potential for rent increases as increases in supply continue to lag increases in demand until rental rates rise to levels sufficient to support new construction. These capitalization rates are based on conversations and information from various real estate professionals.

**D.5.D. Marketing/Lease Up Costs**

This analysis estimates marketing and lease-up costs based on the commissions paid to commercial leasing agents. Costs for retail and office space are assumed to be equal to six percent of the gross lease amount, over a five-year term. Costs for apartment units are assumed to be equal to seven percent of the gross lease amount, over a one-year term. This figure will also include some property management services.

**D.5.E. Construction Financing Costs**

Construction financing costs are based on an assumed loan to cost ratio of 75 percent, annual interest of 10.25 percent, and an average outstanding loan balance of 55 percent over a 12-month construction and lease-up period. Loan fees are assumed to be equal to two percent of loan amount.

**D.5.F. Permits and Impact Fees**

Permit and impact fee costs have been calculated based on the fee schedules published by the City of Woodland and Yolo County. An impact fee credit is assumed for new development that would replace existing development. The credit is calculated by subtracting the impact fee costs that would be associated with the existing development if it were developed at this time from the total impact fees that would normally be charged to the proposed development.

**D.5.G. Professional Fees and Contingencies**

Professional fees and contingencies are set at 15 percent of the total hard construction costs.

#### **D.5.H. Property Tax During Construction**

Property during the course of construction are estimated at 55 percent of finished property value time an assumed property tax rate of 1.15 percent, over the 12-month construction period.

#### **D.5.I. Developer Profit Requirements**

This analysis targets a 15 percent developer profit margin in order to achieve project feasibility. The actual required profit margins for projects can vary significantly depending on the circumstances under which investment decisions are made.

#### **D.5.J. Project Sales Costs**

This analysis assumes a sales cost to the property owner of approximately three percent of project value. This cost is subtracted from the estimated project value to determine net sales proceeds. Net sales proceeds minus total development costs equal the developer's profit.

#### **D.5.K. Hazardous Materials/Toxics**

This analysis has not included assessment of the potential costs for clean-up and removal of hazardous/toxic materials. To the extent that hazardous materials are present at any of the sites analyzed for these conceptual development prototypes, the land values would be reduced commensurate the costs for required remediation.

### **D.6. FINANCIAL ANALYSES**

#### **D.6.A. Armfield Phase 1 Analysis**

The Armfield project prototype actually involves two different types of financial analysis. For the area between East Main and Armfield, a series of pro-formas calculating the projected financial returns from site development have been prepared, illustrating the potential financial feasibility of development in this area, subject to a number of fixed assumptions regarding costs for project development, including land acquisition, site clearance and construction costs, and the potential project income. This area is referred to in this analysis as Phase 1.

##### **D.6.A.1. Key Variables**

Key variables for this analysis include property acquisition costs, site improvement costs, and building construction costs.

**Property Acquisition and Site Improvement Costs.** As listed in Table 1, the costs to acquire the property for the Phase 1 development are estimated as follows. The Yolo Short Line Railroad currently owns the Phase 1 property. The railroad has indicated that it would be

willing to relocate the rail functions from the site if suitable facilities were provided elsewhere. For this analysis, it is assumed that the City or a private developer would trade property with the required replacement facilities for the portion of the Armfield site currently occupied by the rail operations. Based on a study prepared for the City in 1994, it is estimated that the total cost to develop replacement facilities in another suitable location would be approximately \$510,000. Additional costs to acquire the replacement site are estimated at approximately \$210,000 (assuming purchase of 2.4 acres of industrial land at outside the study area \$2.00 per square foot). For the remaining portion of the Phase 1 site, it is assumed that the property would be purchased outright from the railroad, at a price equal to approximately \$4.00 per square foot.

This figure is an estimate based on conversations with Redevelopment agency staff, findings from the east Street corridor Market Overview study, and findings from analysis conducted for other development prototypes.

Next, it is assumed that various site improvements would be made, such as removing unnecessary improvements that currently exist on the site, installation of landscaping and hardscaping throughout the site, relocating the SP train depot to the site and placing it on a permanent foundation<sup>1</sup>, and constructing curbs, gutters, and sidewalks on the south side of Armfield Street. In total, these costs are estimated drive the total site acquisition and improvement costs to approximately \$2.6 million. This amounts to an average of \$10.08 per square foot. Of the total site area, it is estimated that the commercial buildings would require approximately three acres, if developed at a 0.25 floor area ratio. Based on this, approximately \$1.3 million of the total site acquisition and improvement costs would be allocated to the commercial development planned for the site, while the remaining \$1.3 million in costs would be allocated to the public use of the property. These costs are assumed to be born by the public, rather than by the purchasers of property for commercial development.

In addition to these public costs, if the landscaping and gateway treatment envisioned in the Armfield prototype concept is developed on the south side of East Main Street, the additional improvement costs would total approximately \$105,000, not including costs for architectural and engineering fees, contingencies, land acquisition and demolition.

**Building Construction Costs.** Retail and restaurant construction costs are based on data contained in the R.S. Means Company's Square Foot Costs cost estimating manual, adjusted for building type, size, and configuration. No site improvement costs are called out in the pro-formas, as the estimated site improvement costs have been included in the land acquisition cost.

Building construction costs for the Phase 1 buildings range from \$61 to \$63 per square foot for retail space, and \$93 to \$105 for restaurant buildings. An approximately \$5.00 per square foot addition is added the basic construction costs to allow extra expenses associated with the curved building forms. The cost range for retail buildings is due to differences in size, with larger building spaces being slightly less expensive on a per square foot basis. The range in costs for restaurant spaces is also due to the difference in

size, but also due to the fact that the conceptual plan calls for Building 1 to be constructed as a two-story structure. Generally, restaurant spaces cost considerably more to construct than typical retail spaces due to the more expensive HVAC systems required to support kitchen operations and the specialized features that should be built into the basic building shell to accommodate restaurant use, including additional plumbing fixtures.

#### D.6.A.2. Financial Feasibility

This section summarizes the development feasibility for each of several buildings included in the Phase 1 analysis. Based on the general and specific assumptions stated above, each analysis begins with the \$10.08 per square foot land and site improvement cost for this portion of the Armfield site.

**Building 1 (Two-Story Restaurant Building).** For this building, the overall estimate development costs are over \$180 per square foot. Because no suitable data was available regarding lease rates for comparable facilities, it was not practical to calculate development feasibility for this building; however, for illustrative purposes, Table 2 shows that with an assumed rent of \$1.50 per square foot (NNN) this project would generate a net loss of approximately \$180,000, or approximately 16 percent of development costs.

Due to the specialized nature of this particular building (round, two-story, restaurant building) it is most likely that such a development would involve sale of the property to a owner-occupant, or to a developer who would construct the building on a build-to-suit basis for a credit-worthy tenant interested in a long-term lease. In this case, a \$10.08 per square foot land purchase cost would be comparable to the \$10 per square foot asking price that was quoted for a ½ acre site located at Court and 3<sup>rd</sup> Streets in downtown Woodland during the time research was conducted for the East Street Corridor Market Overview study. Assuming that the Armfield area was built out according to the conceptual plan including the extensive public amenities, which would result in an overall high quality destination location and complementing land uses, this land price would possibly be supportable in the long-run, considering that the \$10.08 land cost includes substantial site improvement costs.

**Building 2 (Single-Story Retail).** For this building, total development costs are approximately \$125 per square foot, as shown in Table 3. Based on current income and expense projections, sale of the completed project would result in a net loss of approximately \$227,000 dollars, or 19 percent of project costs, indicating a need to either reduce project costs, or increase project revenues.

**Building 3 (Single-Story Restaurant).** Total development costs for this building are estimated at \$165 per square foot. The estimated value of this building is approximately \$157 per square foot, based on an assumed per square foot restaurant rent of \$1.50 (NNN). After accounting for sales cost, net proceeds to the developer are negative \$106,000. These calculations are shown in Table 4. Again, this analysis suggests that the project is not feasible under current economic conditions.

# D-10 Appendix D - Prototypical Development

Table 1: Armfield Phase I, Site Acquisition and Improvement Costs

## ASSUMPTIONS

<b>Total Site Area (YSLR Property Only)</b>		6.0 acres
Land Required for Rail Facility Relocation (2.4 ac)		\$2.00 per s.f.
Acquisition of Remainder of YSLR Armfield Property Not Involved in Relocation Swap (3.6 ac)		\$4.00 per s.f.
<b>Site Allocation</b>		
Total Planned Commercial Building Space		32,400 s.f.
Typical Retail Floor Area Ratio		0.25
Site Dedicated to Commercial Uses		2.98 acres
Hardscaped Public Plaza Areas		0.62 acres
Rail ROW, etc.		2.40 acres
<b>Hard Costs</b>		
Track removal (2,400 TF)		\$8.00 per track foot
Removal of other rail-related improvements		\$4,500 lump sum
Construction of new YSLR track in alt. loc. (3,400 TF)		\$110 per track foot
Const. of related improvements at new YSLR site		\$135,000 lump sum
<b>Soft Costs</b>		
Professional Fees, Contingency, Marketing		15.0% hard costs
<b>Financing Assumptions</b>		
Loan to Cost Ratio	75.0%	
Interest Rate	10.25%	
Avg Outstanding Balance	55.0%	
Construction Loan Fees	2.0%	
Construction Period (Months)	12	

## TOTAL ESTIMATED COSTS

<b>Development Costs</b>		
Rail Facility Relocation Land Cost (2.4 ac.)		\$209,088
Remainder of YSLR Armfield Property Land Cost		\$627,264
Track Removal (2,400 TF)		\$19,200
Removal of other improvements		\$4,500
Construction of new track in alt. loc. (3,400 TF)		\$374,000
Const. of related improvements at new YSLR site		\$135,000
Public area street improvements/parking/landscaping		\$797,780
Soft costs		\$325,025
Financing interest		\$105,359
Financing fees		\$37,378
<b>Total Site Acquisition and Improvement Costs</b>		<b>\$2,634,594</b>
Average Cost Per Sq. Ft. Site Area		\$10.08
Total Allocated to Commercial Uses		\$1,306,410
Total Allocated to Public Uses		\$1,328,184

Sources: Rail Technology Inc, 1994; R.S. Means Company; BAE.

**Table 2: Armfield Phase 1 Pro-Forma Analysis, Building 1**

**ASSUMPTIONS**

<b>Development Program</b>	<b>Restaurant</b>	<b>Total</b>
Building Square Feet	6,400	6,400
Floor Area Ratio		0.25
Site Size (acres)		0.59
<b>Revenues</b>		
Monthly Rent (per sq. ft., NNN)	\$1.50	
Net Leasable Area	6,400	6,400
Vacancy (% gross revenues)		10.0%
Operating Expenses (% gross scheduled rent)		30%
<b>Land Cost (per s.f.)</b>		<b>\$10.08</b>
<b>Hard Costs</b>		
Shell Construction	\$105	
Site Prep and Landscaping	n.a.	n.a. (a)
<b>Soft Costs</b>		
Permits and Fees (per sq. ft.)		\$5.77
Marketing/Lease-Up	6.0%	(b)
Professional Fees, Contingency		15% (c)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)		1.15%
<b>Financing Assumptions</b>		
Loan to Cost Ratio	75.0%	
Interest Rate	10.25%	
Avg Outstanding Balance	55.0%	
Points	2.0%	
Construction Period (Months)	12	
Commercial Capitalization Rate	10.0%	

**FINANCIAL FEASIBILITY**

<b>Retail Value Calculations</b>	<b>Restaurant</b>	<b>Total</b>
Gross Scheduled Rent	\$115,200	\$115,200
less Vacancy	(\$11,520)	(\$11,520)
Effective Gross Income	\$103,680	\$103,680
less Operating Expenses	(\$3,456)	(\$3,456)
Net Operating Income	\$100,224	\$100,224
Capitalized Value	\$1,002,240	\$1,002,240
<b>Development Costs</b>		
Land	n.a.	\$258,056
Hard Costs		
Building Shell	\$672,000	\$672,000
Site Prep and Landscaping		\$0
Professional Fees/Contingency		\$100,800
Marketing/Lease-Up Costs	\$31,104	\$31,104
Permits and Impact Fees		\$36,928
Financing Interest		\$35,551
Construction Financing Fees		\$12,612
Property Taxes		\$6,339
<b>Total Development Costs</b>		<b>\$1,153,391</b>
<i>Total Development Costs/s.f.</i>		<i>\$180.22</i>
<b>Residual Value</b>		
Value of Project		\$1,002,240
Less Sales/Marketing Cost (3.0 percent)		(\$30,067)
Less Total Development Costs		(\$1,153,391)
<b>Development Profit</b>		<b>(\$181,219)</b>
Margin		-15.7%
Required Equity		\$322,886
Profit As Pct. Of Equity		-56.1%

**Note:**

- (a) Land price represents cost for fully improved pad.
- (b) Percent of gross lease amount (assumes 5-year term for commercial, 1 year for residential).
- (c) Percent of building and site work costs.

Sources: R.S. Means Company; BAE.

**Building 4 (Depot Building).** Financial analysis has not been calculated for the depot building, due to the assumption that the facility would be a part of the public amenities located on the site, and would be cared for and operated by a non-profit organization.

**Building 5 (Single-Story Retail Building).** This analysis estimates a total development cost for this building equal to approximately \$128 per square foot. The estimated value of the building based on current income and expense projections is approximately \$104 per square foot, generating a developer loss of approximately \$215,000 on the project, or approximately 21 percent of development costs, as shown at the bottom of Table 5.

**Building 6 (7-Eleven/Chief Auto Parts Building).** This analysis assumes that the 7-Eleven/Chief Auto Parts building would remain in its current location. It is likely that some reworking of the conceptual site plan would be necessary to accommodate this remaining use; however, given the difficulty of identifying economically viable development projects for the portions of the project site that are currently more or less vacant, it is clear that the project economics would not support the redevelopment of the Building 6 site at any time in the near future.

#### **D.6.A.3. Additional Requirements for Financial Feasibility**

The upper part of Table 6 contains a summary of the initial feasibility results for the Phase 1 pro-forma analyses, plus estimates of the land values or rent levels that would be required in order to achieve the 15 percent profit hurdle. It is estimated that retail and restaurant developments in Phase 1 could support land values of approximately negative \$1.97 to positive \$5.29 per square foot. To subsidize the land costs for all new commercial development in Phase 1 to these levels would require additional public investment of approximately \$980,000. This would be in addition to the \$1.3 million in public investment that would be necessary to finance the public portions of the Armfield development project.

An alternative to providing public subsidies would be to increase the density of new commercial development on the Armfield site. This would serve to spread the site acquisition costs over a greater base of commercial development, and at the same time reduce the area dedicated to public improvements, thus reducing costs for public improvements. In the extreme case, if the Phase 1 Armfield site were given over entirely to commercial uses, and all of the public investments were eliminated, the estimated site acquisition and improvement costs would be approximately \$6.50 per square foot. Additional public subsidy would still likely be required to support most new retail development at current rent levels; however the total subsidy for the Phase 1 area would be reduced to a more manageable figure of approximately \$520,000. It would be necessary to weigh the benefits of this type of cost savings against the less tangible benefits that greater public amenities at the site would create.

Alternatively, if the land costs are frozen at the \$10.08 level and other assumptions remain the same, the required rents necessary to achieve the 15 percent profit level would range from \$1.70 to \$2.07 for the restaurant buildings to \$1.30 to \$1.33 for retail buildings. This suggests

**Table 3: Armfield Phase 1 Pro-Forma Analysis, Building 2**

**ASSUMPTIONS**

<b>Development Program</b>	<b>Retail</b>	<b>Total</b>
Building Square Feet	9,600	9,600
Floor Area Ratio		0.25
Site Size (acres)		0.88
<b>Revenues</b>		
Monthly Rent (per sq. ft., NNN)	\$1.00	
Net Leasable Area	9,600	9,600
Vacancy (% gross revenues)		10.0%
Operating Expenses (% gross scheduled rent)		3.0%
<b>Land Cost (per s.f.)</b>		\$10.08
<b>Hard Costs</b>		
Shell Construction	\$61	
Site Prep and Landscaping	n.a.	n.a. (a)
<b>Soft Costs</b>		
Permits and Fees (per sq. ft.)		\$5.98
Marketing/Lease-Up	6.0% (b)	
Professional Fees, Contingency		15% (c)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)		1.15%
<b>Financing Assumptions</b>		
Loan to Cost Ratio	75.0%	
Interest Rate	10.25%	
Avg Outstanding Balance	55.0%	
Points	2.0%	
Construction Period (Months)	12	
Commercial Capitalization Rate	10.0%	

**FINANCIAL FEASIBILITY**

<b>Retail Value Calculations</b>	<b>Retail</b>	<b>Total</b>
Gross Scheduled Rent	\$115,200	\$115,200
less Vacancy	(\$11,520)	(\$11,520)
Effective Gross Income	\$103,680	\$103,680
less Operating Expenses	(\$3,456)	(\$3,456)
Net Operating Income	\$100,224	\$100,224
Capitalized Value	\$1,002,240	\$1,002,240
<b>Development Costs</b>		
Land	n.a.	\$387,084
Hard Costs		
Building Shell	\$583,908	\$583,908
Site Prep and Landscaping		\$0
Professional Fees/Contingency		\$87,586
Marketing/Lease-Up Costs	\$31,104	\$31,104
Permits and Impact Fees		\$57,454
Financing Interest		\$32,136
Construction Financing Fees		\$11,401
Property Taxes		\$6,339
<b>Total Development Costs</b>		<b>\$1,197,012</b>
<i>Total Development Costs/s.f.</i>		<i>\$124.69</i>
<b>Residual Value</b>		
Value of Project		\$1,002,240
Less Sales/Marketing Cost (3.0 percent)		(\$30,067)
Less Total Development Costs		\$1,197,012)
<b>Development Profit</b>		<b>(\$224,839)</b>
Margin		-18.8%
Required Equity		\$330,321
Profit As Pct. Of Equity		-68.1%

**Notes:**

- (a) Land price represents cost for fully improved pad.
- (b) Percent of gross lease amount (assumes 5-year term for commercial, 1 year for residential).
- (c) Percent of building and site work costs.

Sources: R.S. Means Company; BAE.

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Table 4: Armfield Phase 1 Pro-Forma Analysis, Building 3

## ASSUMPTIONS

	Restaurant	Office
<b>Development Program</b>		
Building Square Feet	8,200	8,200
Floor Area Ratio		0.25
Site Size (acres)		0.75
<b>Revenues</b>		
Monthly Rent (per sq. ft., NNN)	\$1.50	
Net Leasable Area	8,200	8,200
Vacancy (% gross revenues)		100%
Operating Expenses (% gross scheduled rent)		3.0%
<b>Land Cost (per s.f.)</b>	\$10.08	
<b>Hard Costs</b>		
Shell Construction	\$93 per s.f.	
Site Prep and Landscaping	n.a.	n.a. (a)
<b>Soft Costs</b>		
Permits and Fees (per sq. ft.)		\$6.00
Marketing/Lease-Up	6.0%	(b)
Professional Fees, Contingency		15% (c)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)		1.5%
<b>Financing Assumptions</b>		
Loan to Cost Ratio	75.0%	
Interest Rate	10.25%	
Avg Outstanding Balance	55.0%	
Points	2.0%	
Construction Period (Months)	12	
Commercial Capitalization Rate	10.0%	

## FINANCIAL FEASIBILITY

	Restaurant	Total
<b>Retail Value Calculations</b>		
Gross Scheduled Rent	\$147,600	\$147,600
less Vacancy	(\$14,760)	(\$14,760)
Effective Gross Income	\$132,840	\$132,840
less Operating Expenses	(\$4,428)	(\$4,428)
Net Operating Income	\$128,412	\$128,412
Capitalized Value	\$1,284,120	\$1,284,120
<b>Development Costs</b>		
Land	n.a.	\$330,635
<b>Hard Costs</b>		
Building Shell	\$762,600	\$762,600
Site Prep and Landscaping		\$0
Professional Fees/Contingency		\$114,390
Marketing/Lease-Up Costs	\$39,852	\$39,852
Permits and Impact Fees		\$49,200
Financing Interest		\$40,845
Construction Financing Fees		\$14,491
Property Taxes		\$8,122
<b>Total Development Costs</b>		\$1,362,013
<i>Total Development Costs/s.f.</i>		\$164.88
<b>Residual Value</b>		
Value of Project		\$1,284,120
Less Sales/Marketing Cost (3.0 percent)		(\$38,524)
Less Total Development Costs		(\$1,352,013)
<b>Development Profit</b>		(\$106,416)
<i>Margin</i>		-7.9%
<i>Required Equity</i>		\$379,505
<i>Profit As Pct. Of Equity</i>		-28.0%

Note:

- (a) Land price represents cost for fully improved pad.
- (b) Percent of gross lease amount (assumes 5-year term for commercial, 1 year for residential).
- (c) Percent of building and site work costs.

**Table 6: Armfield Phase 1 Pro-Forma Analysis, Building 5**

**ASSUMPTIONS**

<b>Development Program</b>		<b>Retail</b>	<b>Total</b>
Building Square Feet		8,200	8,200
Floor Area Ratio			0.25
Site Size (acres)			0.75
<b>Revenues</b>			
Monthly Rent (per sq. ft., NNN)		\$1.00	
Net Leasable Area		8,200	8,200
Vacancy (% gross revenues)			10.0%
Operating Expenses (% gross scheduled rent)			30%
<b>Land Cost (per s.f.)</b>			\$10.08
<b>Hard Costs</b>			
Shell Construction		\$63	
Site Prep and Landscaping		n.a.	n.a. (a)
<b>Soft Costs</b>			
Permits and Fees (per sq. ft.)			\$6.00
Marketing/Lease-Up		6.0%	(b)
Professional Fees, Contingency			15% (c)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)			1.15%
<b>Financing Assumptions</b>			
Loan to Cost Ratio	75.0%		
Interest Rate	10.25%		
Avg Outstanding Balance	55.0%		
Points	2.0%		
Construction Period (Months)	12		
Commercial Capitalization Rate		10.0%	

**FINANCIAL FEASIBILITY**

<b>Retail Value Calculations</b>		<b>Retail</b>	<b>Total</b>
Gross Scheduled Rent		\$98,400	\$98,400
less Vacancy		(\$9,840)	(\$9,840)
Effective Gross Income		\$88,560	\$88,560
less Operating Expenses		(\$2,952)	(\$2,952)
Net Operating Income		\$85,608	\$85,608
Capitalized Value		\$856,080	\$856,080
<b>Development Costs</b>			
Land		n.a.	\$330,635
Hard Costs			
Building Shell		\$516,200	\$516,200
Site Prep and Landscaping			\$0
Professional Fees/Contingency			\$77,430
Marketing/Lease-Up Costs		\$26,568	\$26,568
Permits and Impact Fees			\$49,170
Financing Interest			\$28,302
Construction Financing Fees			\$10,041
Property Taxes			\$5,415
<b>Total Development Costs</b>			<b>\$1,043,760</b>
<i>Total Development Costs/s.f.</i>			<i>\$127.29</i>
<b>Residual Value</b>			
Value of Project			\$856,080
Less Sales/Marketing Cost (3.0 percent)			(\$25,682)
Less Total Development Costs			(\$1,043,760)
<b>Development Profit</b>			<b>( \$213,362 )</b>
<b>Margin</b>			
Required Equity			-20.4%
Profit As Pct. Of Equity			\$288,343
			-74.0%

Note:

- (a) Land price represents cost for fully improved pad.
- (b) Percent of gross lease amount (assumes 5-year term for commercial, 1 year for residential).
- (c) Percent of building and site work costs.

Sources: R.S. Means Company; BAE.

**Table 6: Armfield Phase 1 Development Feasibility Summary**

Armfield Phase 1 (between East Main and Armfield)

<b>Building Number (from east to west)</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Building Use	restaurant	retail	restaurant	depot	retail	retail
Building Size	6,400	9,600	8,200	n.a.	8,200	n.a.
Initial Project Profit (Percent of Developer Equity)	-15.7%	-18.8%	-7.9%	n.a.	-20.4%	n.a.
<b>Thresholds to achieve 15 percent profit</b>						
<i>Required Land Price</i>	<i>(\$1.97)</i>	<i>\$3.13</i>	<i>\$5.29</i>	<i>n.a.</i>	<i>\$2.47</i>	<i>n.a.</i>
<i>or</i>						
<i>Required Montly Rent (NNN, per s.f.)</i>	<i>\$2.07</i>	<i>\$1.30</i>	<i>\$1.70</i>	<i>n.a.</i>	<i>\$1.33</i>	<i>n.a.</i>

Source: BAE.

that it may take several years before market rent levels would rise high enough to support the project costs, during which time project costs would also be expected to rise.

#### **D.6.B. Armfield Phase 2 Analysis**

For the area located on the north side of Armfield Street, a series of pro-formas structured as "land residual" analyses have been prepared. This area is referred to in this analysis as Phase 2. The purpose of the land residual analyses for the development on this side of Armfield Street is to illustrate the values that would be attributed to the property as it exists today, assuming that a developer intends to purchase and develop the properties as suggested by the prototypes. The "residual land values" are what is left after estimating the value of the finished product, and subtracting out all the other costs for development, including the required profit margin. This analysis of Phase 2 of the Armfield project uses the same basic pro-forma model as that used for the Phase 1 analysis, but solves for a land value that will support a 15 percent return on developer equity. A pro-forma has been prepared for each of the five buildings envisioned for this portion of the Armfield site.

##### **D.6.B.1. Key Variables**

Key variables for this analysis include property site improvement costs and building construction costs.

Site Improvement Costs. The Phase 2 property is currently includes a number of residences and businesses. The existing improvements would need to be removed to make room for the new development, and a small area at the rear of each building would need to be developed with parking facilities for building occupants. Due to the relatively high densities proposed for this portion of the Armfield site, site coverage is high, and little landscaping/hardscaping is required. Demolition and improvement costs range from approximately \$16,000 to \$34,000 per building.

Building Construction Costs. Retail, office and residential construction costs are based on data contained in the R.S. Means Company's Square Foot Costs cost estimating manual, adjusted for building type, size, and configuration. Estimated building construction costs range from a low of approximately \$66 per square foot for a building with no residential component, to approximately \$73-\$78 per square foot for buildings with a mix of residential and retail space, to a high of approximately \$85 per square foot for a building proposed as exclusively residential. The relatively high cost for the all-residential building is attributed to the fact that it is relatively small and due to its L-shaped footprint, it has a relatively large amount of exterior surface relative to its floor area. Both these factors contribute to extra building costs.

##### **D.6.B.2. Financial Feasibility**

This section summarizes the development feasibility for each of several buildings included in the Phase 2 analysis.

**Building 7 (Two-Story Residential Building).** The estimated value of this project upon completion is approximately \$52 per square foot, or roughly \$44,000 per unit, assuming an average size of 850 square feet. These values are very low compared to the estimated development costs, and as a result, to achieve a 15 percent return on developer equity, this project would require free land, plus a subsidy equal to approximately \$75 per square foot of land area. This building analysis is contained in Table 7. Of all developments analyzed as part of this study, this particular building appears to have the worst economics. This is due to a combination of the relatively low per square foot lease rates for apartments and the fact that this particular residential building configuration has a relatively high construction cost.

**Building 8 (Three-Story Residential/Retail Building).** This building has an estimated value of approximately \$66 per square foot upon completion. This figure is held down by the relatively large quantity of residential development assumed for the upper two floors. To achieve the 15 profit on equity, a developer would need to acquire the land for free, and also receive a subsidy equal to just over \$71 per square foot of land area, or a total of about \$2.4 million. These calculations are shown in Table 8.

**Building 9 (Two-Story Residential/Retail Building).** The land residual analysis indicates that development of this building would require free land a subsidy of approximately \$1.6 million in order to achieve the required level of developer profit. See Table 9.

**Building 10 (Three-Story Retail/Office Building).** With no residential development, this building has relatively lower development costs than buildings 7, 8, and 9. At the same time, its retail and office tenants can be expected to pay rents that are well above the \$0.70 per square foot assumed for apartment rents. The combination of these factors results in a positive residual land value of \$6.16, considerably better than the three buildings just analyzed, as shown in Table 10.

**Building 11 (Two-Story Retail/Office Building).** Like building 10, this building is limited to commercial uses, and combines relatively low development costs with relatively high finished values. Based on this combination, Table 11 estimates the residual land value for this building prototype is approximately \$0.77 per square foot of land area. Although positive, this value is most likely not high enough to entice the owners of this site, which include two businesses, to sell the property for redevelopment.

#### **D.6.B.3. Additional Requirements for Financial Feasibility**

The upper part of Table 12 contains a summary of the initial feasibility results for the Phase 2 pro-forma analyses, plus estimates of the building shell construction costs that would be required in order to achieve the 15 percent profit hurdle while at the same time generating a residual land value of approximately \$6.00 per square foot. This \$6.00 per square foot figure is taken as a benchmark for this portion of the analysis, because this is the highest residual land value identified for the various prototypes analyzed as part of this study (see Lemen project, Alternative 2, below). The summary sheet shows that, with the exception of Building 10, construction costs would need to drop considerably from

**Table 7: Armfield Phase 2 Land Residual Analysis, Building 7**

**ASSUMPTIONS**

<b>Development Program</b>		
Building Square Feet	Residential	Total
Floor Area Ratio	18,000	18,000
Site Size (acres)		1.17
		0.35
<b>Revenues</b>		
Monthly Rent	\$0.70	
Net Leasable Area (sq. ft.)	15,840	15,840
Vacancy (% gross revenues)	50%	
Operating Expenses (% gross scheduled rent)	30.0%	
<b>Assumed Land Value (per s.f.)</b>		(\$75.19)
<b>Hard Costs</b>		
Shell Construction (per sq. ft.)	\$85	
Demolition/Site Improvements		\$16,833
<b>Soft Costs</b>		
Permits and Fees (per sq. ft.)		\$6.59
Marketing/Lease-Up	7.0%	(a)
Professional Fees, Contingency		15% (b)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)		1.15%
<b>Financing Assumptions</b>		
Loan to Cost Ratio	75.0%	
Interest Rate	10.25%	
Avg Outstanding Balance	55.0%	
Points	2.0%	
Construction Period (Months)	12	
Capitalization Rate	9.5%	

**FINANCIAL FEASIBILITY**

<b>Project Valuation</b>	<b>Residential</b>	<b>Total</b>
Gross Scheduled Rent	\$133,056	\$133,056
less Vacancy	(\$6,653)	(\$6,653)
Effective Gross Income	\$126,403	\$126,403
less Operating Expenses	(\$37,921)	(\$37,921)
Net Operating Income	\$88,482	\$88,482
Estimated Value	\$931,392	\$931,392
<b>Development Costs</b>		
Land		(\$1,157,966)
Hard Costs		
Building Shell	\$1,526,557	\$1,526,557
Demolition/Site work		\$16,833
Professional Fees/Contingency		\$231,508
Marketing/Lease-Up Costs	\$8,848	\$8,848
Permits and Impact Fees		\$118,650
Financing Interest		\$80,436
Construction Financing Fees		\$28,536
Property Taxes		\$5,891
Total Development Costs		\$859,293
Total Development Costs/s.f.		\$47.74
<b>Residual Value</b>		
Value of Project		\$931,392
Less Sales/Marketing Cost (3.0 percent)		(\$27,942)
Less Total Development Costs		(\$859,293)
<b>Development Profit</b>		\$44,157
Margin		51%
Required Equity		\$295,079
Profit As Pct. Of Equity		150%

**Note:**

- (a) Percent of gross lease amount (assumes 5-year term for commercial, 1 year for residential).
- (b) Percent of building and site work costs.

Sources: R.S. Means Company; BAE.

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**Table 8: Armfield Phase 2 Land Residual Analysis, Building 8**

**ASSUMPTIONS**

	Retail	Residential	Total
<b>Development Program</b>			
Building Square Feet	21,600	43,200	64,800
Floor Area Ratio			1.93
Site Size (Acres)			0.77
<b>Revenues</b>			
Monthly Rent (per sq. ft., retail- NNN)	\$1.00	\$0.70	
Net Leasable Area	19,440	38,016	57,456
Vacancy (% gross revenues)	100%	50%	
Operating Expenses (% gross scheduled rent)	30%	30.0%	
<b>Assumed Land Value (per s.f.)</b>			(\$71.18)
<b>Hard Costs</b>			
Shell Construction (per sq. ft.)	\$73	\$73	
Demolition/Site Improvements			\$34,082
<b>Soft Costs</b>			
Permits and Fees (per sq. ft.)			\$6.85
Marketing/Lease-Up	6.0%	7.0%	(a)
Professional Fees, Contingency			15% (b)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)			1.15%
<b>Financing Assumptions</b>			
Loan to Cost Ratio	75.0%		
Interest Rate	10.25%		
Avg Outstanding Balance	55.0%		
Points	2.0%		
Construction Period (Months)	12		
Capitalization Rate	100%	95%	

**FINANCIAL FEASIBILITY**

	Retail	Residential	Total
<b>Project Valuation</b>			
Gross Scheduled Rent	\$233,280	\$319,334	\$552,614
less Vacancy	(\$23,328)	(\$15,967)	(\$39,295)
Effective Gross Income	\$209,952	\$303,368	\$513,320
less Operating Expenses	(\$6,299)	(\$91,010)	(\$97,309)
Net Operating Income	\$203,653	\$212,357	\$416,010
Capitalized Value	\$2,036,634	\$2,236,341	\$4,271,876
<b>Development Costs</b>			
Land			(\$2,391,580)
Hard Costs			
Building Shell	\$1,568,938	\$3,137,877	\$4,706,815
Demolition/Site Improvements			\$34,082
Professional Fees/Contingency			\$711,135
Marketing/Lease-Up Costs	\$62,986	\$21,236	\$84,221
Permits and Impact Fees			\$443,574
Financing Interest			\$252,835
Construction Financing Fees			\$89,697
Property Taxes			\$27,020
<b>Total Development Costs</b>			<b>\$3,967,798</b>
<i>Total Development Costs/s.f.</i>			<i>\$61.08</i>
<b>Residual Value</b>			
Value of Project			\$4,271,875
Less Sales/Marketing Cost (3.0 percent)			(\$128,156)
Less Total Development Costs			(\$3,957,798)
<b>Development Profit</b>			<b>\$185,921</b>
Margin			4.7%
Required Equity			\$1,239,593
Profit As Pct. Of Equity			5.0%

Note:

- (a) Percent of gross lease amount (assumes 5-year term for commercial, 1 year for residential).
- (b) Percent of building and site work costs.

Sources: R.S. Means Company; BAE.

**Table 9: Armfield Phase 2 Land Residual Analysis, Building 9**

**ASSUMPTIONS**

	<b>Retail</b>	<b>Residential</b>	<b>Total</b>
<b>Development Program</b>			
Building Square Feet	21,600	21,600	43,200
Floor Area Ratio			123
Site Size (acres)			0.80
<b>Revenues</b>			
Monthly Rent (per sq. ft., retail- NNN)	\$1.00	\$0.70	
Net Leasable Area	19,440	19,008	38,448
Vacancy (% gross revenues)	100%	5.0%	
Operating Expenses (% gross scheduled rent)	3.0%	30.0%	30%
<b>Assumed Land Value (per s.f.)</b>			(\$44.64)
<b>Hard Costs</b>			
Shell Construction (per sq. ft.)	\$78	\$78	
Demolition/Site Improvements			\$27,482
<b>Soft Costs</b>			
Permits and Fees (per sq. ft.)			\$5.82
Marketing/Lease-Up	6.0%	7.0%	(a)
Professional Fees, Contingency			15% (b)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)			115%
<b>Financing Assumptions</b>			
Loan to Cost Ratio	75.0%		
Interest Rate	10.25%		
Avg Outstanding Balance	55.0%		
Points	2.0%		
Construction Period (Months)	12		
Capitalization Rate	10.0%	9.5%	

**FINANCIAL FEASIBILITY**

	<b>Retail</b>	<b>Residential</b>	<b>Total</b>
<b>Project Valuation</b>			
Gross Scheduled Rent	\$233,280	\$159,667	\$392,947
less Vacancy	(\$23,328)	(\$7,983)	(\$31,311)
Effective Gross Income	\$209,952	\$151,684	\$361,636
less Operating Expenses	(\$6,998)	(\$45,505)	(\$52,504)
Net Operating Income	\$202,954	\$106,179	\$309,132
Capitalized Value	\$2,029,636	\$1,117,670	\$3,147,206
<b>Development Costs</b>			
Land			(\$1,562,419)
Hard Costs			
Building Shell	\$1,678,956	\$1,678,956	\$3,357,911
Demolition/Site Improvements			\$27,482
Professional Fees/Contingency			\$507,809
Marketing/Lease-Up Costs	\$62,986	\$10,618	\$73,603
Permits and Impact Fees			\$251,392
Financing Interest			\$178,351
Construction Financing Fees			\$63,273
Property Taxes			\$19,906
<b>Total Development Costs</b>			<b>\$2,917,307</b>
<i>Total Development Costs/s.f.</i>			<i>\$67.53</i>
<b>Residual Value</b>			
Value of Project			\$3,147,206
Less Sales/Marketing Cost (3.0 percent)			(\$94,416)
Less Total Development Costs			(\$2,917,307)
<b>Development Profit</b>			<b>\$135,483</b>
Margin			46%
Required Equity			\$905,568
Profit As Pct. Of Equity			15.0%

Note:

- (a) Percent of gross lease amount (assumes 5-year term for commercial, 1 year for residential).
- (b) Percent of building and site work costs.

Sources: R.S. Means Company; BAE.

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Table 10: Armfield Phase 2 Land Residual Analysis, Building 10

## ASSUMPTIONS

	Retail	Office	Total
<b>Development Program</b>			
Building Square Feet	21,600	43,200	64,800
Floor Area Ratio			1.85
Site Size (acres)			0.80
<b>Revenues</b>			
Monthly Rent (per sq. ft., NNN)	\$1.00	\$1.15	
Net Leasable Area	19,440	38,016	57,456
Vacancy (% gross revenues)			10.0%
Operating Expenses (% gross scheduled rent)			3.0%
<b>Assumed Land Value (per s.f.)</b>			\$6.16
<b>Hard Costs</b>			
Shell Construction (per sq. ft.)	\$66	\$66	
Demolition/Site Improvements			\$29,882
<b>Soft Costs</b>			
Permits and Fees (per sq. ft.)			\$5.94
Marketing/Lease-Up	6.0%	6.0%	(a)
Professional Fees, Contingency			15% (b)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)			1.15%
<b>Financing Assumptions</b>			
Loan to Cost Ratio	75.0%		
Interest Rate	10.25%		
Avg Outstanding Balance	55.0%		
Points	2.0%		
Construction Period (Months)	12		
Commercial Capitalization Rate	10.0%	10.0%	

## FINANCIAL FEASIBILITY

	Retail	Office	Total
<b>Project Valuation</b>			
Gross Scheduled Rent	\$233,280	\$524,621	\$757,901
less Vacancy	(\$23,328)	(\$52,462)	(\$75,790)
Effective Gross Income	\$209,952	\$472,159	\$682,111
less Operating Expenses	(\$6,998)	(\$15,739)	(\$22,737)
Net Operating Income	\$202,954	\$456,420	\$659,374
Capitalized Value	\$2,029,636	\$4,564,201	\$6,593,737
<b>Development Costs</b>			
Land			\$215,721
<b>Hard Costs</b>			
Building Shell	\$1,429,567	\$2,859,134	\$4,288,701
Demolition/Site Improvements			\$29,882
Professional Fees/Contingency			\$647,787
Marketing/Lease-Up Costs	\$62,986	\$141,648	\$204,633
Permits and Impact Fees			\$385,004
Financing Interest			\$234,915
Construction Financing Fees			\$83,340
Property Taxes			\$41,705
<b>Total Development Costs</b>			<b>\$6,131,687</b>
<i>Total Development Costs/s.f.</i>			<i>\$94.62</i>
<b>Residual Value</b>			
Value of Project			\$6,593,737
Less Sales/Marketing Cost (3.0 percent)			(\$197,812)
Less Total Development Costs			(\$6,131,687)
<b>Development Profit</b>			\$264,237
Margin			4.3%
Required Equity			\$1,761,187
Profit As Pct. Of Equity			15.0%

Note:

- (a) Percent of gross lease amount (assumes 5-year term for commercial, 1 year for residential).
- (b) Percent of building and site work costs.

Sources: R.S. Means Company; BAE.

**Table 11: Armfield Phase 2 Land Residual Analysis, Building 11**

**ASSUMPTIONS**

	<b>Retail</b>	<b>Office</b>	<b>Total</b>	
<b>Development Program</b>				
Building Square Feet	17,750	17,750	35,500	
Floor Area Ratio			1.03	
Site Size (acres)			0.77	
<b>Revenues</b>				
Monthly Rent (per sq. ft., NNN)	\$1.00	\$1.15		
Net Leasable Area	15,975	15,620	31,595	
Vacancy (% gross revenues)			10.0%	
Operating Expenses (% gross scheduled rent)			3.0%	
<b>Assumed Land Value (per s.f.)</b>			<b>\$0.77</b>	
<b>Hard Costs</b>				
Shell Construction (per sq. ft.)	\$67	\$67		
Demolition/Site Improvements			\$24,065	
<b>Soft Costs</b>				
Permits and Fees (per sq. ft.)			\$5.98	
Marketing/Lease-Up	6.0%	6.0%		(a)
Professional Fees, Contingency				(b)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)			1.5%	
<b>Financing Assumptions</b>				
Loan to Cost Ratio	75.0%			
Interest Rate	10.25%			
Avg Outstanding Balance	55.0%			
Points	2.0%			
Construction Period (Months)	12			
Commercial Capitalization Rate	10.0%	10.0%		

**FINANCIAL FEASIBILITY**

	<b>Retail</b>	<b>Office</b>	<b>Total</b>
<b>Project Valuation</b>			
Gross Scheduled Rent	\$191,700	\$215,556	\$407,256
less Vacancy	(\$19,170)	(\$21,556)	(\$40,726)
Effective Gross Income	\$172,530	\$194,000	\$366,530
less Operating Expenses	(\$5,751)	(\$6,467)	(\$12,218)
Net Operating Income	\$166,779	\$187,534	\$354,313
Capitalized Value	\$1,667,790	\$1,875,337	\$3,543,127
<b>Development Costs</b>			
Land			\$25,917
Hard Costs			
Building Shell	\$1,182,687	\$1,182,687	\$2,365,374
Demolition/Site Improvements			\$24,065
Professional Fees/Contingency			\$358,416
Marketing/Lease-Up Costs	\$51,759	\$58,200	\$109,959
Permits and Impact Fees			\$212,345
Financing Interest			\$129,810
Construction Financing Fees			\$46,052
Property Taxes			\$22,410
<b>Total Development Costs</b>			<b>\$3,294,349</b>
<i>Total Development Costs/s.f.</i>			<i>\$92.80</i>
<b>Residual Value</b>			
Value of Project			\$3,543,127
Less Sales/Marketing Cost (3.0 percent)			(\$106,294)
Less Total Development Costs			(\$3,294,349)
<b>Development Profit</b>			<b>\$142,484</b>
Margin			4.3%
Required Equity			\$949,882
Profit As Pct. Of Equity			5.0%

**Notes:**

- (a) Percent of gross lease amount (assumes 5-year term for commercial, 1 year for residential).
- (b) Percent of building and site work costs.

Sources: R.S. Means Company; BAE.

**Table 12: Summary of Armfield Phase 2 Residual Land Values**

**Armfield Phase 2 (north of Armfield Street)**

<b>Building Number (from east to west)</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>
<b>Building Use</b>	residential	retail/residential	retail/residential	retail/office	retail/office
<b>Building Size</b>	18,000	64,800	43,200	64,800	35,500
<b>Initial Residual Land Value</b>	(\$75.19)	(\$71.18)	(\$44.64)	\$6.16	\$0.77
<b>Threshold to Achieve \$6.00 per square foot land value Required Building Shell Cost</b>	\$28	\$40	\$44	\$66	\$63

**Northeast Corner of Lemen and East Street**

	<b>Alternative 1</b>	<b>Alternative 2</b>
<b>Building Use</b>	retail/office, 2-story	retail/office, 1-story
<b>Building Size</b>	57,000	40,150
<b>Initial Residual Land Value</b>	(\$2.42)	\$5.93
<b>Threshold to Achieve \$6.00 per square foot land value Required Office Rent</b>	1.35	1.15

Source: BAE.

those assumed in the pro-forma analyses in order to achieve project feasibility; however, there are limits as to how far project costs can be pared. For buildings other than Building 10, after making feasible cost reductions, the remaining feasibility gap might not be closed until market rents increase enough to bring finished project values more in line with development costs. In the short run, feasibility would likely be achieved only upon provision of substantial subsidies, or if the site plan is reworked to accommodate building at a lower density, which would be more economical.

While the residual analysis for Building 10 showed a positive residual land value, it should be noted that this figure represents the total price that could be paid to acquire the existing site for this building, including any existing structures. It is unknown at this time whether this price would entice the owner to sell the property for redevelopment.

The development program for other buildings included in this portion of the project area could be revised to emulate the mix in Building 10, which favors office and retail and excludes residential, and this would tend to produce pro-forma analyses that also show positive land values. However, it should be noted that the depth of demand for this type of small multistory building with offices located above specialty retail is unproven at this time. There would likely be a need for phasing the buildings over an extended period of time.

#### D.6.C. Northeast Corner Lemen and East Streets – Alternative 1

This prototype analysis is structured as a land residual analysis, that compares the land value implications of developing the site for the same basic land use, but at two different densities. Alternative 1 involves analyzing the project under the assumption that the site would be developed to a floor area ratio of 0.55.

##### B.6.C.1. Key Variables

Key variables for this analysis include property site improvement costs and building construction costs.

Site Improvement Costs. The subject property is currently minimally improved, with two small buildings and a truck scales. To support redevelopment into an office/retail development, existing improvements would have to be removed, and the site would need to be improved with driveways, parking areas, and various landscaping/hardscaping. It is estimated that total costs for this demolition and site work would be approximately \$312,000, or approximately \$3.00 per square foot of site area.

Building Construction Costs. Retail and restaurant construction costs are based on data contained in the R.S. Means Company's Square Foot Costs cost estimating manual, adjusted for building type, size, and configuration. For two-story commercial development, the estimated shell construction costs are \$73 per square foot. For the single-story building, the estimated hard construction cost is \$57 per square foot.

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Table 13: East and Lemen Residual Land Value Analysis, Alt. 1

## ASSUMPTIONS

Development Program	Building 1	Building 2	Building 3		Total
	Office	Office	Retail	Office	
Building Square Feet	22,600	17,000	5,000	12,400	57,000
Floor Area Ratio					0.55
Site Size (acres)					2.38
<b>Revenues</b>					
Monthly Rent (per sq. ft., NNN)	\$1.15	\$1.15	\$1.00	\$1.15	
Net Leasable Area	19,700	15,000	4,500	11,160	50,360
Vacancy (% gross revenues)					10.0%
Operating Expenses (% gross scheduled rent)					3.0%
Assumed Land Value (per s.f.)					(\$2.42)
<b>Hard Costs</b>					
Shell Construction (per sq. ft.)	\$73	\$73	\$73	\$57	
Demolition/Site Improvements (per sq. ft. site area)					\$3.01
<b>Soft Costs</b>					
Permits and Fees (per sq. ft.)					\$6.61
Marketing/Lease-Up	6.0%	6.0%	6.0%	6.0%	(a)
Professional Fees, Contingency					15% (b)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)					1.15%
<b>Financing Assumptions</b>					
Loan to Cost Ratio	75.0%				
Interest Rate	10.25%				
Avg Outstanding Balance	55.0%				
Points	2.0%				
Construction Period (Months)	12				
Commercial Capitalization Rate	10.0%	10.0%	10.0%	10.0%	

## FINANCIAL FEASIBILITY

Project Valuation	Retail	Office	Retail	Office	Total
Gross Scheduled Rent	\$271,860	\$207,000	\$54,000	\$154,008	\$686,868
less Vacancy	(\$27,186)	(\$20,700)	(\$5,400)	(\$15,401)	(\$68,687)
Effective Gross Income	\$244,674	\$186,300	\$48,600	\$138,607	\$618,181
less Operating Expenses	(\$8,156)	(\$6,210)	(\$1,620)	(\$4,620)	(\$20,606)
Net Operating Income	\$236,518	\$180,090	\$46,980	\$133,987	\$597,575
Capitalized Value	\$2,366,182	\$1,800,900	\$469,800	\$1,339,870	\$5,976,762
<b>Development Costs</b>					
Land					(\$251,020)
Hard Costs					
Building Shell	\$1,642,256	\$1,234,813	\$363,180	\$702,990	\$3,943,238
Demolition/Site Improvements					\$311,666
Professional Fees/Contingency					\$638,239
Marketing/Lease-Up Costs	\$73,402	\$55,890	\$14,580	\$41,582	\$185,454
Permits and Impact Fees					\$376,514
Financing Interest					\$230,650
Construction Financing Fees					\$81,827
Property Taxes					\$37,797
Total Development Costs					\$6,654,386
Total Development Costs/s.f.					\$97.45
<b>Residual Value</b>					
Value of Project					\$5,975,752
Less Sales/Marketing Cost (3.0 percent)					(\$179,273)
Less Total Development Costs					(\$5,554,385)
<b>Development Profit</b>					
Margin					\$242,094
Required Equity					4.4%
Profit As Pct. Of Equity					\$1,613,505
					5.0%

Note:

- (a) Per square foot of gross lease amount (assumes 5 year term).
- (b) of building and site work costs.

Sources: R.S. Means Company; BAE.

### D.6.C.2. Residual Land Value

Based on the fixed assumptions regarding project development costs and the resulting sales proceeds, which are summarized in Table 13, the residual land value which will allow attainment of a developer profit margin of 15 percent is estimated to be negative \$2.42 per square foot.

### D.6.C.3. Additional Requirements for Project Feasibility

The residual land value analysis indicates that a developer would need to acquire the property free of charge, and in addition, receive a subsidy equal to approximately \$2.42 per square foot of site area in order to achieve the desired profit levels for this project. Alternatively, to achieve the same \$6.00 per square foot residual land value calculated below for Alternative 2, Alternative 1 would need to command office rents of approximately \$1.35 per square foot, due to its higher development costs.

### D.6.D. Northeast Corner Lemen and East Streets – Alternative 2

This analysis assumes that this site would be developed with the same basic office/retail uses as in Alternative 1, but in a lower density, single-story building configuration.

#### D.6.D.1. Key Variables

Key variables for this analysis include property site improvement costs and building construction costs.

**Site Improvement Costs.** This analysis assumes the same rough site coverage ratio in Alternative 2 as in Alternative 1; thus, the site improvement costs are also assumed to be the same, roughly \$312,000.

**Building Construction Costs.** Retail and restaurant construction costs are based on data contained in the R.S. Means Company's Square Foot Costs cost estimating manual, adjusted for building type, size, and configuration. With only one-story construction and no two-story construction, the estimated hard construction cost is \$57 per square foot, for all new construction.

#### D.6.D.2. Residual Land Value

Based on the fixed assumptions regarding project development costs and the resulting sales proceeds for Alternative 2, which are summarized in Table 14, the residual land value which will allow attainment of a developer profit margin of 15 percent is estimated to be \$5.93 per square foot. This is the price that a developer could afford to pay for the property and still achieve the desired profit level. Of all the pro-formas generated as part of this analysis, this project prototype supports one of the highest land values. This is due to the assumption, based on current published construction cost information, that single-story office space can be built relatively inexpensively, and at the same time command

# D-34 Appendix D - Prototypical Development

Table 14: East and Lemen Residual Land Value Analysis, Alt. 2

## ASSUMPTIONS

	Building 1	Building 2		Building 3	Total
	Office	Office	Retail	Office	
<b>Development Program</b>					
Building Square Feet	14,250	8,500	5,000	12,400	40,150
Floor Area Ratio					0.39
Site Size (acres)					2.38
<b>Revenues</b>					
Monthly Rent (per sq. ft., NNN)	\$1.15	\$1.15	\$1.00	\$1.15	
Net Leasable Area	13,800	8,248	4,852	11,600	38,500
Vacancy (% gross revenues)					100%
Operating Expenses (% gross scheduled rent)					3.0%
<b>Assumed Land Value (per s.f.)</b>					\$5.93
<b>Hard Costs</b>					
Shell Construction	\$57	\$57	\$57	\$57	pers.f.
Demolition/Site Improvements					\$311,686
<b>Soft Costs</b>					
Permits and Fees (per sq. ft.)					\$6.63
Marketing/Lease-Up	60%	60%	60%	60%	(a)
Professional Fees, Contingency					15% (b)
Annual Property Tax Rate (applied to 55 percent of project value, x 12 months)					1.15%
<b>Financing Assumptions</b>					
Loan to Cost Ratio	75.0%				
Interest Rate	10.25%				
Avg Outstanding Balance	55.0%				
Points	2.0%				
Construction Period (Months)	12				
Commercial Capitalization Rate	100%	100%	100%	100%	

## FINANCIAL FEASIBILITY

	Retail	Office	Retail	Office	Total
<b>Project Valuation</b>					
Gross Scheduled Rent	\$190,440	\$113,824	\$58,222	\$160,080	\$522,567
less Vacancy	(\$19,044)	(\$11,382)	(\$5,822)	(\$16,008)	(\$52,257)
Effective Gross Income	\$171,396	\$102,442	\$52,400	\$144,072	\$470,310
less Operating Expenses	(\$5,713)	(\$3,415)	(\$1,747)	(\$4,802)	(\$15,677)
Net Operating Income	\$165,683	\$99,027	\$50,653	\$139,270	\$454,633
Capitalized Value	\$1,666,828	\$990,273	\$606,633	\$1,392,696	\$4,646,330
<b>Development Costs</b>					
Land					\$614,858
Hard Costs					
Building Shell	\$812,859	\$483,673	\$284,514	\$702,990	\$2,284,035
Demolition/Site Improvements					\$311,686
Professional Fees/Contingency					\$389,358
Marketing/Lease-Up Costs	\$51,419	\$30,733	\$15,720	\$43,222	\$141,093
Permits and Impact Fees					\$266,280
Financing Interest					\$143,437
Construction Financing Fees					\$50,887
Property Taxes					\$28,756
<b>Total Development Costs</b>					\$4,230,389
<i>Total Development Costs/s.f.</i>					\$105.36
<b>Residual Value</b>					
Value of Project					\$4,546,330
Less Sales/Marketing Cost (3.0 percent)					(\$136,390)
Less Total Development Costs					(\$4,230,389)
<b>Development Profit</b>					\$179,551
Margin					4.2%
Required Equity					\$1,196,151
Profit As Pct. Of Equity					5.0%

Notes:

- (a) Per square foot of gross lease amount (assumes 5year term).
- (b) of building and site work costs.

Sources: R.S. Means Company; BAE.

rents that are approximately 15 percent higher than rents for retail space. On the other hand, office rents are not high enough to support the increased per square foot construction costs associated with building two-story office buildings, which caused the negative residual land value in Alternative 1.

#### D.6.E. Woodland/Dana Mobile Home Park Financial Analysis

This prototype analysis is structured as an analysis of the affordability of the project for mobile-home residents, who are assumed to have household incomes that are at or below 50 percent of the area median income, when adjusted for household size. According to this definition, these are assumed to be "very low" income households. Thus, this analysis attempts to evaluate whether the planned property acquisition, rehabilitation, and co-op conversion project can be accomplished in a manner such that the eventual ongoing project operations can be financed through the collection of mobile home park space "rents" that are affordable to very low income households, considering their need to also pay the costs of owning their own mobile home units, which they own as individual households independent of the mobile home park cooperative organization.

##### D.6.E.1. Key Assumptions

Table 15 summarizes the preliminary project costs, and Table 16 contains the preliminary evaluation of project affordability. Key assumptions in Table 15 include property acquisition costs, property rehabilitation and co-op conversion costs. Key assumptions in Table 16 include permanent mortgage financing costs, the ongoing park operating expense ratio, and the assumed income levels of park residents.

**Property Acquisition Costs.** For the purposes of this analysis, the acquisition cost of the property involved in this prototype is computed in two parts. The first part involves computing the value of the mobile home park components of the properties. This value is preliminarily estimated using the income capitalization approach, based on the number of occupied park spaces and income and expense information provided by the property owner. As shown in Table 15, when applying a 10.5 percent cap rate to the estimated net income from the existing mobile home park operations, the estimated value is \$1.16 million. In addition to the value of the mobile home park operation, additional value must be attributed to property due to the presence of other commercial development, including the Dana Motel, two restaurants, and a market. For this analysis, it is assumed that this additional development would be valued at approximately \$50 per square foot, due to the age and condition of the improvements. Based on an estimated 24,000 square feet of commercial space, the additional value of this commercial development would be approximately \$1.2 million, for a total existing property valuation of \$2.36 million. It should be noted that these estimates are preliminary at this time. The owner of the Woodland and Dana mobile home parks also provided a rough guess as to the value of the those two properties, which was between \$3.5 and \$4.0 million. The primary difference between these two estimates is in the value of the mobile home park component of the properties, with the property owner estimating the per space value at approximately \$20,000, and the income capitalization method estimating the value at approximately \$8,000 per space.

**Table 15: Mobile Home Park Conversion Project Cost Estimates**

**PROPERTY ACQUISITION COSTS**

Property Value - Income Capitalization Method	
Number of Occupied Spaces	145
Average Rent (Monthly, Per Space)	\$200 per property owner
Gross Rent	\$348,000
Operating Expenses	65% per property owner
Net Operating Income	\$121,800
Cap Rate	10.5%
Capitalized Value of Mobile Home Park Component	\$1,160,000
Average Per Space Value	\$8,000
Estimated Value of Motel & Misc. Commercial Buildings	\$1,200,000 (based on approx. 24,000 s.f. @ \$50 per s.f.)
Estimated Total Site Value	\$2,360,000

**Acquisition Financing Costs**

Maximum Property Acquisition Loan Amount	75% of property value
Total Loan Amount	\$1,770,000
Loan Period	12 months (until completion of rehabilitation)
Interest Rate	9.5%
Loan Fees	1.0% of loan amount

**Acquisition Phase Equity Requirements**

Required Acquisition Downpayment	\$590,000 Total costs minus acquisition loan amount
Acquisition Loan Interest	\$168,150
Acquisition Loan Fees	\$17,700
Total	\$775,850

**PROPERTY REHABILITATION/CO-OP CONVERSION COSTS**

Estimated Number of Spaces in Reconstructed Park	158
Estimated Demolition Costs	\$250,000 (Estimated costs for demolition of existing site improvements.)
Estimated Reconstruction Costs	\$12,000 (Per Jerry Rioux, HCD Services, typical construction costs for mobile home park approximately \$10,000 to \$15,000/space.)
Total Estimated Reconstruction Costs	\$1,896,000
Estimated Number of Mobile Homes Requiring Temporary Relocation	90 (Assumes 38% of existing units replaced, remainder will be moved once within park to accommodate reconstruction.)
Estimated cost to move and set-up mobile homes during reconstruction	\$3,000 per mobile home
Total Estimated Cost to Move Mobile Homes During Reconstruction	\$270,000
Subtotal Rehabilitation Costs	\$2,416,000
Average Per Space Rehabilitation Costs	\$15,291
Maximum Rehabilitation Loan	75% of rehabilitation costs
Maximum Rehabilitation Loan Amount	\$1,812,000
Loan Period (months)	12 until completion of rehabilitation
Rehabilitation Loan Drawdown Factor	0.60
Interest Rate (annual)	9.5%
Rehabilitation Loan Fees	1.0% of loan amount

**Required Equity During Rehabilitation Phase**

Rehabilitation Equity Required	\$604,000 Total costs minus rehab loan amount
Rehabilitation Loan Interest	\$103,284
Rehabilitation Loan Fees	\$18,120
Total	\$725,404

**PERMANENT FINANCING/CO-OP CONVERSION COSTS**

Permanent Financing	
Outstanding Acquisition and Rehab. Loan Balances	\$3,582,000
Permanent Loan Fees	2.0% percent of loan amount
Permanent Loan Fees	\$71,640
Estimated Co-Op Conversion Costs	\$475,000 (a)

**TOTAL PROJECT COSTS**

Average Cost Per Completed Space	\$35,632
Total Required Equity	\$2,047,894
Average Per Space Equity Requirement	\$12,961

**Notes:**

(a) Costs included in this line item: closing costs, professional services, reserves, other fees, and contingency. Estimate is based on 1994 Leisureville per space costs for same items, inflated by 4 percent for four years.

Sources: Ronald Bushman; Jerry Rioux, HCD Services; City of Woodland, 1994 Leisureville MHP HOME Application; BAE.

The low value estimate of approximately \$8,000 per space for the mobilehome park component is used for the purposes of this analysis. This is consistent with the initial assumption that the mobilehome park property's existing condition is poor and, as discussed below, renovation of the park would require what would essentially amount to a complete reconstruction of the property, including new utilities, paving, lawns and landscaping, mobilehome pads, etc. Should it be determined that the "as-is" value of the property is greater than \$8,000 per space, this should be a function of the fact that the property is in better condition than thought at this time. If this is the case, the project plan should be revised to make use of any existing improvements that are still serviceable, with a goal of maintaining overall project costs (acquisition plus rehabilitation and coop conversion) at or below the \$35,000 to \$36,000 average per space cost estimated in this analysis. In other words, if the average per space cost for park acquisition increases by \$5,00 per unit, the project plan should be reviewed to ascertain whether there are opportunities to undertake less extensive park reconstruction and save \$5,000 per space on rehabilitation costs. If these types of cost-saving trade-offs are not possible, then the overall project costs may rise to level that will not be justified by the value of the completed project.

**Park Rehabilitation Costs.** For the purposes of this analysis, it is assumed that the rehabilitation of the mobile home parks amounts to a complete reconstruction, due to a need for substantial work on the utility systems and other site improvements, and also due to the reworking of the site plan proposed in the prototype drawings. According to the mobile home park conversion consultant who assisted with the conversion of the Leisureville mobile home park on Gibson Road, costs to construct a new mobile home park range from approximately \$10,000 to \$15,000 per space.<sup>2</sup> For the purposes of this analysis, it is assumed that the reconstruction would cost approximately \$12,000 per space. This analysis also adds \$250,000 to this basic construction cost for demolition of existing improvements, and approximately \$270,000 for costs to move existing mobile home units within the park, to accommodate the reconstruction project. It is assumed that the reconstruction can be accomplished in phases by relocating mobile home units within the park, rather than relocating residents to locations outside the park during construction. In total, it is estimated that the reconstruction costs will amount to approximately \$2.42 million.

**Permanent Financing and Co-Op Conversion Costs.** The last major cost item for the project includes costs to convert the park to co-op ownership, and to secure permanent mortgage financing once the reconstruction project is complete. The permanent financing loan fees are estimated at two percent of the outstanding acquisition and rehabilitation loan amounts, or approximately \$72,000 dollars. Estimated costs to convert the project to co-op ownership are based on data contained in the City of Woodland's 1994 HOME application for the Leisureville mobile home park conversion project. According to the application, conversion costs were estimated at approximately \$2,500 per space. This analysis assumed that conversion costs would total approximately \$3,000 per space, allowing for inflation since 1994.

**Table 16: Mobile Home Park Conversion Project Affordability Calculations**

<b>Project Debt Service</b>	
Permanent Loan Amount	\$3,582,000
Interest Rate	8.03% per year (a)
Term	25 years
Monthly Debt Service	\$27,706
<b>Park Operations Costs</b>	
Estimated Expense Ratio	40%
Estimated Monthly Expenses	\$18,471
<b>Gross Monthly Income Required</b>	\$46,177
<b>Average Monthly Park Acquisition/Rehabilitation and Operations Costs</b>	\$292 per space
<b>Individual Mobile Home Ownership Costs</b>	
Mobile Home Acquisition/Delivery to Site/Set-Up	\$16,000 per unit (b)
Loan to Value Ratio	85%
Mobile Home Loan Amount	\$13,600
Mobile Home Loan Interest Rate	9.5% per year
Mobile Home Loan Term	15 years
Monthly Mobile Home Debt Service	\$142.01
<b>Total Monthly Housing Cost</b>	\$434 per unit

**Affordability Calculations and Required Subsidy Levels**

Yolo County Very Low Income Limits	Annual Income	Monthly Income	Income Avail. for Hsg. (c)	Surplus/Shortfall	Required Subsidy (d) Per Space
5-person	\$26,050	\$2,171	\$543	\$108.44	none
4-person	\$24,100	\$2,008	\$502	\$67.81	none
3-person	\$21,700	\$1,808	\$452	\$17.81	none
2-person	\$19,300	\$1,608	\$402	(\$32.19)	\$4,162
1-person	\$16,850	\$1,404	\$351	(\$83.23)	\$10,761

**Notes:**

- (a) Average interest rate assumes \$3 million from National Cooperative Bank at approximately 9.0 percent and \$582,000 from State Mobile Home Park Resident Ownership Program (MPROP) at 3.0 percent.
- (b) Assumes purchase, delivery, and set-up of used (post-1990) single-wide unit.
- (c) Percent of income available for housing 25%
- (d) Required subsidy is the present value of the monthly shortfall, based on the permanent mortgage financing terms shown above. Does not include any required subsidy for equity shortfalls.

Sources: State of Calif., Department of Housing and Community Development; BAE.

**Project Resident Income Levels.** A formal survey of the income levels of existing Woodland and Dana mobile home park residents has not been undertaken, therefore, resident income levels are not known at this time. For the purposes of this analysis, it is assumed that park residents are at the limit for very low income households when adjusted for family size (i.e., 50 percent of area median income).

**Financial Feasibility.** Based on the assumptions listed above, this project prototype appears to pass the initial feasibility test in that the combined costs of owning a mobile home unit and paying a mobile home park "rent" that is sufficient to support the co-op's ongoing debt service and operating expenses would be affordable to very low income households with as few as three persons, assuming no subsidy other than the below market interest rate loans for 75 percent of project costs from the National Cooperative Bank and from the State MPROP program.

Although the preliminary analysis for this project is generally positive, there is a need for substantial additional study to determine whether this is a viable project. In addition to a need to gauge resident interest in this conversion program, it is also necessary to further examine the need for additional project subsidies. Property acquisition and rehabilitation on costs require further refinement. It is likely that the converted Woodland/Dana mobile home park would contain at least some households who have incomes well below 50 percent of the median for three person households (\$21,700 per year). The lower resident incomes are, the greater the need for project subsidies. In addition, this analysis assumes that the cooperative would be able to raise approximately 25 percent of project costs in the form of resident equity, or an average of approximately \$13,000 per space. Given the assumed income levels of park residents, it is likely that many would have difficulty in raising their share of equity. Therefore, it is likely that the City would need to assist in providing equity for the project, including a possible use of a portion of the City's CDBG allocations and/or sponsoring the conversion project for a HOME loan/grant- and/or contributing Redevelopment Agency housing set-aside funds.

If a subsidy package similar to the \$1,275,000 assembled for the Leisureville mobile home park conversion project could be obtained, this would provide subsidy of over \$8,000 per unit, which could substantially reduce the equity that the co-op would need to raise from its members, and/or extend the project affordability to households with incomes below the \$21,700 annual income level. Also, assuming that this conversion project would involve bringing all living units up to minimum code compliance, there will likely be a need for some residents to replace their current mobile home or RV units or make significant repairs, creating a need for additional subsidies to assist individual households with costs for these types of activities. Other potential sources of affordable housing subsidy should also be examined, including the Federal Home Loan Bank's Affordable Housing Program (AHP), which can provide subsidized loans for affordable housing projects, and other charitable lenders.

## D.7. CONCLUSIONS

Overall, the analysis of multifamily and commercial development prototypes indicates that apartment rents still have not risen sufficiently to support new multifamily housing construction without substantial subsidies. On the other hand, relatively low intensity single-story retail and office uses appear to be feasible, assuming that suitable land can be obtained at relatively low prices (\$2.50 to \$6.00 per square foot), and developed relatively inexpensively. In addition, the analysis shows that the economics of new development in the East Street Corridor are currently such that if feasible projects can be developed, these projects will certainly have little ability to help pay for new public amenities such as the plaza and gateway features envisioned in the conceptual plan for the Armfield site. Based on the relatively low land costs that East Street Corridor development will be able to support in the near term, redevelopment activities in the East Street Corridor will need to focus on properties that currently have little existing income-producing capacity, since owners of properties that produce even modest amounts of income will not likely be attracted to sell at the relatively low land prices that current economic conditions will support.

There may be opportunities to optimize the financial feasibility of the development prototypes analyzed in this study by including more office spaces and fewer residential units; however, only limited quantities of the more profitable land uses are likely to be demanded in any given time period. For example, it is not likely that the market would support development of all of the Armfield Phase 2 projects as office space, in addition to the office development proposed at the Lemen/East Street project site, without allowing for a substantial absorption period. In addition, although the residential uses would require substantial subsidies, the presence of residents at the site during the times that most offices are closed is an important ingredient in creating an environment for retailers that extends beyond the normal weekday work hours.

Although the results for Phase 1 of the Armfield development prototype indicate a need for substantial (approximately \$980,000) subsidy for commercial uses, this is based on the assumption that a developer would construct buildings for lease to end-user tenants. It is further assumed that these tenants would pay no more than prevailing market rates for existing leased buildings in Woodland to occupy the site. As suggested in the discussion of the Armfield Phase 1 feasibility analysis, there is a possibility that certain end-users may be willing to accept higher costs to locate at this site, if they believe that the site offers a valuable location and they are interested in owning their own portions of the site, rather than leasing.

One possibility for this site is to target a number of fast-foot restaurants or specialty food operators (such as bagel stores, specialty coffee houses, ice cream/yogurt stores, etc.) to purchase pads and construct and own their own facilities. In this type of development scenario, the estimated \$10 per square foot cost to purchase a building site would be a key consideration. Limited discussions with developers and site location representatives for a number of food service retailers indicates that under favorable conditions, land prices at this level may be achievable, which would potentially reduce or eliminate the need for

public subsidy for the commercial portion of the Armfield site. Under the most ideal situation, commercial land sales would help to underwrite some of the costs for the public portions of the Armfield site.

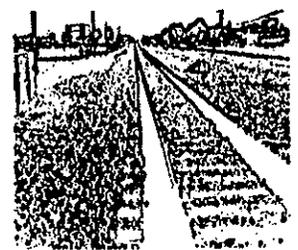
Within the Sacramento region, national fast food restaurants have been willing to pay prices of 420 per square foot or more for sites. These sites typically have excellent visibility and traffic potential, and are located in areas with high growth potential. Thus, while the economics of these types of businesses are capable of supporting relatively high land purchase prices, plus the additional costs of constructing facilities, it will require additional study to ascertain whether these types of business operators would be attracted to the Armfield site. An important issues with this strategy is that most fast food operators are only attracted to sites that offer potential for drive-thru operations as well as dining room service. If the project site will not accommodate drive-thru operations, either due to overall site design or traffic circulation considerations, it will be necessary to convince these types of businesses that the site offers enough other benefits to outweigh this perceived negative.

The initial analysis of the potential for conversion of the Woodland and Dana mobile home parks to a resident-owned cooperative warrants additional study of whether such a project would be viable. Initially, it appears that project costs are such that costs to reside in the park would be affordable to certain very-low income households. Additional study is necessary to more accurately determine acquisition and rehabilitation and operations costs, and to gauge resident interest and capacity to undertake a conversion project. If such a project is successful, it would bring numerous benefits to the East Street Corridor, including a substantial improvement in living conditions for mobile home park residents, permanent preservation of an important source of affordable housing, and an overall enhancement of the East Street Corridor streetscape.

- <sup>1</sup> According to City staff, it is expected that a non-profit organization will be responsible for conducting any further improvements to the depot building; thus, costs for building rehabilitation have not been included in this analysis.
- <sup>2</sup> Jerry Rioux, HCD Services, personal communication, 5/19/97.



# APPENDIX E. CIRCULATION





## APPENDIX E. CIRCULATION

### E.1. ROADWAY DESIGN STANDARDS

Development of the roadway system for the Circulation Element was guided by the goal and policies identified in the Element as well as the following design standards. Meeting these standards is considered important in maintaining a safe and efficient roadway system.

#### E.1.A. Access Spacing/Control

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

- \* Major Cross-streets should have a minimum spacing of 1,000 feet. This spacing allows for signalization with reasonable vehicle progression in the corridor.
- \* Minor Cross-streets or Major Driveways should be placed at the mid-point between intersections (i.e.-500' from the intersections). This placement will allow left-turn ingress from East Street. The ability to provide left-turn egress will depend upon the type of median and activities on the opposite side of the street. Left-turn egress can be provided with a two-way, center left-turn lane or with a raised median by providing a left-turn storage/acceleration area in the median for traffic turning left from the side street.
- \* Minor driveways should be spaced at a minimum of 250' (from each other and intersections). These driveways should be limited to right turns (in and out) because left-turn queuing space will not be available in the median.

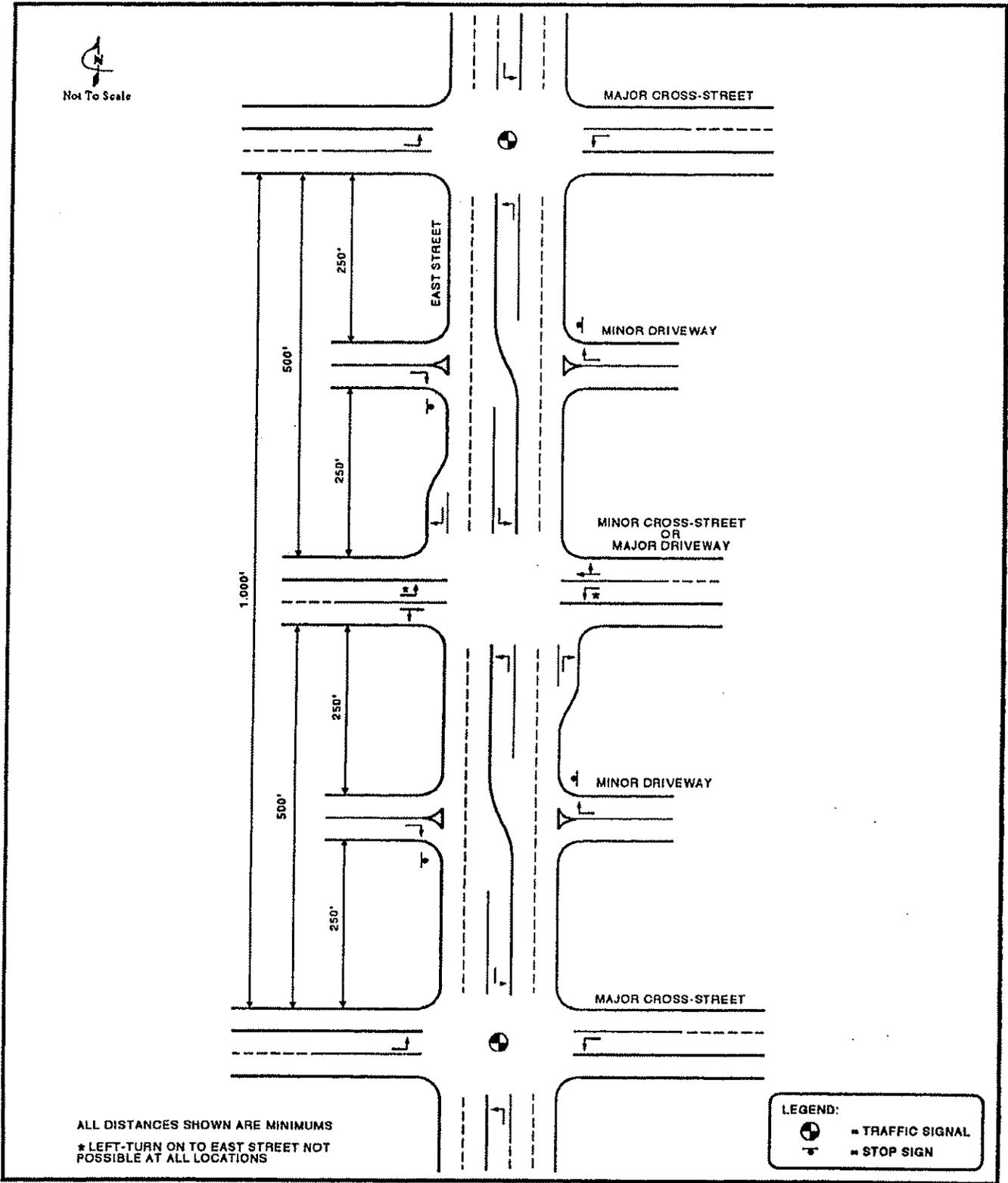
Right-turn lanes (or "deceleration lanes") should be considered for major and minor driveways on a case-by-case basis, depending upon the amount of traffic volume and right-of-way. Figure E.1 illustrates the suggested access plan.

#### E.1.B. Operational Considerations

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

A raised median should be provided along East Street wherever possible. A raised median

Figure E.1  
Access Spacing/Control



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

## E.2. EXISTING STREET SYSTEM

The Specific Plan focuses on East Street and its major intersections with east-west arterials and collectors. Physical and operating conditions of East Street and the other key roadways within the Specific Plan are described below.

- \* East Street is a four-lane north-south roadway that extends through Woodland and provides access to Interstate 5 and State Route 113. North of I-5, East Street becomes State Route 113. Most of the development along East Street is located on the east side because a branch line of the Union Pacific Railroad is located directly west of the roadway. Most of development in the corridor can be characterized as commercial-related uses such as County Fair Mail in the southeast quadrant of the East Street/Gibson Road intersection. Some office uses and industrial uses are present north of Main Street. Although East Street has four through lanes, dedicated turn lanes for many public street intersections, such as Court Street, do not exist. Left-turning movements from East Street at these locations are made from the inside through lane, which is not desirable because through vehicles must stop in many cases to avoid vehicles waiting to turn left. In addition, sections of East Street have numerous closely spaced and off-set intersections. Locations include Court Street, North Street, Lemen Avenue, Oak Avenue, and East Oak Avenue. These locations often experience congested conditions during peak hours and/or high accident rates.
- \* Beamer Street is a two-lane roadway the extends entirely through Woodland from County Road 98 to County Road 102. This roadway serves primarily residential uses between County Road 98 and East Street and primarily employment generating uses between East Street and County Road 102.
- \* Lemen Avenue is a short, two-lane roadway connecting East Street and Matmor Road. It currently serves a variety of land uses including a public soccerfield.
- \* North Street is a two-lane roadway between West Street and East Street serving some of Woodland's older residential areas just north of Main Street. It intersects East Street about 75 feet south of Lemen Avenue, which is not a desirable off-set between intersections.
- \* Court Street is another two-lane roadway that intersects East Street between North Street and Main Street. A short section of Court Street from Ashley Drive to West Street is four lanes, but this section is farther west and outside the Specific Plan area. In addition to serving major employment generating land uses such as the Yolo County

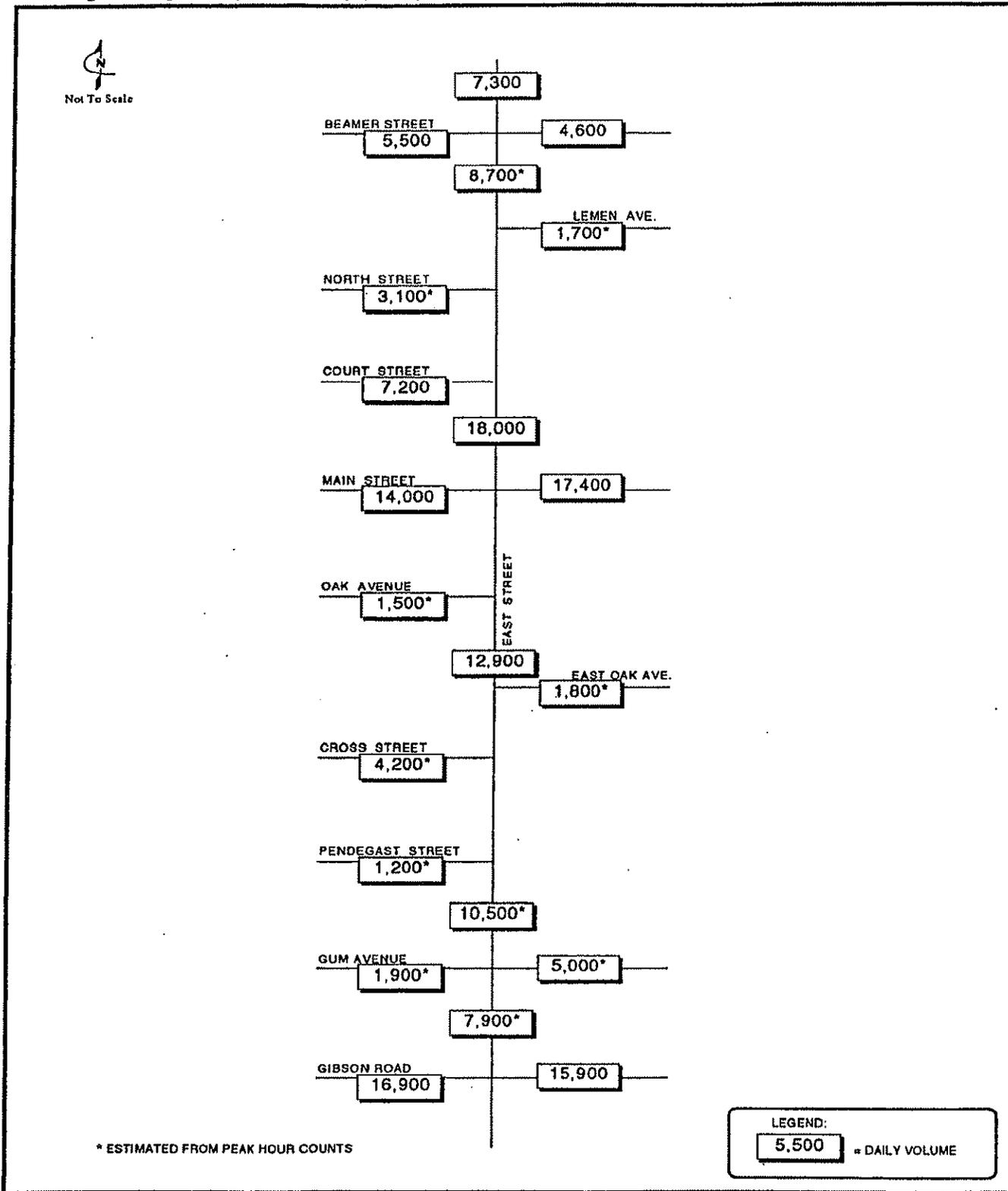
Courthouse, Court Street also provides parallel capacity for Main Street. Court Street's intersection with East Street is about 340 feet south of North Street and 510 feet north of the signalized East Street/ Main Street intersection.

- \* Main Street is a two- to four-lane roadway through the study area with four lanes from Third Street east to County Road 102 and two lanes from Third Street to Walnut Street. Main Street is the most heavily traveled east-west roadway in Woodland and is the gateway to downtown Woodland.
- \* Oak Avenue and East Oak Avenue are two-lane roadways primarily serving residential areas. Oak Avenue intersects East Street about 75 feet north of East Oak Avenue. The short off-set between these intersections is believed to contribute to higher than average accident rates at this location (City of Woodland, *General Plan Background Report*, February, 1996).
- \* Cross Street and Pendegast Street are also two-lane roadways that serve residential areas to the west of East Street. Without these connections to East Street, more traffic would use major roadways such as Main Street and Gibson Road to access the East Street corridor. Pendegast is designated as a collector street.
- \* Gum Avenue is a two-lane roadway that extends from 4th Street on the west side of East Street to Pioneer Avenue. It provides an important grade-separated crossing of State Route 113, which allows local traffic to avoid the interchange crossings of State Route 113 at Main Street and Gibson Road.
- \* Gibson Road is a four-lane roadway that extends through Woodland from County Road 98 to County Road 102. West of East Street, Gibson Road primarily serves residential areas while commercial uses have developed between East Street and State Route 113.

Figure E.2 shows the roadway system within the Specific Plan area and existing (1995) average daily traffic volumes on key roadway segments. To measure existing operating conditions of the street system, several intersections in the East Street Corridor were selected for analysis:

- \* East Street/Beamer Street;
- \* East Street/Lemen Avenue;
- \* East Street/North Street;
- \* East Street/Court Street;
- \* East Street/Main Street;
- \* East Street/Oak Avenue;
- \* East Street/East Oak Avenue;
- \* East Street/Cross Street;
- \* East Street/Pendegast Street;
- \* East Street/Gum Avenue; and
- \* East Street/Gibson Road.

**Figure E.2**  
**Existing Average Daily Volumes for Major Roadways**



These intersections were analyzed under p.m. peak hour conditions. Existing p.m. peak hour traffic volumes, lane configurations, and traffic control for each intersection are shown in Figure E.3.

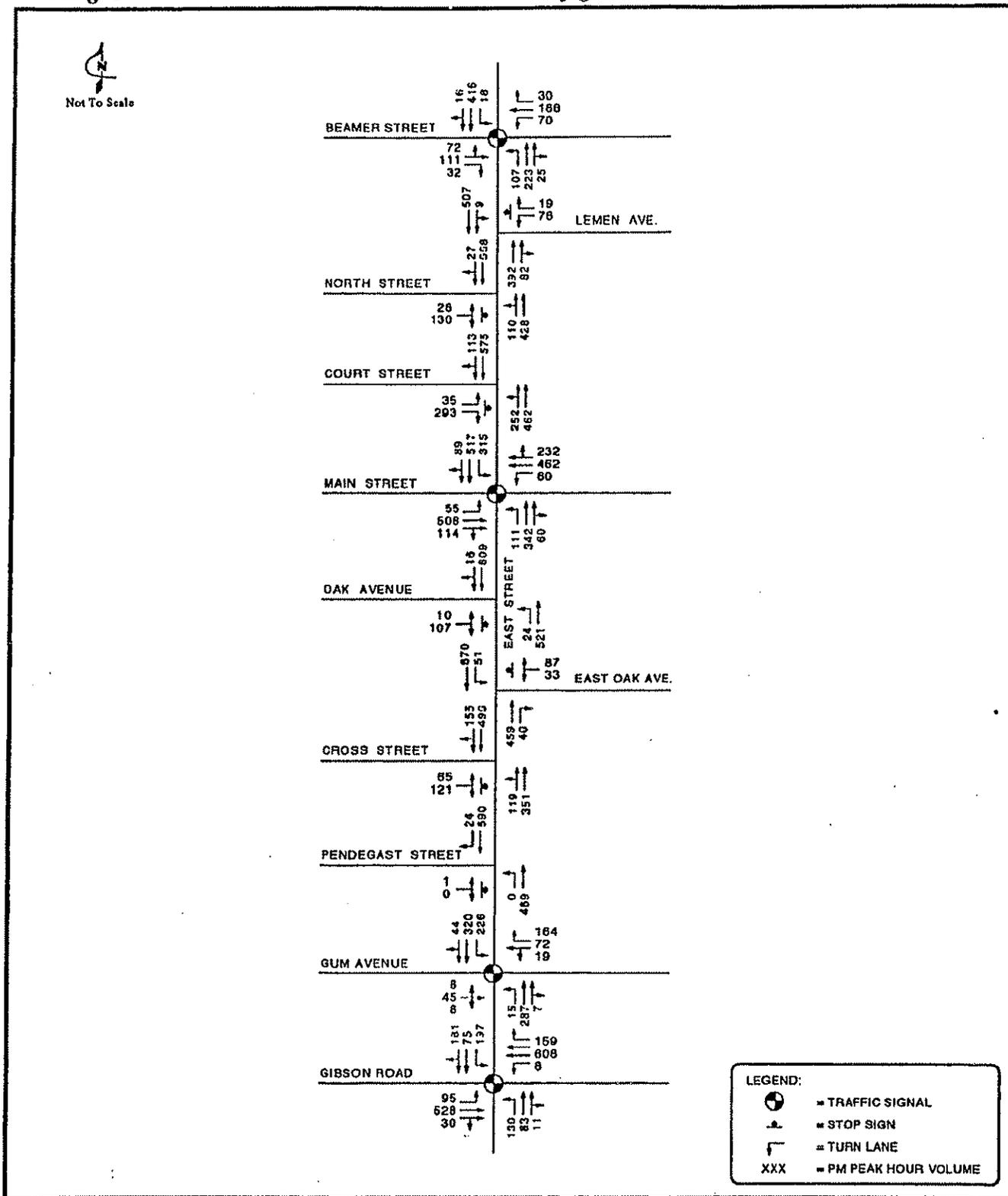
The intersection analysis relied on methodology contained in the Highway Capacity Manual, Special Report 209, Third Edition, Transportation Research Board, 1994. This methodology relies on qualitative levels of service (LOS) to describe operating performance. Service levels vary from "A" (the best) to "F" (the worst). Tables E.1 and E.2 relate the LOS letter designation to a general description of traffic operations. Existing service levels for the study intersections are contained in Table 3.1 of the Circulation Element.

**Table E.1  
Signalized Intersection Level of Service Criteria**

LOS	Stopped Delay (seconds/vehicle)	Description
A	< 5.0	Very low delay. Most vehicles do not stop.
B	5.1 to 15.0	Generally good progression of vehicles. Slight delays.
C	15.1 to 25.0	Fair progression. Increased number of stopped vehicles.
D	25.1 to 40.0	Noticeable congestion. Large portion of vehicles stopped.
E	40.1 to 60.0	Poor progression. High delays and frequent cycle failure.
F	> 60	Oversaturation. Force flow. Extensive queuing.

Source: Highway Capacity Manual, Special Report 209, Third Edition, Transportation Research Board, 1994.

**Figure E.3**  
**Existing Conditions PM Peak Volumes and Lane Configurations**



**Table E.2  
Stop Controlled Intersection Level of Service Criteria**

<b>LOS</b>	<b>Stopped Delay (seconds/vehicle)</b>	<b>Description</b>
A	< 5.0	Little or no conflicting traffic for minor street approach.
B	> 5 and < 10	Minor street approach begins to notice presence of available gaps.
C	> 10 and < 20	Minor street approach begins experiencing delay for available gaps.
D	> 20 and < 30	Minor street approach experiences queueing due to a reduction in available gaps.
E	> 30 and < 45	Extensive minor street queueing due to insufficient gaps.
F	> 45	Insufficient gaps of suitable size to allow minor street traffic demand to cross safely through a major traffic stream.

Source: Highway Capacity Manual, Special Report 209, Third Edition, Transportation Research Board, 1994.  
Fehr & Peers Associates, Inc., 1995.

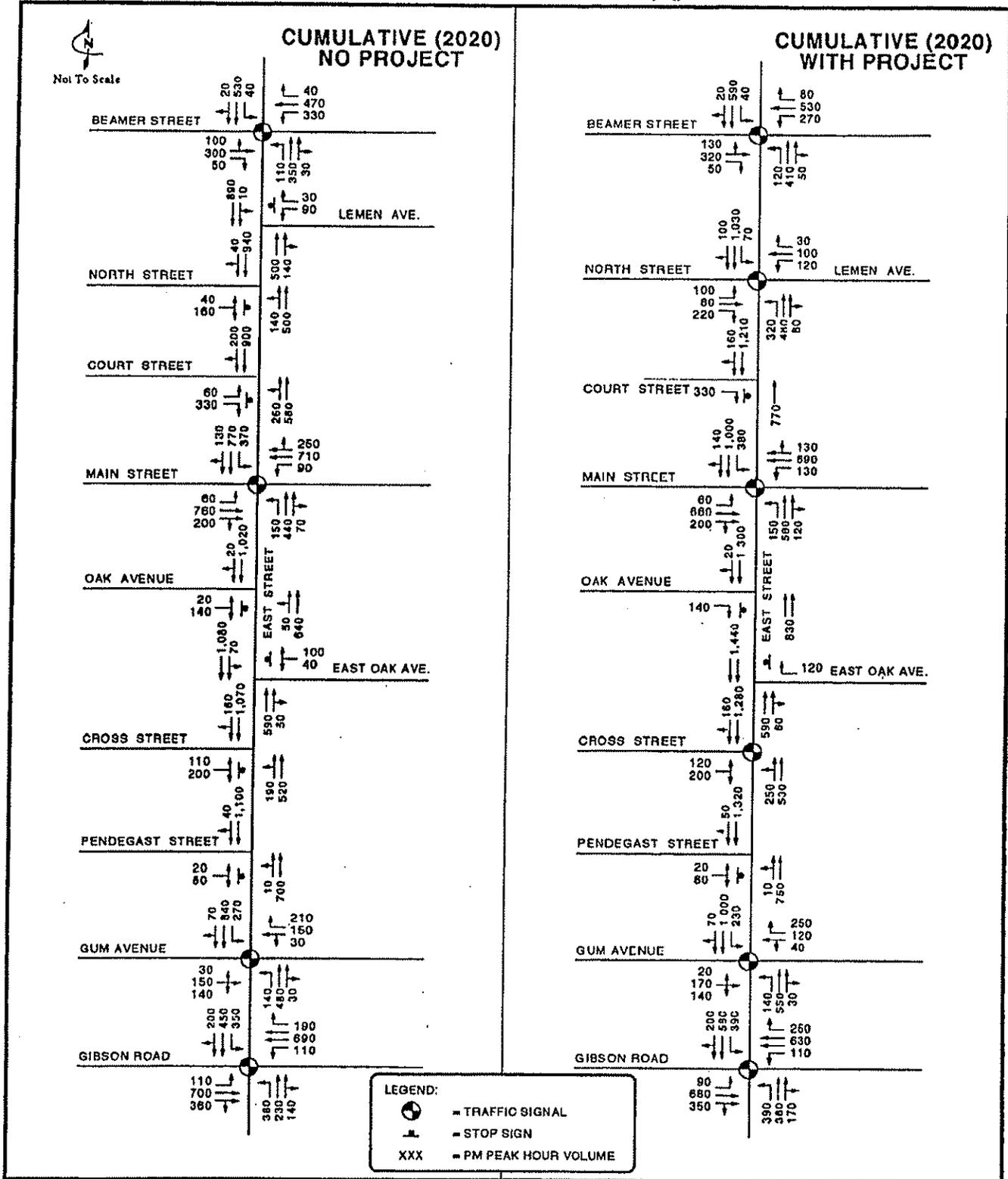
**Table E.3  
East Street Corridor Specific Plan  
New Development by 2020**

<b>Land Use Type</b>	<b>New Development by 2020</b>
Single-Family Residential	156 dwelling units
Multi-Family Residential	444 dwelling units
Retail	250,000 square feet
Office	586,000 square feet
Industrial	516,000 square feet

Table E.4  
 East Street Corridor Specific Plan 2020 Land Use Development Allocation to TAZs

TAZ	Residential		Retail (S.E.)	Office (S.E.)	Industrial (S.E.)
	Medium Density	High Density			
76			75,000	119,000	
80	39	111			
81	39	111			
84					204,000
87				59,000	
162		222	20,000		
163			20,000	13,000	
165			135,000	113,000	
167				100,000	
168				100,000	
169				82,000	
178					312,000
<b>Totals</b>	<b>78</b>	<b>444</b>	<b>250,000</b>	<b>586,000</b>	<b>516,000</b>

Figure E.4  
Cumulative Conditions PM Pear Hour Volumes and Lane Configuration



Technical Data

Streets: (E-W) BEAMER ST (N-S) EAST ST  
 Analyst: FPA File Name: BEAMER.HC9  
 Area Type: Other 6-27-97 PM  
 Comment: 2020 W/PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	> 1	1	1	1	1	1	1	2	<	1	2	<
Volumes	120	320	40	190	470	60	110	380	40	30	560	20
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		3	3	3	3	3	3	3		3	3	
RTOR Vols			10			10			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru	*				Thru	*	*	
Right	*				Right	*	*	
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru		*	
Right		*			Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	30.0A	35.0A			Green	6.0A	6.0A	20.0A
Yellow/AR	3.0	3.0			Yellow/AR	0.0	0.0	4.0

Cycle Length: 107 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
							Delay	LOS	
EB	LT	500	1785	0.977	0.280	50.3	E	48.3	E
	R	431	1538	0.077	0.280	18.3	C		
WB	L	562	1719	0.375	0.327	18.0	C	27.3	D
	T	592	1810	0.882	0.327	32.2	D		
	R	503	1538	0.111	0.327	16.2	C		
NB	L	145	1719	0.844	0.084	54.2	E	29.2	D
	TR	900	3568	0.543	0.252	22.9	C		
SB	L	48	1719	0.685	0.028	54.1	E	45.3	E
	TR	707	3601	0.957	0.196	44.9	E		

Intersection Delay = 36.8 sec/veh Intersection LOS = D  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.925

=====  
 Streets: (E-W) MAIN ST (N-S) EAST ST  
 Analyst: FPA File Name: MAIN.HC9  
 Area Type: Other 6-27-97 PM  
 Comment: 2020 W/PROJECT  
 =====

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	2	<	1	2	<
Volumes	70	720	220	150	730	150	160	510	120	420	970	110
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3		3	3		3	3		3	3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru		*						
Right		*						
Peds								
WB Left		*						
Thru		*						
Right		*						
Peds								
NB Right								
SB Right								
Green	12.0A	29.0A			14.0A	13.0A	22.0A	
Yellow/AR	0.0	4.0			0.0	0.0	4.0	

Cycle Length: 98 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

Lane Group:	Adj Sat	v/c	g/C	Approach:
Mvmts	Cap	Flow	Ratio	Delay
-----	-----	-----	-----	-----
EB L	158	1719	0.494	29.3 D
TR	1069	3492	1.025	49.6 E
WB L	158	1719	1.058	104.3 F
TR	1079	3526	0.951	34.0 D
NB L	193	1719	0.923	58.7 E
TR	825	3516	0.891	31.9 D
SB L	421	1719	1.109	96.7 F
TR	1309	3564	0.962	32.0 D

Intersection Delay = 45.6 sec/veh Intersection LOS = E  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 1.016

Streets: (E-W) CROSS ST (N-S) EAST ST  
 Analyst: FPA File Name: CROSS.HC9  
 Area Type: Other 6-27-97 PH  
 Comment: 2020 W/PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	>		<				>	2			2	<
Volumes	120		220				180	520			1220	180
PHF or PK15	0.90		0.90				0.90	0.90			0.90	0.90
Lane W (ft)		12.0						12.0			12.0	
Grade		0						0			0	
% Heavy Veh	5		5				5	5			5	5
Parking	(Y/N)	N					(Y/N)	N			(Y/N)	N
Bus Stops			0						0			0
Con. Peds			0		0				0			0
Ped Button	(Y/N)	N					(Y/N)	N			(Y/N)	N
Arr Type		3						3			3	
RTOR Vols			10						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	32.0A				Green	28.0A	60.0A	
Yellow/AR	3.0				Yellow/AR	4.0	4.0	
Cycle Length: 131 secs Phase combination order: #1 #5 #6								

Intersection Performance Summary

Lane Group:	Adj Sat	v/c	g/C	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB LR	353	1447	1.035	0.244	79.2	F	79.2	F
NB LT	791	3573	1.033	0.221	66.4	F	66.4	F
SB TR	1653	3549	0.989	0.466	37.1	D	37.1	D

Intersection Delay = 51.1 sec/veh Intersection LOS = E

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 1.012

Streets: (E-W) GUM AVENUE (N-S) EAST ST  
 Analyst: FPA File Name: GUM.HC9  
 Area Type: Other 6-27-97 PM  
 Comment: 2020 W/PROJECT

	Eastbound			Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	> 1	<		> 1	1		1	2	<		1	2	<
Volumes	30	240	80	40	180	200	90	520	50	220	1020	70	
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Lane W (ft)	12.0			12.0	12.0		12.0	12.0		12.0	12.0		
Grade	0			0			0			0			
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5	
Parking	(Y/N) N			(Y/N) N			(Y/N) N			(Y/N) N			
Bus Stops	0			0			0			0			
Con. Peds	0			0			0			0			
Ped Button	(Y/N) N			(Y/N) N			(Y/N) N			(Y/N) N			
Arr Type	3			3			3			3			
RTOR Vols	0			50			0			0			
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
Prop. Share													
Prop. Prot.													

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru	*							
Right	*							
Peds								
WB Left		*						
Thru		*						
Right		*						
Peds								
NB Right								
SB Right								
Green	24.0A	14.0A			12.0A	14.0A	18.0A	
Yellow/AR	3.0	3.0			0.0	0.0	4.0	
Cycle Length: 92 secs Phase combination order: #1 #2 #5 #6 #7								

Intersection Performance Summary

Lane Group:	Adj Sat	v/c	g/C	Approach:				
Mvmts	Flow	Ratio	Ratio	Delay				
Cap	Ratio	Delay	LOS	Delay				
EB LTR	409	1566	0.952	0.261	45.3	E	45.3	E
WB LT	273	1793	0.894	0.152	45.0	E	39.1	D
R	234	1538	0.709	0.152	30.4	D		
NB L	168	1719	0.595	0.098	29.6	D	32.9	D
TR	737	3571	0.903	0.207	33.3	D		
SB L	430	1719	0.568	0.250	20.8	C	33.6	D
TR	1286	3584	0.989	0.359	36.0	D		

Intersection Delay = 35.6 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.917

Streets: (E-W) GIBSON RD (N-S) EAST ST  
 Analyst: FPA File Name: GIBS.HC9  
 Area Type: Other 6-27-97 PH  
 Comment: 2020 W/PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	1	1	2	<	1	2	<
Volumes	100	660	240	110	650	240	310	320	180	370	540	180
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3		3	3	3	3	3		3	3	
RTOR Vols			0			50			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left	*		
Thru			*		Thru		*	
Right			*		Right		*	
Peds					Peds			
WB Left		*			SB Left	*		
Thru			*		Thru		*	
Right			*		Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		12.0A	42.0A		Green	32.0A	30.0A	
Yellow/AR		0.0	4.0		Yellow/AR	0.0	4.0	
Cycle Length: 124 secs Phase combination order: #1 #2 #5 #6								

Intersection Performance Summary

	Lane Group:	Mvmts	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
								Cap	Flow
EB	L	125	1719	0.890	0.073	70.4	F	33.5	D
	TR	1205	3474	0.872	0.347	29.6	D		
WB	L	125	1719	0.978	0.073	92.1	F	29.6	D
	T	1255	3619	0.604	0.347	22.2	C		
	R	533	1538	0.396	0.347	20.1	C		
NB	L	402	1719	0.856	0.234	40.8	E	33.2	D
	TR	856	3424	0.682	0.250	28.7	D		
SB	L	402	1719	1.022	0.234	71.4	F	54.5	E
	TR	871	3483	0.965	0.250	46.2	E		

Intersection Delay = 38.4 sec/veh Intersection LOS = D  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.945

Streets: (E-W) COURT/NORTH/LEMEN (N-S) EAST ST  
 Analyst: FPA File Name: COURTREV.HC9  
 Area Type: Other 6-27-97 PM  
 Comment: 2020 W/PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	100	80	220	120	100	30	320	440	80	70	1000	100
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3	3	3	3	3	3	3	3
RTOR Vols			10			10			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru		*						
Right			*					
Peds								
WB Left		*						
Thru			*					
Right				*				
Peds								
NB Right					*	*		
SB Right								
Green	10.0A	14.0A			10.0A	15.0A	31.0A	
Yellow/AR	3.0	3.0			0.0	0.0	4.0	
Cycle Length:	90 secs Phase combination order: #1 #2 #5 #6 #7							

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
		Flow	Ratio	Ratio			Delay	LOS	
EB	L	191	1719	0.581	0.111	27.7	D	17.6	C
	T	282	1810	0.316	0.156	22.0	C		
	R	666	1538	0.350	0.433	11.1	B		
WB	L	191	1719	0.696	0.111	32.0	D	27.1	D
	T	282	1810	0.394	0.156	22.6	C		
	R	239	1538	0.092	0.156	21.0	C		
NB	L	420	1719	0.847	0.244	31.2	D	16.4	C
	T	1890	3619	0.271	0.522	7.8	B		
	R	803	1538	0.111	0.522	7.0	B		
SB	L	134	1719	0.583	0.078	30.4	D	24.0	C
	T	1287	3619	0.907	0.356	24.7	C		
	R	547	1538	0.203	0.356	13.0	B		

Intersection Delay = 21.0 sec/veh Intersection LOS = C  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.771

=====  
 Center For Microcomputers In Transportation  
 University of Florida  
 512 Weil Hall  
 Gainesville, FL 32611-2083  
 Ph: (904) 392-0378  
 =====

Streets: (N-S) EAST STREET (E-W) COURT ST

Major Street Direction.... NS

Length of Time Analyzed... 15 (min)

Analyst..... FPA

Date of Analysis..... 6/27/97

Other Information.....2020 W/ PROJECT PM

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	< 0	0	0	1	0	0	0
Stop/Yield			N			N						
Volumes		730			1180	160			330			
PHF		.9			.9	.9			.9			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's									1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

```

-----
Step 1: RT from Minor Street          WB          EB
-----
Conflicting Flows: (vph)                744
Potential Capacity: (pcph)              581
Movement Capacity: (pcph)               581
Prob. of Queue-Free State:              0.30
-----
    
```

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg.	95%	Approach LOS	Delay (sec/veh)
				Total Delay (sec/veh)	Queue Length (veh)		
EB R	404	581		19.1	5.3	C	19.1

Intersection Delay = 2.6 sec/veh

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 =====

Streets: (N-S) E. OAK AVE. (E-W) EAST ST  
 Major Street Direction.... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst..... FPA  
 Date of Analysis..... 6/27/97  
 Other Information.....2020 W/PROJECT PM  
 Two-way Stop-controlled Intersection  
 =====

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	2	0	0	0	0	0	0	1
Stop/Yield			N			N						
Volumes		580	60		1400							120
PHF		.9	.9		.9							.9
Grade		0			0						0	
MC's (%)												0
SU/RV's (%)												0
CV's (%)												10
PCE's												1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	356	
Potential Capacity: (pcph)	914	
Movement Capacity: (pcph)	914	
Prob. of Queue-Free State:	0.84	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB R	146	914		4.7	0.6	A	4.7

Intersection Delay = 0.3 sec/veh

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Streets: (N-S) OAK AVE. (E-W) EAST ST  
 Major Street Direction.... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst..... FPA  
 Date of Analysis..... 6/27/97  
 Other Information..... 2020 w/ PROJECT PM  
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	< 0	0	0	1	0	0	0
Stop/Yield			N			N						
Volumes		780			1260	80			140			
PHF		.9			.9	.9			.9			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's									1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)		744
Potential Capacity: (pcph)		581
Movement Capacity: (pcph)		581
Prob. of Queue-Free State:		0.70

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg.	95%	Approach Delay (sec/veh)
				Total Delay (sec/veh)	Queue Length (veh)	
EB R	172	581		8.8	1.3	8

Intersection Delay = 0.5 sec/veh

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Streets: (N-S) PENDEGAST ST. (E-W) EAST ST  
 Major Street Direction.... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst..... FPA  
 Date of Analysis..... 6/27/97  
 Other Information.....2020 W/ PROJECT PM  
 Two-way Stop-controlled Intersection  
 =====

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	0	2	< 0	0	> 0	< 0	0	0	0
Stop/Yield			N			N						
Volumes	10	670		1380	40		20		50			
PHF	.9	.9		.9	.9		.9		.9			
Grade		0		0				0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10						1.10			1.10		

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

-----		
Step 1: RT from Minor Street	WB	EB
-----		
Conflicting Flows: (vph)		788
Potential Capacity: (pcph)		552
Movement Capacity: (pcph)		552
Prob. of Queue-Free State:		0.89
-----		
Step 2: LT from Major Street	SB	NB
-----		
Conflicting Flows: (vph)		1577
Potential Capacity: (pcph)		244
Movement Capacity: (pcph)		244
Prob. of Queue-Free State:		0.95
TH Saturation Flow Rate: (pcphpl)		3400
RT Saturation Flow Rate: (pcphpl)		
Major LT Shared Lane Prob. of Queue-Free State:		0.94
-----		
Step 4: LT from Minor Street	WB	EB
-----		
Conflicting Flows: (vph)		2310
Potential Capacity: (pcph)		35
Major LT, Minor TH Impedance Factor:		0.94
Adjusted Impedance Factor:		0.94
Capacity Adjustment Factor due to Impeding Movements		0.94
Movement Capacity: (pcph)		33
-----		

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	24	33	>				
EB R	62	552	>	102	121.0	F	121.0
NB L	12	244		15.5	0.0	C	0.2

Intersection Delay = 4.0 sec/veh

Streets: (E-W) BEAMER ST (N-S) EAST ST  
 Analyst: FPA File Name: BMRREV.HC9  
 Area Type: Other 6-27-97 PH  
 Comment: 2020 W/PROJECT W/MITIGATION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	1	1	1	1	2	<	1	2	<
Volumes	120	320	40	190	470	60	110	380	40	30	560	20
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3		3	3	3	3	3		3	3	
RTOR Vols			10			10			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	0.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru			*		Thru	*	*	
Right			*		Right	*	*	
Peds					Peds			
WB Left	*	*			SB Left	*		
Thru		*	*		Thru		*	
Right			*		Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0A	6.0A	20.0A		Green	6.0A	6.0A	18.0A
Yellow/AR	0.0	0.0	3.0		Yellow/AR	0.0	0.0	4.0
Cycle Length: 75 secs Phase combination order: #1 #2 #3 #5 #6 #7								

Intersection Performance Summary

Lane Group:	Adj Sat	v/c	g/C	Approach:
Mvmts	Cap	Flow	Ratio	Delay
			Ratio	LOS
EB L	206	1719	0.645	0.120 25.0 C
TR	476	1786	0.817	0.267 24.0 C
WB L	344	1719	0.614	0.200 20.0 C
T	627	1810	0.832	0.347 21.0 C
R	410	1538	0.137	0.267 13.5 B
NB L	206	1719	0.591	0.120 23.4 C
TR	1189	3568	0.411	0.333 12.6 B
SB L	69	1719	0.480	0.040 26.7 D
TR	912	3601	0.741	0.253 18.9 C

Intersection Delay = 19.5 sec/veh Intersection LOS = C  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.743

Streets: (E-W) MAIN ST (N-S) EAST ST  
 Analyst: FPA File Name: MAINREV.HC9  
 Area Type: Other 6-27-97 PM  
 Comment: 2020 W/PROJECT W/MITIGATION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	<	1	2	<	1	2	<
Volumes	70	720	220	150	730	150	160	510	120	420	970	110
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3		3	3		3	3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru		*					*	
Right		*					*	
Peds								
WB Left	*							
Thru		*					*	*
Right		*					*	*
Peds								
NB Right								
SB Right								
Green	12.0A	24.0A			12.0A	14.0A	20.0A	
Yellow/AR	0.0	4.0			0.0	0.0	4.0	

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
	Hvmts	Cap	Flow	Ratio	Ratio				
EB	L	172	1719	0.454	0.100	26.0	D	23.3	C
	T	1005	3619	0.836	0.278	24.1	C		
	R	427	1538	0.571	0.278	19.4	C		
WB	L	172	1719	0.971	0.100	70.7	F	58.7	E
	TR	979	3526	1.049	0.278	56.8	E		
NB	L	172	1719	1.035	0.100	90.7	F	42.2	E
	TR	820	3516	0.896	0.233	30.5	D		
SB	L	439	1719	1.063	0.256	74.4	F	37.2	D
	TR	1386	3564	0.909	0.389	23.4	C		

Intersection Delay = 40.0 sec/veh Intersection LOS = D  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 1.003

Streets: (E-W) GUM AVENUE (N-S) EAST ST  
 Analyst: FPA File Name: GUMREV.HC9  
 Area Type: Other 6-27-97 PM  
 Comment: 2020 W/PROJECT W/MITIGATION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	1	1	1	1	2	<	1	2	<
Volumes	30	240	80	40	180	200	90	520	50	220	1020	70
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3		3	3	3	3	3		3	3	
RTOR Vols			0			50			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru		*			Thru		*	
Right		*			Right		*	
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru		*			Thru	*	*	
Right		*			Right	*	*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		4.0A 16.0A			Green	10.0A 14.0A 18.0A		
Yellow/AR		3.0 3.0			Yellow/AR	0.0 0.0 4.0		
Cycle Length:	72 secs Phase combination order: #1 #2 #5 #6 #7							

Intersection Performance Summary

Lane Group:	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	Delay	LOS
EB L	96		1719	0.346	0.056	22.0	C	35.5	D	
EB TR	387		1742	0.920	0.222	36.8	D			
WB L	96		1719	0.461	0.056	23.8	C	17.4	C	
WB T	402		1810	0.497	0.222	16.6	C			
WB R	342		1538	0.486	0.222	16.7	C			
NB L	167		1719	0.598	0.097	24.2	C	18.1	C	
NB TR	942		3571	0.707	0.264	17.2	C			
SB L	501		1719	0.487	0.292	14.2	B	12.6	B	
SB TR	1643		3584	0.774	0.458	12.3	B			

Intersection Delay = 17.5 sec/veh Intersection LOS = C  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.772

Streets: (E-W) CROSS ST (N-S) EAST ST  
 Analyst: FPA File Name: CROSS.HC9  
 Area Type: Other 6-27-97 PM  
 Comment: 2020 W/PROJECT w/MITIGATION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1		1				1	2			2	<
Volumes	120		220				180	520			1220	180
PHF or PK15	0.90		0.90				0.90	0.90			0.90	0.90
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	
Grade		0						0			0	
% Heavy Veh	5		5				5	5			5	5
Parking	(Y/N) N						(Y/N) N			(Y/N) N		
Bus Stops			0						0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N) N						(Y/N) N			(Y/N) N		
Arr Type	3		3				3	3			3	
RTOR Vols			10						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0A				Green	20.0A 50.0A		
Yellow/AR	3.0				Yellow/AR	4.0 4.0		
Cycle Length:	99 secs Phase combination order: #1 #5 #6							

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
							Delay	LOS	
Mvmts	Cap	Flow	Ratio	Ratio					
EB	L	313	1719	0.426	0.182	23.8	C	33.0	D
	R	280	1538	0.833	0.182	38.2	D		
NB	L	365	1719	0.548	0.212	23.8	C	26.8	D
	T	768	3619	0.791	0.212	27.8	D		
SB	TR	1828	3549	0.894	0.515	18.4	C	18.4	C

Intersection Delay = 22.7 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.858

Streets: (E-W) GIBSON RD (N-S) EAST ST  
 Analyst: FPA File Name: GIBS.HC9  
 Area Type: Other 6-27-97 PM  
 Comment: 2020 W/PROJECT W/MITIGATION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	1	2	2	1	2	2	1
Volumes	100	660	240	110	650	240	310	320	180	370	540	180
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3		3	3	3	3	3	3	3	3	3
RTOR Vols			0			50			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

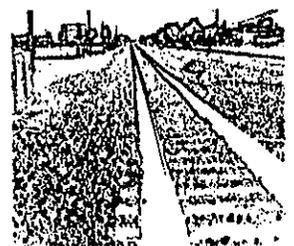
Phase Combination	1	2	3	4	5	6	7	8
EB Left		*			NB Left	*		
Thru			*		Thru		*	
Right			*		Right		*	
Peds					Peds			
WB Left		*			SB Left	*		
Thru			*		Thru		*	
Right			*		Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		12.0A	34.0A		Green	16.0A	18.0A	
Yellow/AR		0.0	4.0		Yellow/AR	0.0	4.0	
Cycle Length: 88 secs Phase combination order: #1 #2 #5 #6								

Intersection Performance Summary

Lane	Group:	Mvmts	Cap	Adj Sat	Flow	v/c	Ratio	g/C	Delay	LOS	Approach:	
											Delay	LOS
EB	L	176	1719	0.631	0.102	29.4	D	17.8	C			
	TR	1382	3474	0.760	0.398	16.5	C					
WB	L	176	1719	0.694	0.102	32.2	D	15.2	C			
	T	1439	3619	0.527	0.398	13.3	B					
	R	612	1538	0.345	0.398	12.1	B					
NB	L	508	3438	0.697	0.148	25.9	D	22.7	C			
	T	781	3619	0.479	0.216	19.9	C					
	R	332	1538	0.602	0.216	22.3	C					
SB	L	508	3438	0.833	0.148	31.4	D	27.0	D			
	T	781	3619	0.806	0.216	25.5	D					
	R	332	1538	0.602	0.216	22.3	C					

Intersection Delay = 20.8 sec/veh Intersection LOS = C  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.776

# APPENDIX F. HISTORIC RESOURCES





# JRP Historical Consulting Services

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## Report on Eleven Buildings within the East Street Corridor City of Woodland, Yolo County California

### *ANALYZING ELIGIBILITY FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES*

*and under the*

### *HISTORICAL RESOURCES INVENTORY STUDY LIST EVALUATION CRITERIA OF THE CITY OF WOODLAND*

Prepared for:

Mogavero Notestine Associates  
2229 J Street  
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Prepared by:

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October 1996



# JRP Historical Consulting Services

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## Report on Eleven Buildings within the East Street Corridor City of Woodland, Yolo County California

### *ANALYZING ELIGIBILITY FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES*

*and under the*

### *HISTORICAL RESOURCES INVENTORY STUDY LIST EVALUATION CRITERIA OF THE CITY OF WOODLAND*

**Prepared for:**

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October 1996



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## 1. EXECUTIVE SUMMARY

This document reports the results of a cultural resource investigation of 11 buildings within the East Street Corridor in the City of Woodland. The investigation was conducted by JRP Historical Consulting Services, under contract with Mogavero Notestine Associates, which was in turn under contract with the City of Woodland. Mogavero Notestine is preparing a specific plan for the East Street Corridor, along and near the old alignment of Highway 113 in Woodland.

In its contract with Mogavero Notestine, JRP Historical Consulting Services agreed to evaluate 11 older properties within the East Street Corridor for potential eligibility to two programs: the National Register of Historic Places; and the "Historical Resources Inventory Study List Evaluation Criteria," developed by the City of Woodland Historical Preservation Commission.

The two programs -- the National Register of Historic Places and the Historic Preservation program of the City of Woodland -- employ different criteria. The City of Woodland Historical Preservation Commission adopted "Historical Resources Inventory Study List Evaluation Criteria" on March 23, 1995. These criteria include three sections: the eligibility criteria for the National Register of Historic Places; "Local Historical Significance based on Historical Patterns,"; and "Other Criteria." These are also reproduced in Appendix 1.

The National Register criteria include several exclusions. Among these are an exclusion for listing properties that are less than 50 years old unless they can be shown to be "exceptionally significant." In addition, the criteria require that a property retain "integrity of location, design, setting, materials, workmanship, feeling and association." This requirement generally refers to the authenticity of a historic property, the degree to which its current appearance resembles its historic appearance.

The City of Woodland Criteria fall into two categories: association with local historical trends (industrialization, urbanization, immigration, centralization and bureaucratization, accelerated communication, and institutions); and 10 specific criteria. The ten specific criteria offer examples of specific properties or individuals to illustrate how the criteria might be applied.

The City of Woodland criteria address the 50 year exclusion and integrity requirements through adoption of the National Register criteria. The Study List Criteria were adopted by the City Council in July, 1995 and have not yet been applied by the Historic Preservation Commission. Because the Criteria were adopted so recently, there is no body of precedents to indicate how the Criteria will be applied by the Commission.

JRP Historical Consulting Services sought the advice of the staff to the Historic Preservation Commission, Ron Pinegar, with respect to the intent of the City Council in adopting these criteria. Of particular interest were three areas: treatment of the 50 year exclusion; treatment of integrity, and evaluation of properties in a strictly local context, i.e. within a context confined to the city limits of Woodland. Mr. Pinegar's useful observations were incorporated into this report and the attached inventory forms. (Personal Communication, Ron Pinegar, 8/21/96)

In applying the criteria for the National Register of Historic Places, JRP relied upon published guidelines from the National Park Service, particularly National Register Bulletin 15, "Guidelines for Applying the National Register Criteria for Evaluation.

In applying the Historical Resources Inventory Study List Evaluation Criteria, JRP relied upon the text of the criteria as well as the guidance from Mr. Pinegar. Specifically, JRP assumed that the 50 year exclusion would be applied in the manner prescribed in National Register Criteria; and that integrity would be assessed on a case-by-case basis, depending upon the history of the building in question and the nature of the modifications that occurred there. JRP also assumed that the definition of a "local" context referred to the city limits of Woodland.

## 2. HISTORIC CONTEXT

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

Historically, however, the area treated in this evaluation was the edge of town; indeed, most of the 11 properties treated in this report were outside the city limits until recent years. The history of this corridor, then, calls for an evaluation context that differs from one that would be used for other areas of the city; different from the context for the commercial core along Main Street, for example, or the many historic residential areas of the city.

The context for the East Street Corridor needs to take into account three major uses of the area over time: transportation, industrial development, and support facilities for the agricultural industry. East Street was, until recent years, Highway 113, the principal north-south corridor in Yolo County. Highway 113 connected Davis and Woodland and served as the gateway to northern Yolo County, Yuba County, and beyond. Not surprisingly, the East Street Corridor includes numerous examples of roadside commercial properties: motels, gasoline stations, and so forth. These are found in greater number along East Street than elsewhere, simply because Highway 113 was the major thoroughfare

in the area. The East Street Corridor was also an important industrial area within Woodland, being one of few areas that historical was zoned for industrial uses. Because of this, a variety of industrial buildings may still be found along this corridor. Finally, the East Street Corridor, with excellent (for the time) rail and highway access developed as a service area for the local agricultural industry, with support resources ranging from grain silos to oil service buildings.

The local context is useful for understanding the importance of individual properties under the Study List Criteria adopted by the City of Woodland. As discussed below, none of the 11 properties appears to qualify for listing in the National Register, for a variety of reasons discussed on an individual basis in the attached DPR 523 forms. Within a strictly local context, however, some of these properties do appear to meet the Study List Criteria when understood in the context of the use of the East Street Corridor over time.

### 3. FIELD AND ARCHIVAL METHODS

Field recordation of the 11 buildings proceeded according to established cultural resource inventory methods. In all instances, this involved on-site inspection of the property, extensive photography, field recordation of notable attributes, apparent modifications, and other salient attributes of the buildings. In most instances, field work also involved creation of sketch site plans and interviews with property owners.

Archival research was conducted chiefly at sources in Woodland, Davis, and Sacramento. This included: research in Sanborn Fire Insurance Records, city directories, the files of the Yolo County assessor, Woodland Historic Preservation Commission, Yolo County Archives, and the Yolo County Museum. Other specialized archives, including the Hays Truck Museum, were consulted as appropriate.

### 4. CONCLUSIONS

It is concluded that none of the 11 properties meet the criteria for listing in the National Register of Historic Places. The reason for ineligibility differs from one property to the next; these are discussed in detail in the attached DPR 523 forms.

It is concluded, however, than three of the 11 properties appear to meet the City of Woodland, "Historical Resources Inventory Study List Evaluation Criteria." The reasons for the eligibility of the three properties and ineligibility for the others are discussed in greater detail in the attached DPR 523 forms [see Table 1].

The three properties that appear to meet the Study List Criteria do so for different reasons. The Motroni-Heard property (1016-1050 Beamer Street) appears to qualify for listing strictly on the basis of its association with Joseph Motroni, an individual who was of considerable importance to the building trades and construction industry in Woodland. His importance is so widely-recognized that he is mentioned by name in the Study List Criteria. The Peart Warehouse property (1225 East Oak Avenue) appears to qualify strictly on the basis of its association with the trucking operation of A.W. Hays, an individual and a firm of great importance to the history of the city. The Warford's Auto Sales building (315 East Street) appears to qualify for listing on architectural grounds because it represents the best extant example in Woodland of a pre-1945 gasoline station.

Table 1. Eligibility of Building Evaluated.

<u>Address</u>	<u>National Register</u>	<u>Woodland</u>
255 C Street	Not Eligible	Not Eligible
1016-1050 Beamer Street	Not Eligible	Eligible
315 East Street	Not Eligible	Eligible
515 East Street	Not Eligible	Not Eligible
565 East Street	Not Eligible	Not Eligible
607 East Street	Not Eligible	Not Eligible
609 East Street	Not Eligible	Not Eligible
1020 East Street	Not Eligible	Not Eligible
1111 Gibson Road	Not Eligible	Not Eligible
1121 Gum Avenue	Not Eligible	Not Eligible
1225 East Oak Avenue	Not Eligible	Eligible

**5. RELATIONSHIP OF THIS REPORT TO CITY OF WOODLAND LANDMARKS PROGRAM AND DESIGN CONSIDERATIONS FOR USE IN THE EAST STREET CORRIDOR SPECIFIC PLAN**

The City of Woodland is the ultimate custodian of its own landmarks program, including the "Historical Resources Inventory Study List Evaluation Criteria." The preservation ordinances of the City of Woodland set forth an orderly process for deciding which properties do or do not qualify for listing in that program. The conclusions presented in this report reflect the professional judgment of JRP Historical Consulting Services, based upon decades of experience in working with national, state, and local landmarks programs. The final judgment on eligibility to the City's program, however, rests with the city itself. With respect to the 11 properties treated in this report, it is important that the City of Woodland recognize and exercise its authority over the ordinances and criteria, particularly in light of the fact that the Study List criteria were adopted a little more than one year ago and have been largely untested to this point.

A few observations are in order to define the relationship between historic preservation concerns and the concerns of urban design and land use planning. The larger East Street Corridor plan must take into account a broad range of economic, social, and aesthetic concerns, most of which are not taken into account in making judgements with respect to historical significance.

It is possible, even likely, that decisions about historic significance and eligibility of properties under the Study List Criteria do not conform exactly with urban design objectives and principles that will be used in the East Street Corridor specific plan. The Study List Criteria and the general landmarks program of the City of Woodland are designed to assess historic significance, not consistency with urban design principles. The potential exists that properties that are historically significant may not be of value to the long-term plans for the East Street Corridor. Conversely, properties that are not found to be historically significant may nonetheless be of interest from the standpoint of urban design as well as the potential for adaptive re-use.

For example, the Peart Warehouse, the site of the important Hays Trucking operation, appears to meet the Study List Criteria on the basis of a strong association with that important individual and his company. The frank utilitarian appearance of the buildings, however, may work against preservation of these buildings strictly from the standpoint of urban design. Conversely, some of the buildings which do not appear to meet the Study List Criteria, because they have lost integrity or were built less than 50 years ago, may nonetheless be of interest from the standpoint of urban design or economic re-use potential. The Woodland Court and Tony's Motel, for example, do not appear to qualify under the Study List Criteria because they have been extensively remodeled. The buildings do,

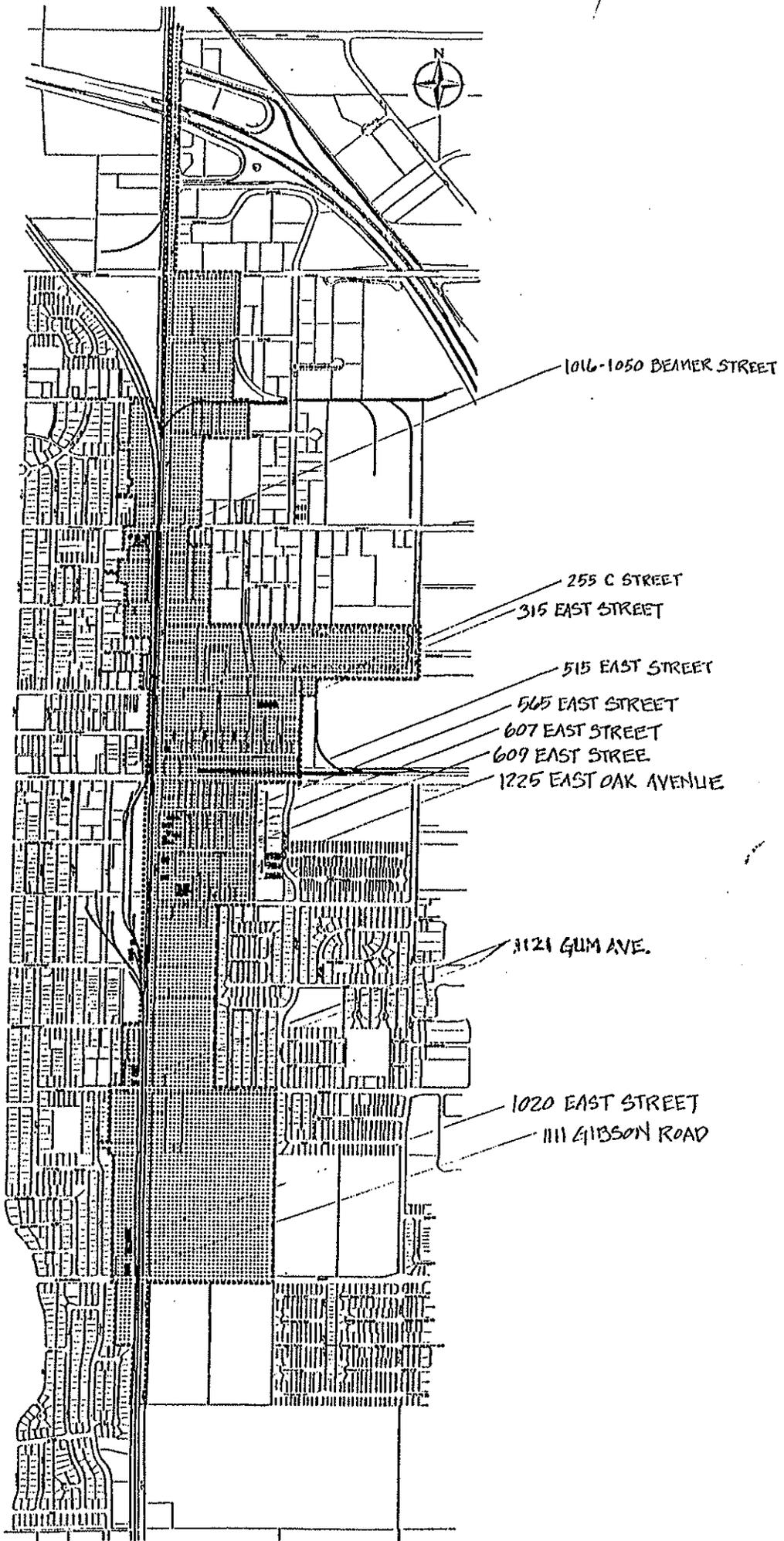
however, embody the imagery of roadside commercial properties that have dominated East Street most of this century. These buildings may be of some interest to the City of Woodland, if it elects to incorporate that imagery as part of the design principles for the corridor. Similarly, the Adams Grain Silos do not appear to qualify under the Study List Criteria because they were built less than 50 years ago. The buildings, however, are dominant elements of the landscape along East Street and convey the imagery of the historical use of East Street to support local agriculture.



*Maps*



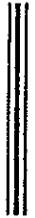




Map 1. Location of Eleven Buildings Evaluated within the East Street Corridor



*Appendix I*





CITY OF WOODLAND  
HISTORICAL PRESERVATION COMMISSION

MARCH 23, 1995

HISTORICAL RESOURCES INVENTORY  
STUDY LIST EVALUATION CRITERIA

1. National Register Criteria: The Commission recognized that in order for properties to be eligible for state and federal recognition and tax credits that National Register Criteria must be used:

National Register criteria for evaluation. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects of State and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

- a. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. That are associated with the lives of persons significant in our past; or
- c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. That have yielded, or may be likely to yield, information important in pre-history or history.

2. Local Historical Significance Criteria Based on Historical Patterns: A set of patterns may be developed from general historical trends sometimes called "modernization." These patterns include the process of industrialization, urbanization, immigration, centralization and bureaucratization, accelerated communications and changes in basic institutions. These patterns are visible at the national state and local levels. Each community has its own set of historical patterns which involve settlement, economic activities and social institutions. Part of the task of surveyors is to connect these patterns to events and the events to specific properties and individuals.

- a. Industrialization: The founding of manufacturing concerns, the building of factories, mills, and warehouses, the establishment of banking

institutions, the organizing of union locals, the growth of local businesses.

- b. **Urbanization:** The founding of communities, the developing of local social services (police and fire protection, health care, education, etc.), the incorporation of cities and the organizing of local government, the laying out of new housing tracts, the growth of commercial districts, manifestations of civic pride, suburbanization and the deterioration of older neighborhoods, the implementing of urban renewal schemes.
  - c. **Immigration:** The coming of the original settlers; attempts to promote local growth; the arrival of new ethnic, racial, and religious groups; the founding of institutions by and for group members; intergroup conflict and accommodation.
  - d. **Centralization and Bureaucratization:** The disappearance of locally controlled businesses, the growth of local government in size and function, the annexing of small towns by larger cities.
  - e. **Accelerated Communications:** The founding of stagecoach routes, the coming of the railroad, the developing of port facilities, the establishing of local newspapers and of radio and television stations, the promoting of tourist attractions, the building of movie theaters, the constructing of freeways.
  - f. **Changes in Basic Institutions:** The organizing of day-care centers; the establishing of institutions for working women (YWCA, e.g.); the arrival of new church denominations; the founding of seminaries, colleges, junior colleges, business and trade schools.
3. **Other Criteria:** A building, structure, object, site or district may be designated a historical resource if it meets one or more of the following criteria:
- a. It exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history (Opera House, City Library, County Court House, S.P. Depot);
  - b. It is identified with persons or events significant in local, state, or national history (Frank Freeman, Edward E. Leake, Richard L. Beamer, J. N. Pendegast, Harriet Stoddard Lee);
  - c. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship (a recognized example of an architectural type or specimen, such as the Monterey Colonial, Greek Revival, Queen

Anne, Victorian, Colonial Revival, Shingle Style, Mission Revival, Bungalow Style, Spanish Colonial Revival, or Moderne);

- d. It is representative of the work of a notable builder, designer, or architect (William H. Weeks, J. G. Motroni, Sam Caldwell, W. H. Winne, William C. Hays, Levi Craft);
- e. It contributes to the significance of an historic area, being a geographically definable area possessing a concentration of historic or scenic properties or thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development (Woodland Opera House and Intermission Garden, Yolo County Court House Block, portions of downtown Woodland);
- f. It has a unique location or singular physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood, or the City of Woodland (Beamer Arches, Palm Avenue Circle Drive, Woodland Cemetery, Woodland Opera House, City Library, Jackson Apartments, Hotel Woodland, City Hall);
- g. It embodies elements of architectural design, detail, materials, or craftsmanship that represent a significant structural or architectural achievement or innovation (Gladding and McBean Terra Cotta on Court House and Porter Building, Pritchard House, Gable Mansion).
- h. It is similar to other distinctive properties, sites, areas, or objects based on a historic, cultural, or architectural motif;
- i. It reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning (Beamer Park Neighborhood, College Street and First Street between Lincoln Avenue and Marshall Avenue);
- j. It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen (Second Empire Style residence at 609 Third Street, Art Deco Mulcahay Building at 443 First Street).



*Attachments*





# PRIMARY RECORD

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 4

\*Resource Name or #: Old Branch Jail

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address 255 C Street City Woodland Zip 95776

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as appropriate)

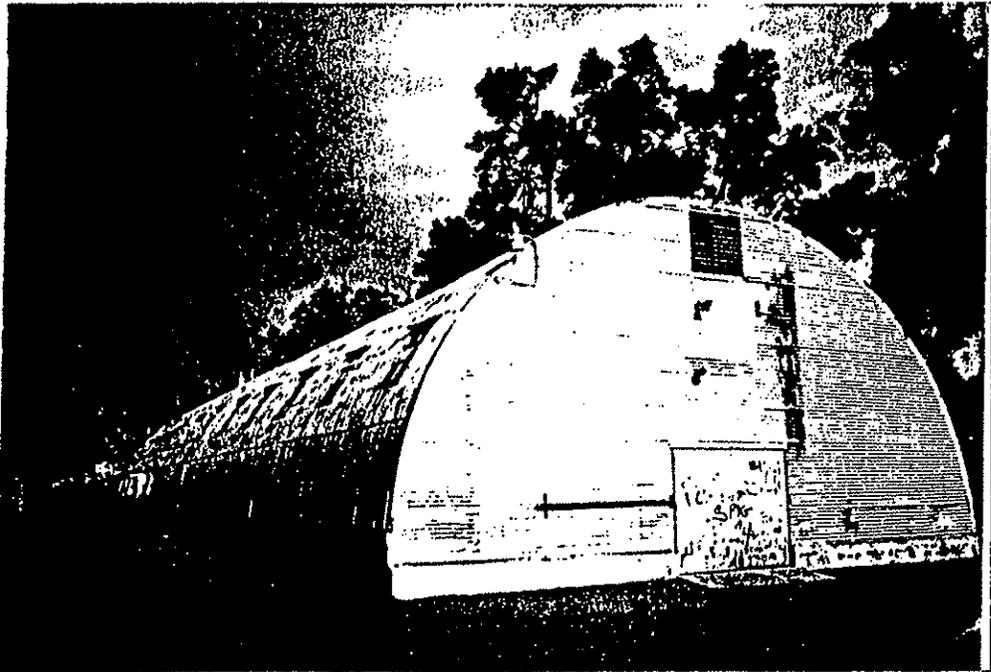
\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 255 C Street is a large Quonset hut, oriented lengthwise from east to west, measuring 140' by 42' at its base. The building sits on a concrete foundation and is sheathed in plates of corrugated metal siding. A smaller concrete block addition measuring 30' by 32' extends north from the Quonset hut at the northwest corner. Windows and door openings at the west half of the building are placed at a lower pedestrian scale, while windows in the eastern half of the building are placed at a taller industrial height.

(See continuation sheet.)

\*P3b. Resources Attributes: (List attributes and codes) HP6. Commercial Building. 1-3 Stories

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)  
Quonset Hut south side, east

end; camera facing northwest.

\*P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both  
1945 est.

\*P7. Owner and Address:  
County of Yolo  
625 Court St., Room 203  
Woodland, CA 95695  
C--County

\*P8. Recorded by:(Name, affiliation, address)  
David S. Byrd / Janice Catlin  
JRP Historical Consulting  
1477 Drew Avenue, Suite 105  
Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey

\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Properties Within the East Street  
Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 4

\*NRHP Status Code 6

\*Resource Name or #: Old Branch Jail

B1. Historic Name: Yolo County Jail

B2. Common Name: Old Branch Jail

B3. Original Use: Jail B4. Present Use: O--Other

\*B5. Architectural Style: Quonset Hut

\*B6. Construction History: (Construction date, alterations, and date of alterations.)  
1945 est. Quonset Hut; 1955 est. Addition

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme Urbanization Area Woodland

Period of Significance 1945 est. Property Type Jail / Storage Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 255 C Street was built, or more likely moved to this location, in the late 1940s to serve as a branch of the Yolo County Jail. The building is a Quonset Hut, a temporary building type constructed by the U.S. Navy, chiefly during World War II. The Navy built hundreds of thousands of Quonset Huts during the war, with virtually all being either a 20' wide or a 40' wide model; either model could be made to any length desired. The building is apparently a typical 40' span Quonset hut, a type used by the Navy principally for storage and assembly rooms. This building was likely acquired by Yolo County shortly after the end of the war; it could have come from any of dozens of military bases in Northern California. The building is currently used by the Sheriff's Search and Rescue operations.  
(See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) HP14. Government Building

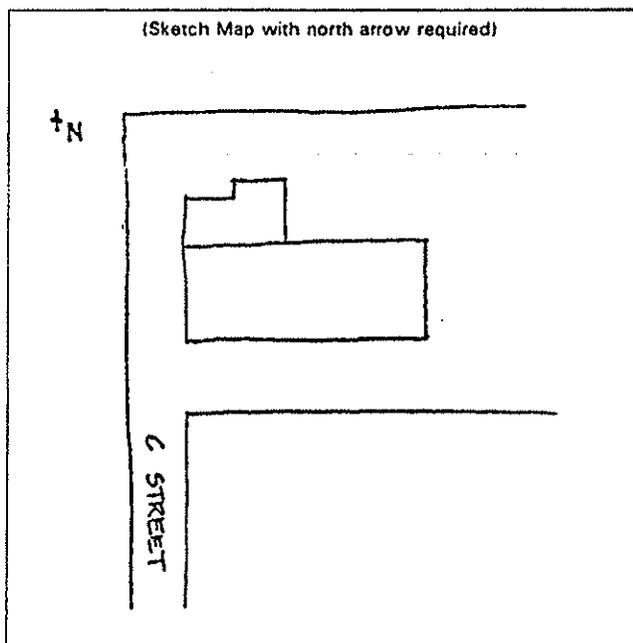
\*B12. References:  
Woodland City Directories, Bob Dahl Notes

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



**CONTINUATION SHEET**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 3 of 4 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/31/1996  Continuation  Update  
\*Resource Name or #: Old Branch Jail

DESCRIPTION (continued)

The main entry to the building is at the west wall. A single door is placed slightly left of center, with two windows to the right and one painted-over window to the left. The windows are six-pane pivotal sash with a metal frame and sash. A pair of vents open high in the wall near the curvature of the top ridge. The south wall, to the right of the main entry, has in its left half six of the six-pane type windows with metal hoods. The right half of the south wall has seven more of the same type windows, placed high in the middle section of corrugated metal on the wall.

The east wall, paralleling the main entry, has at center a pair of double metal industrial doors with a short concrete access ramp placed at the foot. A pair of vents is placed high in the center of the wall. Public address system speakers and light fixtures extend from this wall.

The north wall of the Quonset hut is the only wall that is interrupted by an addition. A small enclosed concrete block unit extends from the right side of the north wall, and a semi-open wooden storage enclosure is built around the east and part of the north walls of the unit. The entire structure is covered by a flat roof with boxed eaves having a medium overhang. Outside openings to the addition exist only in the concrete block portion with a pedestrian door on the north wall and a three part aluminum sash window at the west wall. The remaining area of the Quonset hut west wall parallels the south wall with the seven window openings in the upper middle section of corrugated metal. The third window from the left has been taken out to accommodate the ductwork for the mechanical unit which sits at the base of the wall. Another addition/extension at the center of the wall is a small concrete block wall entry enclosure covered by a shed roof.

SIGNIFICANCE (continued)

The building does not meet the criteria for listing in the National Register of Historic Places because it is not a significant example of its type, period, or method of construction and has no known associations with events or persons important to our history. It is a reasonably unmodified example of the 40' Quonset hut design. While their numbers are no doubt declining, Quonset huts still exist in great numbers on Navy bases and scattered in farms, warehouses, and industrial operations, to which they were moved after the conclusion of World War II. This building does not appear to be significant within the context of such buildings. Neither does it appear to have made a significant contribution to the history of Yolo County, either in its role as a branch jail nor in its more recent uses.

The Branch Jail does not appear to meet any of the criteria in the "Historical Resources Inventory Study List Evaluation Criteria." The building, which is likely a relocated World War II-era Quonset Hut, does not meet any of the "Local Historical Significance Criteria Based on Historical Patterns," based upon its use as a branch jail. Neither does the property appear to meet any of the ten listed "Other Criteria." It does not embody the distinctive characteristics of a style or method of construction (Criterion c), is not the work of a notable builder or architect (Criterion d), and has no known associations with person or events of local importance (Criterion b.) Neither is it the only Quonset Hut still found within the boundaries of the City of Woodland.

# CONTINUATION SHEET

Page 4 of 4 \*Recorded by David S. Byrd / Janice Catlin \*Date 08/16/1996  Continuation  Update

\*Resource Name or #: Old Branch Jail



Photo 2. Front (west) end of Quonset Hut, camera facing northeast.

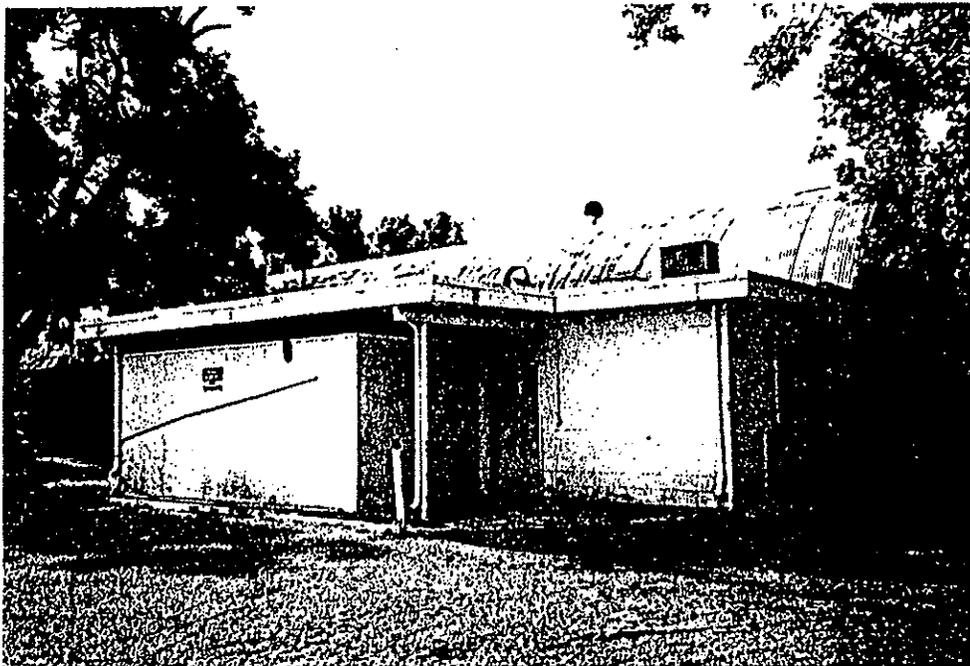


Photo 3. Concrete block addition at northwest corner of Quonset Hut.

# PRIMARY RECORD

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

NRHP Status Code 5S1

Other Listings \_\_\_\_\_

Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 8

\*Resource Name or #: Goodner's Motronis

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; B.M. \_\_\_\_\_

c. Address 1016- 1050 Beamer Street City Woodland Zip 95776

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (a.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as appropriate)

Assessor's Parcel Number: 05-124-24-1

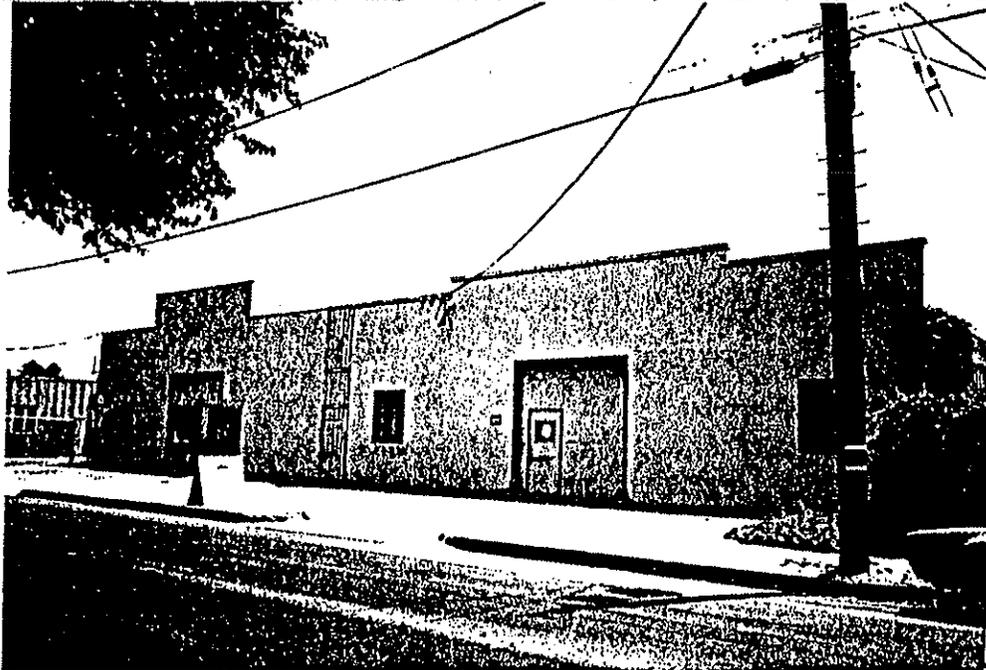
\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The buildings addressed from 1016 to 1050 Beamer St. form a complex reflecting a variety of building types, styles, and periods of construction. A number of buildings front the street in three sections with driveways into the complex separating them. The western most group includes two shops (Photo 1; Buildings 1,2), designated as 1016 Beamer; the middle group includes three various buildings (Photo 3; Buildings 3,4,5) used for office and commercial space, designated as 1038 Beamer; and the eastern most building by the tracks is a small brick industrial building (Photo 4; Building 6) designated as 1050 Beamer. Directly behind and parallel to the row of buildings designated as 1038 is a long rectangular building (Photos 5,6,7; Building 7), previously used as a lumber mill and shed. Behind that, at the southern edge of the parcel, is a long garage (Photo 8; Building 8) with multiple compartments. Other miscellaneous outbuildings and additions are also a part of the total complex.

(See continuation sheet.)

\*P3b. Resources Attributes: (List attributes and codes) HP6. Commercial Building, 1-3 Stories

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)

1. Fronts of Buildings 2. 1:  
camera facing southeast.

\*P6. Date Constructed/Age and Sources:

Prehistoric  Historic  Both  
1923 est. Brick Storeroom; 1928  
Planing Mill; 1956 Showroom

\*P7. Owner and Address:

Josephine R. Gillette TR/EA  
920 Fairview Drive  
Woodland, CA 95776  
P--Private

\*P8. Recorded by: (Name, affiliation, address)

David S. Byrd/Janice Catlin  
JRP Historical Consulting  
1477 Drew Avenue, Suite 105  
Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey

\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Properties Within the East Street  
Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 8

\*NRHP Status Code 551

\*Resource Name or #: Goodner's\Motronis

B1. Historic Name: Motroni Lumber

B2. Common Name: Motroni-Heard Lumber

B3. Original Use: Lumber Mill & Building Supply B4. Present Use: C--Commercial

\*B5. Architectural Style: Industrial Warehouse & Glass Front Showroom

\*B6. Construction History: (Construction date, alterations, and date of alterations.)

1923 est., Brick Warehouse (Building 6); 1928 Planing Mill (Building 1); 1956, Offices and Showroom; 1937-58, Lumber Sheds (Buildings 7 and 8).

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: unknown b. Builder: J.G. Motroni

\*B10. Significance: Theme Industrialization Area Woodland

Period of Significance 1923-1956 Property Type Mill & Warehouse Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The complex of buildings at 1016-1050 Beamer Street was built over several decades. The complex was initially assembled by Joseph G. Motroni, who ran a building supply and lumber mill at this site for many years. Motroni was a building contractor who opened this business because he had experienced difficulties in getting building supplies for his contracting work. The oldest building on this site is probably Building 6. Motroni built a store house and office building for his construction company at this site in 1923, likely this building. In 1928, Motroni opened the retail part of the operation, building the brick structure shown as Building 1 in the Sketch Plan. The building appeared then much as it does today, including the shallow stepped facade at the street. In 1933, Motroni took in Frank Heard as a partner and the business was thereafter known as Motroni-Heard Lumber. The second part of the street facade, shown here as Building 2, was built sometime between 1937 and 1958, probably during the late 1930s or 1940s. In 1938, Joseph Motroni sold his half of the business to his brother, Guido, to return full-time to contracting work. He returned to the business briefly in 1948 and worked part-time at the store until his death in 1950. His son, Doug Motroni, continued the business in partnership with Heard. Mr. Heard would later serve as Mayor of Woodland and stayed with the business until 1979. (See continuation sheet.)

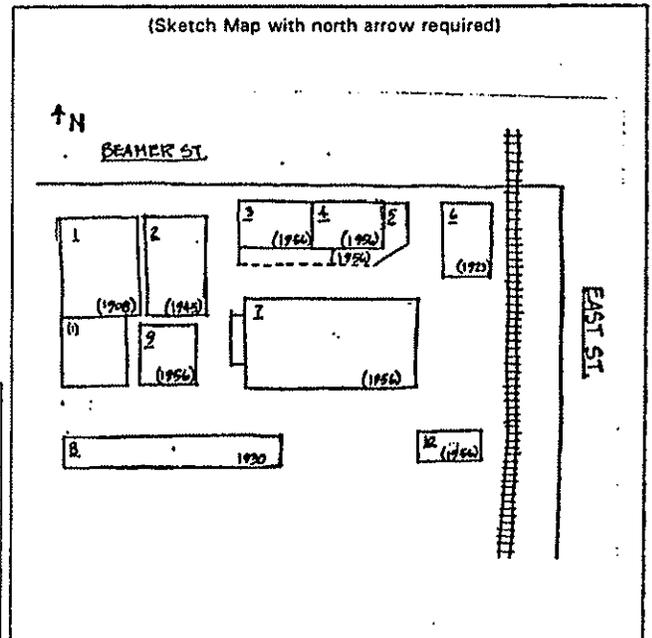
B11. Additional Resource Attributes: (List attributes and codes) HP6. Commercial Building, 1-3 Stories

\*B12. References:  
Woodland City Directories; TRW-REDI Property Data, 1995; Sanborn Maps;  
Woodland Daily Democrat, July 23, 1981; Bob Dahl Notes

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell  
Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



CONTINUATION SHEET

DESCRIPTION (continued)

The two shop buildings (Photo 1), designated as 1016 Beamer, stand at the western most side of the complex facing the street. They run lengthwise deep into the lot and feature stepped parapet facades at the street side. The two buildings are set only a few feet apart and linked at the street side by a small fence. The building on the right (Building 1) was constructed in 1928 as a Planing Mill. It retains exposed wood bowstring trusses on the interior and a rounded roof. Banks of industrial windows line the brick walls on the east and west sides. A large drive-through industrial door is at the center of the facade with a small window at each side, placed near the outer walls. The parapet is only slightly stepped on this building and topped by a narrow cap. The other building in the pair (Building 2), which was built sometime after 1937 (probably in the 1940s), was built as a lumber storage facility. It features a more steeply stepped parapet with no cap. The large industrial drive-through door at the center of the front has been filled in and a pedestrian door and window have been placed in the space. The once open interior has been divided into office spaces. Although Building 1 and 2 are similar at the facade, they are quite different at the rear. Unlike the rounded bowstring truss roof shape of Building 1, Building 2 features a medium pitched gable roof sheathed in corrugated metal (Photo 2). An open shed extension is attached to the rear of Building 1 and wraps around to Building 2.

The row of buildings designated as 1038 Beamer (Photo 3) sits on the east side of the driveway from 1038 Beamer. The row is composed of three main sections fronting the street. The section at the right (Building 3) is a simple rectangular box with a flat roof, board and batten siding, and a horizontal spandrel with four windows at the front. The windows are a multiple-pane casement type. One additional casement window is placed on the west driveway wall. Building 3 was designed as office space. Next to Building 3, to the left, is Building 4, a glass front building that appears to have been a part of the major 1956 showroom remodeling. The building frame encompasses a recessed glass front wall, with the roof and side walls tilting upward to create a large hood shelter. The glass front is composed of four rows of large square panes of glass, with a glass door at the center. To the left of the glass showroom is a rectangular box building (Building 5) with no access door to the front and two small windows high in the stucco facade. The building has a wrap-around outer element with a low flat roof that is built from the street front around the side and rear truncated corner of the building, and across the rear. The wrap-around element has access doors at the front and at the truncated rear corner. The element facing the street has been designed with the glass panels in the style of the showroom at the center of the block.

Across the driveway from the middle row of buildings and backed up to the railroad tracks sits a small industrial building (Photo 4; Building 6). Building 6 appears to date to the earliest time of Motroni's buildings, probably to 1923. The building is oriented facing west toward the complex with a large inset sliding door at the left side of the west wall. A door has been infilled with brick along the south wall as well as windows that have been infilled along the west and east walls. Small windows that have infill also exist high on the east wall. The gable roof is covered in corrugated metal.

The current shops and storage building (Photos 5,6,7; Building 7) is at the center of the complex running parallel behind the 1038 Beamer row of buildings. It was originally built as an open lumber shed. A glass front element has been added to a portion of the north wall and mimics the design of the glass front showroom at 1038 Beamer. Corrugated metal enclosures for garage space have been installed on the south wall. The overall form of the building is a gabled, corrugated metal warehouse with wide overhanging eaves. A shed canopy extends from the west end of the building (Photo 6). The north showroom wall fills a portion of the wide overhanging eaves along the north wall (Photo 6). The southern element (Photo 7) is covered by corrugated metal, with pairs of large doors giving access to vehicles for the current occupant, an auto upholsterer.

A long narrow garage (Photo 8, Building 8) stands along the south edge of the lot with a row of top rail sliding doors for vehicle storage. This was originally built as a lumber shed with storage facilities.

## CONTINUATION SHEET

Page 4 of 8 \*Recorded by David S. Byrd/Janice Catlin \*Date 10/31/1996  Continuation  Update  
\*Resource Name or #: Goodner's\Motronis

The walls and gable roof are now sheathed in corrugated metal with sliding garage door units.

### SIGNIFICANCE (continued)

The remaining buildings (3, 4, 5, 7, 8, and 9) were built over several decades. The hardware store complex, Buildings 3, 4, and 5, was built in 1956 and appears largely unchanged since construction. The larger shed, Building 7, is probably somewhat older than the hardware store. It was likely modified in 1956, however, gaining the characteristic glass storefront that is also part of the hardware store. The smaller sheds at the rear, Buildings 8 and 9, were also likely built before 1957.

The Motroni-Heard Lumber Company property represents a long-standing business in Woodland and includes some remnant structures that were built during the 1920s. The complex as a whole represents three and possibly four generations of work, with buildings from the 1920s, 1930s, and 1950s, and likely some buildings from the 1940s as well. The property is associated with two individuals who made a contribution to the commercial history of Woodland: Joseph Motroni and Frank Heard. Both were associated with the property for many years: Motroni off and on between the early 1920s and 1950, and Heard from 1933 through 1979.

The property, however, does not appear to be eligible for listing in the National Register of Historic Places because it lacks integrity to any particular period of use. The group of buildings took on their present appearance in 1956, with some modifications occurring even after that date. The street facade of the complex is dominated by the 1956 storefront, rather than the original stepped-gable facade, which dates to the 1920s and 1930s. The industrial and storage buildings at the rear exhibit various dates of construction and/or modifications. Taken as a whole, the complex represents no particular period of construction but is dominated by work that occurred since the mid-1950s.

Under National Register eligibility criteria, the property may be considered in one of two ways: as a heavily-modified complex that was built more than 50 years ago, or as a complex that took on its appearance since 1956. In the latter context, the property would need to be shown to be "exceptionally significant" because it achieved significance in the past 50 years. While it is an important business in the Woodland area, there is no indication that the Motroni-Heard Lumber operation was "exceptionally significant." For these reasons, this property, while a longstanding part of the Woodland business community, does not appear to meet the eligibility criteria for listing in the National Register.

This complex of buildings does, however, appear to meet the "Study List Evaluation Criteria" adopted by the Woodland City Council. The complex was originally assembled by Joseph G. Motroni, a Woodland-based building contractor who was active in the construction industry from the 1920s until his death in 1950. Mr. Motroni is specifically named in the "Study List Evaluation Criteria" under Criterion d, "It is representative of the work of a notable builder, designer, or architect (William Weeks, J.G. Motroni . . .)" The intent of the Criterion is to enumerate Mr. Motroni as a "notable builder" and require consideration of his work within that context. For this reason, the complex appears to meet the Study List Criteria.

It should be noted, however, that only part of the complex may be attributed to the period of ownership by Mr. Motroni. Motroni was directly involved with this property only between 1923 and 1935, although he did return on a part-time basis in 1948. It appears that Buildings 1, 6, and 8, as shown on the attached "Sketch Plan," were built during the period of ownership and use by Motroni. These buildings qualify for listing under the Study List Criteria; the others do not.

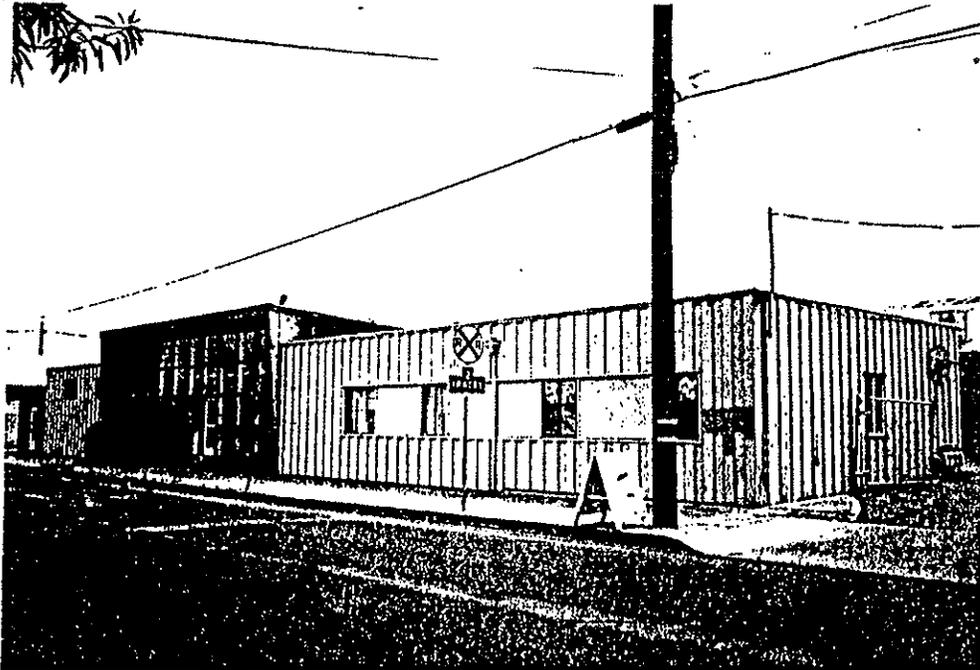
**CONTINUATION SHEET**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 5 of 8 \*Recorded by David S. Byrd \*Date 08/16/1996  Continuation  Update  
\*Resource Name or #: Goodner's\Motronis



**Photo 2.** Building 2; camera facing northwest.

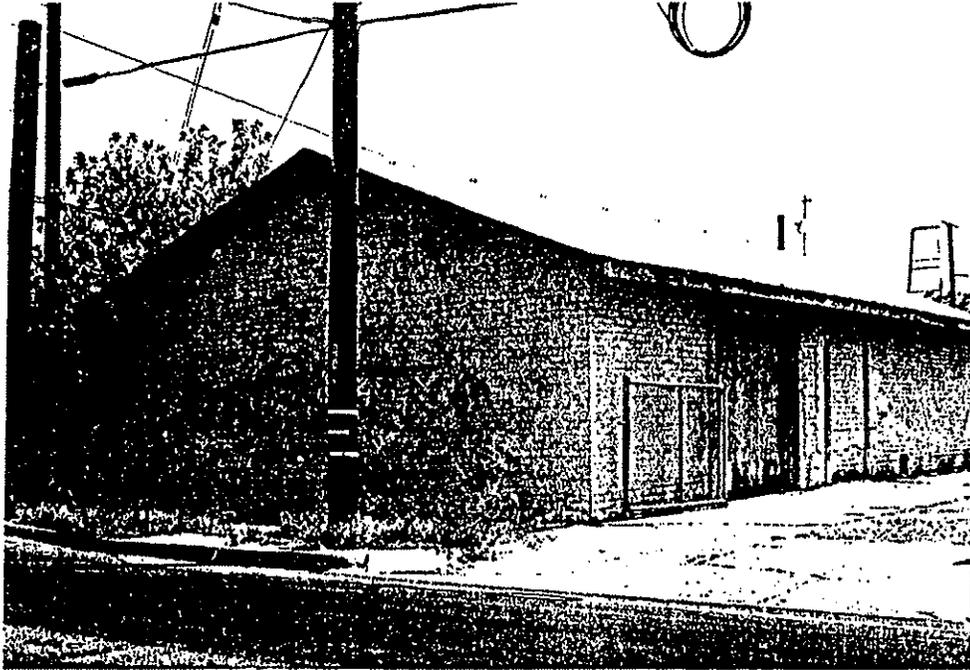


**Photo 3.** Buildings 3-5 front (north) side; camera facing southeast.

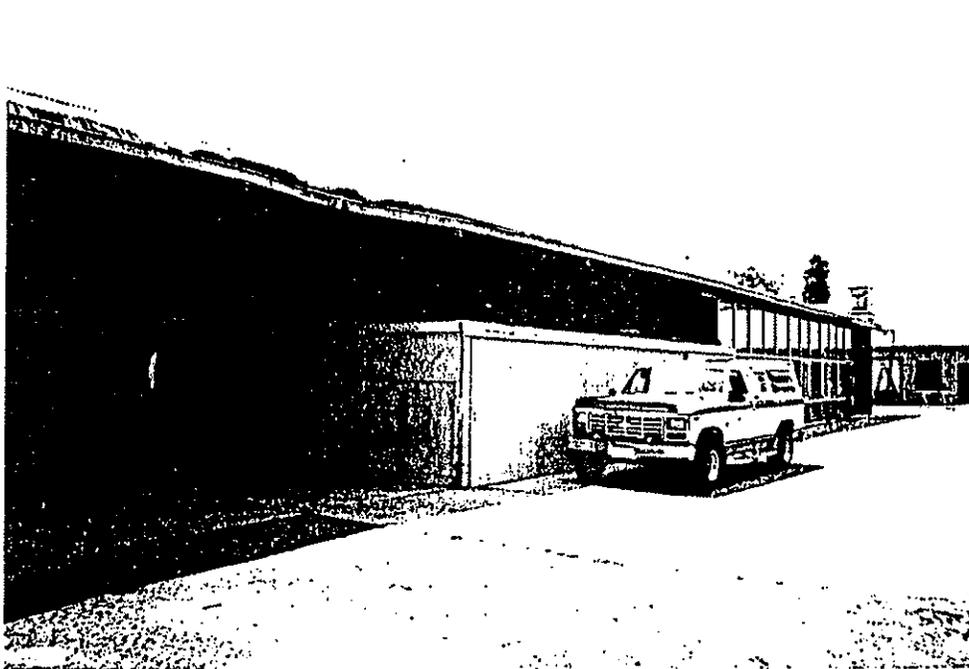
**CONTINUATION SHEET**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 6 of 8 \*Recorded by David S. Byrd \*Date 08/16/1996  Continuation  Update  
\*Resource Name or #: Goodner's\Motronis



**Photo 4.** Building 6; camera facing southeast.



**Photo 5.** Building 7, north side; camera facing southwest.

**CONTINUATION SHEET**

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 7 of 8 \*Recorded by David S. Byrd

\*Date 08/16/1996  Continuation  Update

\*Resource Name or #: Goodner's Motronis

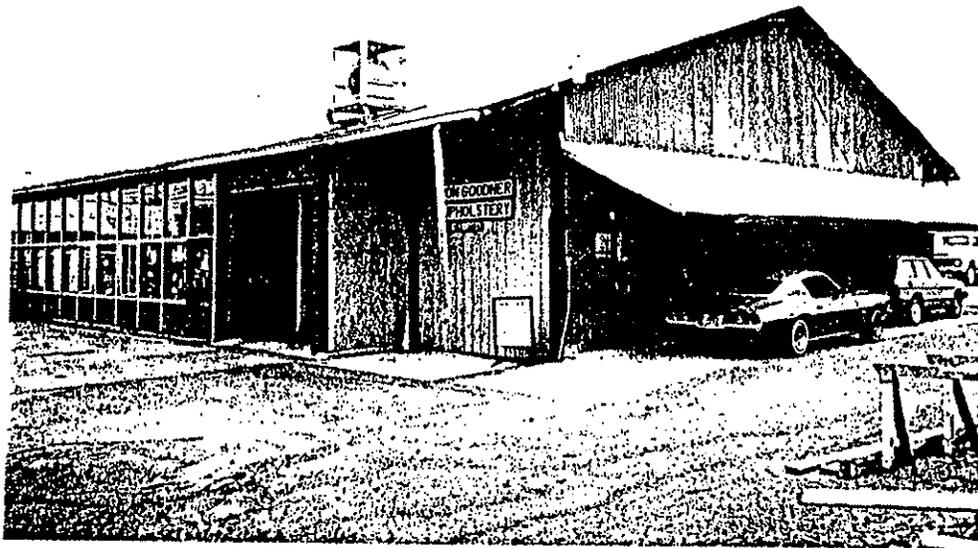


Photo 6. Building 7; north, west sides; camera facing southeast..



Photo 7. Building 7, south side; camera facing northeast.

**CONTINUATION SHEET**

Page 8 of 8

\*Recorded by David S. Byrd

\*Date 08/16/1996

Continuation

Update

\*Resource Name or #: Goodner's\Motronis



**Photo 8.** Building 8, north front side; camera facing southwest.

# PRIMARY RECORD

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 581

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date / / \_\_\_\_\_

Page 1 of 4

\*Resource Name or #: Warford's Auto Sales

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted  
a. County Yolo  
b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_ R \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_ B.M. \_\_\_\_\_  
c. Address 315 East Street City Woodland Zip 95776  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as appropriate)  
Assessor's Parcel Number: 63-078-01-1

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
A small garage stands at 315 East Street, built of steel frame with stucco exterior. The building is basically rectangular, oriented lengthwise north-south running parallel with the main street, with the facade facing East Street. The office area is at the left side of the facade, and the garage/mechanical area makes up the larger right side. A port cochere, or service bay, extends over the office area offering shelter to vehicles and customers parked there. The supporting posts at the outside of the port cochere rest on a concrete island that once held gasoline pumps. Three narrow decorative bands formed in the stucco run continuously along the upper periphery, from the north wall, around the boxed eaves of the port cochere, along the front west wall, and along the south wall into a small portion of the back wall. The rounded corners of the port cochere along with horizontal pane windows and the clean building form give the garage the distinct "Streamline Moderne" look that was popular during the 1930s and 1940s. (See continuation sheet.)

\*P3b. Resources Attributes: (List attributes and codes) HP6. Commercial Building, 1-3 Stories

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)  
1. West (front), south sides:  
camera facing northeast.

\*P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both  
1939-1940

\*P7. Owner and Address:  
Layton Knages/TR  
P.O. Box 970  
Woodland, CA 95776  
P--Private

\*P8. Recorded by: (Name, affiliation, address)  
David S. Byrd / Janice Catlin  
JRP Historical Consulting  
1477 Drew Avenue, Suite 105  
Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey



\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Properties Within the East Street Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 4

\*NRHP Status Code 5S1

\*Resource Name or #: Warford's Auto Sales

B1. Historic Name: Willoughby's Texaco Service Station

B2. Common Name: Warford's Auto Sales

B3. Original Use: Gas and Service Station B4. Present Use: Car Sales Lot

\*B5. Architectural Style: Streamline Moderne

\*B6. Construction History: (Construction date, alterations, and date of alterations.)  
1939-1940

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme Accelerated Communications Area Woodland

Period of Significance 1939-1946 Property Type Gas Station Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The gas and service station at 315 East Street stands today much as it did when it was first built around 1940. The steel frame building is a good example of a modern movement that was taking place at that time in gas station architecture. "Function" was the principle of the design, intended to attract motorists with the clear display of the purpose the building served. The more ideal displays of steel and glass were often found on other service stations at that time, built to look clean, bright, and airy. This gas station is a modest representation of that same principle. This very simple version of the station type was sometimes referred to as an "ice box" style. The Streamline Moderne elements that remain on the building also show a simple sleekness reflective of modern machinery at the time. The gas station was a perfect complement to cars that were becoming more aerodynamic in their shape and style. The rounded corners of the port cochere, the bands that wrap around the entire upper perimeter of the building, and the horizontal glass pane windows are Moderne elements. The biggest element that is missing from the gas station today is the gas pumps, which were removed in 1976. Some compromise has been made to the integrity of the building with the painting over of many of the windows, and the lot appears different now since it is being used for auto sales. However, the building remains overall a modest but good representation fo the time and place in which it was founded. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) HP6. Commercial Building, 1-3 Stories

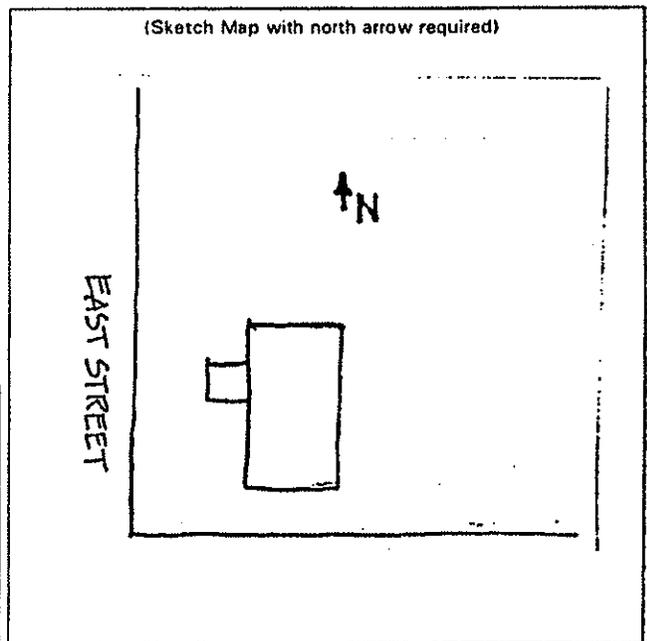
- \*B12. References:  
Woodland City Directories; TRW-REDI Property Data, 1995; L.Knaggs Interview  
Tax Assessment Rolls; Vieyra, Daniel. "Fill 'Er Up," (NY: Macmillan, 1979);  
Margolies, John, Pump and Circumstance (Boston: Little Brown, 1993)

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



**CONTINUATION SHEET**

DESCRIPTION (continued)

The facade of the building that faces East Street has at center an industrial garage door opening that has been infilled, with a smaller roll-up garage door placed in the infill. On each side of the central garage door is a pedestrian door, and on each side of the pedestrian doors are a set of four stacked horizontal pane windows, the type that are used predominantly throughout the station. Transoms sit at the top of each pedestrian door. Each of the front corners of the building has a corner window, made by the direct connection of the windows on each wall. The north side wall of the building has wood paneled restroom doors and the set of stacked windows at the right corner. The south side wall has one set of stacked windows at the left corner, and a smaller six-pane window opening at the right. The rear (east) side of the building has two six-pane industrial windows at the center. Windows have been completely painted over on the south wall, and partially painted over on the west, north, and east walls.

SIGNIFICANCE (continued)

When this gas station was first built by Layton Knaggs around 1940, it was a booming time in automobile travel, and the old Highway 113 was a model of those times. Auto courts, cafes, and service stations catered to the traveler passing through Woodland. Just prior to the building of this station, there existed 21 gas stations in Woodland, three of which were listed along Highway 113. Most of the rest were on Main Street, which directly connects with the highway. Some of those original stations remain, but many have been remodeled or removed altogether.

Since Layton Knaggs built this gas station between 1939 and 1940, it has gone through a number of names: Willoughby's Texaco Service Station in 1951, Long's Texaco Service in 1956, Sheppard's Texaco Service / Bait and Tackle Shop National Rental Trailers / Sheppard's Used Cars in 1962, and Wilson's Phillips 66 Station from 1966-1975. In 1976 it became Al's Auto Center, and from 1980 to present it has been Warford's Auto Sales.

The station at 315 East Street does not appear to qualify for listing in the National Register of Historic Places because it has no association with important events or persons and is not a distinguished example of its type, period, or method of construction. The building retains some elements associated with Streamline Moderne gasoline stations, once a common building type throughout California. The modest Moderne detailing of this building, however, does not appear to make this a "distinguished example" of this building type.

The station does, however, appear to qualify under the Study List Evaluation Criteria, as adopted by the Woodland City Council. The criteria emphasize the importance of evaluating buildings within a locale, i.e. City of Woodland, context. Within that context, the station at 315 East Street appears to be the best historic (i.e. pre-1946) gasoline station within the city limits. It is also prominently sited near the intersection of Main and East Streets, emphasizing the importance of this building within the "roadside commercial" historic context for the East Street Corridor.

# CONTINUATION SHEET

Page 4 of 4 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/01/1996  Continuation  Update

\*Resource Name or #: Woodland Court Motel



Photograph 2. Building north and front sides, camera facing southeast.

**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 4

\*Resource Name or #: Woodland Court Motel

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; B.M. \_\_\_\_\_

c. Address 515 East Street City Woodland Zip 95776

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as appropriate)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The Court Motel of Woodland was established in 1928, facing what was then Highway 113. What remains of the motel today is in two sections, loosely united by design and materials, and by the "Court Motel" neon sign that stands in front. Two separate rectangular buildings running lengthwise from west to east are offset with the southern building being placed right up to the road and the northern building set back and extending into a small park area at the back of the property. The northern building measures 21' by 79', and the southern building measures 24' by 58'. Both are currently used as apartment units. The northern building contains original motel units while the southern building contains units that have been converted in 1964 from what was once a cafe. The front doors to each of the units face inward toward the central parking area.

(See continuation sheet.)

\*P3b. Resources Attributes: (List attributes and codes) HP5. Hotel/Motel

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)

1. West & south sides: converted cafe; camera facing northeast.

\*P6. Date Constructed/Age and Sources:

Prehistoric  Historic  Both  
1928 est.

\*P7. Owner and Address:

Georgene Pucci/EA  
919 Drake Drive #192  
Davis, CA 95616  
P--Private

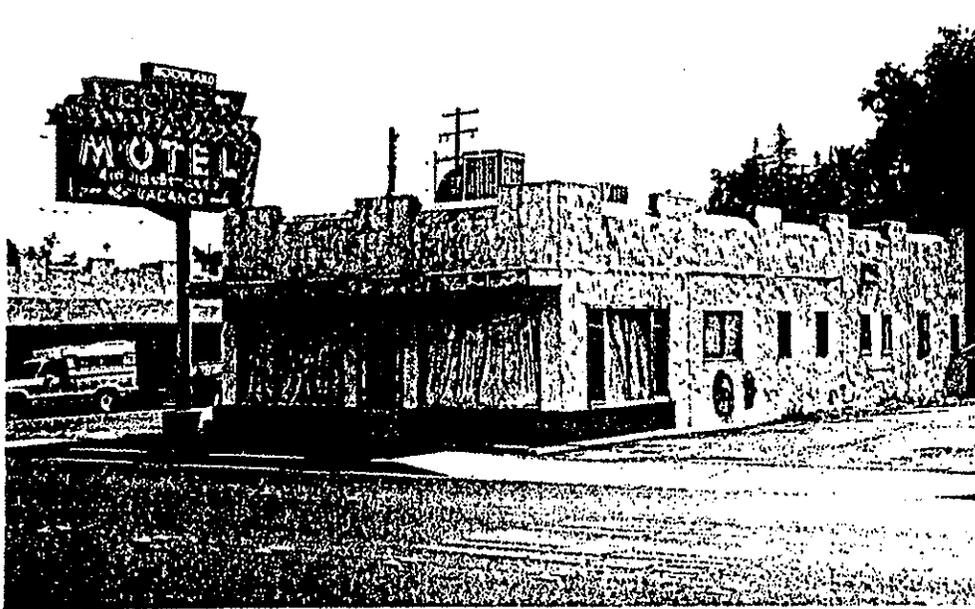
\*P8. Recorded by: (Name, affiliation, address)

David S. Byrd / Janice Catlin  
JRP Historical Consulting  
1477 Drew Avenue  
Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey



\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Properties Within the East Street Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 4

\*NRHP Status Code 6

\*Resource Name or #: Woodland Court Motel

B1. Historic Name: Depot Auto Camp

B2. Common Name: Woodland Court Motel

B3. Original Use: motel / cafe

B4. Present Use: R--Residential

\*B5. Architectural Style: Mission Revival

\*B6. Construction History: (Construction date, alterations, and date of alterations.)

1904 est. Cafe Building

1928 est. Motel Cabins

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

..

B9a. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme Accelerated Communications Area Woodland

Period of Significance 1928 Property Type Auto Court Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Woodland Court Motel is today only a partial representation of what it was in its heyday. It began with the southernmost remaining portion that is now converted to apartment units. The earliest building that stood on this spot was built around 1904. When W.A. Whitmore and wife purchased the property in 1925 from Anton Henle, they operated it as "Whitmore's Garage" and "Whitmore's Gas Station." Whitmore renovated the store and, in 1928, "Depot Auto Camp" was founded when nine 3-room cabins were added. "Huts" continued to be built around the property for the next several years, surrounding the store in a U-shape around the lot. The name was changed to "Woodland Auto Court" in 1938 when it was sold to a new owner. In 1945, the auto court changed hands again and the store was made into a restaurant. The restaurant was called "Court Cafe," then "Gale's Cafe," and finally the "Hound Dog Cafe." The cafe closed around 1960, about the time the auto court became the "Woodland Court Motel." In the 1970s, all but the northern wing of units was condemned and torn down. The remaining seven units and the four units converted from the cafe are now rented as apartments. The Woodland Court Motel was the third motel in Woodland, after the "Apartment Auto Camp" (now gone) and another motel one mile south of town. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) \_\_\_\_\_

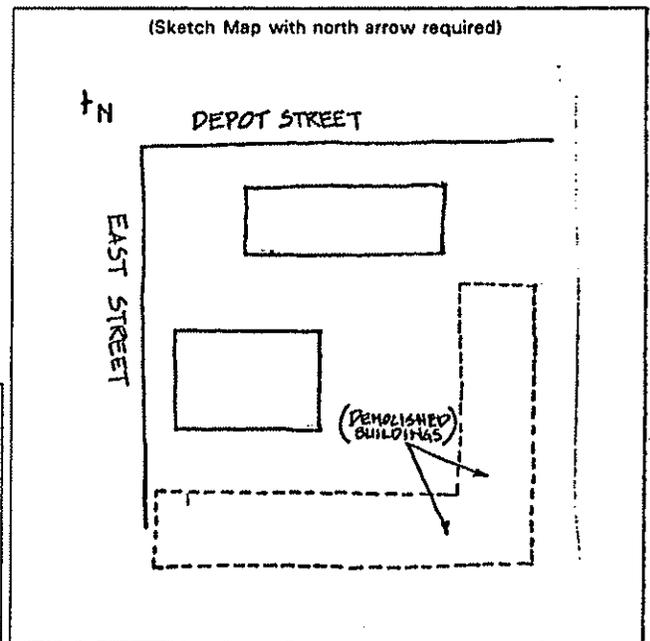
\*B12. References:  
Woodland City Directories; TRW-REDI Property Data 1995; Sanborn Maps;  
Bob Dahl Notes; Romey Berrettoni Interview; Yolo County Tax Rolls

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



## CONTINUATION SHEET

Page 3 of 4 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/31/1996  Continuation  Update  
\*Resource Name or #: Woodland Court Motel

### DESCRIPTION (continued)

The buildings are wood frame with stucco exterior and rest on a concrete foundation. The modest Mission Revival stylistic design incorporates a broken parapet around the periphery of each building with a combination of crenellations, Mission style curved elements, and shed sloping sections. Awnings shelter the apartment entries, with a shed porch extending from the northern building that has exposed rafters and rough wood posts and brackets. It is currently covered with composition shingles. The canopy over the apartments on the southern building is a simple flat element, cantilevered out from the wall, a result of the 1960s conversion. The front canopy on the building is an original extension of the wood and stucco on the structure, cantilevering out over the entire front facade facing the street. A low brick wainscoting, also a result of the 1960s conversion, runs along the front and part way along the sides, indicating what was remodeled into a manager's apartment.

The northern building retains most of the original door and window elements, including double hung wooden sash windows, multiple-light wood frame doors, and a set of double garage doors near the center of the building. The windows and door openings on the southern building date almost completely to the 1960s conversion, with sliding aluminum sash and frame windows and modern doors. The apartment units that were established in the 1960s were created from the space that was formerly part of a cafe.

### SIGNIFICANCE

The Woodland Court Motel does not meet the criteria for listing in the National Register of Historic Places in large part due to the great loss of integrity. The majority of the original "Depot Auto Camp" of 1928 has been demolished, although the remaining wing of the motel has had minimal alteration. The store and cafe building that was once the core of the auto court has since been converted into apartments, changing all of the windows and door openings. The Woodland Court Motel once had a place in the transportation corridor of the old Highway 113, but no longer caters to travelers along the main road through Woodland. In addition, Woodland Auto Court is not known to be associated with persons or events significant to the history of Woodland. Therefore, the Woodland Court Motel does not meet any of the criteria for listing in the National Register.

The Woodland Court does not appear to meet any of the criteria in the "Historical Resources Inventory Study List Evaluation Criteria" and it has been substantially modified. The motel operation does not meet any of the "Local Historical Significance Criteria Based on Historical Patterns." Neither does the property appear to meet any of the ten listed "Other Criteria." It does not embody the distinctive characteristics of a style or method of construction (Criterion c), and it is not the work of a notable builder or architect (Criterion d). The buildings at the site capture some of the imagery of the early Mission Revival auto courts which once stood in great numbers in California. The "court" appearance, however, has suffered through the demolition of most of the court units, and the associated restaurant building has suffered through conversion to a residential unit. On balance, the complex does not appear to meet the architectural or historical criteria that are included within the City of Woodland "Historical Resources Inventory Study List Evaluation Criteria."

# CONTINUATION SHEET

Page 4 of 4 \*Recorded by David S. Byrd / Janice Catlin \*Date 08/16/1996  Continuation  Update

\*Resource Name or #: Woodland Court Motel

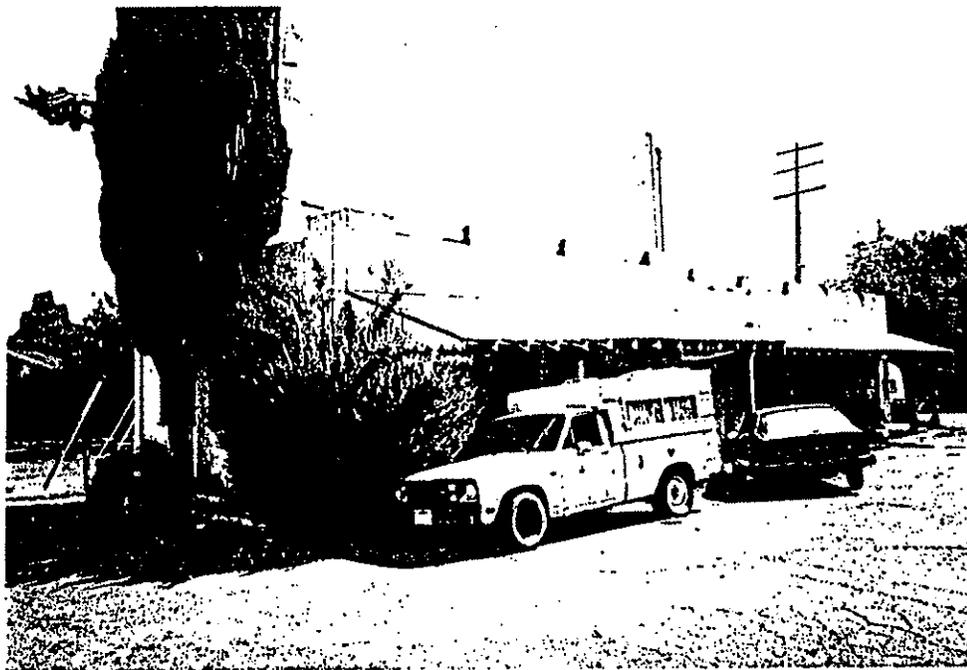


Photo 2. Motel fronts, south side; camera facing northeast.



Photo 3. Motel fronts, south side; camera facing northwest.

PRIMARY RECORD

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 5

\*Resource Name or #: Tony's Motel

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo  
b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
c. Address 565 East Street City Woodland Zip 95776  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as appropriate)  
Assessor's Parcel Number: 66-012-22-1

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Tony's Motel, as it stands today, is a small complex of buildings established over a number of years from 1928 to 1956. The largest motel building, established in 1928, runs in an L-shape, mainly facing the old Highway 113, and bending at the corner of Alice Street. An office building, established in 1932, stands near the street just north of the main motel, facing south toward the motel. Directly east of the office, running lengthwise from west to east, and facing in toward the central grassy area, is the newest of the residential units, established in 1956. The buildings surround a central grassy area in a "U" shape encompassing the north, west, and east sides of the area. Except for the 1956 units, the buildings are related stylistically, and the complex is united by its proximity to the old Highway 113. (See continuation sheet)

\*P3b. Resources Attributes: (List attributes and codes) HP5. Hotel/Motel

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)  
West facade, camera facing northeast.

\*P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both  
1928 West Wing; 1932 Office Building; 1956 Residential Wing

\*P7. Owner and Address:  
Georgene Pucci, EA  
919 Drake Drive #192  
Davis, CA 95616  
P--Private

\*P8. Recorded by: (Name, affiliation, address)  
David S. Byrd / Janice Catlin  
JRP Historical Consulting  
1477 Drew Avenue, Suite 105  
Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey

\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Properties Within the East Street Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 5

\*NRHP Status Code 6

\*Resource Name or #: Tony's Motel

B1. Historic Name: Tony's Auto Court

B2. Common Name: Tony's Motel

B3. Original Use: Auto Court B4. Present Use: C--Commercial

\*B5. Architectural Style: Mission Revival

\*B6. Construction History: (Construction date, alterations, and date of alterations.)  
1928-1930 Cabins; 1932 Manager's Office; 1956 Residential Units

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:  
Tony's Tavern, 565 East Street

B9a. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme Accelerated Communications Area Woodland  
Period of Significance 1928 Property Type Restaurant/Tavern Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The complex of buildings at 565 East Avenue, called Tony's Motel, does not appear to be eligible for listing in the National Register because it lacks integrity of design, materials, and workmanship. The complex has been in use, either as a motel or apartments, since the late 1920s and was owned for most of that time by the Berrettoni family. Tony Berrettoni built a store at this site in 1928 and in 1929 built "cabins" there as well. It is not known whether the store was originally part of the L-shaped building or whether it was in a building that has been demolished. The L-shaped building was used as "Tony's Auto Court," a term from the 1920s and 1930s that was used to refer to what is now commonly called a motel. City building permits indicate that he built additional cabins at the site in 1930; these may have been additions to the original building or may no longer exist. The manager's cottage and office were constructed in 1932, in a style that is generally consistent with the Mission Revival theme of the original building. The name was changed to a more contemporary "Tony's Motel" during the 1940s, although it remained in the ownership of the Berrotini family through the 1950s. In 1956, a third building was constructed at the site, the more contemporary motel units shown in Photograph 3. (See continuation sheet.)

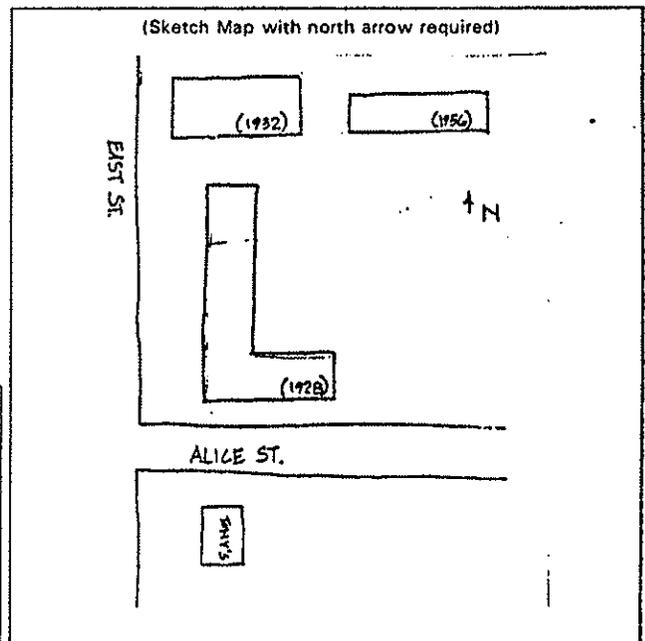
B11. Additional Resource Attributes: (List attributes and codes) HP5. Hotel/Motel

\*B12. References:  
Woodland City Directories; TRW-REDI Property Data;  
Sanborn Maps;  
Tax Assessor's Records; Bob Dahl Notes; Building  
Permits

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell  
Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



**CONTINUATION SHEET**

DESCRIPTION (continued)

The L-shaped main building (shown in Photo 1 and 2), housing 12 apartment units, is built of wood frame and has a rough stucco exterior. It rests on a concrete foundation. The facades facing East Street and Alice Street are both long and flat, with a narrow line of Spanish tiles capping the flat parapet. The East Street side has a shed canopy built of wood, with simple wood posts and vertical siding at the upper ends. The canopy extends across the sidewalk and rests on posts set at the edge of tree planters. The planters are incorporated into the concrete walkway. The main arm of the "L" facing Alice Street has a narrow Spanish tile hood extending back to the depth of the west arm, and no canopy on the free arm extending east. Remains of what appears to have been an awning can be seen above the doors and windows in the form of sawed off joists. The entire building is faced with rough stucco, except for a low used brick wainscoting along the front (west) side. The interior of the "L" wing that is the rear of the units has relatively even walls on the west arm and has a combination of enclosures and open patios on the east arm. One additional small square element with no entry door extends from the north side of the west wing, incorporated by materials of stucco and tile.

The manager's office and residence (shown in Photograph 3) that exists directly north of the main "L" wing was built in 1932 and measures 52' by 28'. The front of the building faces south toward the motel. The roofline of the rectangular stucco building is characterized by crenelated posts at the four corners, a simple Mission parapet at the front center, and a narrow hood of Spanish tile resting on exposed rafters on the west and south sides. Front entry to the building is up four steps, through a scalloped archway, and through a recessed and partially enclosed porch. Most of the original double hung wooden sash windows remain, although aluminum sliders have been placed on the enclosed porch wall.

Directly to the east of the Manager's office is the 1956 wing of apartment units (shown in Photograph 4). The wing is much more contemporary in design, although the long straight front is in keeping with the motel layout. The long narrow rectangular building measures 12' by 64'. A singular flat roof tilts upward from back to front and cantilevers out over the walkway with rafters exposed from the soffit. Stucco covers the wood frame walls, and a low wainscoting of board and batten style lines the front walkway.

SIGNIFICANCE (continued)

Tony's Motel does not appear to meet any of the criteria in the "Historical Resources Inventory Study List Evaluation Criteria" and it has been substantially modified. The motel operation does not meet any of the "Local Historical Significance Criteria Based on Historical Patterns." Neither does the property appear to meet any of the ten listed "Other Criteria." It does not embody the distinctive characteristics of a style or method of construction (Criterion c) and it is not the work of a notable builder or architect (Criterion d.) In addition, the current appearance of the building dates chiefly to its remodeling in recent years and through construction undertaken after 1946. Only the manager's office is unmodified. Because it is not significant and lacks integrity, the building does not appear to meet the City of Woodland Study List Evaluation Criteria.

**CONTINUATION SHEET**

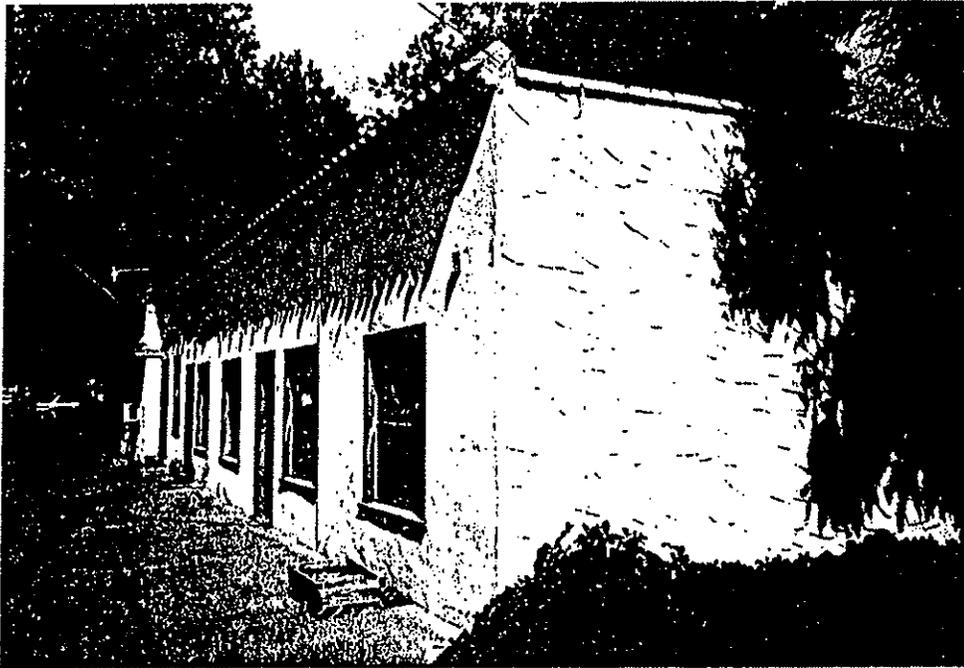
Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 4 of 5 \*Recorded by David S. Byrd / Janice Catlin \*Date 08/16/1996  Continuation  Update

\*Resource Name or #: Tony's Motel



**Photo 2.** Alice Street side of the main wing; camera facing northwest.



**Photo 3.** Manager's office, camera facing northeast.

# CONTINUATION SHEET

Page 5 of 5 \*Recorded by David S. Byrd / Janice Catlin \*Date 08/16/1996  Continuation  Update  
\*Resource Name or #: Tony's Motel

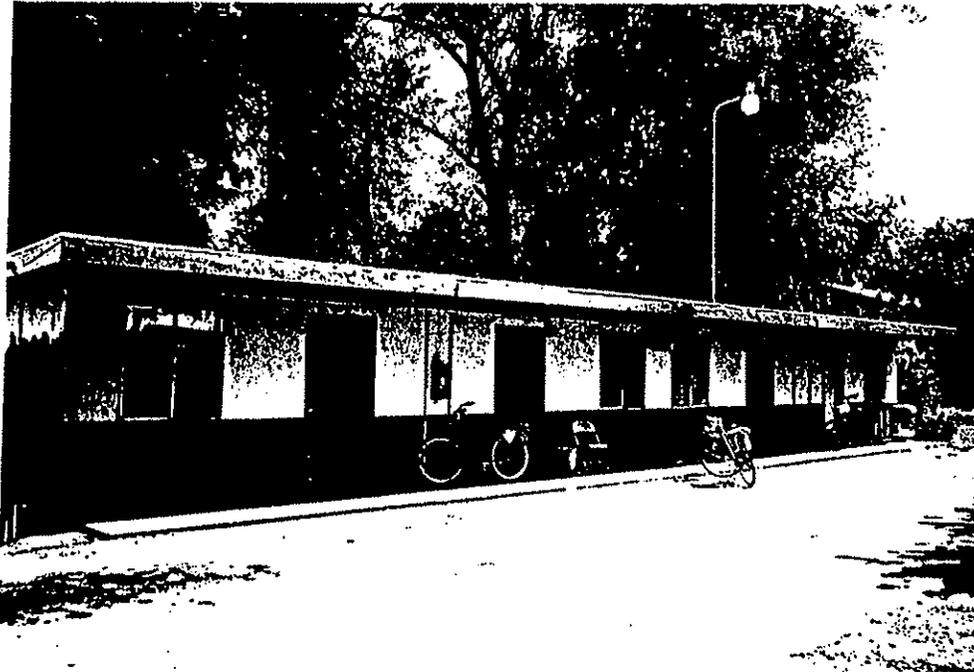


Photo 4. 1956 residential units, camera facing northeast.

PRIMARY RECORD

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 3

\*Resource Name or #: Tony's Tavern

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address 607 East Street City Woodland Zip 95776

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

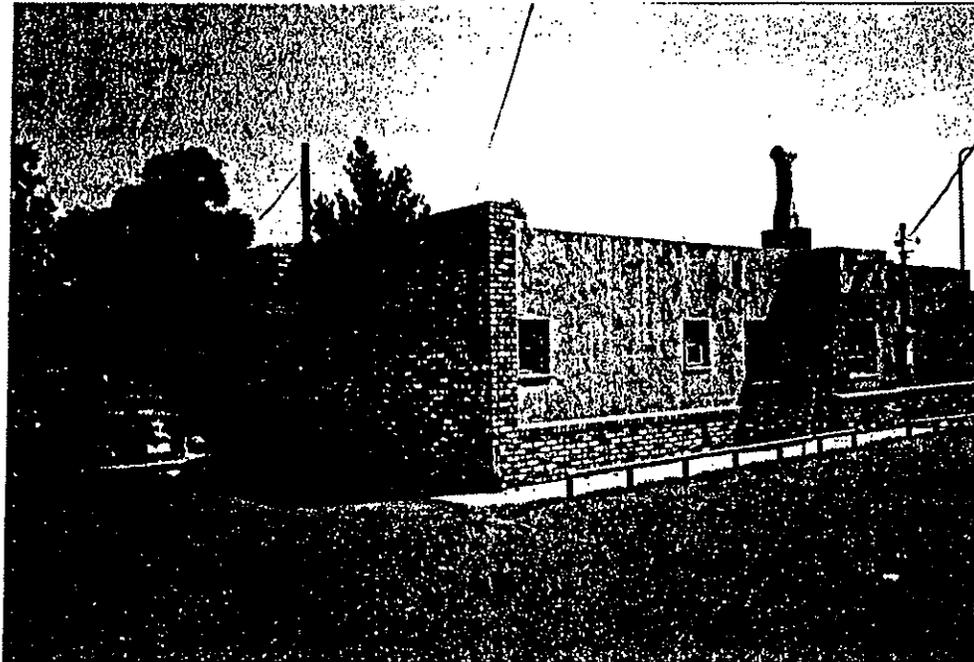
Assessor's Parcel Number: 66-021-29-1

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Tony's Tavern was established in 1933 just south of Tony's Motel along the old Highway 113. It faces the street with a facade of brick topped by a built-up parapet that is slightly stepped above the front entry. The brick drops to a low wainscoting against stucco walls on the north and south sides, and the rear wall is entirely stucco and enclosed. Double hung windows and six-pane casement windows line the south side while only one pair of 2/2 double hung windows exist on the north side. The front is characterized by a protruding wall at the north half, further emphasized by the built-up parapet and the main entry and windows sheltered by large awnings. The building currently measures 50' by 38', including an addition built at the rear in 1972.

\*P3b. Resources Attributes: (List attributes and codes) HP6. Commercial Building, 1-3 Stories

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)

1. Brick front, south side;  
camera facing northeast.

\*P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both  
1941

\*P7. Owner and Address:  
Romeo Berrettoni/TR  
1132 Cleveland Street  
Woodland, CA 95776  
P--Private

\*P8. Recorded by:(Name, affiliation, address)  
David S. Byrd / Janice Catlin  
JRP Historical Consulting  
1477 Drew Avenue, Suite 105  
Davis, CA 95616

\*P9. Date Recorded: 10/02/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey

\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Properties Within the East Street  
Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 3

\*NRHP Status Code 6

\*Resource Name or #: Tony's Tavern

B1. Historic Name: Tony's Restaurant / Tony's Liquors

B2. Common Name: Tony's Tavern

B3. Original Use: Restaurant B4. Present Use: C--Commercial

\*B5. Architectural Style: (Modern) Brick Commercial

\*B6. Construction History: (Construction date, alterations, and date of alterations.)  
1933; 1972 Remodel

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:  
Tony's Motel

B9a. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme Accelerated Communications Area Woodland

Period of Significance 1933 Property Type Restaurant/Tavern Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Tony's Tavern was established in 1933 by the Berrettoni Family, next door to the auto court they built in the late 1920s. The first listing of the building in the Polk Directories was Berrettoni Romeo Restaurant. Travelers staying at the auto court or driving along the old Highway 113 could stop at Tony's for a meal. By 1952, the name had changed to Tony's Liquors, and by 1955, it had become Tony's Tavern. During its early days, Tony's was also equipped to provide gas and oil service. The facilities were attached at the northwest corner of the original building. The tavern underwent a remodeling in 1972, and by that time the gas and oil facilities had been removed. All or part of the facade that is seen today is probably a result of the 1972 remodel when the brick front was added. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP6. Commercial Building, 1-3 Stories

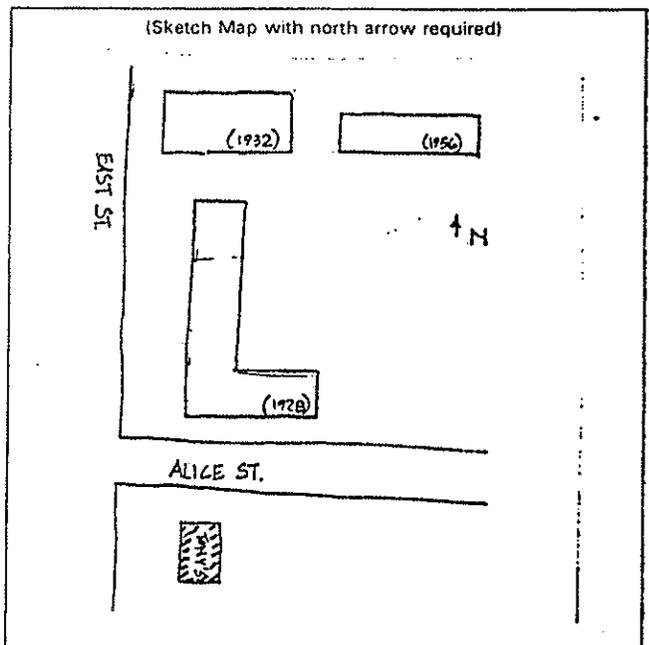
\*B12. References:  
Woodland City Directories; TRW-REDI Property Data, 1995; Sanborn Maps; Bob Dahl Notes; Woodland Daily Democrat

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



**CONTINUATION SHEET**

Page 3 of 3 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/02/1996  Continuation  Update

\*Resource Name or #: Tony's Tavern

SIGNIFICANCE (continued)

The Tony's Tavern building does not appear to qualify for listing in the National Register of Historic Places because it lacks integrity. The historic appearance of the building has not been confirmed but it probably was built with stucco siding, still apparent on the side elevation, to conform with the Tony's Motor Court, located next-door and operated by the same family. The building today is dominated by the applied brick facade as well as broad awnings, apparently installed in a 1972 remodel of the structure. As it may be seen today, the building does not appear to retain integrity of design, materials, or workmanship and for this reason does not meet the eligibility criteria for listing in the National Register of Historic Places.

Tony's Tavern does not appear to meet any of the criteria in "Historical Resources Inventory Study List Evaluation Criteria" and it has been substantially modified. The restaurant/tavern operation does not meet any of the "Local Historical Significance Criteria Based on Historical Patterns." Neither does the property appear to meet any of the ten listed "Other Criteria." It does not embody the distinctive characteristics of a style or method of construction (Criterion c) and it is not the work of a notable builder or architect (Criterion d). In addition, the current appearance of the building dates chiefly to its remodelling in recent years. Because it is not significance and lacks integrity, the building does not appear to meet the City of Woodland Study List Criteria.

**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 3

\*Resource Name or #: Ruthye's Steak House

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; B.M. \_\_\_\_\_

c. Address 609 East Street City Woodland Zip 95776

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as appropriate)

Assessor's Parcel Number: 66-021-22-1

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Ruthye's Steak House is a simple woodframe stucco sided building established in 1941 with an area of 24' by 24' that was extended in 1961 with an addition of 7' by 24' at the south side. The main building is rectangular and flat-roofed, with a built-up parapet and narrow cap on three sides. The addition is lower, with a flat roof extending over to create narrow eaves. The plain stuccoed front of Ruthye's is characterized by four horizontal 9-pane windows, with the front entry door between the left two windows. The same type of window also exists on the north wall of the building. The addition at the south wall has only one small square opening at the upper left and a door with access ramp at the east rear. The rear wall of the main building has a door and various windows, some of which are closed off. The kitchen ventilation and other utilities are mounted on the roof, hidden behind the parapet at the front and sides.

\*P3b. Resources Attributes: (List attributes and codes) HP6. Commercial Building, 1-3 Stories

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)

1. West front, south side;  
camera facing northeast.

\*P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both  
1941; 1961 Addition

\*P7. Owner and Address:

Ruthye L. Ferguson

510 Neptune Court

Napa, CA 94558

P--Private

\*P8. Recorded by: (Name, affiliation, address)

David S. Byrd / Janice Catlin

JRP Historical Consulting

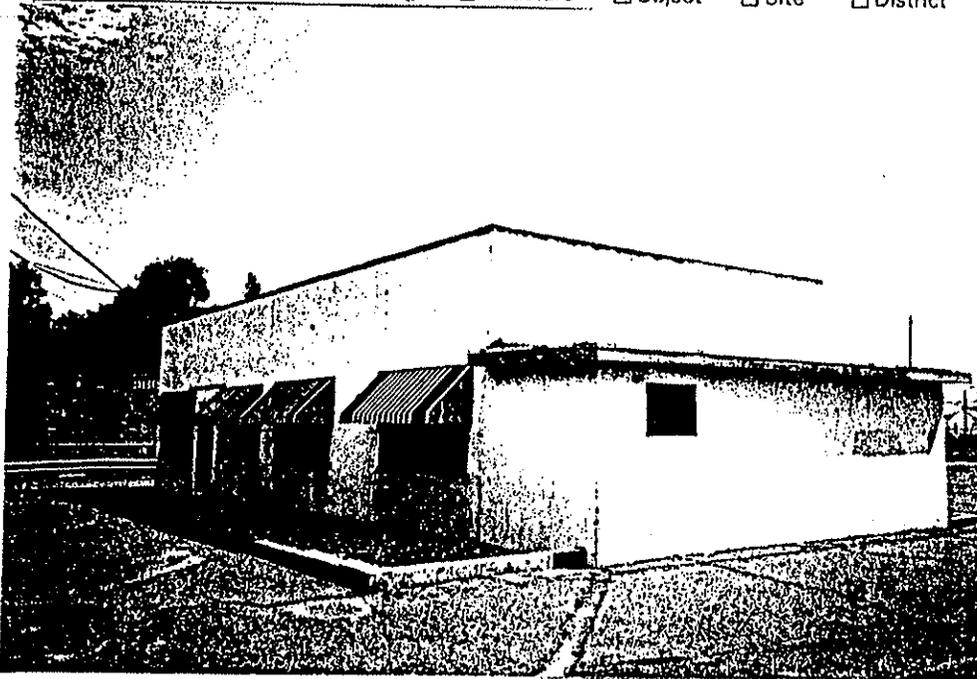
1477 Drew Avenue, Suite 105

Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey



\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Properties Within the East Street Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 3

\*NRHP Status Code 6

\*Resource Name or #: Ruthye's Steak House

B1. Historic Name: The Wheel

B2. Common Name: Ruthye's Steak House

B3. Original Use: Restaurant B4. Present Use: Restaurant

\*B5. Architectural Style: Modern

\*B6. Construction History: (Construction date, alterations, and date of alterations.)  
1941; 1961 Addition

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:  
The Peart Warehouses, formerly A.W. Hays Trucking operation.

B9a. Architect: unknown b. Builder: E.L. Younger

\*B10. Significance: Theme Accelerated Communications Area Woodland

Period of Significance 1941 Property Type Restaurant Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Ruthye's restaurant had its beginning in association with the large trucking business of A.W. Hays. The land was part of the large parcel where Hays ran his trucking operation from 1939 until the 1960s. He purchased the property from Sidney Epperson in 1939 and had E.L. Younger built the restaurant in 1941. It was then called "Anna's Cafe" and then "The Wheel." The Wheel was run by Ann Webb for about 15 years, and then by Al and Mary Gould for the next 15 years. During this period, the dining room was added. Ruthye Ferguson purchased the restaurant from A.W. Hays in 1990. Ruthye's closed around 1992. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP6, Commercial Building, 1-3 Stories

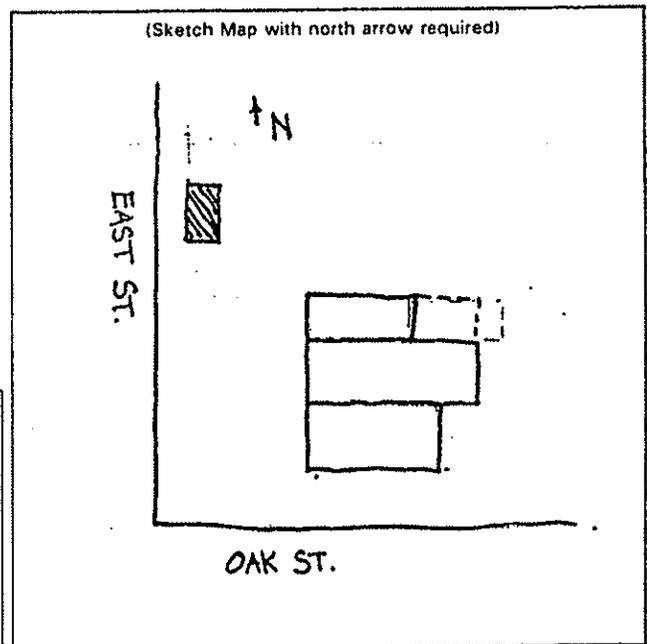
\*B12. References:  
Sanborn Maps; Bob Dahl Notes; City Building Permit Records;  
Woodland City Directories

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



**CONTINUATION SHEET**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 3 of 3 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/31/1996  Continuation  Update  
\*Resource Name or #: Ruthye's Steak House

SIGNIFICANCE (continued)

Ruthye's Steak House building does not appear to qualify for listing in the National Register of Historic Places because it has no association with events or persons important to our history and because it is not a significant example of its type, period, or method of construction. The building was built by A.W. Hays and the Hays family owned the building and land until 1990. The Hays family never operated the restaurant, however, and it was only remotely associated with the Hays' trucking operation. Although the building housed a restaurant for nearly half a century, it does not appear to have made a significant contribution to the commercial history of the City of Woodland; it was one of many highway-oriented restaurants located along Highway 113 and along Main Street near Highway 113. The building does not appear to be significant architecturally as an example of early 1940s highway-commercial design, in Woodland or California generally. California during this period produced some of the most interesting specimens in highway-commercial architecture; this architectural heritage has been the subject of numerous studies. The Ruthye's restaurant building is a modest example of that type, period, and method of construction, representing a simple stucco box with no applied decorative treatment.

Ruthye's Steak House does not appear to meet any of the Criteria in "Historical Resources Inventory Study List Evaluation Criteria." The restaurant operation does not meet any of the "Local Historical Significance Criteria Based on Historical Patterns." Neither does the property appear to meet any of the ten listed "Other Criteria." It does not embody the distinctive characteristics of a style or method of construction (Criterion c), and it is not the work of a notable builder or architect (Criterion d).

**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 8

\*Resource Name or #: Adam's Grain

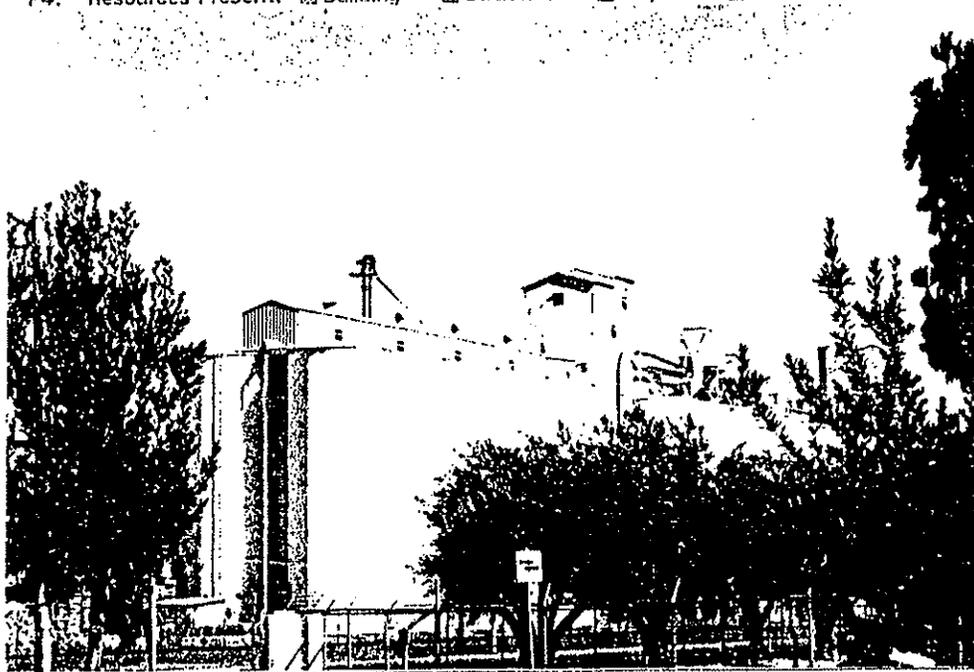
P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo  
 b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
 c. Address 1020 East Street City Woodland Zip 95776  
 d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
 e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
 The property at 1020 East Street - the Adams Grain Elevators - is a grain elevator operation, known to have been built in stages between 1950 and 1968. (The steel silos, shown as Building 8 on the attached sketch plan, were likely built after 1968.) The property is a complex set of cylindrical concrete silos, as well as steel and wood frame buildings and steel silos. The basic layout of the complex is shown on the attached sketch plan. The parcel may be seen as comprising eight distinct structures, as shown in the sketch plan. (See continuation sheet.)

\*P3b. Resources Attributes: (List attributes and codes) HPS, Industrial Building

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5h. Description of Photo: (View, date, etc.)  
Adam's Grainery Silos, camera facing northwest.

\*P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both  
1955, 1958

\*P7. Owner and Address:  
William O. Adams  
429 First Street  
Woodland, CA 95695  
P--Private

\*P8. Recorded by:(Name, affiliation, address)  
David S. Byrd / Janice Carlin  
JRP Historical Consulting  
1477 Drew Avenue, Suite 105  
Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type:(Describe)

C--Comprehensive Survey

\*P11. Report Citation: (Cite survey report/other sources or "none"). Report on Eleven Properties Within the East Street Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Features Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 8

\*NRHP Status Code 6

\*Resource Name or #: Adam's Grain

B1. Historic Name: Adams Grain Co.

B2. Common Name: Adams Grain Co.

B3. Original Use: Grainery B4. Present Use: O--Other

\*B5. Architectural Style: Silos

\*B6. Construction History: (Construction date, alterations, and date of alterations.)  
1955, 1958 Silos

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9a. Architect: unknown B. Builder: unknown

\*B10. Significance: Theme Industrialization Area Woodland, Yolo County

Period of Significance 1955 Property Type Grain Silos Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Adam's Grain property does not appear to meet the criteria presented in the "Historical Resources Inventory Study List Evaluation Criteria" because it is less than 50 years old and does not appear to be exceptionally significant. The rationale for excluding this property is identical to that presented with respect to the National Register Criteria. The Adams Grain Elevators do not appear to be significant and for this reason do not appear to qualify for listing in the National Register of Historic Places or the Woodland Landmarks program. While they are handsome examples of a classic American structural form - the concrete grain silo - the buildings are much less than 50 years old and do not appear to be exceptionally significant. For this reason, the complex does not qualify for listing in the National Register of Historic Places. Similarly, the complex does not appear to meet the eligibility criteria for designation as a landmark within the historic preservatin program of the City of Woodland. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) HPS, Industrial Building

\*B12. References:

Woodland City Directories: TRW-REDI Property Data, 1995;

Tax Assessor's Records: "Measure of Emptiness: Grain Elevators in the American

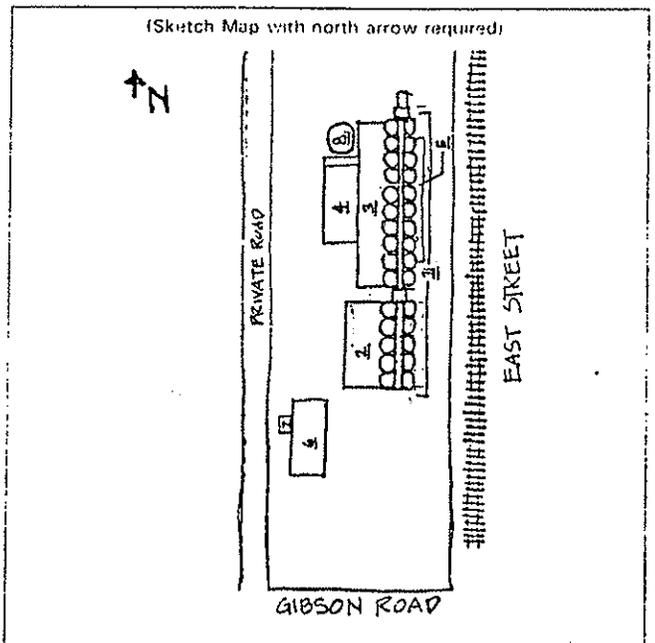
Landscape" by Frank Gohlke; Woodland Daily Democrat, July 23, 1981

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Stephen D. Mikesell

Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



## CONTINUATION SHEET

Page 3 of 8 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/31/1996  Continuation  Update  
\*Resource Name or #: Adam's Grain

### DESCRIPTION (continued)

Building 1. Building 1, the grain silos, represents the heart of the complex. It includes 30 cylindrical concrete silos, arranged in groups of 10 and 20, with "star silos," or interstice silos connecting the cylinders. The larger group, to the north, was built in 1955, the smaller group in 1958. The silos are shown in a general view in Photograph 1. A concrete head house is located at the north end of the silos, as shown in Photograph 2.

Building 2. A large steel storage building is located adjacent to the southern (1958-built) silos. It is shown in Photograph 3 and was built in 1950. It is used to store specialty grain, not typically stored in the silos.

Building 3. A second large frame building, similar to Building 2, is attached to the northern group of silos. This storage building was constructed in 1952. It is shown in Photograph 4.

Building 4. This building houses a grain mill. The steel framed building is attached to the western edge of Building 3. Building 4 was constructed at some time after 1958. It is shown in Photograph 5.

Building 5. This building shelters a grain drop pit and is attached to the east side of the northern group of silos. It was built in 1968. It may be seen in Photograph 6.

Building 6. This freestanding steel warehouse is situated south of the silo buildings. It was built in 1960. Buildings 6 and 7 are shown in Photograph 7.

Building 7. This small two-story wood frame building serves as the office for the complex. It was built some time after 1958.

Building 8. This "building" comprises a cluster of steel grain storage bins situated north of the grain mill; these are shown in Photograph 8. These steel bins appear to have been installed in recent years; they were certainly built after 1958 and probably since 1980.

### SIGNIFICANCE (continued)

As detailed by John Hudson in his history of American grain elevators (Gohlke and Hudson, 1992), grain elevators have been in use, in one form or another, since the early 1900s. The modern prototypical elevator, however, dates only to about 1900, when builders perfected the slipform method of building reinforced concrete cylinders. Reinforced concrete itself dates only to the 1880s, when various engineers, many in California, experimented with the introduction of metal reinforcement bars into concrete walls, girders, and beams. The new reinforced concrete technology proved useful for many purposes but was so expensive that its use was generally limited to heavily loaded buildings and structures, such as bridges, warehouses, and very tall buildings. The technology was exceptionally well-suited to grain silos, which had previously been fashioned of wood and steel. In addition to its great strength, a reinforced concrete silo was fireproof, explosion-resistant, and relatively easy to build, particularly after the technique of slipform construction had been perfected. The slipform was simply a form, usually metal, that could be moved vertically with the emerging building wall, pulled up to rest upon the base of the previous pour.

By the early decades of the 20th century, then, the basic slipform-poured, cylindrical, reinforced concrete silo was a perfected building form and had been built by the thousands - perhaps by the millions - throughout the United States. Hundreds of such silos exist

CONTINUATION SHEET

Primary # \_\_\_\_\_

HR # \_\_\_\_\_

Triennial \_\_\_\_\_

Page 4 of 8 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/31/1996  Continuation  Update

\*Resource Name or #: Adam's Grain

in California, most in the Central Valley, with the bulk of these in the northern Central Valley, or Sacramento Valley.

The Adams Grain Elevators represent a good example of the basic building type, embodying the slipform method of construction and the standard arrangement of concrete silos, elevator headframes, and other attributes of the type. While it is a good representative example of the type, the Adams Grain Elevators complex is less than 50 years old. National Register criteria specifically exclude the listing of any building or structure that is less than 50 years old, unless the property can be shown to be "exceptionally significant." Further, the guidelines specify that a corresponding degree of exceptionality must be demonstrated, corresponding to the extent to which the property is less than 50 years old. As noted, the Adams Grain Elevator complex was constructed between 1950 and 1968, with the central concrete silos being built in 1955 and 1958. The property therefore would need to exhibit a high degree of exceptionality within the context of grain elevators, in the Central Valley or elsewhere. There is no indication that such a high degree of significance can be attributed to these silos, either from a structural standpoint or from the standpoint of their contribution to the agricultural development of the area.

The Adam's Grain property does not appear to meet the criteria presented in the "Historical Resources Inventory Study List Evaluation Criteria" because it is less than 50 years old and does not appear to be exceptionally significant. The rationale for excluding this property is identical to that presented with respect to the National Register Criteria.

**CONTINUATION SHEET**

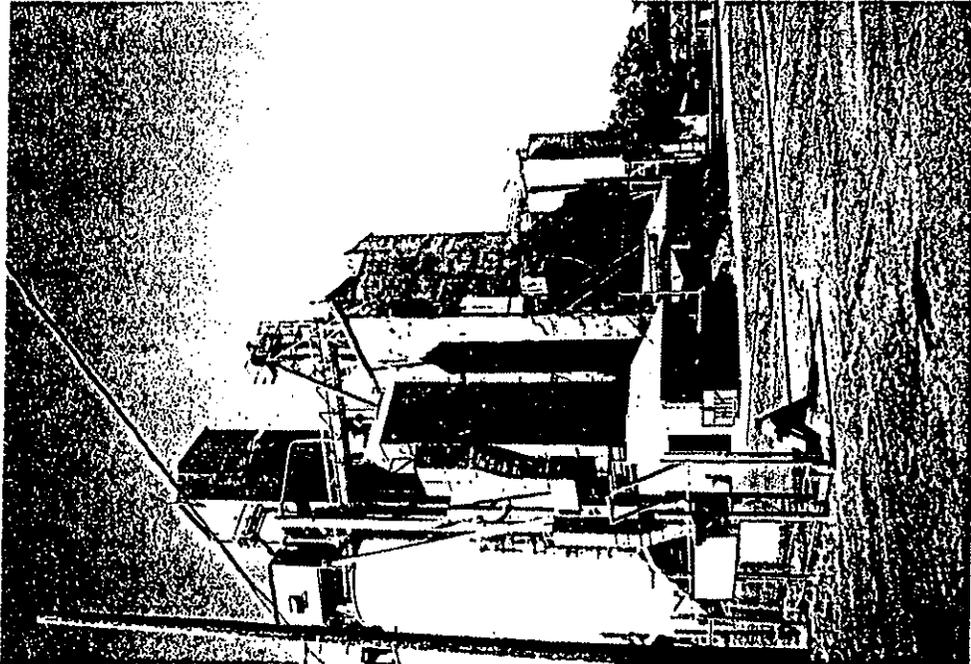


Photo 2. Concrete head house, camera facing southwest.

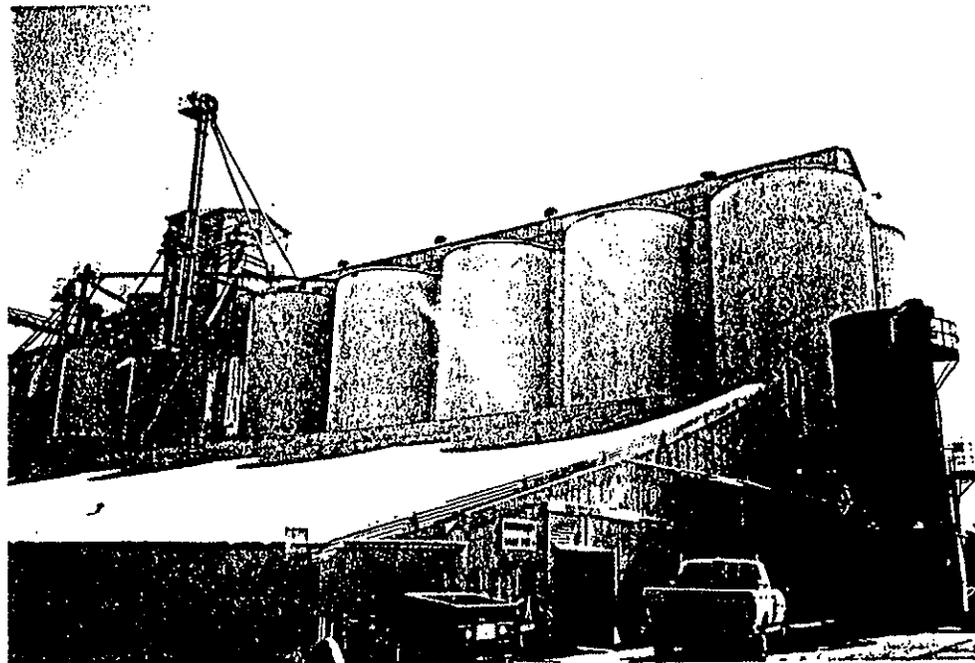


Photo 3. Steel storage building; camera facing northeast.

**CONTINUATION SHEET**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 6 of 8 \*Recorded by Stephen D. Mikesell / David Byrd \*Date 08/16/1996  Continuation  Update  
\*Resource Name or #: Adam's Grain

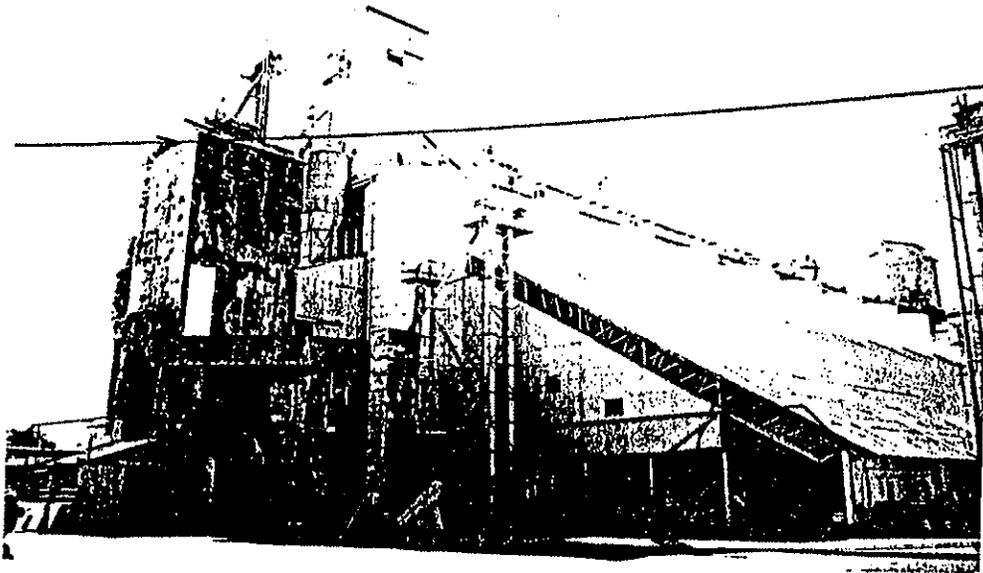


Photo 4. Northern storage building, camera facing southeast.

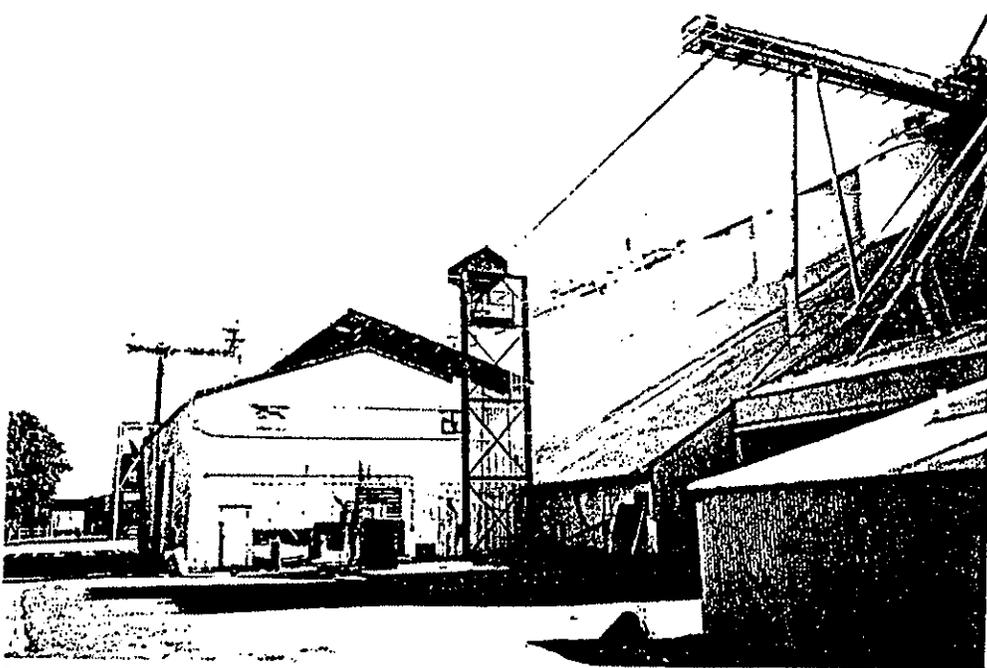


Photo 5. Grain mill building; camera facing northeast.

**CONTINUATION SHEET**

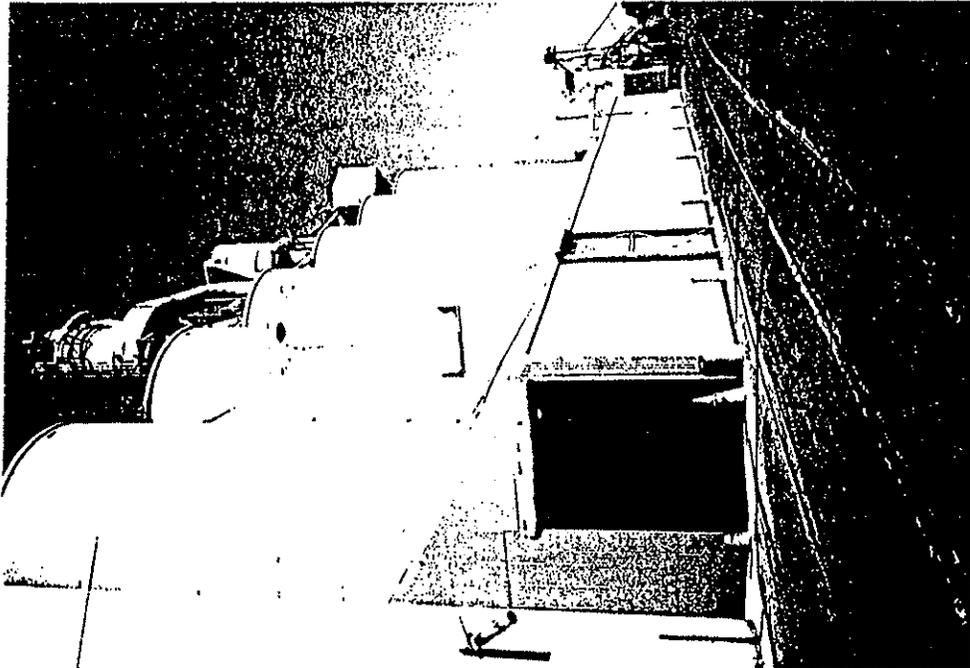


Photo 6. Grain drop pit; camera facing northeast.



Photo 7. Warehouse and office; camera facing southeast.

**CONTINUATION SHEET**

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 8 of 8

\*Recorded by Stephen D. Mikesell / David Byrd

\*Date 08/16/1996

Continuation

Update

\*Resource Name or #: Adam's Grain

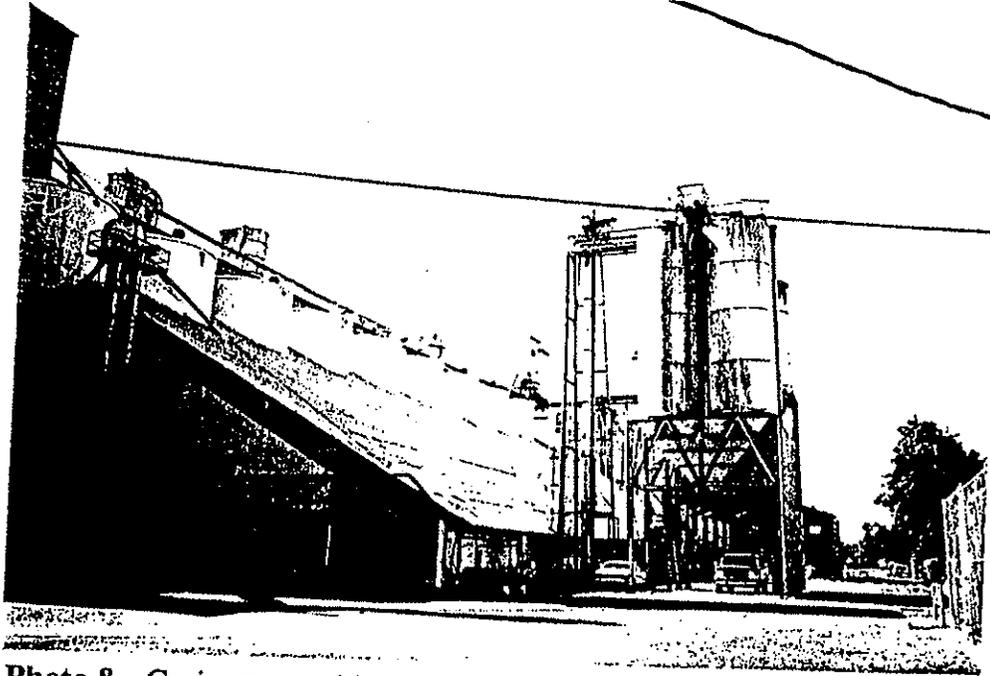


Photo 8. Grain storage bins; camera facing southeast.

# PRIMARY RECORD

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 3

\*Resource Name or #: County Education Storage

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address 1111 Gibson Road City Woodland Zip 95776

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The County Education Storage Building at 1111 Gibson Road is a large gable-roofed warehouse sheathed in corrugated metal. It is oriented lengthwise along the railroad tracks from north to south. An office area occupies the south end of the building, with pedestrian doors and windows, and a shed porch extension along the south end over the front walkway. Six-pane windows with pivotal upper sashes exist on the office front (south) side and part way along the west and east sides. The windows along the west and east sides are sheltered by awnings, with wood and shingles on the west side and canvas canopies on the east side. The lower wall, below the porch overhang, of the south end is sided with board and batten. The porch overhang is built of wood and has simple wooden posts with brackets supporting the outer edge. The triangular shed sides are set with vertical boards cut at the bottom corners to create a rough scallop design. The top of the shed extension is covered with composition shingle roofing material. The office area occupies only a small portion of the large warehouse which exists in the northern portion of the building. (See Continuation Sheet)

\*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)

West, south sides, camera facing northeast.

\*P6. Date Constructed/Age and Sources:

Prehistoric  Historic  Both

1915-1925 est.

\*P7. Owner and Address:

Helen Carey et al Trust c/o Rona  
2020 Marin Ave.

Pleasanton, CA

P-Private

\*P8. Recorded by:(Name, affiliation, address)

David S. Byrd / Janice Catlin

JRP Historical Consulting

1477 Drew Avenue, Suite 105

Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey

\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Buildings Within the East Street Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 3

\*NRHP Status Code 6

\*Resource Name or #: County Education Storage

B1. Historic Name: Sieber Milling Co.

B2. Common Name: County Education Storage

B3. Original Use: Milling

B4. Present Use: N--Non-Commercial

\*B5. Architectural Style: Industrial Mill and Warehouse

\*B6. Construction History: (Construction date, alterations, and date of alterations.)

1925-1935 est. Built; 1955 Major Remodel

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9a. Architect: unknown

b. Builder: unknown

\*B10. Significance: Theme Industrialization

Area Woodland

Period of Significance 1925-35 est.

Property Type Mill and Warehouse

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The County Education Storage Building does not appear to be eligible for listing in the National Register because it is not significant and because it lacks integrity. The exact date of construction is not documented but it was substantially remodeled and much of the original complex was removed in 1955. The building was estimated to be 30 to 40 years old at that time, making a probable date of construction at some point during the 1920s. The 1955 remodel included re-bracing of the structural elements and improvements to the office area. Other changes to the mill building included removal of the head house, removal and replacement of corrugated steel siding, reframing and recovering of door openings, and removal of all wooden frame sliding doors. In addition, other buildings in the complex were removed including an existing shop building, and sheds west of the mill and head house. The building, while retaining the essential form of an early railroad-track oriented mill and warehouse, is dominated by work relating to this remodel. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

\*B12. References:

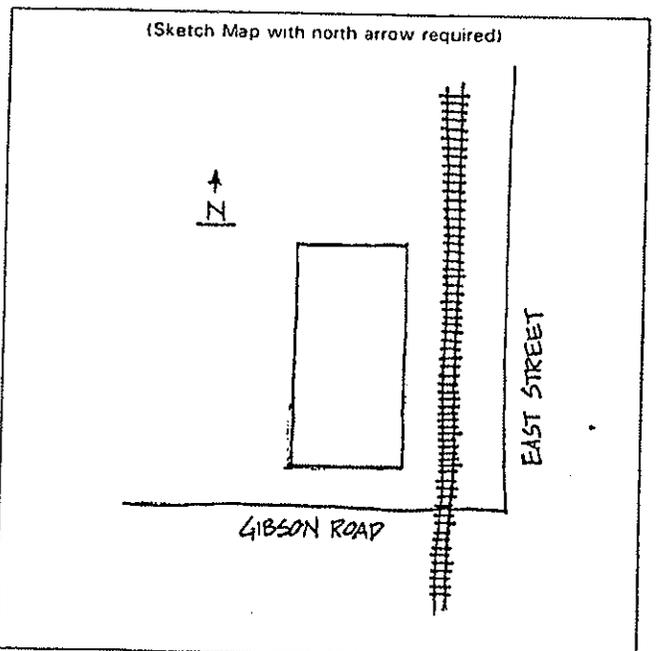
Woodland City Directories; TRW-REDI Property Data; 1995; Tax Assessor Rolls

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



\*Required information

**CONTINUATION SHEET**

DESCRIPTION (continued)

The warehouse portion of the building is sided and roofed completely with corrugated metal. Openings are found only in the form of large industrial sliding doors. Doors with upper sliding tracks exist near the center of the east wall, at the left side on the north wall, and near the right side of the west wall. In addition, a pair of tall through sliding doors extending up to the roof overhang exists at the center of the east and west walls. Each of the two tall openings is sheltered by a raised metal canopy supported by metal poles and attached at the roof just above the eaves. Spaced along the roof ridge are four ventilation turbines. Three skylight vents run up to the ridge along the west side of the roof.

SIGNIFICANCE (continued)

Historically, this building complex was put to use by wholesale seed companies. Sieber Milling Company, a feed supply run by Ray H. and Griffith B. Sieber, was listed in the 1948 Polk Directories at this site. Then in 1955, when Leonard and Helen Carey purchased the property, an agreement was made by them with C.M. Volkman and Company. The Careys would provide the the remodel and changes to the buildings as specified, and Volkman Company would lease the complex for 20 years. Harry Kinder managed the site for Volkman at this time. The 20 year lease apparently was not completed, because in 1965 Caladino Farm Seeds Inc. is listed as occupying the complex. Caladino was gone by 1975. The first listing of the building as used for County Education storage is in 1994. There are no known associations between this building and persons or events important to our history. Lacking integrity, and having no known significance, the building does not appear to qualify for National Register listing.

The County Education Storage property does not appear to meet any of the criteria in the "Historical Resources Inventory Study List Evaluation Criteria." The building, which had a variety of uses over time, does not meet any of the "Local Historical Significance Criteria Based on Historical Patterns." Neither does the property appear to meet any of the ten listed "Other Criteria." It does not embody the distinctive characteristics of a style or method of construction (Criterion c), is not the work of a notable builder or architect (Criterion d), and has no known association with persons or events of local importance (Criterion b.)

PRIMARY RECORD

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 5

\*Resource Name or #: Celoni Oil Company

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address 1121 Gum Avenue City Woodland Zip 95695

d. UTM: (Give more than one for large and/or linear feature.) Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

Assessor's Parcel Number: 06-534-08-1

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A small complex of buildings that have long been associated with the Standard Oil Company distribution center stands at 1121 Gum Ave. There are four buildings all facing inward around the asphalt loading area. The small office building is located immediately to the left upon entry to the complex from Gum Street. A larger storage shed, partially open and partially enclosed, is next to the office on the north side. At the rear of the lot is a small corrugated metal garage. The largest building, a partially enclosed warehouse with loading docks, runs along the east edge of the property, lengthwise from north to south along the railroad tracks. (See continuation sheet.)

\*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)

\*P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both  
1921; 1925; 1935; 1952

\*P7. Owner and Address:  
Joseph & Virginia Celoni  
P.O. Box 846  
Woodland, CA 95776  
P--Private

\*P8. Recorded by: (Name, affiliation, address)  
David S. Byrd / Janice Catlin  
JRP Historical Consulting  
1477 Drew Avenue, Suite 105  
Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey

\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Properties Within the East Street Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_



**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or #: Celoni Oil Company

B1. Historic Name: Standard Oil Company

B2. Common Name: Celoni Oil Company

B3. Original Use: Oil Distribution Center B4. Present Use: C--Commercial

\*B5. Architectural Style: Industrial

\*B6. Construction History: (Construction date, alterations, and date of alterations.)

1921 Garage; 1925 est. Tanks; 1935 Warehouse

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme Industrialization Area Woodland

Period of Significance 1921-1946 Property Type Oil Distribution Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Standard Oil Company established the first buildings of its oil distribution center around 1921 with a 22' by 30' garage building estimated at \$2000. Tanks were installed next and appeared on the Sanborn map by 1926. A warehouse was added in 1935 and altogether, by 1942, there existed a corrugated metal warehouse, a dock high warehouse, and a covered dock. In 1952, a 26' by 22' office building was added at the corner of Gum Street next to the alley. That office was later remodeled in 1964. The warehouse was remodeled in 1974. Standard Oil Company of California owned and operated the distribution center from its beginning until between 1975 and 1980 when for a brief time it was listed as Chevron Oil Company of U.S.A. By 1985, the distribution center was listed as the Celoni Oil Company (Chevron Oil Products), the name it continues to operate under today. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) HP8, Industrial Building

\*B12. References:

Woodland City Directories; TRW-REDI Property Data Disk, 1995; Sanborn Maps;

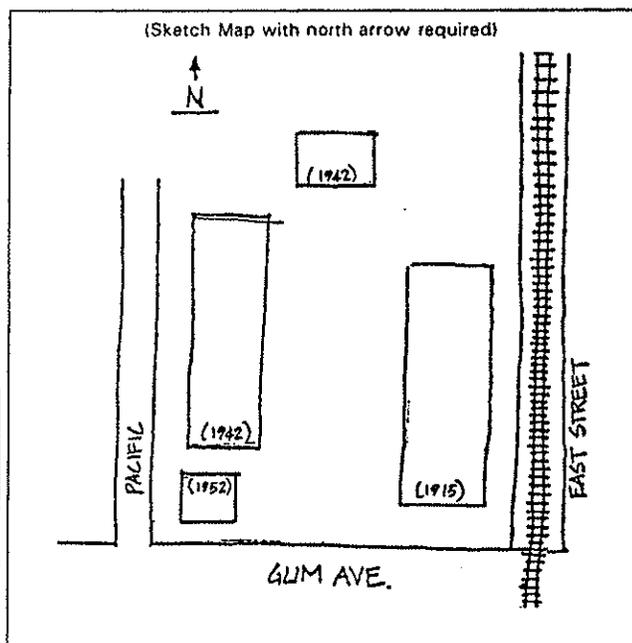
Yolo County Tax Assessors Records; Building Permits

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



**CONTINUATION SHEET**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 3 of 5 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/31/1996  Continuation  Update  
\*Resource Name or #: Celoni Oil Company

**DESCRIPTION (continued)**

The office building at the southwest corner of the lot is a small wooden building with stucco exterior and some simple wooden design elements. The structure is basically square in plan, with a flat roof and flat eaves wrapping around the walls below the roof parapet. Door and window surrounds are designed with the side framing elements extending upward beyond the top wood framing element, creating a ladder type decorative form. Narrow vertical wood strips along the walls and at the corners make a board and batten wall design. The front south side of the building faces Gum Street and has a recessed entryway and a double hung wooden sash window at each side. The west alley side has no window or door openings but has the decorative vertical wood piece elements in approximately the same spacing as the window and door elements on the other walls. The rear north side of the building has a door at the center, with a 2/2 double hung wooden sash window at the left side and two small double hung windows at the right. The east side elevation has a bank of three 2/2 double hung wooden sash windows.

The storage shed that stands just to the north of the office is a simple medium pitched gable roof structure. The storage area is enclosed at the north side and open at the south side. The roof and enclosure walls are completely sheathed in corrugated metal. The small garage that stands at the rear (north side) of the property is set up for vehicle storage with two roll-up garage doors facing south toward the center of the property. It has a shed roof and is completely sheathed in corrugated metal.

The building at the east edge of the property along the railroad tracks is the main building for distribution. The building form is long and rectangular, with a salt box type of roof shape that has the ridge further toward the back (east) side than the front. The eaves side of the gable roof is much longer on the front (west) side, offering shelter to the people and materials within the partially enclosed loading area of the building. A shed dormer extends at the center from the front (west) eaves side of the roof. The building is fully enclosed at the north side and partially enclosed at the south side, with the open portion being at the front (west) side for loading. The open front area is fronted with high loading docks. The eaves that extend over the loading docks are supported by wooden posts with three prong braces.

**SIGNIFICANCE (continued)**

The Celoni Oil Company complex of buildings does not appear to be eligible for listing in the National Register of Historic Places. The core of the complex, the high docks warehouse, does appear to date back to the 1920s, and the majority of the complex does date prior to 1942, but the buildings are not exceptional or unique architecturally in the field of oil distribution. The complex did play a role in providing fuel in an age of motors and growing demand for that fuel, but the contribution of this complex was not exceptional or significant to the history of Woodland. Additionally, the complex is not known to be associated with people or events significant to Woodland history. Therefore, the Celoni Oil Complex does not appear to be eligible for listing in the National Register of Historic Places.

The Celoni Oil Company complex does not appear to meet any of the criteria in the "Historical Resources Inventory Study List Evaluation Criteria." The complex, while an early oil distribution facility, does not appear to have made an important contribution to meet "Local Historical Significance Criteria Based on Historical Patterns." Neither does the property appear to meet any of the ten listed "Other Criteria." It is not associated with persons or events important to the local history and is not the work of a notable builder or architect. The complex dates to several decades of construction and is not a notable example of any given period of use, design, or function.

**CONTINUATION SHEET**

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 4 of 5 \*Recorded by David S. Byrd / Janice Catlin \*Date 08/19/1996  Continuation  Update  
\*Resource Name or #: Celoni Oil Company



Photo 4 Shed garage, front (south) side; camera facing north.



Photo 5 Open docks warehouse, back side; camera facing northwest.

**CONTINUATION SHEET**

Page 5 of 5 \*Recorded by David S. Byrd / Janice Catlin \*Date 08/19/1996  Continuation  Update  
\*Resource Name or #: Celoni Oil Company



Photo 2 Office Building; camera facing southeast.



Photo 3 Shed storage; camera facing northwest.

**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code 551

Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date  / /

Page 1 of 4

\*Resource Name or #: Peart Warehouses

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted a. County Yolo

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address 1225 East Oak Avenue City Woodland Zip 95776

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as appropriate)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A group of three warehouses stand linked together at 1225 East Oak Street, facing East Street, oriented lengthwise west to east. The buildings are sheathed with corrugated metal and have varying rooflines, ascending from the largest at the south side to the smallest at the north side. The two larger buildings measure 48' by 116' and 48' by 118' with a 14' by 48' enclosed porch. The front facades of the three sections are united on the west side forming a three tiered roofline. The largest section at the right (south) side, has a medium pitched gable roof. The central section has a lower pitched gable roof, and the smallest section at the left has a rectangular parapet fronting the low pitched gable roof structure. Each of the units has large industrial sliding doors. The three sections extend back to the west at differing lengths, with the middle section extending further (west) than the two outer sections.

\*P3b. Resources Attributes: (List attributes and codes) HP6. Commercial Building, 1-3 Stories

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



\*P5b. Description of Photo: (View, date, etc.)

1. Front (west), south sides:  
camera facing northeast.

\*P6. Date Constructed/Age and Sources:

Prehistoric  Historic  Both  
1931; 1932; 1934; 1961; 1968

\*P7. Owner and Address:

P--Private

\*P8. Recorded by:(Name, affiliation, address)

David S. Byrd / Janice Catlin  
JRP Historical Consulting  
1477 Drew Avenue, Suite 105  
Davis, CA 95616

\*P9. Date Recorded: 10/31/1996

\*P10. Survey Type: (Describe)

C--Comprehensive Survey

\*P11. Report Citation: (Cite survey report/other sources or "none") Report on Eleven Properties Within the East Street Corridor, City of Woodland

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 4

\*NRHP Status Code 5S1

\*Resource Name or #: Peart Warehouses

B1. Historic Name: Epperson Trucking / A.W. Hays Trucking

B2. Common Name: Peart Warehouses

B3. Original Use: Trucking Operation B4. Present Use: N--Non-Commercial

\*B5. Architectural Style: Industrial Warehouses

\*B6. Construction History: (Construction date, alterations, and date of alterations.)

1930 Original Garage; 1932 Warehouse; 1950 Loading Shed; 1961 Truck Port; 1968 Pole Shed Addition

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

Ruthie's Steak House (formerly "The Wheel")

B9a. Architect: unknown b. Builder: J.G. Motroni

\*B10. Significance: Theme Industrialization Area Woodland: Yolo County

Period of Significance 1931-1946 Property Type Warehouses Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The buildings of the Peart Warehouses at 1225 East Oak Avenue have an association with the early days of agricultural trucking in Woodland and the development of the agricultural trucking industry. The property was originally owned by Sid Epperson, later known for his ownership of the Cadillac-Olds dealership on Court Street. The first building was constructed in 1931, when Epperson hired J.G. Motroni to build a garage, constructed of box woodframe and valued at \$2000. In 1932, Epperson had Motroni build a warehouse valued at \$1500. Johnson Oil Company constructed a \$1000 gas storage facility at the site in 1934. Epperson's trucking business continued until 1939 when it was bought by A.W. Hays. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) HP6. Commercial Building, 1-3 Stories

\*B12. References:

Woodland City Directories; TRW-REDI Property Data, 1995; Sanborn Maps;

Don Hays Interview by Ron Pinegar; City Building Records; County Tax Assessor

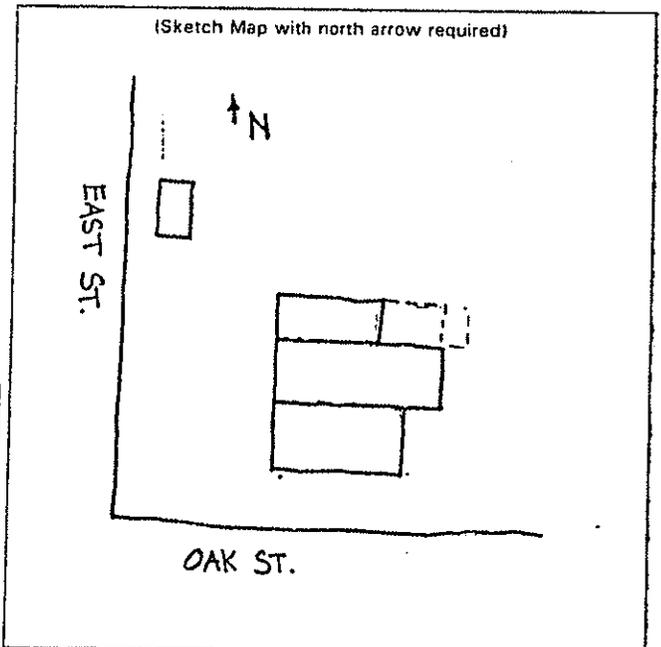
Maps; Bob Dahl Interview

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

Date of Evaluation: 08/23/1996

(This space reserved for official comments.)



**CONTINUATION SHEET**

Page 3 of 4 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/31/1996  Continuation  Update  
\*Resource Name or #: Peart Warehouses

SIGNIFICANCE (continued)

The trucking operation of A.W. Hays grew from the time he bought Epperson's property in 1939 over the years to become one of the largest agricultural carriers in the state. His operation grew to a capacity of 48 trucks at one time plus some 20 owner operators. Hays ran his business at the Oak Street site until 1963, when he moved his operation to County Road 102, just off of East Main Street. During the earlier period at Oak Street, he built up his property with several alterations and additions to the original warehouse that exists on the south side of the property. In 1941, he had a restaurant built at the northwest corner of his parcel. The restaurant was first listed as Anna's Cafe, but later became known as "The Wheel." The next major addition to the truck buildings was done in 1950 with the construction of a \$1500 loading shed. A 14' by 42' truck port was added to the north side of the buildings in 1961, and in 1968, an open pole shed addition was built, enclosing the 1961 truck port.

During Hays years in the trucking business, he brought to the area some innovations that were new in the field of agricultural trucking. He introduced new ways of hauling rice from the fields using a grain hopper trailer during the early 1950s. Hays was also one of the first to introduce truck radio communications during the late 1950s. In the Woodland economy, Hays was important as one of the major employers, only after government, Spreckels, and Contadina.

The buildings of the Peart Warehouses, as they stand today, are no longer a good representation of what they were during the historic period of Hays' trucking operation or Epperson's operation. The historic period would be considered to be over 50 years ago, thus comprising the complex that Epperson initially built and Hays built up in the 1940s, the first decade of his business. Since 1950, a number of additions and changes have been made to the north and rear sides of the main warehouse buildings, diminishing the presence of the original buildings. The buildings and the grounds have deteriorated as well.

The buildings of the Peart Warehouses do not appear to be eligible for listing in the National Register of Historic Places owing to a loss of integrity of setting as well as demolition of some key buildings and construction of additions to the buildings. The buildings that stand at the property represent the core of buildings that existed at the site when it was operated by A.W. Hays, these being truck maintenance buildings. When the property was used by Hays, however, it included an integrated operation of truck sheds, large open parking areas, a gasoline station at the corner of East and Oak, and other improvements. The complex, as a whole, while retaining most of the larger buildings, does not convey the feeling or association that existed when Mr. Hays was in charge. The gasoline station has been removed. The parking lot has been subdivided through the installation of permanent fences. Some recent additions have been made to the remaining truck service buildings. In sum, the complex does not appear to retain sufficient integrity to warrant listing in the National Register of Historic Places.

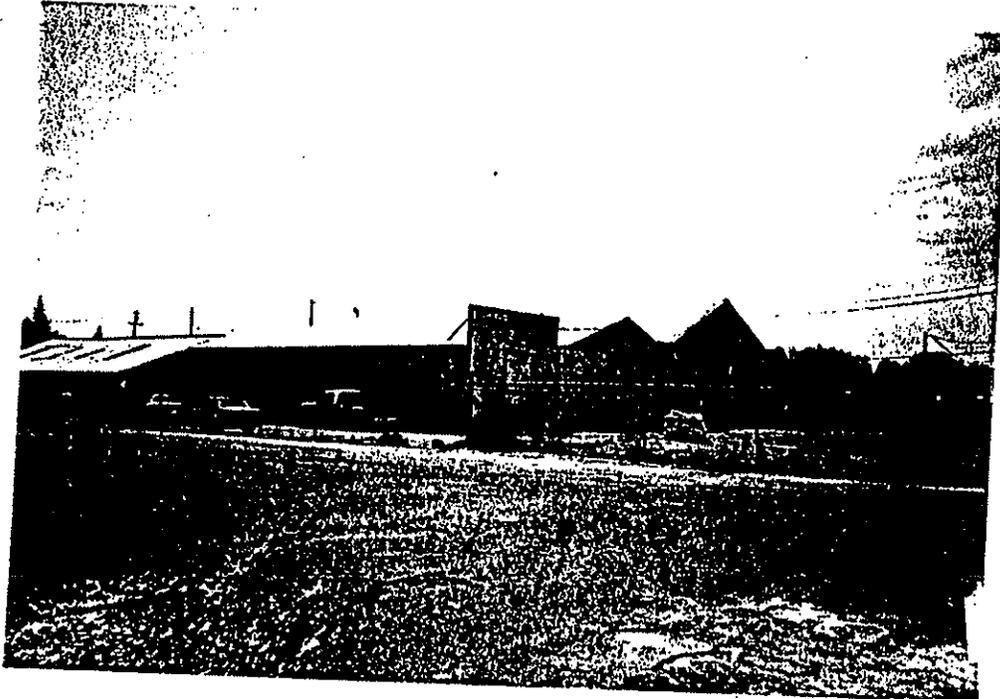
The Peart Warehouse property does, however, appear to qualify under the "Historical Resources Inventory Study List Evaluation Criteria" of the City of Woodland, specifically for its association with the pioneering agricultural trucking operation of A.W. Hays. A.W. Hays was an innovative businessman who developed a trucking operation that was important to the local agricultural economy and to the City of Woodland. He also left to the city a museum of historic trucks that is a city treasure. The property at 1225 East Oak Street was used by Mr. Hays between 1939 and 1963, the formative decades of the firm and the period in which Hays built the company into a major force in agricultural trucking.

The Woodland Study List Criteria, like the National Register Criteria, include a requirement that a property retain integrity to warrant listing. The conclusion that the property meets the local criteria, while not meeting the National Register criteria, is based upon the special emphasis on local people

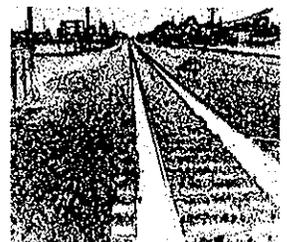
# CONTINUATION SHEET

Page 4 of 4 \*Recorded by David S. Byrd / Janice Catlin \*Date 10/31/1996  Continuation  Update  
\*Resource Name or #: Peart Warehouses

and local economic forces included within the Woodland criteria. The Hays trucking operation, while now affiliated with a much larger firm, was an exclusive product of the City of Woodland and is emblematic of the long affiliation of Woodland with the local agricultural economy. Because it is a key resource at the local level, the property appears to meet City of Woodland criteria, despite changes to the setting for the buildings.



# APPENDIX G. PLANT MATERIALS



## APPENDIX G - PLANT MATERIALS

### PUBLIC RIGHT OF WAY LANDSCAPING

#### Street Trees (botanical name/common name)

Pistachia chinensis/Chinese Pistache  
 Pyrus calleryana "Aristocrat"/Pear  
 Pyrus calleryana "Bradford" / Pear  
 Celtis australis/European Hackberry

#### Corner Planters/Other Landscaping

##### Trees

Lagerstroemia inidca/Crape Myrtle

##### Shrubs

Berberis thunbergii "Atropurpurea"/Japanese Barberry  
 Xylosma congestum compacta  
 Dietes Vegeta/Fortnight Lily  
 Raphiolepis indica "Ballerina"/Inidian Hawthorn

##### Ground Covers

Euonymus fortunei "Colorata"  
 Trachelsperum jasminoides/Star Jasmine

##### Annuals

Zinnia haageana "Old Mexico"/Zinnia  
 Zinnia augustiflora/Zinnia  
 Tagetes tenuifolia "Lemon Grass"/Marigold

### ON-SITE LANDSCAPING

##### Trees

Celtis austrailis/European Hackberry  
 Celtis sinensis/Chinese Hackberry  
 Cedrus atlantica "Glauca"/Blue Atlas Cedar  
 Carpinus Betulas/European Hornbeam  
 Cedrus Deodara/Deodar Cedar  
 Flowering Plums

Ginkgo Biloba/Maidenhair  
 Lagerstroemia indica/Crape Myrtle  
 Laurus Nobilis/Grecian Laurel  
 Ligustrum lucidum/Glossy Privet  
 Liriodendron Tulipifera/Tulip Tree  
 Magnolia soulangiana /Saucer Magnolia  
 Malus/Crabapple  
 Pinus canariensis/Canary Island Pine  
 Pinus halepensis/Aleppo Pine  
 Pinus pinea/Italian Stone Pine  
 Pistachia chinensis/Chinese Pistache  
 Platanus acerifolia/London Plane Tree  
 Pyrus calleryana "Aristocrat"/Pear  
 Pyrus calleryana "Bradfordii"/Pear  
 Pyrus kawakaamii/Evergreen Pear  
 Quercus suber/Cork Oak  
 Quercus ilex/Holly Oak  
 Quercus lobata/Valley Oak  
 Quercus virginiana/Southern Live Oak  
 Rhus lancea/African Sumac  
 Sapium Sebiferum/Chinese Tallow  
 Sequoia semperivens/Coast Redwood

### Shrubs

Abelia "Edward Goucher"/Pink Abelia  
 Agapanthus africanus "Alba"/White Lily of the Nile  
 Agapanthus africanus/Lily of the Nile  
 Arbutus unedo copacta/Compact Strawberry Tree  
 Arctosaphylos bakeri "Louis Edmonds"/Louis Edmonds Manzanita  
 Arctosaphylos densiflora "Howard McMinn"/Howard McMinn manzanita  
 Arctosaphylos hookeri/Monterey Manzanita  
 Berberis thunbergiana "Atropurpurea"/Japanese Barberry  
 Ceanothus spp.  
 Cercis occidentalis/Western Redbud  
 Cistus skanbergli/Hybrid Rockrose  
 Cotoneaster lacteue /Parney Cotoneaster  
 Diets Vegeta/Fornight Lily  
 Escallonia "Newport Dwarf"/Escallonia  
 Euryops pectinatus/Euryops  
 Grevillea "Noelli"/Grevillea  
 Hebe "Coed"  
 Hemerocallis auranticaca/Day Lily  
 Heteromeles arbutifolia/Toyon  
 Juniperus chinensis "Mint Julip"/Chinese Juniper  
 Nandina domestica/Heavenly Bamboo

Mahonia aquifolium/Oregon Grape  
Photinia  
Pyracantha "Santa Cruz"/Firethorn variety  
Raphiolepis indica "Ballerina"/Indian Hawthorn  
Rhamnus californica "Eve Case"/Eve Case California Coffeeberry  
Viburnum tinus compacta/Laurustinus  
Pittosporum tobira "variegata"/Variegated Pittosporum  
Pittosporum tobira "Wheeler's Dwarf"/Tobira  
Xylosma congestum compacta

**Ground Covers**

Ceanothus gloriosus/Pt. Reyes Creeper  
Coprosma Kirkii  
Euonymus fortunei "Colorata"  
Gazani sp./Gazania  
Hedera helix/English Ivy  
Hypericum calycinum/Aaron's Beard  
Juniperus horizontalis "plumosa"  
Juniperus procumbens "Nana"/Dwarf Juniper  
Juniperus sabina "Buffalo"  
Myoporum  
Ribes viburnifolium/Evergreen Currant  
Rosmarinus officinalis/Rosemary  
Vinca Minor/Dwarf Periwinkle

**Annuals**

None specified