



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: September 1, 2020
ITEM #: J.14
SUBJECT: PUBLIC HEARING - Spring Lake Specific Plan Parkside 3 Project (PLNG 18 -00070) – Request to approve a Tentative Subdivision Map (TSM #5155), General Plan Amendment, Spring Lake Specific Plan Amendment, Planned Development standards, Conditional Use Permit, Site Plan, Design Review, Development Agreement Amendment, and EIR Addendum for two parcels (APN:041-231-028 and 041-243-002) for 97 single family units

Recommendation for Action: Staff recommends that the City Council:

1. Receive the staff report;
2. Conduct a public hearing;
 - a) adopt Resolution No. approving the CEQA Addendum;
 - b) adopt Resolution No. amending the General Plan land use designation;
 - c) adopt Resolution No. amending the Spring Lake Specific Plan land use designation;
 - d) adopt Resolution No. approving a Planned Development Overlay and Conditional Use Permit;
 - e) adopt Resolution No. approving Tentative Subdivision Map #5155;
 - f) adopt Resolution No. approving Site Plan and Architectural Design Review, and
 - g) introduce and waive the first reading of Ordinance No. approving the Development Agreement between the City of Woodland and CalAtlantic Group, Inc. (Lennar Corporation), to use and develop the Parkside 3 project area located within the Spring Lake Specific Plan Area with Conditions of Approval.

Staff Contact:

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Fiscal Impact:

All application processing costs have been paid for by the applicant. The Tentative Subdivision Map includes 97 lots on a multi-family site. The Spring Lake Infrastructure Fee (SLIF) equivalent is currently \$32,133 per multi-family unit, for a total of \$3,116,901. In addition to paying SLIF, this project will also pay citywide Development Impact Fees (DIF). For purposes of the fee calculation, the 32 units that are under 1,450 square feet will pay \$604,640 and the remaining 65 units will pay \$1,930,435 for a total of \$2,535,075. The project development agreement includes two negotiated fee payments one for affordable housing and one for bike and pedestrian related activities. The affordable housing fee is \$6,000 per unit for a total payment of \$582,000 which the applicant has agreed to pay in a lump sum amount 45 days after the second reading of development agreement ordinance. The general purpose fee is \$2,000 per unit for a total sum of \$194,000 to be paid in a lump sum upon issuance of the first building permit.

Background:

The entire SLSP area was pre-zoned under Ordinance No. 1346, adopted on July 2, 2002. The project is composed of two remainder parcels in the original Sievers/Prudlers Vesting Tentative Subdivision Map #4675 and Development Agreement approved March 23, 2004.

On August 18, 2018, the project applicant, Lennar Homes, submitted an application requesting development approvals on the infill project site. They are proposing to develop a product type that allows for individual ownership lots in a development with private driveways, common paseos, and reciprocal use side-yard easements.

On April 5, 2019 the City sent out an early notice of the application submittal to surrounding residents. Multiple comments (28 individuals and 187 petition signers) were received as a result of the notice. Those comments were taken into consideration and project revisions were prepared. On August 3, 2020, the City hosted a neighborhood meeting via Zoom for the purpose of informing nearby residents in the area of the amended project proposal and to allow the project proponents the ability to describe the project and discuss project components with interested parties. The city received 24 individual comments and approximately 40 individuals attended the Zoom meeting.

On August 12, 2020 the applicant submitted project modifications identified as Alternate A. The analysis in the Planning Commission report was based upon the modified Alternate A plans. On August 20, 2020 the Planning Commission held a public hearing on their regularly scheduled hearing date and voted 6 to 1 to recommend approval of the proposed project.

Discussion:

Project Site Description

The project site is located at the northwest corner of Sports Park Drive and Matmor Road with parcels north and south of Hadley Drive. The project site is bordered with existing single-family homes to the north and west, the Community and Senior Center to the south, and Woodland Christian School to the east. Curb, gutter, sidewalks, and streetlights were installed on the subject properties concurrent with the development to the west.



Context Map

Project Proposal

The applicant is proposing a small lot single-family detached home product, with four floor plan ranging in size from 1,438 square feet to 2,185 square feet on an existing infill site of 7.3 acres. The proposed project includes lot and site layout, conceptual landscaping as well as architectural home designs. The project proposes private drive circulation and includes interior paseos, and walkways.

General Plan Amendment Request

The amendment proposes to modify the 3.5 acres of land located south of Hadley Drive, currently designated Low density (2-8 du/ac) to Medium Density (8.1-19.9) consistent with the land use designation for the 3.789 acre parcel north of Hadley Drive. The amendment will allow a Medium Density designation over both parcels. The project proposes a site density of 13.3 dwelling units per acre.

Spring Lake Specific Plan Amendment Request

The existing two parcels located north and south of Hadley Drive and west of Matmor Rd, are designated as R-8 (6-8 du/ac) and R-15 (10-15 du/ac). The project proposes to rezone the 3.5-acre parcel located south of Hadley Road from R-8 to R-15. Both parcels would then have a consistent R-15 designation. The applicant is proposing to develop at the mid-range of the R-15 category at 13.3 dwelling units per acre. With the proposed zoning change to R-15 the project will add 14 more units.

Tentative Subdivision Map Request

Tentative Subdivision Map #5155 will provide 97 single-family residential lots. Lots widths vary in size from 39 to 56 feet with an average of 44.17 feet and comply with the minimum lot width requirement for the R-15 zone, which is 35 feet. The Spring Lake Specific Plan does not have a required minimum lot size or lot depth. Lot sizes will range from 2,012 to 3,321 square feet with an average of 2,392 square feet.

The north-south linear shape of the two infill parcels has resulted in a design with four rows of lots parallel to Matmor Road. There is a circular interior private driveway and a central interior paseo running north to south. All homes will have a two-car garage and an additional 61 guest parking spaces provided on site. Homes will front to Sports Park Drive, Marston Road, and Hadley Road with garages accessed via the interior private drives. Homes will have a minimum of 3.5-foot wide interior side yard with a reciprocal use easement allowing one home access rights to the adjacent property side yard providing a minimum 7-foot side yard usable outdoor space for each lot. The interior pedestrian paseo, is 10-feet in width with each facing home having a 4.8-foot setback from the paseo allowing for a 19-foot open area between home fronts.

Along the western project boundary the lot configuration and home designs have been modified. The lots and home plans are wider at 53.5 feet in width generally. House plans are configured to allow a wider floor plan that locates lower profile rooflines for the plan 1,438 facing west to the extent possible. Homes are set back a minimum of 10-feet, consistent with Spring Lake standard rear setback for R-15.

Along the north boundary, homes are located approximately 40-feet back from the property line, separated by landscaping, parking, and a drive aisle. The setback not only helps in reducing the grading differential between the project and the existing homes but also provides greater privacy with larger setbacks. A retaining wall and fencing will be required on the north boundary, as the new development will be approximately 2 feet higher than existing. Hand digging will be utilized around existing trees adjacent to the boundary in accord with the Arborist's recommendations.

A Homeowners Association will assist in the management of landscaping, utilities, and use restrictions, including a restriction on parking along interior driveways and a requirement that garage space be maintained for parking. Recreational vehicle parking will be prohibited.

Infrastructure

The developer will construct all internal private streets and utilities and all project components including the paseo paths and landscaping. Perimeter utilities, including curb, gutter, sidewalk, and streetlights were installed with the Huntington Square subdivision improvements. Project access will be primarily from the Collector Roadways, Matmor Road and Sports Park Drive, as well as the local street Hadley Drive. The project will provide water, sewer, storm drain and other required utilities. Off-site traffic calming features are proposed with the development as well including the installation of speed humps and a traffic circle at Matmor Road and Tyler Drive.

Planned Development/Conditional Use Permit Request

The project proposes modification from the minimum individual lot coverage zoning requirement and interior setback requirements provided in the Spring Lake Specific Plan. The purpose of the Planned Development (PD) Overlay is to encourage creative and more efficient use of land and to provide greater flexibility in design not otherwise possible through the strict application of zoning standards. The proposed modifications will allow a creative small lot single-family detached product.

The Spring Lake Specific Plan expresses a desire to see a variety of housing types, including small lot infill. However, the standards provided in Table 2.4 do not explicitly allow exceptions for this product type. Therefore, the PD will clarify the intent of the Plan. The setbacks for the perimeter conditions meet the required Plan standards and it is the project interior where exceptions are requested.

Site Plan and Design Review Request

The project application request includes site development plans including floor plans, landscaping and architectural renderings. The project design review was performed using the Spring Lake Specific Plan (SLSP) (adopted December 18, 2001 and subsequently amended) and the Spring Lake Specific Plan Design Standards (SLSPDS) as approved May 20, 2003 and subsequently amended.

The architectural plans feature rear-entry and side-entry garage orientations off the private driveways. Home fronts are generally oriented towards public streets or interior paseos. Each home will provide a two-car garage and an additional 61 on-site guest parking spaces are provided. The lots adjacent to the western boundary and corresponding home plans are wider rather than deep with footprints reconfigured to ensure a minimum 10-foot setback. A larger setback is provided along the north boundary from existing homes. Due to grading concerns, existing fencing along the northern boundary will be replaced with a combination block retaining and wood fence. The proposed homes are set back approximately 40-feet from the north property line with the drive aisle and parking buffering views to existing homes.

Development Agreement Request

Resolution No. 3542, adopted on May 15, 1990, establishes procedures for the consideration of Development Agreements in Woodland. These procedures essentially parallel the requirements of Section 65864 et.seq. of the Government Code. The Spring Lake Specific Plan (SLSP) requires that each developer enter into a Development Agreement with the City. Development Agreements allow the City to negotiate certain development rights for the applicant in exchange for benefits to the City that might not otherwise be required of a developer. A development agreement was approved as part of the Sievers/Prudler project on September 20,

2005 by the City Council. An amended development agreement will replace the original agreement for these two properties. Final negotiated terms will be included in the development agreement prior to City Council hearing on the application.

The proposed development agreement provides for negotiated features or amenities for the public benefit. The proposed draft development agreement includes the following:

- The applicant has agreed to pay fees in lieu of constructing the affordable housing of \$6,000 per lot, which results in an overall payment of \$582,000. This is consistent with per unit in-lieu fees charged on other single-family projects in Spring Lake. The applicant has agreed to pay the fee in a lump sum immediately after approval of the project for the purpose of providing funds to assist in the construction of housing for extremely low income households elsewhere in the City.
- The applicant has agreed to pay a General Purpose fee in the amount of \$2,000 per lot, which results in an overall payment of \$194,000. The funds are to be paid in one lump sum amount upon issuance of the first building permit and will be used to improve bicycle and pedestrian connectivity, including but not limited to the planned Highway 113 bike/pedestrian overcrossing.
- The applicant has agreed to convert the existing drainage ditch to a piped storm drain system between SR 113 and Matmor Road.

Public Notification

Public notice advertising for the public hearing on this project was prepared by the Community Development Department in accordance with notification procedures set forth in the City of Woodland's Municipal Code and State Planning Law. Two methods of public notice were used:

- Legal notice was published in the Woodland Daily Democrat.
- Notices were mailed to all property owners within at least 1,000-feet of the project site and a copy emailed to all individuals who have provided email addresses.

Copies of the factual staff report for the proposed project have been on file at City Hall since August 28, 2020.

Early Neighborhood Notice

An early public notice regarding the initial project submittal was provided on April 5, 2019 and sent to properties within 300-feet of the proposed project. A number of responses were received, 28 from individuals as well as a petition with 187 signers. The most repeated concerns included on-street parking congestion, traffic speeds on Sports Park Drive and Matmor Road, density, traffic congestion and access from existing streets on to Matmor Road.

After evaluating the comments, the applicant revised the proposed plan layout dropping from 99 to 98 units and the number of outside on-site parking was increased from 32 to 49 spaces.

Neighborhood Meeting

On August 3, 2020, a neighborhood meeting was held via Zoom to allow consideration of proposed project modifications. Notices were mailed to all property owners and current residents within 1,000 feet and copies emailed to all individuals who previously commented. Approximately 40 people attended and 24 individuals offered comments. Key issues raised at the meeting are summarized as follows:

- Parking in adjacent neighborhoods
- Traffic congestion on Matmor Road and impact to adjacent roadways (Tyler, Hadley, Jones, Hoover, Garfield, Washington)

- Speeding on Matmor Road and Sports Park Drive
- Traffic backup at Matmor Road and Gibson Road
- Safety and visibility concerns at corners of Matmor Road and Tyler Drive
- Safety concerns on south Matmor Road (bike and parking conflicts, bulbouts and medians)
- Traffic analysis
- HOA effectiveness and longevity.
- Garage size
- Parking permit system

Several of the comments received were related in part to the existing K-12 Woodland Christian School (WCS). Consideration of this application and the proposed incremental increase in units is separate from the existing school. However, staff offers the following is a brief summary regarding the school.

The school was granted a conditional use permit in 1998 for a complete campus and sanctuary. In 2001, the school was annexed and incorporated into the Spring Lake Specific Plan. In 2014 the school was granted a modification to the original CUP and subsequent minor changes to relocate and reconfigure site features, including removal of the proposed 900-seat sanctuary youth center and science building, and separation of the multi-use gymnasium into two buildings (a gymnasium and theater). The modifications did not result in additional building square footage, or an increased number of students. The site currently has 226 parking spaces with 90 overflow spaces.

It is acknowledged that all schools have some level of traffic issues during peak use times, and City staff feel that Woodland Christian School has worked diligently to address traffic issues. Representatives of the school attended the neighborhood meeting and invited residents to contact them with concerns that they might have. Further, WCS has requested that Lennar Homes add a disclosure statement in future purchase contracts informing new residents in the subdivision about the school and the range of activities that are allowed including sporting and special events.

Proposed Project Modifications Following the August 3, 2020 Neighborhood Meeting:

In response to comments from the August 3, 2020 neighborhood meeting Lennar Homes has proposed the following site plan modifications:

- Removal of one unit, dropping from 98 to 97 units
- Removal of the south access driveway to Matmor Road. The south parcel will have two points of access from Sports Park Drive and Hadley Rd.
- Relocation of a unit to the site of the former access drive on Matmor Road
- Addition of 12 on-site parking spaces. The site will now provide a total parking count of 194 garage spaces and 61 on-site open spaces for a total of 255 spaces for a total parking ratio of 2.63 spaces per unit.

Planning Commission Action

The Planning Commission meeting of August 20, 2002 was held via Zoom. There were 12 attendees to the meeting and 3 people spoke. The City received emails from an individual who also spoke at the meeting. The Commission, after taking comments, asking for clarification on items from staff and the applicant. Concerns were voiced concerning potential parking impacts to surrounding area streets, the location of proposed traffic calming speed bumps, a request for a 4-way stop rather than a traffic circle, and questions concerning the traffic analysis. Bruce Jacks provided emails and verbal comments expressing concern with the roadway width and bike lane striping on Matmor Road. The Commission voted 6 to 1 to recommend approval of the project to

Planning Commission. Commissioner Hurst voted No after expressing concern with regard to the proposed landscaping, lack of community engagement design, and a desire to see development that incorporates single story units to allow for aging in place.

The following summary comments are provided regarding the concerns expressed:

Parking: The project site includes a standard 2-car garage for each unit as well as 61 on-site open spaces. This provides a ratio of 2.6 which exceeds the the parking ratio required for either single family or multi-family development (2.0 and 1.5 respectively). The project will have an active HOA that will manage parking and require that garages be kept open for parking purposes.

Traffic Calming Speed bump location: The purpose for the speed humps is to discourage cut-through traffic on area streets, particularly those routes that have been used in the past to go around Matmor Road during drop off and pick up times at Woodland Christian School. Speed bumps are not recommended on Sports Park Drive and Matmor Road because they are collector streets.

Matmor Road width and striping: The City's Traffic Division states that the roadway lane striping on Matmor Road is safe and consistent with standards. The existing condition provides minimum 10-foot travel lanes, striped 5-foot bike lanes and 7-foot parking lanes. The goal in adding the additional bike lane striping is highlight and emphasize bike use and safety. The situation should actually improve the condition for bikes because it puts drivers on notice and encourages them to hug the curb. It may create the appearance of a narrower lane, but what it actually does is add friction, with the intent that traffic will slow and be more cautious.

Environmental Clearance

On August 15, 2000, the City Council certified the Turn of the Century Final EIR (State Clearinghouse Number 1199022069; Resolution No. 4215 adopted August 15, 2000). The City Council subsequently adopted several CEQA Addenda to the Turn of the Century EIR. An Addendum #18 to the EIR has been prepared for the project for which no significant new impacts or mitigations were identified.

CEQA Addendum

Section 15182 of the California Environmental Quality Act (CEQA) provides that the lead agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Addendum #18 has been prepared for the purposes of amending the General Plan and Spring Lake Specific Plan to allow 3.51 acres of designated land south of Hadley Drive to be modified from R-8 (6-8 du/ac) to R-15 (10-15 du/ac) density. This would provide a consistent land use with the 3.789 acre R-15 parcel north of Hadley Drive. The project revisions will result in a similar number of residential units as contemplated in the original EIR, and therefore, will result in environmental impacts similar to those identified in the original EIR. Infrastructure improvements beyond those previously anticipated in the EIR will not be required. In addition, peak trip generation will not be significantly different from that anticipated in the SLSP, Turn of the Century EIR, as described in the CEQA EIR Addendum.

Consistency with CEQA Requirements

Because the proposed land uses are similar to those studied in the SLSP, Turn of the Century EIR, the changes proposed are not substantial and would not require major revisions. Furthermore, the proposed changes to this

property would not create new or significant environmental effects, which have not already been analyzed.

The overall land disturbance area would remain unchanged. Therefore the project would not have additional significant effects that were not discussed in the previous EIR due to proposed changes. Significant effects would remain generally unchanged.

Mitigation measures analyzed in the previous EIR would remain unchanged, and substantially reduce significant effects on the environment. New mitigation that would substantially reduce impacts more than the previous EIR are not available because the proposed changes are not substantial. A Swainson Hawk and Agricultural mitigation agreement with the Merritt Ranch Conservation Easement was recorded November 27, 2006, for the original Sievers/Prudler subdivision, TSM 4793.

As documented in the EIR Addendum, a substantial increase in the severity of previously identified impacts will not occur as a result of the proposed Specific Plan Amendment (Rezone) of 3.5 acres from R-8 to R-15. As a result, no subsequent EIR or Negative Declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. Pursuant to Government Code Section 65457(a), (15182 of the CEQA Guidelines), any residential development project, including any subdivision, or any zoning change, that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, does not require additional CEQA review.

Traffic

The Addendum evaluated the change in vehicle trips as a result of the proposed additional units to the residential development. The proposed project would result in development of the project site with 97 small-lot detached multi-family residential units, which is 20 more residential units than what was previously anticipated for the project site in 2004 (77 units) and 16 more than estimated in the TOCSP EIR (81 units). Using the Institute of Traffic Engineers (ITE) Trip Generation Handbook 10th Edition, the estimated daily trip rate for multi-family low-rise housing is considered to be lower than that of single-family residences. Multi-family low-rise residential units generate approximately 7.32 vehicle trips per unit per day, while the average daily trip rate for single-family residences is approximately 9.44 vehicle trips per unit per day. Therefore, the proposed residences at the project site would produce fewer trips per unit on average.

The 97 proposed units would generate a project-wide vehicle trip rate of approximately 710 daily vehicle trips, as compared to the 638 daily vehicle trips that would be anticipated with development of 77 units (35 sf and 42 mf). The City's standard for preparing a new traffic study is if there is an increase of 50 peak hour trips. Thus, an increase of approximately 72 vehicle trips per day result in approximately 7 peak hour trips which would not be considered a substantial increase. (Using the single family trip generation factor will result in 27 additional peak hour trips).

In recognition of concern by the residents regarding the additional units and existing conditions, the applicant has agreed to install off-site traffic calming features including five speed humps on area streets and a traffic circle at Matmor Road and Tyler Drive.

It is noted that between 2008-2012 a number of parcels were down-zoned in the overall spring Lake Specific Plan from R-15 and R-20 to R-8. During the recession, there was less market demand and limited financing available for the townhome or small lot single-family product. However, due to a market change and an existing housing shortage throughout California, State legislation has been passed to encourage housing choice

and to facilitate higher densities.

Review Agency Comments

The application was circulated for review by agencies of jurisdiction. The comments from Development Engineering, Public Works, Building, and Fire, have been incorporated as Conditions of Approval.

Staff Analysis

Staff supports this project, subject to the recommended provisions in the Development Agreement and conditions of approval, and provides the following analysis:

General Plan Consistency

Land Use

The Spring Lake Specific Plan has been determined by the City Council to be consistent with the General Plan. Although, Parkside 3 is requesting a General Plan Amendment, the requested change is minimal, and provides the opportunity for infill housing. The project, with the proposed conditions of approval, Development Agreement, and Tentative Subdivision Map, have been determined by staff to be consistent with the SLSP and with the goals and policies of the General Plan. The project is consistent with the medium density General Plan land use that allows density of 8.1 to 19.9 dwelling units per acre, which allows a range of product types including apartments, town-homes, and small lot development. The project is a small-lot single-family development at a proposed density of 13.3 dwelling units per acre. The project is consistent with key policies in the 2035 General Plan as summarized below:

Policy 2.A.5 Complete and Well-Designed Neighborhoods. Promote the development of complete neighborhoods with a physical layout and land use mix that allows for a diversity of incomes; puts residents in close proximity to services and amenities; promotes walking, biking and transit use; fosters community pride; enhances neighborhood identity; ensures public safety; and meets the needs of all ages and abilities.

Policy 2.A.6 Infill Development. Encourage infill, redevelopment of and development on underutilized sites, adaptive reuse, and the restoration of historic buildings in existing urbanized areas to enhance community character; promote pedestrian and bicycle friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, optimize city investment in infrastructure, support increased transit use, and enhance economic vitality.

Policy 2.C.1 Compact Form. Promote compact development patterns, mixed land use, and higher development intensities that conserve land resources, reduce vehicle trips, improve air quality, and facilitate walking, bicycling, and transit use. Achieving the benefits of compact development as supported in this General Plan may result in potential tradeoffs related to traffic, noise, open space, and privacy. Sensitive design and appropriate performance standards may assist in mitigating these concerns. Where growth and increased density is allowed pursuant to this General Plan, these issues are acknowledged and accepted.

Policy 2.G.2 Sensitive New Development. Require new construction additions, renovations, and infill to be physically compatible with neighborhood context, historic development patterns, building form and scale.

Policy 3.A.1 Vehicle Level of Service (LOS) Standard. Strive to develop and manage the roadway system to maintain a LOS D or better as defined in the latest edition of the Highway Capacity Manual during weekday

AM and PM peak hour conditions.

Policy 3.A.9 Road Diets. Investigate road diets within the existing and built-out portion of the city. A road diet is generally described as removing travel lanes from a roadway and utilizing the space for other uses and travel modes.

Policy 3.B.4 Retrofit. Strive to retrofit existing streets into more complete streets, prioritizing improvements on roadways providing access to services, schools, parks, civic uses, as well as downtown and along mixed use corridors.

Policy 3.D.3 Traffic Calming. Implement traffic calming design and devise, as funding allows, in existing and new development areas where appropriate to reduce vehicle speeds and preserve neighborhood livability.

Policy 3.H.6 Parking Standards. Reduce minimum parking requirements and set maximums over time, particularly for mixed use and transit-oriented developments, to promote walk and bike friendly environments throughout the city.

Climate Action Plan

The project applicant completed the Climate Action Plan (CAP) Checklist and has been determined to be consistent with the City's 2035 CAP. All buildings shall be designed to meet, and are recommended to exceed, energy efficiency requirements provided in the Spring Lake Specific Plan, including solar requirements.

Each home shall include installation of photovoltaic panels, be prewired for electric vehicle charging, provide high efficiency HVAC, high efficiency windows that are operable and will provide for cross ventilation, and energy efficient lighting. Will meet all Title 24 requirements. The subdivision design encourages pedestrian use by including internal paseos and walkways that connect the project both internally but to surrounding areas. Bike storage is available in garages or on private yard areas of each home. Paseos and lot landscaping will utilize native and drought tolerant landscaping. Canopy shade trees are proposed along all street fronts and adjacent to parking. Water conserving fixtures and features are included in all homes and each home will have sufficient space for solid waste as well as green waste storage. The project will comply with construction recycling regulations. The project will comply with recently adopted 2019 Building, Residential, Building Energy Efficiency Standards, and California Green Building Codes.

Each home shall have a dedicated 240-volt, 40-amp circuit for electric vehicle charging station in the garage or as required by the most current California Green Building Standards. Garages shall have adequate ventilation as required for vehicle charging stations. Compliance with this condition shall be clearly indicated on the building permit plans for each single-family home.

With regard to heat island concerns, the project includes substantial plantings. Large trees are provided for shading at sidewalks and street parking. Within the development, trees will be planted to provide shading within internal walkways, at guest parking locations, and at homes.

Zoning Ordinance Consistency

Lot Coverage - The maximum allowable lot coverage is 50 percent. The project as a whole meets coverage

requirements at 38 percent. The project total would be the indicator utilized if this were a non-subdivided multi-family project. Individual lot coverages vary from 37 percent to 65 percent, with an average of 53 percent lot coverage. The applicant has submitted a planned development proposal to allow increased individual lot coverage that exceeds 50%, although the project as a whole meets the minimum lot coverage requirement.

Off Street Parking - Pursuant to Section 25-23-10A of the Zoning Ordinance, the applicable parking ratio for single family is two (2) parking spaces per unit. The multi-family parking ratio is 1.5 spaces per unit. The project provides the minimum two covered parking spaces in a garage for each unit. An additional 61 guest-parking stalls are provided on site. A total of 255 parking spaces are provided on site (parking ratio of 2.63) and it is estimated that approximately 65 on-street parking spaces will be available providing 320 parking spaces.

On-street parking is allowed on the south side of Sports Park Drive and on the east side of Matmor Road as well as north of the project site on the west side of Matmor Road as shown in the Parking and Circulation exhibit. It is recognized that parking on Matmor Road can be impacted at specific times of the day due to the adjacent Woodland Christian School, particularly for student drop off and pick up or special events. However, during the remainder of the day, on street parking densities are low.



Parking and Circulation Exhibit (Alternate A - 97 units)

Water Conservation Ordinance - The project shall comply with the City's Water Conservation Ordinance and any applicable state water conservation requirements.

The proposed project as conditioned is consistent with the City's Zoning Ordinance.

Spring Lake Specific Plan Consistency

In order to assess project consistency with the SLSP development requirements, a detailed analysis was performed comparing the project proposal to each section of the SLSP (including text, development regulations, figures, tables) and to the various implementing documents of the SLSP including: Spring Lake Design Standards, Affordable Housing Plan, and the CEQA Mitigation Monitoring Program. The project is substantially consistent with the aforementioned documents.

The project has been reviewed for consistency with the Spring Lake Multi-family R-15 Standards.

Building Orientation – Development Standard 3.5 of the Spring Lake Specific Plan Design Standards requires street facing facades, setbacks, and street orientation for R-15 density units that emulates single-family housing. The project has been designed with unit fronts facing to Matmor Road and Sports Park Drive.

Pedestrian Circulation – the SL Design Standards require pedestrian access points that are separated from auto circulation routes. Standard 3.3 (d) states that “Pedestrian pathways shall include amenities such as trellises, trees, or other landscaping”. The project provides a central north to south pedestrian paseo with perpendicular access provided midway through each parcel.

Open Space – Development Standard 3.7 states that private recreation amenities for tenants shall be provided in conjunction with open space. Because this project provides for individual lot ownership rather a tenant based rental project, private recreation space is provided for each lot in the form of a private space to the side or rear for each home. A common area pedestrian paseo is provided. A total 29 percent of the project site is in public open space and 10 percent is in private yard area.

Energy Efficiency - The proposed project will exceed the energy efficiency standards provided in the Spring Lake Development Standard 2.25 which requires five percent (5%) of all units to have roof photovoltaic energy systems or other alternative energy systems. However, the project shall be required to meet the 2019 Building, Residential, Building Energy Efficiency Standards, and California Green Building Codes which now requires that all home provide solar.

Fencing - All wood fence footings and foundations shall be constructed of galvanized steel, reinforced concrete, or masonry. The project application illustrates that at all times a minimum 6-foot fence will be provided on each side of project boundary.

West Boundary – There is minimal grading differential. The existing fence will remain.

North Boundary- There is a slight grading differential between the existing homes and new project. In order to ensure that all water drains off the site and does not impact the existing properties, the new site must be raised in order to direct water to the south and east. As a result, an approximately two (2) foot retaining wall with a 6 foot wood fence will be constructed along the north boundary. The existing fencing will be replaced. The L-shaped footing for the proposed retaining wall will be located entirely on the project side.

Spring Lake Affordable Housing Plan

The two project sites were originally part of the larger Seivers/Prudler Vesting Tentative Subdivision map and Development Agreement. Based on the original affordability requirements, the project will be required to provide 20 affordable units. The applicant is proposing to pay fees in lieu of constructing the affordable housing resulting in an amount as provided in the Development Agreement on a per-lot basis of \$6,000, which results in an overall payment of \$582,000. This is consistent with per unit in-lieu fees charged on other single-family projects in Spring Lake. The applicant has agreed to pay the total amount in a lump sum payment up front rather than through incremental payments at the time of building permit issuance for each unit.

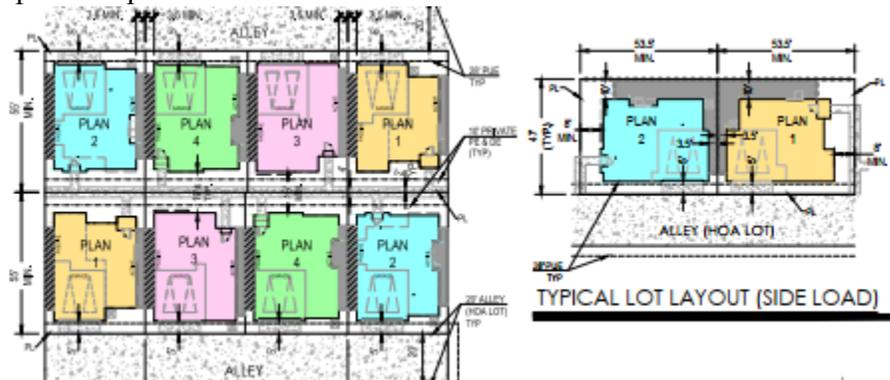
Planned Development Overlay and Conditional Use Permit

The applicant is requesting a proposed Planned Development (PD) overlay. The purpose of a PD is to allow

flexibility in project design where appropriate. The proposal requests an exception from standard setbacks internal to the site. Setbacks along the project perimeter are consistent with Spring Lake standards

Minimum Yard Requirements	Proposed Project (PD)	Spring Lake Standards (R-15)	Comment
Front Yard	10' to Street Front 5' to Interior Alley 8' to Paseo	20' to Garage 10' to Porch 10' to Living Area	Spring Lake Setbacks are maintained along Hunt, Marston, and Stewart Circle
Rear Yard	10' Rear Perimeter 5' to Interior Alley (garage door)	10' to Living Area	10' minimum maintained adjacent to existing homes
Side Yard	3.5' Interior 10' Street Side	5' Interior 10' Street Side	10' minimum maintained at corner lots
Lot Width	39'	35'	39- 56.8' range;
Lot Size	2,000 Square Feet	n/a	2,012 -3,321 sq. ft.; 2,392 sq. ft. average
Private Yard Area	7' minimum width	n/a	106 to 568 sq. ft.; 311 sq. ft. average
Project Landscape Coverage	29% public; 10% private yard area	n/a	39% open space
Individual lot Coverage	65% max	50%	Individual lot coverage varies from 37% to 65%; 53% average
Project Coverage	38%	50%	

Interior side-by-side homes will provide a minimum 3.5-foot side yard. A reciprocal use easement will allow one home the right to access a portion of the adjacent side yard providing a minimum 7-foot side yard space for each lot. Homes along the western boundary will not utilize the reciprocal easement as they have a 10-foot rear space for private use. Both conditions are illustrated in the exhibits below:



Project Interior setbacks and West boundary condition

Allowing reasonable modifications that will facilitate infill small lot product will meet the intent of the Spring Lake Plan to provide a variety of housing types within Spring Lake. This product type may be desirable to those in varying stages of their lives who do not desire a large yard. In addition, this product type that can offer an attractive home at potentially moderate price range.

The project as conditioned is consistent with the Spring Lake Specific Plan.

Subdivision Ordinance Consistency

Lot Development –The subject property is comprised of two (2) parcels totaling 7.3 acres. The proposed 97 R-15 lots range in size from 2,012 to 3,321 square feet. A minimum lot width of 35-feet is required for R-15 development. Overall, project lot widths range from 39 to 56.8 feet. Lot widths along Matmor Road vary from

39' to 56 feet and from 40 to 55.2 feet along Sports Park Drive. Lot widths along the west project boundary are wider, between 55.5 and 56.8 feet, and generally consistent with lot widths of existing homes to the west. The Plan does not have a minimum lot depth or lot size requirement.

Bicycle / Pedestrian Access – Development Regulation 2.24 requires access connections for bicycles and pedestrians to open space, parks, and subdivision trails. Entry drives on Matmor Road and Sports Park Drive lead to the immediately adjacent greenbelt on Sports Park Drive south of the subdivision. A bike path is located on the east side of Matmor Road. A future bike and pedestrian overpass will have a landing located in the immediately southeast of the project site and will provide connection and access over SR 113 to the rest of Spring Lake.

The project provides a central paseo with fronting lots. The central paseo area and path is 10-feet in width and each home has an additional setback from the paseo on each side allowing for a 19-foot open area between home fronts. There may be a few instances where the paseo narrows to 16 feet.

Alley Access Garages – Development Regulation 2.2.3 requires a minimum of 24 feet of back up space. The project drive aisle is 20 feet wide, and each unit is setback a minimum of 5-feet from the alley providing adequate back up space. Backup space for the guest parking spaces is provided at 20-feet. Section 17.116.080 (B) of the Zoning Code allows consideration for modified parking and maneuvering area dimensions subject to review of the Zoning Administrator and Traffic Engineer.

Traffic Calming –As part of the public outreach, the City and applicant received concerns regarding traffic speeds and impact on area streets. To address that concern, the project will be required to provide traffic calming on nearby streets. The City has required a total of five speed humps on the Washington/Tyler and Reno/Cox/Jones/Hadley corridors and a traffic circle at the intersection of Marston Road and Tyler Drive.

Grading/Arborist Report/Tree Impact Assessment – An arborist report, was prepared by Sierra Nevada Arborists on March 10, 2019 for the purpose of evaluating potential impacts from proposed project grading and retaining wall construction on existing off-site trees. Proposed pad grades are approximately 2 feet higher than the existing back yard grades of Tyler Drive residences. A retaining wall is required to retain the fill soil adjacent to the north property boundary. The arborist has evaluated the condition of the trees and recommended utilizing non-invasive grading techniques to the extent possible and installation of “root-friendly” footings. The existing trees include a Mulberry, Cypress, and Raywood Ash tree. The Mulberry tree has been extensively pruned. The applicant shall work with the adjacent property owners during construction. A condition on the project requires that the arborist is to observe grading activities to ensure minimal impact to trees/root systems. The applicant shall work adjacent properties to the north regarding the possibility of replacing their fence. Cross section 4 on the grading plans shows the retaining wall and footing entirely on the project side should the adjacent property owners not allow access.

Infrastructure

Curb, gutter, sidewalk, and streetlights are existing and were installed at the time the Huntington Square subdivision to the west was built. The approved SLSP Infrastructure Study Report satisfies the SLSP requirements for Water, Drainage, and Sewer Infrastructure Plans.

Project Access:

The project has access on to Matmor Road, Sports Park Drive and Hadley Drive. There is one access directly

to Matmor Road, for the north parcel. There is one access point to Sports Park Drive at the west end of the southerly parcel. Each parcel has an access entry to Hadley Drive. Each entry is consistent with the City's Residential Driveway Detail at 24 feet wide. All drive entries include an enhanced pavement treatment to designate entry into the project.

Each unit in the subdivision will have a two-car garage accessed from the private internal driveways. Public engagement to all surrounding roadways will be provided with front-on units to Sports Park Drive, Matmor Road, and Hadley Drive. Each street front unit will have direct pedestrian access to either the existing separated sidewalks, or internal paseos. The units along the western boundary will be able to access public walkways through paseos and/or alley access.

Water:

Water is available to the site through existing 12" mains bordering the project on the south (Sports Park Drive) and east (Matmor Road). Water mains, water laterals, and water meters installed by the project will be publicly owned and maintained up to and including the meter. All publicly owned and maintained water facilities will be within a public utility easement. Water laterals beyond the meter are considered private. Private water facilities will be constructed in accordance with City Standards.

Sanitary Sewer:

Sanitary sewer connection is available to the site through existing 8" sewer stubs, installed by previous phases of development. Sewer facilities throughout the project will be publicly owned and maintained up to and including the service cleanouts. All publicly owned and maintained sewer facilities will be within a public utility easement.

Storm Drainage/ Underground Ditch from Matmor Road to SR 113

Storm drainage collection infrastructure is available to the site through existing reinforced concrete mains in Matmor Road, Hadley Drive, and Sports Park Drive. The applicant is proposing on-site conveyance through a system of concrete valley gutters and drainage inlets centered on the alley roads. Other storm drain improvements associated with this project include the conversion of the ditch east of Sports Park Drive and located between Matmor Road and Highway 113 to a piped system.

Storm Water Quality:

The MS-4 Water Treatment Quality requirements for the development of the site are addressed through the treatment provided by the existing Spring Lake storm drainage system. The MS-4 hydromodification requirements for the development has been met by an area level analysis by the use of a regional retention basin, specifically the southeast area of the City which drains into the East Regional Pond (ERP).

Homeowners Association

The project development will include initiation of a Homeowners Association (HOA). The HOA shall be responsible for the maintenance of the privately owned streets, streetlights, and storm drainage. In addition, conditions restrict the use of the two-car garage space for any use other than parking and do not allow recreational vehicle parking. Parking will not be allowed on private alleys.

The project as conditioned is consistent with the City's Subdivision Ordinance.

Spring Lake Specific Plan Design Standards for Architectural Review

The SLSP Design Standards adopted on May 20, 2003, identify minimum design requirements for development within the Spring Lake area including architectural requirements for the homes and landscaping requirements for public improvements. The project as proposed meets the requirements of the Design Standards.

Architecture/Elevations

As a multi-family project, the Spring Lake Design Standard do not specifically require a set number of floor plans and elevations. To achieve architectural diversity the Parkside 3 project proposes four floor plans each with three elevation styles for a total of twelve (12) elevations. Approximately 40 percent of the units are street facing frontages and as a result the project is able to achieve significant visual variation from public ways. Further, each plan has a re-configured side-load garage design that is utilized along the west end of the site. A detailed pre-plot exhibit is included along with details concerning materials and colors for each lot. Landscaping and fencing is included in the Design Package.

The proposed living area of each floor plan varies in square footage from 1,438 square feet to 2,185 square feet. These homes offer 3 to 4-bedroom configurations. The smaller plan, a three bedroom and 3-bathroom unit, is located on 32 (1/3) of the lots. Each plan offers a two-car garage, a separated sidewalk to the front door and a covered entry. The applicant has pre-plotted each unit floor plan and elevation, as shown on the Site Development Plan, in order to ensure a balanced mix of units.

Each unit has a minimum 3.5-foot side-yard setback. Each unit's garage side is proposed as a passive side with the opposite side as the active side with access directly from the unit via a patio door. The passive side of each unit will serve as an extension of the adjacent unit. Each 7-foot wide private patio activity space serves as the private yard area for each home that will be screened by a 5-foot high wood fence.

A desired intent of the SLSP is to create variety and interest along a street. Toward this end, the applicant has worked to develop architectural styles that provide significant differentiation yet still appears as a cohesive project. The project includes designs for Manor, Cottage, and French Eclectic architectural styles. The units will utilize a smoother light sand stucco finish. Descriptions for each architectural style are provided in the design booklet.

Each floor plan has two entry locations, one in a more typical location off the front of the home and the other location as a 'side entry' leading to the private open space area. The entry door location varies based on how the home is situated. Homes may 'front' onto an internal paseo, an exterior street, or to an internal alley.

Landscaping

The project proposes to landscape both public and private spaces. The public parkway strips will be landscaped as well as interior paseos and patios. Final choice of street trees will be coordinated with the City's public works division prior issuance of permits and will provide for a mix of species, consistent with city policies. Along both Sports Park Drive and Matmore Drive the City will maintain the parkway landscape strips. However, all area back of the sidewalk will be maintained by the HOA.

Conclusion:

Staff recommends that the City Council:

1. Receive the staff report;
2. Conduct a public hearing;
 - a) adopt Resolution No. approving the CEQA Addendum;

- b) adopt Resolution No. amending the General Plan land use designation;
- c) adopt Resolution No. amending the Spring Lake Specific Plan land use designation;
- d) adopt Resolution No. approving a Planned Development Overlay and Conditional Use Permit;
- e) adopt Resolution No. approving Tentative Subdivision Map #5155;
- f) adopt Resolution No. approving Site Plan and Architectural Design Review, and
- g) introduce and waive the first reading of Ordinance No. approving the Development Agreement between the City of Woodland and CalAtlantic Group, Inc. (Lennar Corporation), to use and develop the Parkside 3 project area located within the Spring Lake Specific Plan Area with Conditions of Approval.

Prepared By: Cindy Norris, Principal Planner

Reviewed By: Brent Meyer, Acting Community Development Director/ City Engineer

Attachments:

1. Attachment 1 -Project Description-Application-Climate Action Plan Checklist (Parkside 3)
2. Attachment 2 Contextual Map (Parkside 3) Alt A
3. Att 3 Resolution CEQA Addendum_
4. Att 3A CEQA Addendum Parkside 3
5. Att 4 Resolution Amending General Plan
6. Att 4A GPA Amendment Diagram
7. Att 5 Resolution Amending the Spring Lake Land Use Plan
8. Att 5A SLSP Amendment Diagram
9. Att 6 Resolution Approving TSM 5155, Planned Development Standards and Conditional Use Permit
10. Att 6A Tentative Subdivision Map ALT A
11. Att 6B Tentative Subdivision Map #5155
12. Att 6C Site Development Plan (Alt A)
13. Att 6D Development Standards for Parkside 3
14. Att 7 Resolution Approving Design Review for Parkside 3
15. Att 7A Design Booklet Parkside 3
16. Att 7B Landscape Plan set Parkside 3
17. Att 8 Ordinance Approving an Amended and Restated Development Agreement
18. Att 8A Development Agreement for Parkside 3
19. Att 8B Conditions of Approval Parkside 3.doc