



6.1 | OVERVIEW

California Government Code Section 65451 requires that Specific Plans include programs of implementation strategies related to regulatory changes, programs, financing strategies and public works projects needed to carry out the proposed land use, infrastructure and development standards outlined in the Specific Plan.

This chapter provides a summary of the methods by which the Specific Plan will be implemented and provides discussion on the sequencing and financing programs that demonstrate compliance with General Plan policies and the vision, goals and policies of the Specific Plan.

The goal of this chapter is to describe how infrastructure and public facilities will be constructed and how public services will be delivered in a timely manner. The purpose of the implementation procedures is to ensure orderly development of the Plan Area over a multi-year time frame in coordination with the provision of the necessary infrastructure and services and with sufficient flexibility to respond to fluctuations in the economy, market demand, and evolving innovation in transportation opportunities. To achieve this intent, the Specific Plan includes a conceptual program for development sequencing and financing of infrastructure to support development in logical increments. Implementation of the Specific Plan will occur in accordance with the terms and conditions of several related planning and program documents, including the Development Agreement, Environmental Impact Report and associated Mitigation Monitoring Program, Financing Plan and the Woodland General Plan.

6.2 | IMPLEMENTATION AND PROGRAMMATIC STEPS

The Specific Plan provides for a comprehensively planned infrastructure system with the coordinated extension of infrastructure and the construction of facilities. In order to achieve the vision and goals of the Specific Plan, a number of Technical Memorandums were prepared in conjunction with or prior to adoption of the Specific Plan, and others shall be prepared and adopted subsequent to Specific Plan adoption.

6.2.1 Background on Pre-Specific Plan Actions

The City of Woodland adopted its General Plan on May 16, 2017, which identified the Plan Area as New Growth Area, SP-1A. The Plan Area is specifically envisioned within the General Plan as a natural extension of the city, ideally located and positioned for jobs and housing development. Subsequently, as part of the implementation program for the General Plan, the City petitioned to and LAFCo has amended Woodland's Sphere of Influence (SOI) to include all land within the Urban Limit Line (which includes the Plan Area) and negotiated a tax sharing agreement with Yolo County that addresses anticipated annexation of various lands including SP-1A, now known as the

Woodland Research and Technology Park (WRTP). The City has also updated its Major Projects Financing Plan, adopted an interim zoning ordinance, revised the Affordable Housing Ordinance, approved the Agricultural Mitigation Ordinance, and joined the Yolo Habitat Conservation Plan/Natural Community Conservation Plan. These actions provide the foundation for implementation of the Specific Plan.

The Plan Area is located directly adjacent to the Spring Lake Specific Plan, abutting along the entire eastern edge. In anticipation of future development of the WRTP Plan Area, connection points for all municipal utilities, streets and bicycle and pedestrian connections were provided as part of the overall development for the neighboring Spring Lake Specific Plan. These connection points are stubbed at the east and north boundaries of the Plan Area.

6.2.2 Plan Area Infrastructure Planning

The coordinated delivery of public services is essential to ensure a complete community, one that provides public safety, recreational, educational and library services for the residents. The proposed public utility and public service providers are identified in Chapter 5, Public Utilities and Services. Technical Memorandums, listed below, provide the additional detail for the identified infrastructure improvements to support Plan Area development. Chapter 4, Mobility and Circulation, describes the comprehensive transportation network featuring a hierarchy of complete streets and off street bike paths. These studies may need to be updated or future studies may be prepared to inform the successful buildout of the Specific Plan, as required. Specifically, timing for certain off-site infrastructure components will need to be monitored to ensure timely completion of those facilities/improvements and adequate capacity at all stages of development.

The WRTP Infrastructure Technical Memorandums include:

- Water Technical Memorandum dated January 7, 2020.
- Reclaimed Water Distribution Technical Memorandum dated March 31 2020.
- Wastewater Collection System Technical Memorandum dated March 31, 2020.
- Stormwater Management Technical Memorandum dated January 1, 2020.
- Traffic Impact Analysis completed for the DEIR dated June 2020.

A Public Facilities Financing Plan will be prepared to demonstrate how the infrastructure requirements and the associated costs are reasonably balanced throughout each segment of development and that the provision of services, as well as the operations and maintenance costs, are in sync as development progresses. The Public Facilities Financing Plan will be an Appendix to the Final Specific Plan. The Public Facilities Financing Plan is described in Section 6.4.

6.2.3 Subsequent Implementation Documents/Analysis

The following supplemental plans must be prepared either prior to approval of the first development application or tentative map or as otherwise required by the conditions of approval and/or Environmental Impact Report and associated Mitigation Monitoring Program, or by the Community Development Director, as appropriate:

- Conceptual Plan for The Yard to guide phased park improvements, and ensure pedestrian and bike paths internal to the park connect to the external network trail and greenbelt system, shall be prepared no later than prior to the first tentative map that fronts on The Yard.
- Comprehensive planting and street tree palette shall be developed for each District to guide both private and public landscaping improvements. Street Furnishings, Street Lighting Palettes and Gateway monuments (25A/Road B and Road B/Marston) shall be included as part of this effort.
- Comprehensive Transportation Demand Management/Vehicle Miles Traveled Reduction Program ("TDM/VMT Program") strategy, in conjunction with key stakeholders, and identifying check in points to demonstrate efficacy. The Master TDM/VMT Program shall: 1) establish transportation strategies, programs, facilities or services for the purpose of VMT reduction that are financed by and consistent with the strategies and requirements of the Development Agreement;¹ and 2) provide project specific VMT reduction strategies that all property owners/tenants shall be required to implement through individual Project-level TDM Plans consistent with the Master TDM Program. These measures shall in combination achieve a 10 percent reduction in Plan Area VMT per capita compared to baseline conditions by 2035. The Master TDM/VMT Program will include a monitoring plan for collecting VMT data in the interim years to 2035, every five years as input to citywide GHG monitoring, so that the effectiveness of the VMT reduction strategies can be confirmed and any required strategy adjustments made to reach project VMT reduction targets. Monitoring reports shall be reviewed by the City who may make adjustments to reach project VMT reduction targets, as necessary.

¹ / In order to specify the manner in which the necessary infrastructure, public facilities, and other programs or services as provided in this Specific Plan will be constructed and/or operated and financed, among other matters, the City and the project applicant intend to enter a development agreement. The terms and conditions of the development agreement will be consistent with the goals and policies of this Specific Plan and shall set forth and require financing strategies, sources, and mechanisms to ensure short-term and long-term funding for implementation and monitoring of the TDM/VMT measures.

- Coordination with the Yolo County Transportation District, YoloBus and UC Davis with policies of the Specific Plan to insure timely provision of transit service and appropriate funding mechanisms in place.
- Mobility Hub Master Plan, identifying the dedication of necessary Right of Way with the first tentative map in the location of the planned facility (Road B at the Village Center).
- Climate Action Plan Checklist, modified as necessary to achieve Greenhouse Gas Reduction targets.

6.3 | INFRASTRUCTURE SEQUENCING

The City of Woodland General Plan has a strong focus on economic development for the future of Woodland, in order to achieve sustainable development through continued jobs housing balance in the community. The Woodland Research and Technology Park is a key component in providing the means and opportunity to achieve this goal. Facilitation of early or “first-in” development of the Research and Technology Park (RTP) parcels is a key strategy of the Plan Area implementation, as described in the Financing Plan and the Development Agreement.

This section describes, rather than dictates, how connections to existing circulation and infrastructure improvements can physically be provided to serve the various areas of the Specific Plan. Actual extension of infrastructure and development within the Specific Plan will be determined by factors such as market demand, financial feasibility, infrastructure constraints, project Development Agreement terms, and City policy relating to jobs-housing goals. In general, development sequencing strategy is structured to advance the backbone infrastructure improvements needed to support associated development, in compliance with City policies and standards, and to ensure that the development area can support the costs of the required improvements.

6.3.1 Sequencing Approach

The overarching approach to development of the Plan Area is measured flexibility. From a physical standpoint, the Plan Area can begin development in any geographic area of the Plan Area and areas can be developed simultaneously. Development may move forward independently provided that parcels can meet the public services requirements, the guiding policies and development standards outlined in the Specific Plan, the development agreement and are to the satisfaction of the City of Woodland Community Development Department. All public utilities were stubbed in multiple connection points along the eastern Plan Area boundary with the adjacent Spring Lake development and were sized with capacity to accommodate the Plan Area utility demands. The Plan Area has the ability to develop in sequential increments yet provides some flexibility for individual development areas to progress independently.

In addition to the planned infrastructure connection points, there are additional offsite infrastructure components which require ongoing monitoring and evaluation to determine triggers for the timing of improvements. Timing for these off-site infrastructure components will need to be monitored to ensure that adequate capacity is available. These include wastewater and stormwater improvements, described in Sections 5.4.3 and 5.5.3 respectively, and the future improvements to the Hwy 113/25A interchange, described below.

Traffic Impact Analysis prepared for the EIR indicates State Route 113 and Road 25A interchange will ultimately require improvements prior to full build-out of the Plan Area. Ramp and intersection improvements are anticipated to be in place prior to approval of the first development project in the Specific Plan. Analysis prepared by the City's traffic consultant indicates capacity for 380,000 square feet of non-residential land uses and 200 residential units at the southern end of the Plan Area, based on currently planned improvements to the interchange, without triggering need to design and implement the future improvements.

Subsequent development projects within the Plan Area shall be required to prepare a project specific traffic analysis to the satisfaction of the Community Development Director or City Engineer.

6.3.2 Sequencing Principles and Policies

Infrastructure requirements for each phase of development include on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. Each improved area shall include roadway, sanitary sewer, water, recycled water, storm drainage, dry utilities, other facilities and improvements. All in-tract sewer, storm drain, water and dry utilities will be installed as part of individual project improvements. The listing and specific details relating to the on- site and off-site improvements required to serve the Plan Area are included in the infrastructure technical memorandums for water, reclaimed water, wastewater and drainage and in Specific Plan development agreement(s).

In some instances, selected off-site infrastructure items, roads, and/or advancement of public services may be needed to serve a project area, while some items may be deferred to a later project area to develop. The general sequencing policies are as follows:

- At a minimum, two points of vehicular access are required for each project area. One of the accesses may be temporary emergency vehicle access subject to the Community Development Director.
- A looped water system is required for each project area.
- All roadways, pedestrian facilities, and bicycle routes shall be constructed in logical segments to provide safe and adequate access with each project area.

- Improvements constructed along the boundary of a project area shall include utility stubs to the adjacent phase for subsequent connection by the future area(s).
- Development of a non-contiguous project area will require the construction of backbone utility infrastructure not contained within defined area in order to connect to existing “downstream” infrastructure per the routing shown in the infrastructure technical memorandums. These improvements will be subject to reimbursements and fair share costs as outlined in the Financing Plan.
- A requirement to grant easements for on-site roadway and utility infrastructures required for a non-contiguous area shall be included in the development agreements for the Specific Plan, with reimbursements as incorporated into the Financing Plan.

6.4 | FINANCING AND MAINTENANCE OF PUBLIC FACILITIES

The construction of public facility improvements to serve the Plan Area will be funded by a variety of mechanisms. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations are detailed in the development agreement, PFFP and any reimbursement agreements.

Funding of public improvements necessary to implement the Specific Plan will include a variety of mechanisms including city and school impact fees, special funding districts, developer financing and other potential methods. A separate Financing Plan is being prepared for the Woodland Research and Technology Park that details the costs for construction and operation of backbone infrastructure, public facilities, and operational costs necessary for development anticipated under the Specific Plan. New development within the Plan Area shall be fiscally and financially neutral, both in terms of capital costs (financing of infrastructure) and ongoing costs (generation of sufficient general fund revenue to support ongoing maintenance and operational costs) to the greatest extent feasible.

The Financing Plan will serve as a framework to guide and support the objectives of the Specific Plan. As development progresses, the timing and mix of cost and funding sources may change. The assumptions and results are estimates at this time. Regardless of the extent to which certain financing mechanisms are used or funding sources are available, the overall cost burden has been calculated for the purpose of determining the most appropriate and feasible financing strategies and mechanisms to proceed with development under the Specific Plan. Specifically, the Financing Plan will:

- Describe the project and sequencing of needed infrastructure.



- Provide a summary of the infrastructure and public facility requirements to serve future development within the Plan Area.
- Include infrastructure cost estimates by land use and by development phase per acre, and the estimated infrastructure cost at build-out of the Plan Area.
- Include summarized costs for infrastructure and public facilities needed to serve the Specific Plan, including costs needed to serve the Plan Area at buildout.
- Review and include existing fees, taxes and assessments which may be applicable to the Specific Plan.
- Present cost estimates for operating and maintaining the required infrastructure and for ongoing municipal services.
- Identify potential funding sources for both the construction of infrastructure and provision of municipal services,
- Present the overall cost burden by land use and by development area on a per acre basis.
- Provide recommended action steps for implementation of the infrastructure financing.

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