

**CITY OF WOODLAND
300 FIRST STREET
WOODLAND, CALIFORNIA**

**CITY COUNCIL
CLOSED SESSION AGENDA**

JULY 19, 2011

5:00 P.M.

- A. CALL TO ORDER
- B. CLOSED SESSION
 - B.1 Conference with Labor Negotiators, Pursuant to Section 54957.6
Agency Designated Representatives: William Avery, Mark Deven,
Amy Buck and Christine Engel
Employee Organization(s): Woodland City Employee's Association;
Woodland Mid-Management Association; Woodland Professional
Firefighters Association

**JOINT REGULAR CITY COUNCIL /
WOODLAND FINANCE AUTHORITY**

6:00 P.M.

- A. CALL TO ORDER
- B. ROLL CALL
- C. PLEDGE OF ALLEGIANCE
- D. COMMUNICATIONS-PUBLIC COMMENT (6:03)



All times are
approximate

This an opportunity for the public to speak to the Council on any item other than those listed for public hearing on this agenda. Speakers are requested to use the microphone in front of the Council and to begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. The Mayor may impose a time limit on any speaker

updated a/o 10/4/2018



depending on the number of people wanting to speak and time available for the rest of the agenda. In the event comments are related to an item scheduled on the agenda, speakers may be required to wait to make their comments until that item is considered.

E. COMMUNICATIONS—COUNCIL/STAFF STATEMENTS AND REQUESTS (6:06)

This is an opportunity for the Council Members and Staff to make comments and announcements, to express concerns, or to request Council's consideration of any items a Council Member would like to have discussed at a future Council meeting.

F. COMMUNICATIONS - WRITTEN (6:07)

- F.1 Receive Notification from Pacific Gas and Electric regarding Rate Increase related to the 2012 Electric Procurement Forecast Costs and Other Project Costs Application

G. COMMITTEE REPORTS (6:08)

- G.1 Receive the Minutes of the WRA Board of Directors Meeting of March 7, 2011

H. PRESENTATIONS (6:09)

- 1. Receive Parks and Recreation Commission Proposed Development of Guidelines for Dave Douglass Park

I. CONSENT CALENDAR (6:12)

- 2. Receive the Monthly Status Report from Fire Department
- 3. Receive the Monthly Status Report from Public Works Department
- 4. Adopt Resolution Approving the 2010 Urban Water Management Plan
- 5. Adopt Resolution Approving the Annual Transportation Development Act Claim with Sacramento Area Council of Governments
- 6. Approve the FY 2011/12 Animal Control Services Contract



7. Approve Project Design; Authorize Bid Advertisement; Authorize the City Manager to Award the Construction Contract to Lowest Responsive, Responsible Bidder for the 2012 Road Maintenance Project, CIP 12-07
 8. Adopt Resolution Authorizing Submission of Application for the BEGIN Program; Amend City Budget if Application is Approved; Authorize City Manager to Sign Documents as needed to Execute Grant
 9. Adopt Resolution Authorizing Submittal of Application under the CALHOME Program; Authorize City Manager Execution of Agreement and Program-related Documents
 10. Adopt Resolution Authorizing Application for Housing Related Parks Program Grant; Authorize City Manager Execution of Agreements Necessary for Program
 11. Adopt Resolution Authorizing Submission of Application for the CalHOME Homeownership Project Development Program; Authorize City Manager Execution of Agreement and Amendment of City Budget
- J. PUBLIC HEARINGS – COUNCIL (6:15)
12. Hold Public Hearing on Waste Management Liens and Adopt Resolution to Lien Properties (5 minutes)
 13. Adopt Resolution Ordering Assessment on the Annual Spring Lake Specific Plan Area Landscaping and Lighting District (5 minutes)
 14. Adopt Resolution Ordering Assessment on the Annual Gateway Landscaping and Lighting District (2 minutes)
 15. ~~Consider Recommendations from Planning Commission; Approve Woodland Gateway Phase II Project and Approve Development Agreement (30 minutes)~~ **ITEM PULLED**



K. REPORTS OF THE CITY MANAGER (6:27)

16. Appoint Voting Member and Alternate to League of CA Cities Annual Conference (5 minutes)
17. Adopt Resolution Approving Yolo Emergency Services Memorandum of Understanding between County of Yolo, Cities of Davis, West Sacramento, Winters and Woodland, the Yocha Dehe Wintun Nation and Yolo County Housing Authority; Authorize Mayor to Execute Memorandum of Understanding (2 minutes)
18. Approve Amended and Restated Agreement with Waste Management of Woodland (5 minutes)
19. Review Ten-year Capital Improvement Program; Authorize Expenditures for Three-year Period Beginning in Fiscal Year 2012 and Ending in 2014 (15 minutes)
20. Adopt Resolution Approving Allocation of Spring Lake Affordable Housing Fee for Rochdale Grange Fiscal Deficit Fee Payment (2 minutes)
21. Adopt Resolution Authorizing Release of Request for Proposals for Homebuyer Consulting; Authorize City Manager to Enter into a Contract with Selected Subcontractor (2 minutes)

L. ORDINANCES (6:58)

22. Adopt Urgency Ordinance Determining the City of Woodland will Comply with the Voluntary Alternative Redevelopment Program Pursuant to Part 1.9 of Division 24 to Permit the Continued Existence and Operation of the Redevelopment Agency (10 minutes)
23. Introduce, Waive First Reading and Read by Title Only an Ordinance to Amend Section 17B-1-4 of the Woodland Municipal Code relating to the Informal Bid Limit Under the Uniform Public Construction Cost Account Act to Increase the Informal Bid Limit (5 minutes)



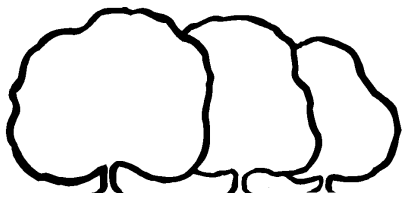
M. ADJOURN (7:13)

I declare under penalty of perjury that the foregoing Agenda for the Joint Regular City Council/Woodland Finance Authority of the City of Woodland scheduled for Tuesday, July 19, 2011 was posted on July 15, 2011 in the outside display case at City Hall, 300 First Street, Woodland, CA, and was available to the public during normal business hours.

Ana B. Gonzalez, City Clerk

Upon request, agendas and documents in the agenda packet will be made available in appropriate alternative formats to persons with a disability, as required by law. Any such request must be made in writing to the Office of the City Clerk of the City of Woodland. Requests will be valid for the calendar year in which the request is received, and must be renewed prior to January 1st.

Persons needing disability-related modifications or accommodations in order to participate in public meetings, including persons requiring auxiliary aids or services, may request such modifications or accommodations by calling the Office of the City Clerk (530-661-5806) at least 48 hours prior to the meeting.



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Council Communication

Report in Brief

Attached is a communication received for which Council should be made aware:

1. Notification of a Pacific Gas and Electric application for a rate increase of 1.6% for the 2012 Electric Procurement Forecast Costs and other Project Costs Application.

This item is for your information only.

Prepared by: Ana Gonzalez
City Clerk

Mark G. Deven
City Manager

Attachment: Notice

NOTIFICATION OF PACIFIC GAS AND ELECTRIC COMPANY'S
2012 ELECTRIC PROCUREMENT FORECAST COSTS
AND OTHER PROJECT COSTS APPLICATION

June 3, 2011
TO: STATE, COUNTY
AND CITY OFFICIALS

On June 1st, 2011, Pacific Gas and Electric Company (PG&E) filed an application with the California Public Utilities Commission (CPUC) to request an increase in electricity rates of \$205 million, or an average of approximately 1.6 percent, effective January 1, 2012. This increase is due primarily to rising energy prices as compared with the current costs reflected in PG&E rates.

Each year, PG&E is required to file an application that forecasts how much it will spend the following year to ensure an adequate supply of electricity for its customers. The CPUC carefully reviews PG&E's forecast to ensure that customers are not charged more for electricity than it costs PG&E to provide. The forecasted costs are updated in late 2011 and when approved by the CPUC are included in PG&E's electric rates the following year. During that year, PG&E's actual costs and revenues are tracked, and any difference is allocated to PG&E's customers at a later date.

This application requests that the CPUC adopt PG&E's 2012 electric procurement forecast of approximately \$4.5 billion for the Energy Resource Recovery Account (ERRA) and Generation Non Bypassable Forecast costs. PG&E recovers its electric procurement costs dollar for dollar, with no profit margin.

Will rates increase as a result of this application?

Yes, because of rising energy costs, rates will increase for most customers, although impacts for individual customers will vary. Bundled customers, or those who receive electric generation as well as transmission and distribution service from PG&E, will see rate increases. Most direct access customers, or those customers who purchase their energy from a non-utility supplier, will see rate decreases.

If the CPUC approves this application, a typical bundled residential customer using 550 kilowatt-hours (kWh) per month will see his or her average monthly bill change from \$79.70 to \$80.61, an increase of \$0.91 per month. A residential customer using 850 kWh per month, which is about twice the baseline allowance, will see his or her average monthly bill change from \$178.64 to \$183.97, an increase of \$5.33 per month. Individual customers' bills may differ.

FOR FURTHER INFORMATION

To request a copy of the application and exhibits or for more details, call PG&E at 1-800-PGE-5000.

For TDD/TTY (speech-hearing impaired), call 1-800-652-4712.

Para mas detalles llame al 1-800-660-6789

詳情請致電 1-800-893-9555

You may request a copy of the application and exhibits by writing to:

Pacific Gas and Electric Company
2012 ERRA and 2012 Generation Non Bypassable Forecast Proceeding
P.O. Box 7442, San Francisco, CA 94120.

The CPUC Process

The CPUC's Division of Ratepayer Advocates (DRA) and the Energy Division will review this application. The DRA is an independent arm of the CPUC, created by the Legislature to represent the interests of all utility customers throughout the state and obtain the lowest possible rate for service consistent with reliable and safe service levels. The DRA has a multi-disciplinary staff with expertise in economics, finance, accounting and engineering. The DRA's views do not necessarily reflect those of the CPUC. Other parties of record may also participate.

The CPUC may hold evidentiary hearings where parties of record present their proposals in testimony and are subject to cross-examination before an Administrative Law Judge (ALJ). These hearings are open to the public, but only those who are parties of record may present evidence or cross-examine witnesses during evidentiary hearings. Members of the public may attend, but not participate in, these hearings.

After considering all proposals and evidence presented during the hearing process, the ALJ will issue a draft decision. When the CPUC acts on this application, it may adopt all or part of PG&E's request, amend or modify it, or deny the application. The CPUC's final decision may be different from PG&E's application.

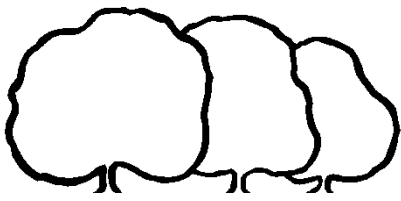
If you would like to learn how you can participate in this proceeding or if you have comments or questions, you may contact the CPUC's Public Advisor as follows:

Public Advisor's Office
505 Van Ness Avenue
Room 2103
San Francisco, CA 94102
1-415-703-2074 or 1-866-849-8390 (toll free)
TTY 1-415-703-5282, TTY 1-866-836-7825 (toll free)
E-mail to public.advisor@cpuc.ca.gov

If you are writing a letter to the Public Advisor's Office, please include the name of the application to which you are referring. All comments will be circulated to the Commissioners, the assigned Administrative Law Judge and the Energy Division staff.

A copy of PG&E's 2012 ERRA and 2012 Generation Non Bypassable Forecast Proceeding and exhibits are also available for review at the California Public Utilities Commission, 505 Van Ness Avenue, San Francisco, CA 94102, Monday-Friday, 8 a.m.-noon, and on the CPUC's website at <http://www.cpuc.ca.gov/puc/>.

RECEIVED
JUN 15 2011
CITY CLERK'S OFFICE



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Water Resources Association Board of Directors Meeting Minutes for
March 2011

Report in Brief

Attached are the March 7, 2011 Water Resources Association Board of Directors Meeting Minutes. These minutes were approved at the June 20, 2011 meeting.

Background

The Water Resources Association meets bi-monthly and submits meeting minutes to all jurisdictions attending the meeting. Meeting Minutes are then shared with Council.

Recommendation for Action

No action required. For information only.

Prepared by: Johanna Currie
Senior Management Analyst

Reviewed by: Gregor G. Meyer
Public Works Director

Mark G. Deven
City Manager

Attachments: March 7, 2011 Water Resources Association Board of Directors Meeting Minutes

**MINUTES OF MARCH 7, 2011
OF THE BOARD OF DIRECTORS
WATER RESOURCES ASSOCIATION OF YOLO COUNTY**

1. CALL TO ORDER & INTRODUCTIONS

The meeting was called to order at 3:00 p.m. by Chair, William Marble.

Board members present:	William Marble – City of Woodland, WRA Chair Sid England - University of CA, Davis, WRA Vice-Chair Cecilia Aguiar-Curry – City of Winters, Treasurer Matt Rexroad – Yolo County Regina Cherovsky – Reclamation District 2035 Jim Mayer – Yolo County Flood Control & WCD Fritz Durst - Reclamation District 108 Sue Greenwald – City of Davis Chris Ledesma – City of West Sacramento Don Peart – Colusa County Water District
Alternate members present:	Tim O'Halloran – Yolo County Flood Control & WCD Jacques De Bra – City of Davis Duane Chamberlain – Yolo County Kurt Balasek – City of Winters
Members Agencies absent:	Dunnigan Water District
Associate members present:	Mike Hardestry – RD 2068

Members of the Public & Agency Staff:

Liz Houck & Clara Olmedo, City of Woodland
Bill Dendy – El Macero County Service Area
Max Stevenson, Yolo County Flood Control & WCD
Betsy Marchand & Emily Reeves, Yocha Dehe Wintun Nation
Jonathan Kors & Ron Berry – Wood Rodgers, Inc.
Don Saylor – Yolo County
Elly Fairclough – Congressman Mike Thompson
Arturo Salaices – Assembly member Yamada
Robert Ramming – Pacific Star Garden
Geoff Johnson, Daily Democrat
Bob Schneider, Tuleyome
Butch Hodgkins, CVFPB
Dave Pratt
Frank Sieferman, Sr.
Clay Brandow
RR Hansen
Pauline van Muyden

2. APPROVAL OF AGENDA – The Board motioned, seconded and unanimously approved the agenda.

3. PUBLIC FORUM – There were no comments from the public.

4. CONSENT ITEMS - The Board motioned, seconded and unanimously approved all consent items.

- a. Approved minutes: January 10, 2011 Board meeting
- b. Received financial reports: January – February 2011
- c. Received minutes of Executive Committee: 12/17/10, 2/8/11
- d. Received minutes of Technical Committee: 12/2/10, 1/6/11

**MINUTES OF MARCH 7, 2011
OF THE BOARD OF DIRECTORS
WATER RESOURCES ASSOCIATION OF YOLO COUNTY**

5. INFORMATIONAL ITEMS

- a. *Report from WRA Chair* – Chair Marble informed that the Woodland Davis Clean Water Agency was successful in attaining up to a 45,000 acre-feet diversion water right permit from the State Water Resources Control Board from the Sacramento River (subject to Term 91). The composition of the Board has changed with the addition of 2 more members (non-voting): Don Saylor, Yolo County and Sid England, UC Davis.
- b. *Correspondence was sent* in support of Senator Wolk's SB 133 and to Congressman Thompson regarding FY 2012 Federal funding priorities for local critical infrastructure improvements.

6. UPDATE on WATER LEGISLATION & REGULATORY ISSUES

Tim O'Halloran reported on the following legislation:

Delta

- SB 200 (Wolk) – provides flow and cost assurances to Delta Counties and upstream interests. Representation for those that aren't directly part of the BDCP and Delta Plan processes. First committee hearing scheduled for April 12th to hear concerns from the public.

Groundwater

- AB 359 (Huffman) – proposed development of groundwater management plan (can be obtained by written request). Plan includes a map identifying recharge areas for different groundwater basins.
- SB 263 (Pavley) – confidentiality of data related to groundwater well reporting. Existing law prohibits these reports from being made available to the public, except under certain circumstances. This bill would make reports available to the public relating to a well constructed, altered, abandoned, or destroyed on or after 1/1/12. Commencing 7/1/13, this bill would make public reports related to well constructed, altered, abandoned, or destroyed before 1/1/12, unless the DWR receives notification by the well owner that they desire to keep the report confidential.

Fees

- SB 34 (Simitian) – will create a fee designed to strategically invest in 4 broad public-purpose activities (California Water Resources Investment Program/Fund). The Public Policy Institute of California report calls for a Public Goods Charge – a volumetric charge on all surface and groundwater used in the state.

7. WRA TECHNICAL COMMITTEE (TC) UPDATE

- a. Receive Yolo County IRWMP 2011 Accomplishments List - Jacques De Bra, TC Chair, reported that the TC has spent about a year updating the status of the IRWMP actions. A list of completed priority projects that were in the 2007 IRWMP is included in the agenda packet. This list represents approximately \$30 million of improvements countywide. The TC anticipates presenting a list of priority projects to be implemented by 2020 at the next Board meeting. This list will provide a focus for the next 5-10 years of priority resource actions. Once this list is finalized, the lead agencies involved will be required to provide additional information about their projects, such as a scope, schedule and budget for implementation. Chair Marble thanked members of the TC for their efforts to update the IRWMP and maintain it as a viable, living document.
- b. Update Westside IRWMP Process – Jacques informed that the Westside Regional Water Management Group was awarded a \$1 million planning grant to develop a Westside IRWMP. A Coordinating Committee was established to determine how decisions are made among the 5-county partnership. Potential consultants were solicited in a Request for Proposals process. Three out of a potential ten consultants were interviewed last week. The Kennedy/Jenks Consulting team was selected to start the planning effort anticipated to begin this summer once the contract with DWR is executed. Jacques and Tim indicated that the group is working effectively and will continue to work out governance details. The WRA/YCFC&WCD is the fiscal agent for the grant. Regular updates will be provided to the WRA Board. Chair Marble emphasized the need to clearly communicate to the public how the Westside IRWMP interfaces with the established Yolo County IRWMP.

**MINUTES OF MARCH 7, 2011
OF THE BOARD OF DIRECTORS
WATER RESOURCES ASSOCIATION OF YOLO COUNTY**

- c. *Future Items* – Jacques discussed project budget recommendations for the next fiscal year 2011-12 budget. The local county cost share of the Westside IRWMP will need to be funded over the next two fiscal years (2011-12 and 2012-13). This will be comfortably managed within the current “flat” budget scenario. The TC recommendations will be presented when the Board meets next to discuss the FY 2011-12 budget.

8. PRESENTATION: *Current Water Issues Facing California*

Tim Quinn is the Executive Director of the Association of California Water Agencies, which is one of the most diverse water organizations representing both urban and agricultural interests statewide. Tim’s presentation focused on the big picture about water in California and some of the risk factors common to many in the State. Water issues are common headlines throughout California. The headlines usually connote a problem relating to how resources are being managed under crisis conditions. Tim emphasized that the Delta is vital to the economy and environment throughout California. A comprehensive water legislation package was introduced in 2009 with the goal of providing a framework for solutions to problems that have besieged the State for many administrations. One of the key components of the State’s Water Policy is the concept of co-equal goals. Water supply reliability statewide is equally important for all with the restoration of the Delta ecosystem. The Delta policy created a new governance mechanism to define co-equal goals and the development of periodic 5-year action plans for implementation of the goals. The legislation does not contain any decision-making about the conveyance system, but provides a framework for making those decisions including guidelines for the Bay-Delta Conservation Plan. The Policy includes components for storage, conservation, groundwater monitoring and water rights. Tim noted that ACWA is developing a groundwater policy document scheduled to be available by the end of March. The financing mechanism for this policy is a water bond that is still pending approval by the voters. Tim emphasized that this is the first time the legislature has advocated for a comprehensive physical solution for California’s water issues. Elements of a comprehensive solution include: local resource investment for new water, Delta conveyance solution to stabilize reliability, additional storage for co-equal goals and habitat and watershed restoration.

Tim discussed two risk factors in the implementation of the 2009 water policy: flow and reasonable use. The water policy has instigated the “great flow debate”. The adopted legislation mandated the State Water Resource Control Board (SWRCB) to issue an interim flow criteria report. The report is very narrow in scope with no balancing. The numbers issued from the report were not binding, do not have a regulatory effect, but were received with much concern. The report’s “science” seems to have overshadowed the co-equal goals ideal. Tim spoke to the implications of following the proposed flow criteria. A 75% unimpaired Delta outflow and 75% unimpaired Sacramento River inflow translates to up to a 6 million acre feet of lost water supply to current users and an overall reduction of 70% from the entire watershed. The flow implications would affect San Francisco, East Bay, Redding, San Joaquin and Sacramento River watersheds and everyone in between. This flow regimen also has environmental impacts: cold water pool reduction, local restoration disrupted and groundwater depletion. There are energy generation impacts by reduced hydroelectricity capacity. Once again the flow question is looming large. Tim made solution parallels to the CalFed Bay-Delta Accord to resolve California water use and State and Federal management responsibilities in the Delta. The water community as a whole needs to start discussing how to deal with the flow question to be consistent with co-equal goals. Another public outcry has surfaced over the “reasonable use” doctrine from the Delta Watermaster’s report. Tim informed that this idea has been around for a long time and recalled the 1980’s phrase “the 10 percent solution”; if agriculture used 10% less water that would solve a lot of the water supply problems. The Watermaster’s report echoed the same sentiment: “small changes in agricultural water use can produce significant amounts of „wet“ water”. Tim reiterated that ACWA strongly supports the efficient use of agricultural and urban water. This is a public policy debate which could pit reasonable use against water use efficiency to the detriment of many users. Such a policy is not consistent with co-equal goals. Tim summarized the ways to maximize efficient water use with market-based programs, incentive-based policies

**MINUTES OF MARCH 7, 2011
OF THE BOARD OF DIRECTORS
WATER RESOURCES ASSOCIATION OF YOLO COUNTY**

and without regulatory control enforcement. Agricultural users receive many incentives to manage water efficiently and many do.

Tim Quinn answered questions from the Board and public. Question topics included:

- His thoughts on the PPIC's report, "Managing California's Water: From Conflict to Reconciliation"
- 2009 water bond, beneficiary pays – mitigation requirements for local match in areas of water export
- What quantity of water could be generated by projects that meet the efficiency criteria you discussed?
- Longevity of the Delta Watermaster position after release of his report on "The Reasonable Use Doctrine & Agricultural Water Use Efficiency"
- ACWA's groundwater framework document available by end of March – sustainable groundwater management
- Can you address how California's water problems fit in with the other Western states (larger watershed)?
- State and Federal funding & financing trends, what can the "industry" do to fortify our funding resources?
- The Governor supports Delta conveyance, what is the likelihood of that being accomplished, what is a reasonable timeline given the framework established?
- Is SB 200 a help or hindrance to the discussion?

Tim handed out a one-page summary of expenditures for The Safe, Clean, and Reliable Drinking Water Supply Act of 2012 (posted online at http://www.yolowra.org/meeting_directors.html).

Contact information for Tim Quinn: (916) 441-4545, TimQ@acwa.com, www.acwa.com.

9. MEMBERS' REPORTS & FUTURE AGENDA ITEMS:

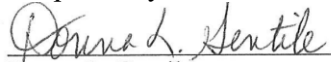
While awaiting the arrival of Tim Quinn, each of the WRA member agencies present gave a short update on current activities of their agency after the Technical Committee update.

Additionally Bob Schneider reported that Tuleyome is working with a team, including Stephen McCord from Larry Walker Associates, that submitted a \$1.4 million grant application to California Dept. of Fish & Game to clean up abandoned mercury/chromium mines in the upper Putah Creek drainage.

10. NEXT MEETING DATE: June 20, 2011 from 3-5 pm, Woodland Community Center

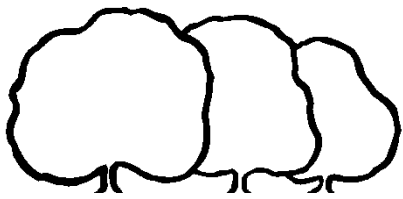
11. ADJOURNMENT - The meeting adjourned at 5:00 p.m.

Respectfully submitted,



Donna L. Gentile

Board Secretary & Administrative Coordinator



REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Development of Guidelines for Use of Dave Douglass Park

Report in Brief

In response to a growing demand for athletic fields, a demand which cannot be met by existing 'permitted' fields, the Parks and Recreation Commission intends to study the feasibility of using Dave Douglass Park for activities beyond its primary use as a storm water retention basin. Currently, the only secondary use of Dave Douglass Park is for recreational, non-permitted uses. There is no procedure or guideline document to help staff evaluate potential or proposed additional secondary uses of Dave Douglass Park. The Commission intends to work with staff, neighbors and user groups to develop guidelines for what uses might be permissible at Dave Douglass Park and under what conditions. Before beginning to build guidelines, the Commission wishes to receive the Council's concurrence on the following fundamental assumptions and endorsement of the listed tasks.

The Parks and Recreation Commission recommend that the City Council endorse the assumptions and tasks associated with the development of guidelines for the use of Dave Douglas Park as described herein.

Background

Participation in youth sports, specifically soccer, has increased in the last few years, resulting in the soccer season becoming year-round. Participation in the City adult softball program has also increased with teams for the current season nearing 100. Additionally, the Commission recently heard a presentation from Woodland residents regarding an emerging sport in town: cricket. While the increase in participation and interest in all three sports from all ages is a positive thing, the increase in demand has also brought to the fore the fact that the City's resources are severely limited in meeting the existing and future demand. The City is not able to accommodate all the requests for field use.

For the past eight to ten fiscal years, Dave Douglass Park has been utilized by the non-profit Woodland Soccer Club (WSC) for practices and games. The WSC has taken initiative in having their own volunteers do maintenance work at the park (with City consent) including gopher control, lining the fields, painting goals, etc. The WSC provided soccer goals for use by their own teams and other Park users as well. Over the years, the use of Dave Douglass Park for soccer grew to the point

where neighbors began to complain of traffic and parking issues. It should be noted that not all soccer use was directly associated with WSC.

Last August, the WSC board notified the City that they had decided to stop using the Dave Douglas, citing: 1) increased work, primarily due to the diminishing level of City park maintenance, was taking up a larger portion of their volunteer hours; 2) a desire to move all WSC practices and games to the Community Sports Park fields; and 3) the WSC was risking being found at fault for issues brought to the attention of the City by the neighbors of Dave Douglass Park (parking, garbage, lack of restroom facilities). After receiving the notice from WSC, the City decided to stop permitted use of Dave Douglass Park at the end of the fall soccer season. In spite of existing need, the City is not able to re-institute permitted use of Dave Douglass Park while the parking and restroom issues remain unresolved.

Discussion

Over the past few months, the Commission has learned from Public Works that the use of Dave Douglass Park as a storm water retention basin (the primary use of the basin) will increase in years to come and that the Park will also be the site of a ground-level water storage tank. Given the growing need for athletic fields and the lack of progress toward the build-out of the Sports Park, the Commission wishes to explore permissible secondary uses of Dave Douglass Park. Permitted use of Dave Douglass Park could help the City deal with the increasing demand for athletic fields; however, permitted uses can only occur if the site has the maintenance and facilities to support them as well as the support of the surrounding neighborhood.

In the effort to evaluate and develop guidelines for possible secondary uses of Dave Douglass Park, the Commission requests the Council endorse this activity by expressing concurrence with the following basic assumptions and tasks. The Commission will use the statements below to guide all discussions and regarding the site.

Assumptions

1. The City needs additional athletic fields and Dave Douglass Park is a potential site for athletic fields.
2. The City has no budget to implement *any* new permitted recreational uses, to make *any* site improvements, or to manage *any* site improvements made through donations at Dave Douglass Park.
3. Except for events specifically designated by the Council, Dave Douglass Park is approved for non-permitted, recreational uses only.
4. Any athletic, permitted or non-permitted uses of Dave Douglass Park are secondary to, and may not impinge upon the primary use of the site as a storm water retention basin.

Tasks:

1. The Commission is to form a ‘working group’ of two commissioners along with representatives from the surrounding neighborhood, recreation advocates and others deemed to be stakeholders.
2. The ‘working group’ is to determine what uses are appropriate and what improvements might be necessary to allow these uses to go forward. The ‘working group’ will develop guidelines for use, and explore funding options for implementation and operation of the site.
3. It is the goal that the ‘working group’ will build consensus on any proposed improvements and/or additional uses at Dave Douglass Park.
4. The ‘working group’ should report back to the Commission and Council in six months with an update and/or to receive further guidance.

Fiscal Impact

The actual development of the guidelines will not have any fiscal impact. At this point it is assumed that any suggested improvements, uses, etc. that would have associated costs will be funded through other options outside of any City funding.

Public Contact

Discussion at prior Parks and Recreation Commission meetings and posting of the City Council agenda.

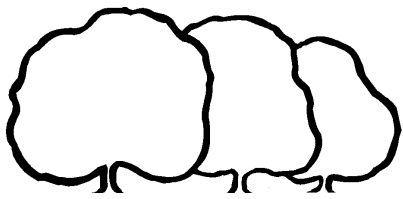
Recommendation for Action

The Parks and Recreation Commission recommend that the City Council endorse the assumptions and tasks associated with the development of guidelines for the use of Dave Douglas Park as described herein.

Prepared by: John Murphy, Vice Chair
Parks and Recreation
Commission

Reviewed by: Elle Murphy
Recreation Manager

Mark G. Deven
City Manager



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Fire Department Monthly Report for May 2011

Report in Brief

The Woodland Fire Department's Monthly Status Report includes a wide variety of information in an effort to better inform the public and the City Council. This report summarizes four specific areas of the Fire Department's operation: Overtime, Incident Response, Fire Prevention and Training. This year, the Fire Department updated its Monthly Status Report format to include a wider variety of information. The report is formatted by division (Administration, Operations, Fire Prevention and Training) and covers the key projects and/or activities for the month.

Attached for the City Council's review is the Fire Department's Monthly Report for May 2011.

Prepared by: Shannon Collins
Management Analyst

Reviewed by: Rick Sander
Interim Fire Chief

Mark G. Deven
City Manager

Attachment



Woodland Fire Department Monthly Status Report Summary – May 2011



(The Woodland Fire Department Monthly Status Report includes a wide variety of information in an effort to better inform the public and the City Council.)

	Previous Month	Current Month	Difference (+ increase/- decrease)
Cost of Overtime			
(Staffing Costs are attributed to a reduction of 16 Line Staff: (see Overtime Summary))			
Maintain Minimum Staffing	\$71,528.68	\$73,342.47	\$1,813.79
Call Back Staffing	\$1,700.91	\$1,946.82	\$245.91
Total	\$73,229.59	\$75,289.29	\$2,059.70
Strike Team (reimbursable, and <u>not</u> included above)	N/A		
Total Incident Responses			
Fire	13	6	-7
EMS/Rescue	254	279	+25
Hazardous Condition	10	7	-3
Public Service	26	33	+7
Good Intentions	38	27	-11
False Alarms	17	22	+5
Total	358	374	+16
Mutual/Auto-Aid/Strike Team	2	10	+8
Concurrent Incidents	185	123	-62
Fire Prevention			
Commercial Inspections	11	12	+1
Plan Reviews	10	4	-6
Business License Inspections	17	18	+1
Permitted Inspections	99	74	-25
Residential Inspections	5	13	+8
Resale Inspections	11	21	+10
Engine Company Inspections	63	59	-4
Total	216	201	-15
Weed Abatement	8.5 hours	4 hours	-3.5 hours
Fire Investigations	16 hours	9.75 hours	-6.25 hours
Pub Ed Events	4	6	+2
Training Hours	1341.0	1091.5	-249.50

Department Highlights:

- The Woodland Fire Department hosed the Yolo County Chief's meeting. The WPFA cooked dinner for the Chiefs. The WFD participated in the Golden Guardian EOC drill and the WFD was awarded the 2010 AFG Safer Grant, funded by the FEMA in the amount of 1.2 million dollars. The grant will enable the department to hire 6 full time firefighters!

DIVISIONS

ADMINISTRATION:

Emergency Management

- Participated in an EOC Table Top Exercise in conjunction with the Golden Guardian Exercise being conducted Statewide.

OPERATIONS:

Incident Activity

The WFD responded to a total of **374** incidents in May. They included:

- **6 Fires**, for a current annual total of **59**. The **6 fires** included:
 - o **3** building/cooking fire, chimney, fire other
 - o **2** grass fire
 - o **1** dumpster, outside rubbish, trash fires
- **279 EMS/Rescues**, for a current annual total of **1,314**. The EMS/Rescues included:
 - o **38** Calls requiring medical assistance
 - o **21** EMS calls, cancelled en route or on scene
 - o **195** EMS Calls for people with injuries
 - o **13** vehicle accidents with injuries
 - o **11** motor vehicle/pedestrian accidents with or without injuries
 - o **1** rescue or EMS standby
- **7 Hazardous Conditions**, for a current annual total to **54**. The Hazardous Conditions included:
 - o **3** toxic conditions, oil or chemical spills, gas leak, hazardous conditions, other
 - o **2** electrical wiring, arcing, shorted electrical equipment
 - o **1** aircraft standby
- **33 Public Service Calls**, for a current annual total of **166**. The Public Services Calls included:
 - o **6** calls to assist police or other governmental agencies
 - o **5** calls for public service
 - o **5** invalid public assistance calls
 - o **15** cover assignment, standby, move up, water evacuation
 - o **1** smoke or odor removal
 - o **1** animal rescue
- **27 Good Intentions** calls, for a current annual total of **170**. The calls included:
 - o **10** calls that were cancelled en route or CAD error
 - o **10** no incident found on arrivals
 - o **5** Steam, smoke, odor of smoke, barbeque, authorized burning
 - o **2** good intent call, other
- **22 False Alarm** calls, for a current annual total of **106**.

Concurrent Incidents:

These are incidents that come in simultaneously where apparatus and companies (a crew consisting of a Fire Captain, Engineer, and Firefighter) are either all committed to the same incident, or committed to separate incidents at the same time called **concurrent incidents**. Concurrent incidents occur as:

- **Single-engine calls**, (i.e., medical aids, investigation of a fire alarm sounding, lift assists, etc)

- **Multi-company calls** where more than one engine is committed to the same incident (i.e., high hazard calls such as structure fires, vegetation fires, highway incidents, rescues, hazardous materials releases, traffic accidents requiring extrication, or mass casualty incidents).

This month, our response time average for getting an initial fire engine on-scene is **4:51 Minutes** for fires and **4:48** for emergency medical services (EMS) calls.

NOTE: Delays in response times occur when we don't have fire stations located within a 1.5 mile driving distance from all locations within the City (i.e., Spring Lake development), and when concurrent incidents occur where the primary response engine to a particular location is already committed to an incident and another unit farther away must be dispatched to the call.

The breakdown of **concurrent incidents** for May is:

2 companies committed simultaneously =	83 times
3 companies committed simultaneously =	19 times
4 companies committed simultaneously =	15 times
5 companies committed simultaneously =	5 times
6 companies committed simultaneously =	1 times

¹ The Woodland FD staffs four companies so any incident requiring more than 4 companies must include neighboring fire departments through automatic-aid or mutual-aid agreements.

The Woodland FD received **374** calls for service in May with **123** being Concurrent Alarms = **33%** of the time. There were **557** concurrent alarms in 2011 out of **1,869** total calls meaning .30%, or almost 1 out of every 3 calls would commit two or more fire units simultaneously.

Concurrent alarms prevent the fire department from responding all on-duty firefighters adequate staffing and resources to a structure fire or other major incident that would be heavily dependent on firefighter manpower at the scene to accomplish required tasks. We must then rely on recalling off-duty Firefighters and/or requesting allied agencies to assist us with additional calls (both of which are slow) and then we fail to meet our 4-minute response time standard. In the meantime our strategy and tactics must change to maximize firefighter safety at the risk of public safety and property conservation.

Automatic or Mutual Aid:

Automatic Aid is provided to another agency through formal agreement and occurs automatically on **significant events** without any special request. The agencies we participate in automatic aid with are Davis, Dixon, UC Davis, West Sacramento, Rumsey Rancheria and the volunteer fire departments of Willow Oak, Yolo, and West Plainfield.

Mutual aid occurs when fire departments provide help to one another upon special request when a **significant event(s)** (large incident or multiple small incidents) take place. Every fire agency in Yolo County is a signatory to this agreement.

Total Number of Aid Given/Received Incidents in May: 10

Aid Received: 8

- **2** Davis Fire Department
- **3** Elkhorn Fire Protection District
- **3** Willow Oak Fire Protection District

Aid Given: 2

- **1** Willow Oak Fire Protection District
- **1** Yolo Fire Protection District

Current annual total is **36**.

Note: Our Automatic Aid and Mutual Aid agreements with neighboring agencies are based on our deployment of three fire engines, one ladder truck and one Battalion Chief. Any change in this deployment model will negatively impact our ability to provide assistance through these agreements and, consequently, to receive aid. "You have to give to get" is the foundation of these agreements.

Overtime Summary

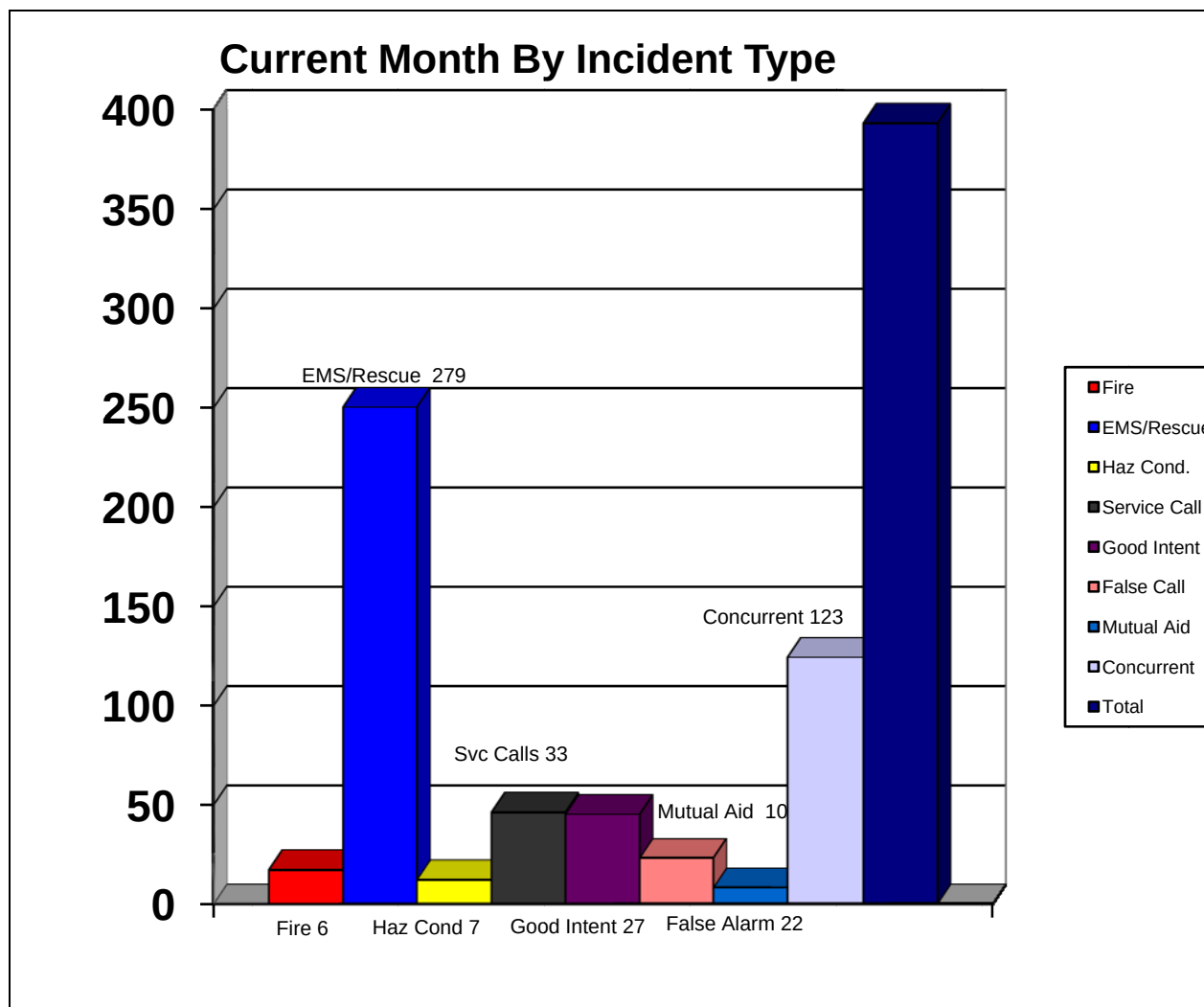
Our overtime expenses are in direct correlation to the filling of the Interim Fire Chief and Line Battalion Chief positions, along with daily staffing requirements and emergency call-backs for large events. As our staffing has been drastically reduced, mainly due to attrition (currently 16 total positions), our ability to absorb vacancies resulting from illness, vacation, and injury with on-duty relief staffing has been completely eliminated. Now instead of using on-duty staffing when a vacancy occurs, we must hire back off-duty personnel on overtime to cover the vacancies. Also, having reduced on-duty staffing each day has caused an increased reliance on **call-back staffing** when large events or multiple small events occur. This too has caused a drain our on-duty resources, increasing the chance for illness and injury.

There were a total of **1,873.5** overtime hours worked during the month of May for a total cost of **\$78,113.16**. (1.0 FTE of an entry level Firefighter, wages and benefits) This includes:

- **1,754** hours of **Minimum Staffing** at a cost of **\$73,342.47** for the month of May 2010. ***This included 480 hours of coverage for two Line Battalion Chief's vacancies one of which is filling the Interim Fire Chief's position.*** In the City of Woodland, a minimum of four engine companies staffed with a minimum of 3 Firefighters each (1 Captain, 1 Engineer and 1 Firefighter) must be staffed daily per the MOU between the City and the Woodland Professional Firefighters Association.
 - o The average hours of overtime used for the period May 2010 to May 2011 was **1,913** hours at a cost of **\$76,949.92**.
- **48** hours were needed for **Call-Back Staffing** at a total cost of **\$1,946.82** for the month of May 2010. (*Call Back Staffing is necessary to backfill the stations when a major incident occurs that depletes the minimum staffing levels*).
 - o There was an average of **51.63** hours per month used to provide Call Back Staffing at a cost of **\$2,167.91** for the period May 2010 to May 2011.

Fire staff has met periodically with the City Manager to review the use of overtime and both parties agree that the current level of overtime is necessary to maintain the constant minimum staffing for four engine companies given the current vacancies of two shift battalion chiefs. One option discussed for reducing overtime has been to reduce an engine company. This issue was also discussed with Council during the FY 2011 Mid-Year Adjustments.

A primary focus of the FY 2012 budget was to identify the resources necessary to hire three additional firefighters in order to provide the depth necessary to fully staff four engine companies without the level of overtime currently being used. These resources were identified and discussed as part of the May 24 Council Budget Workshop. Also discussed on May 24 was the receipt of the Fire Service Grant will allow the City to hire six additional firefighters which will provide two additional firefighters per shift. This will substantially reduce overtime.



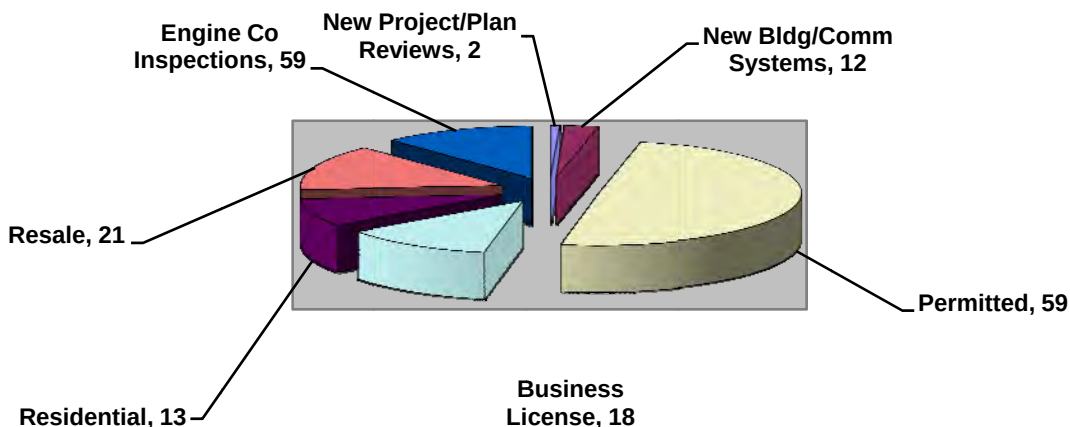
The graph above is a visual summary of the number of incidents that the Fire Department responded to during the weeks May1, through May 31, 2011.

Total Incidents to Date for 2011 - 1,869

Average Response Time for First Due Units: Fire: 4:51 EMS: 4:48

FIRE PREVENTION:

The Fire Prevention Bureau conducts several types of inspections and plan reviews. The Bureau concentrates on New Project Development, Civil Drawing Plan Reviews, Building Inspections, On Site Water Systems, Commercial Fire Sprinklers, Residential Fire Sprinklers, Fire Alarm Inspections, Specialized Fire Protection Systems, Fire Permits, Licensed Care Facilities, Business License Inspections, Resale Inspections, Fire Investigation and Code Enforcement, Public Education and Weed Abatement.



For the month of May 2011 the Fire Prevention Specialists conducted the following inspections and plan reviews:

Commercial	
0	New Project Development Reviews
2	Plan Reviews
4	New Building Inspections
8	Commercial Fire Protection Systems
Permit	
74	Fire Permitted Annual Inspections
Business License	
18	Business License Inspections
Residential	
2	Residential Automatic Sprinkler System Plan Reviews
13	Residential Automatic Sprinkler System Inspections
21	Resale Residential Sprinkler Inspections
Engine Company	
59	Business and Mercantile Inspections

The Fire Prevention Division inspects new businesses and changes of ownership for occupancy usage and compliance of the Fire Codes. **Plan reviews** are what generate initial commercial and residential inspections. The fees for these inspections are included in the plan review fees. Inspections for commercial projects include the initial plan review, 4 inspections & 1 re-submittal of plans at a cost of **\$717.00/riser + \$2.00/sprinkler head**. Commercial Tenant Improvements are **\$421.00/riser + \$2.00/sprinkler head**. Residential plan review inspections include the initial plan review, 2 inspections & 1 re-submittal of plans at a cost of **\$354.00/riser**. Residential Tenant Improvement plan reviews are **\$284.00/riser**.

Permitted inspections occur when any occupancy has activities that are either hazardous or considered special. (An example of a hazardous activity is a business that houses or manufactures chemicals, or combustibles such as repair shops, chemical warehouses, or airport hangers. Special activities include places of assembly, tents, and high-pile storage facilities.) The average permitted inspection is **\$150.00/ea**.

Lastly, the Fire Prevention Division handles **Business License Inspection**, which carries a fee of **\$165.00/ea** for all new businesses. However, this fee is presently under review. The current amount being collected for Business License Inspections is **\$13.00/ea**.

Weed Abatement

- 4 hours were spent on weed abatement activities in the month of May.

Note: Due to the rainfall this year, we are seeing a much bigger problem with weeds. We believe that the Department will have to commit more staff time to this in the coming months, and that we will have to hire contractors to abate some properties **for which we have no funds**. The process to abate property requires Council approval.

Fire Investigation

- 9.75 hours of investigation were performed in the month of May.

Public Education

- Woodland Christian Preschool (5/18/11) Fire Safety
- Dingle School (5/19/11) Station Tour
- Tafoya School (5/20/11) Spring Carnival
- Gibson School (5/20/11) Child Safety Awareness Carnival
- Plainfield School (5/25/11) Station Tour
- Douglas Middle School (5/27/11) Career Day

Note: Funding for public education was eliminated in FY10/11 thereby cancelling our 1st Grade school program. The WFD will still visit schools and classrooms, conduct station tours, and attend public events upon request.

Maps

- There were no activities in the month of May.

TRAINING:

The following is a summary of training activities conducted in the Fire Training Division during the weeks of May 1 through May 31, 2011. During the month of May the following activities occurred at the Woodland Fire Department Training Division:

Training conducted at the Training Center including:

- 12 hours of CNG Bus/Large tank, fuel and natural gas training
- 24 hours of EMS trauma, triage and protocol
- 10 + hours Engine Company Inspections
- 20 + hours of Outside Training / Classes
- 12 hours of "Scavenger Hunt" / Area Familiarization
- 12 hours of TIC / Thermal Imaging Camera
- 12 hours CHP Facility

During the month of May, career staff reported a total of **928** hours of training, resulting in an average of **28.8** hours of training per person.

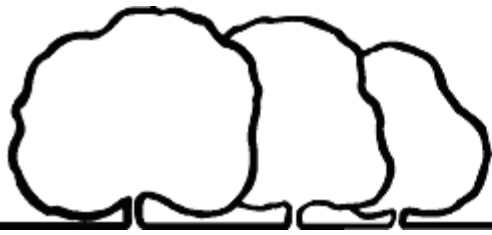
The reserve staff completed **67.5** hours of training in ground ladders, TIC training, ground construction, shift ride-a-longs, and EMS.

The Battalion Chiefs had a total of **79** hours of training. Fire Prevention staff had a total of **17** hours of training for the month of May.

Highlights for the month of May: The Woodland Fire Department hosted the Yolo County Chief's meeting. The WPFA cooked dinner for the Chiefs. The WFD participated in the Golden Guardian EOC drill and the WFD was awarded the 2010 AFG Safer Grant, funded by the FEMA in the amount of 1.2 million dollars. The grant will enable the department to hire 6 full time firefighters!

May ~ 2011 Training Hour(s):

Line staff	928
Battalion Chiefs	79.0
Fire Prevention	17.0
Reserves	67.5



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

**TO: THE HONORABLE MAYOR
AND CITY COUNCIL**

DATE: July 19, 2011

SUBJECT: Public Works Monthly Status Report

Report in Brief

The Public Work's Department Monthly Status Report includes an executive summary of the monthly activity of all divisions within the Department. This report also includes information regarding key projects and/or activities throughout the months.

Highlights

- o Staff completed 324.5 hours of training in the month of May.
- o Staff celebrated the 51st Annual Public Works Week May 15-21, 2011.
- o The Public Works Department has 6 Vacancies as of May 31, 2011.

The operations detail contained in this report is for the month of May 2011 and all project related information is current as of June 27, 2011.

Prepared by: Stephanie Frank
Administrative Secretary

Reviewed by: Gregor G. Meyer
Public Works Director

Mark G. Deven
City Manager

Attachment



Public Works Department.
Monthly Status Report
Summary – May 2011

For the Month of May 2011		
Division	Service Requests	Work Orders
Administration	669	
Electrical	29	70
Environmental Services		40
Facilities	42	71
Fleet		257
Pretreatment		32
Sewer	11	93
Signs & Markings	6	89
Storm Drain	3	15
Streets	9	24
Urban Forestry	42	46
Water	665	229
Grand Total	1,476	996

Service Request – Every time a request for Public Works services is made by phone call, written request, emailed request, or an actual one-on-one request to a PW employee, a **'Service Request'** is generated. This builds a computerized record of all requests made.

Work Order – A **'work order'** is created each time a work crew or individual is assigned a task as a result of either service requests, pre-planned maintenance projects, or by other situations as they arise. This produces a database of work accomplished and the time and materials it took to do the work.

Total for Calendar Year 2011 Through 5/31/2011	
Service Requests 6,963	Work Orders Complete 4,724

70 Requests per Business Day (Average)

With **1,476 Service Requests received**, Public Works crews handled **996 Work Orders** for the month of May. They included:

Operations & Maintenance

Administration:

- The administration team received 1,476 Service Requests; 669 of which were handled through the front desk, and the other 807 requests were distributed to the appropriate division. (see chart above)
 - ♦ 32 Backflow Notifications were mailed to responsible parties regarding testing requirements
 - ♦ 290 Underground Service Alert (USA's) requests processed
 - ♦ 239 Delinquent Water Shut-Off's
 - 223 Residential Accounts
 - 16 Commercial Accounts

Electrical:

- 1 Lift Station Work Orders
- 1 Service Pedestal Repair

- 7 Street Light Work Orders
 - ♦ Asset Management
 - ♦ 1 Inspection
 - ♦ 1 Street Light Service
 - ♦ 1 Locate Electrical Line Request
 - ♦ Pole Number Allocation Service
 - ♦ 1 Lens Replacement
 - ♦ 1 Vandalism Repair
- 11 Traffic Signal Repairs
 - ♦ Asset Management
 - ♦ Bi-Monthly Check
 - ♦ 1 Damaged/Exposed Wiring Work Order
 - ♦ 2 Installation/Upgrades
 - ♦ 2 New Signal Installations
 - ♦ 2 Pedestrian Indicator Repairs
 - ♦ 2 Turned Signal Head Repairs
- 2 Facility Service Requests
- 1 Final Inspection
- 10 Park Facility Service Requests
- 1 Lift Station Service Request
- 11 Water Pollution Control Facility Service Requests
- 20 Well Site Services (Install/Upgrade, Testing, Data Retrieval, SCADA Modification)
- Received/marked 290 Underground Service Alerts (USA's)

Environmental Services:

- 19 Green Waste Investigations
- 4 Public Nuisance Investigations
- 1 Storm System Investigation
- 16 Water Conservation Service Requests
 - ♦ 12 Metered Consumption Investigations
 - ♦ 4 Water Conservation Investigations

Facilities:

- 20 Repairs to City Hall
- 5 Repairs to Fire Stations 1, 2 & 3
- 8 Repairs to the Library
- 20 Repairs to the Municipal Service Center
- 16 Repairs to the Police Department
- 2 Repairs to the Water Pollution Control Facility

Facilities has a backlog of 45 Service Requests

Fleet:

- 257 Work Order Repairs to 115 different units (vehicles, apparatus & equipment)

Pretreatment:

- 32 Inspections
 - ♦ 2 Auto Related Businesses
 - ♦ 30 Food Service Businesses

Sewer:

- 14 Sewer Cleanout Services
 - ♦ 2 Inspections
 - ♦ 4 Preventive Maintenance Services – Installation
 - ♦ 7 Reactive Maintenance Services - Installation
 - ♦ 1 Repair
- 57 Gravity Main Services
 - ♦ 4 Inspections
 - ♦ 30 Preventive Maintenance Service Utilizing the CCTV (Closed Circuit Television)
 - 734 Events
 - o 8,466 Linear Feet Inspected
 - ♦ 20 Preventive Maintenance service utilizing the HVVC (High Velocity Vacuum Truck)
 - 40,465 Linear Feet Cleaned
 - ♦ 1 Repair
 - ♦ Routine Inspection
 - ♦ Routine Maintenance
- 12 Sewer Lateral Services
 - ♦ 2 Blockages Cleared
 - ♦ 3 Inspections
 - ♦ 2 Service Location Requests
 - ♦ 1 Repair
 - ♦ 1 Lateral Line Replacement
 - ♦ Root Control Service
 - ♦ 2 Sanitary Sewer Overflow Events
 - 2 Private
- 8 Manhole Services (flushing/repair/inspection)
- Received/marked 290 Underground Service Alerts (USA's)

Signs & Markings:

- 6 Departmental Duty Services
 - ♦ 2 Banner Services
 - ♦ 3 Community Billboard Services
- 8 Guide Sign Services
 - ♦ 1 Graffiti Removal
 - ♦ 7 Routine Maintenance Services
 - 8 Signs
- 10 Object Marker Services
 - ♦ 1 Knockdown
 - ♦ 8 Routine Maintenance Services
 - ♦ Surveying
- 37 Regulatory Sign Services
 - ♦ 3 Graffiti Removal Services
 - 4 Signs
 - ♦ 2 Knockdown Repairs
 - ♦ 28 Routine Maintenance Services
 - 136 Signs
 - ♦ Surveying
- 22 Street Marking Services

- ♦ 12 Curb Painting Service
 - 5,036 Linear Feet
 - ♦ 10 Pavement Painting Services
 - 720 Square Feet
- 6 Warning Sign Services
 - ♦ 2 Graffiti Removal Services
 - ♦ 3 Routine Maintenance Services
 - ♦ 1 Survey

Storm Drain:

- 4 Preventive Maintenance Service Utilizing the CCTV (Closed Circuit Television)
 - ♦ 51 Events
 - 899 Linear Feet Inspected
- 1 Gutter Service
 - ♦ 1 Illicit Discharge
- 1 Inverted Siphon Service
 - ♦ Inspection
- 3 Lift Station Service
 - ♦ Debris Grate Clean Up
 - ♦ Inspection
 - ♦ Monthly Generator Test
- Open Channel Maintenance/Inspection
- Storage Basin Maintenance

Streets:

- 1 Road Edge Services
 - ♦ Weed Abatement
- 4 Sidewalk Path Services
 - ♦ Downtown Maintenance
 - ♦ Sidewalk Grinding Service
 - ♦ 1 Spot Repair Service Request
 - 9 Square Feet
 - ♦ Weed Abatement
- 17 Road Services
 - ♦ 1 base Failure Repairs
 - 4,030 Square Feet
 - ♦ Bike Lane Sweeping
 - 10 Miles
 - ♦ Crack Sealing
 - 37,779 Linear Feet
 - ♦ Pot Hole Patching
 - 116 Pot Holes Patched
 - ♦ Road Grading Services
 - 3,300 Square Feet
 - ♦ 1 Skin Pave Service
 - 1,540 Square Feet
 - ♦ 1 Spill Response
 - ♦ Surveying
 - ♦ Traffic Control
 - ♦ Trash & Debris Clean-Up

Urban Forestry:

- 2 Abatements
- 9 Hazardous Situation Responses
- 1 Merit Injection Procedure
 - ◆ 8 Trees
- 1 Investigation
- 5 Tree Plantings
- Tree Pruning's
 - ◆ 4 Trees
- 3 Trees Removed
- Root Pruning Service
- Small Tree Care
- Right of Way Clearing
- 6 Tree Rebates Processed

Water:

- Produced 411,910,132 gallons of drinking water in May
- Received/marked 290 Underground Service Alerts (USA's)
- 2 Backflow Services
 - ◆ 1 Investigation
 - ◆ 1 Maintenance Service
- 16 Control Valve Services (exercise, locate, repair, replace, water turn off/on)
- 1 Enclosed Storage Facility Service
 - ◆ 1 Pressure Reading
- 12 Hydrant Services
 - ◆ 1 Hydrant Flushing Service
 - ◆ 7 Maintenance Services
 - ◆ 4 Repair Services
- 43 Lateral Valve Services
 - ◆ 2 Valve Abandonments
 - ◆ 1 New Tap Installation
 - ◆ 13 Leak Detection Services
 - ◆ 18 Locate Services
 - ◆ 1 Valve Replacement Service
 - ◆ 4 Water On/Off Services (Finance, Contractor, Homeowner Request)
- 41 Meter Services
 - ◆ 1 Meter Installation
 - ◆ 26 Meter Investigations
 - ◆ 7 Meter Repairs
 - ◆ 2 Meter Maintenance Services
 - ◆ 3 Meter Box Replacements
 - ◆ 1 Meter Test
- 13 Pressurized Main Services
- 99 Production Well Services
 - ◆ 19 Inspections
 - ◆ 64 Maintenance Services
 - ◆ Sampling
 - ◆ No3 Monitoring

- ◆ Disinfection Procedures
- ◆ Security Services

Environmental Services

General:

- Sponsored 14 elementary school performances of environmental education performers ZunZun, educating more than 4,100 schoolchildren about recycling, water conservation, and stormwater pollution prevention.

Solid waste/recycling:

- Monitored C&D debris recycling for 62 active project units. Opened 11 new projects and closed out 1, which achieved 77% waste diversion.

Green waste:

- Issued 110 green waste violation door hangers and conducted 18 code compliance follow-ups for illegal piles/pile content. May green waste statistics show that 86% (840 tons) was collected in carts while 14% (135 tons) was collected in street piles.
- Processed 2 compost bin and 3 mulching mower rebates.

Water conservation:

- Designed and distributed utility bill insert on outdoor water conservation
- Provided on-site troubleshooting assistance at 12 residences with excessive metered water use/evidence of leaks.
- Followed up on 4 water waste reports.
- Issued 2 rebates for a weather-based irrigation controller/rain sensor.
- Compared cost estimates and selected contractor for city infrastructure leak audit.

Stormwater pollution prevention:

- Addressed residential motor oil discharge in street.

Water Pollution Control Facility

Laboratory

- Collected samples and performed over 300 process control and National Pollutant Discharge Elimination System (NPDES) permit compliance tests for the wastewater treatment plant.
- Collected monthly influent, effluent and receiving water monitoring samples; submitted to contract laboratories.
- Collected samples and performed 45 tests on treatment plant storage ponds.
- Collected/tested numerous additional samples and continued to work closely with Operations to troubleshoot and resolve issues with the UV disinfection system.
- Collected numerous additional samples and continued to work closely with RBI (consultants) to troubleshoot and resolve issues regarding toxicity in treatment plant effluent
- Kept Regional Board staff up to date on our efforts to resolve issues with UV disinfection system.
- Renewed Laboratory ELAP certification
- Completed annual QC testing, submitted results to SWRCB.

- Prepared monthly Discharge Monitoring Reports and electronic Self-Monitoring Reports; submitted to the Regional Water Quality Control Board (RWQCB).
- Collected samples and performed 150 regulatory compliance tests for potable water.

Pretreatment

- Inspections
 - ♦ Auto Related Businesses – 4
 - ♦ Food Service Business – 33
 - ♦ Business of Concern – 1
- Plan review for Building/CDD - 6
- Permit applications or permits - 7
- Public education & outreach visits - 2
- Prepared and delivered permit amendments for BOCs and SIUs
- FOG (WEF English/Spanish) brochures distributed to Cottonwood Meadows apartments.
- FOG “Pan to Can” outreach/ads placed with Daily Democrat and to run twice in May newspaper, and in June Around Town publication.
- Updates and refinements to Pollution Prevention Program web page on City web site.
- Admin Citations Issued: 1
 - o (Notice Of Violation and \$200.00 fine to PGP)
- SIU semi-annual monitoring completed
- Reviewed 2 SIU self-monitoring reports
- Development Review Committee meeting
- WPCF Safety Committee meeting

Utility Engineering

Utility Engineering Legend:

Bolded text indicates new information

The initials enclosed in ()'s denotes the lead PW staff on the project.

(DB) Doug Baxter, Principal Civil Engineer

(MC) Mark Cocke, Senior Civil Engineer

(AO) Akin Okupe, Senior Civil Engineer

(CO) Clara Olmedo, Associate Civil Engineer

(MS) Mark Severeid,

Project: Yolo Bypass/City Storm Flows (MC)

Status: **The appeal period for the ongoing FIRM/FIS revision has started and ends August 29, 2011. FEMA is planning a November 16, 2011 Letter of Final Determination (LFD) date (pending no appeals submitted); this is as soon as they can schedule the LFD considering the multiple QC and due process steps in FEMA's mapping process. The November 16, 2011 LFD date would make the revised flood zones on the updated FIRM panels effective (for flood insurance purposes) on May 16, 2012.**

What's Next: **The City waits until the effective date approaches and then reminds the people in the changed area that they are eligible for refunds and puts the forms on the City website.**

Project: Wastewater Treatment Plant/NPDES Permit (5 Year Renewal) (MS/DB)
Status: In February 2009 the final NPDES permit was issued by the RWQCB. The new permit requires the City of Woodland to move to an improved source water supply. It also requires significantly more testing and studies that will substantially increase operating costs.

On April 12, 2010, Mayor Skip Davies, Councilmember Bill Marble, City Staff and City's permit writing consultant Dan Rich met with senior staff from the Regional Water Quality Control Board (RWQCB). The purpose of this City requested meeting was to verify that boron, salt and selenium final limits will be in our waste discharge permit, and that these limits will cause the City to move to an improved water quality supply or other substantially more expensive treatment processes. We discussed all the conceivable alternatives and why improving our water quality supply is the least costly viable option. RWQCB made it clear that boron, salt and selenium final limits will be in our permit. RWQCB also said that they would enforce these limits with fines to eliminate all incentives to delay moving forward and that fines could be as high as \$10 per gallon per day of wastewater not in compliance (at current flows the fines would be up to \$60,000,000 per day). Under our current permit each year we have to submit compliance reports on moving to an improved source water supply. If we delay for example 2 years and saved \$11,000,000 in interest, the fines would exceed that amount to eliminate any incentive to delay implementation of salt reduction.

On 1/5/2011, we met with Board staff to discuss the Time Schedule Order. We presented a sample TSO and they indicated their plan to prepare an administrative draft based on that document. They requested additional data on selenium and salinity to help with setting performance based limits for both constituents. We were advised that the board had made a change to how they handle TSOs; there is now a provision for extending the 5 years for up to an additional 5 years in the event the discharger is unable be in full compliance by the end date of the order but has shown due diligence and has tried to meet the milestones set in the original order. They expect to have the administrative draft completed by October 2011. Until then we are still susceptible to MMPs of up to \$12K per month, but will then be on target to be in full Permit compliance until the completion of the surface water treatment plant.

What's Next: The surface water project will continue to be pursued. Fiscal impacts of the permit will continue to be evaluated. Staff is looking into long-term planning options. Wastewater treatment long-term planning is underway.

The City of Woodland and the City of Davis evaluated the feasibility of combining treatment into a regional facility. The City of Davis is pursuing their own treatment facility. Both cities will continue to look for ways to

work together when in the mutual interest of both cities. The City of Woodland will be updating the long-term facility plan for the Water Pollution Treatment Facility.

Project: Flood Protection (MC)

Status: **After Corps District HQ in San Francisco approval in early June the Feasibility Study can begin. The Final 2011 budget has been approved but the final appropriation fund amount (\$100,000 or \$500,000) has not been released from Washington. There is no appropriation in the 2012 Federal Budget. The initial study action will be to seek Corps approval of the hydrology developed for Cache Creek by FloodSafe Yolo. This will allow the Study to explore flood solutions that may involve modification of the Cache Creek Settling Basin.**

What's Next: **DWR and the City are interested in accelerating the Feasibility Study. DWR and the City will be developing a financing plan that will use city and state funds to perform studies and pay the Corps to assure that the studies meet the corps technical requirement.**

Project: Storm Drainage Enterprise Operation (MC)

Status: **The grass around Storz Pond has set seed and has been mowed.** The RCD is developing the plan for the East detention Pond and beginning a control program for management and eradication of invasive non native plants that have begun to occupy the site (tamarisk trees and pepper weed). The vegetation program in Storz Pond and around Fire Station 3 is proceeding well and greened up with the fall rains.

What's Next: The RCD has developed the site plan using native salt tolerant vegetation, and management of the existing vegetation. Native seed collection has been done and the adapted plant will be grown out over the winter. **The vegetation plan implementation will begin at the start of the fiscal year.**

Project: Surface Water Program (DB)

Status: The Woodland-Davis Clean Water Agency (Joint Powers Authority or JPA) is overseeing the Davis-Woodland Water Supply Project. Agency Board meeting times are currently held quarterly. Meeting locations alternate between the Woodland and Davis City Halls. The new project website at wdcwa.com contains the meeting agendas and any notices for variations in meeting schedules or locations. The current Agency focus includes pursuit of Federal and State supplemental funding opportunities, further analysis and development of innovative facility procurement

options, and further development and implementation of community outreach and education opportunities.

Summer water purchase, land easements and use of the Sacramento River Intake agreements have been signed.

On April 15th the JPA received 5 responses to the Request for Qualifications. Responses are from experienced high quality firms. The 5 have been narrowed down to 3. Those three will be invited to Participate in the Request for Proposal phase of procurement.

What's Next: Focus is now on the Design-Build-Operate (DBO) "Request for Proposal" (RFP) process and clearing up land acquisition for the intake site and water treatment plant site. **Draft RFP should go out by August 2011 to the 3 best qualified firms for their input. Final RFP will go out by late 2011 with responses to be submitted back to the JPA by Spring 2012.**

Project: Supervisory Control and Data Acquisition (SCADA) (DB/AO)

Status: SCADA contract has been awarded to Auburn Constructors and work has commenced. Work should be completed by summer 2011. Ecologic Engineering Inc. is the construction management firm and did an independent review of the design. FCC license has been obtained. Work has proceeded very well and smoothly.

The SCADA system and water-meter radio systems are totally separate operating systems. The water-meter radio system collects data via radio signals from the individual water-meters, sends it to a central location where the data is compiled, and then forwarded to our finance department for inclusion in customer's water bills. SCADA, on the other hand, is used to coordinate the functional workings of the City water system; including the storage tank and all 18 of our wells.

SCADA:

1. Allows the wells to operate in a coordinated manner so as to keep the tank at a near full condition to improve water pressure throughout the day.
2. Continuously monitor nitrate levels in our pumped groundwater to assure that it meets regulatory water quality standards without fail.
3. Monitors wells for operational readiness and physical condition.
4. Allows for the most efficient wells to be operated most frequently reducing overall pumping costs.
5. Monitor security issues
6. SCADA is also needed to coordinate the groundwater pumping with the planned surface water supplies scheduled for 2016.

What's New: Work began September 2010. System should be operational by end of Summer 2011.

Project: Water Focus Study (DB)

Status: Hydraulic modeling has been done. The sections of the report dealing with the coordination of the use of wells and surface water supplies are being written. Likewise, the report has been amended to reflect the expected 15% water conservation that should occur with the City being fully metered.

What's Next: Additional modeling is being done to determine best location of ground level tanks to blend surface water throughout the city. Water system calibration work was done in September 2010 which will allow the modeling to be more accurate.

Draft of study has been submitted to the City and City staff has commented on this document. Focus Study will be finalized once we get the results from a separate evaluation done on how best to blend and move the surface water throughout the City. This study may affect tank sizing and location. Modeling is also being done to determine the size and location of water transmission lines and tanks for the Surface Water Supply Project. To maximize the use of our future Sacramento River water we plan on in the winter injecting surplus treated water into our groundwater wells. This will both recharge the groundwater and improve the groundwater quality so we can pump it back out during summer peak day periods. This work is underway.

Project: Meter Implementation Phase 2 (DB/AO)

Status: City staff received grant funding to install meters on 10,000 houses in the City. Council awarded contract to Teichert Construction, notice to proceed was issued on September 17, 2009. A construction management firm has been selected to manage the project.

Phase 1 metering involved about 5,000 water users and this work was recently completed. It included putting automated meter reading (AMR) equipment on existing meters of businesses as well as homes built post 1991. Phase 1 work is essentially completed. Actual water consumption based billing began for Phase 1 meter users in December 2010.

Phase 2 metering is for installing meters plus AMR on all the remaining 10,000 properties. In addition to installing water meters, many water service lines from water mains will need to be replaced due to their poor condition. Funding is provided by federal stimulus fund of \$14.8M (half low interest loan and half grant) plus \$2.3M in City Water Enterprise Funds. Staff successfully worked with the State to allow City share to be used last and not first which is normal and was previously required. Project is 85% complete; staff attended training session with CDPH on claim reporting. Staff hopes to both completed the work and keep most of the cost within the federal stimulus fund so as to minimize the

utilization of the \$2.3M in City Water Enterprise Funds. Staff has completed the modification work that was needed on some of the older meter registers so more accurate data can be obtained to help homeowners with determining if they have leaks in their water plumbing system. By end of July 2011 Phase 2 meters should be installed, except possibly for a few condominium and parks that may take a little bit longer.

What's Next: Staff has been submitting quarterly report as indicated in the funding agreement to CDPH. Staff is continuing to work with the State to obtain grant/loan reimbursement funding checks for costs incurred for construction and staff time.

Project: Well #1 Replacement (CO)

Status: The new Yolo County Courthouse project will displace the existing location of Well #1. Construction of a new well to replace existing Well 1 will need to be completed prior to construction of the new courthouse that is scheduled to begin December 2011. The new site for the new well location has been selected to be in the northeast area of Freeman Park in an area of minimal impact to the area normally used by park visitors. West Yost has completed design for the well drilling. The well that will replace Well #1 will be called Well #28. Bids were received for below ground construction; award is pending Council approval June 7th.

What's Next: Construction of below ground well drilling is anticipated to begin **July of 2011**. The above ground pump station is planned to be bid summer 2011 and Well #28 completed by April 2012.

Project: First New Ground Level Tank and Booster Pump Station (AO/DB)

Status: The City has a deficit in water storage of about 3 million gallons and about 6,000 gallon per minute deficit in water pumping capacity. This project will significantly reduce these problems.

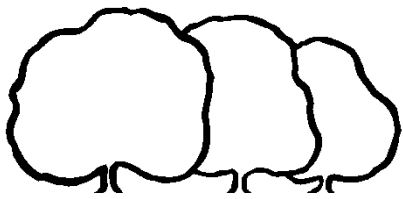
Letters went out to residences located within 300 feet of the tank site as well as those adjacent to the park to invite them to a public meeting. The meeting was held on March 16th at the Community Center. Only one person showed up and he was supportive of the project. . On April 25 this project was presented to the Parks Commission who approved its location on a vote of 4-0 in favor of the project.

What's Next: Water modeling has been done to confirm the best location for the tank to address hydraulic deficiencies and to optimize the distribution of the higher quality water that will result from the surface water supply project. The project will be located at the west end of David Douglass Park. The CEQA process is underway.

Project: East Street to Pioneer 36" Water Main (MC/CO)

Status: City is coordinating with four Spring Lake area developers to install a 36" water main instead of constructing a 12 inch water main that was part their obligation to front their developments in order for the City to save money and to meet the needs of the surface water project

What's Next: The scope of the project has changed to include the pipeline from Pioneer to Road 102 and the future connection the Regional Water Supply Project. **RW descriptions will start at the beginning of the fiscal year.**



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Adopt the 2010 Urban Water Management Plan

Report in Brief

The proposed 2010 Urban Water Management Plan (2010 UWMP) has been prepared in accordance with the requirements of the Urban Water Management Planning Act (the Act) and the Water Conservation Act of 2009, also known as SBX7-7. Among other things, SBX7-7 established requirements for urban retail water suppliers to prepare and report their “urban water use targets” in accordance with the legislative goal of reducing statewide daily per capita water use 15 percent by the year 2015 and 20 percent by the year 2020.

The City’s 2010 UWMP establishes the framework for managing the City’s water resources over the next 20-year planning horizon during normal, single-dry, and multiple-dry year periods to ensure an adequate and reliable supply for the City’s existing and future customers. The 2010 UWMP also assists in establishing the City’s eligibility for certain grant and loan funding opportunities administered by state agencies for water related projects and programs. This item was presented as a Public Hearing during the July 5 Council meeting.

Staff recommends that City Council adopt Resolution No. _____ to adopt the 2010 UWMP using Method 1 under Section 10608.20(b) for determining the City’s 2015 and 2020 urban water use targets as described herein.

Background

As set forth by the UWMP Act, the purpose of the City’s 2010 UWMP generally is to provide information regarding the City’s existing and projected sources of water supply, existing and projected water demands, water service reliability, demand management measures and water shortage contingency planning. The 2010 UWMP must consider a minimum 20-year planning horizon and account for normal, single-dry and multiple-dry year scenarios. Pursuant to Section 10631 of the UWMP Act, the City’s 2010 UWMP provides information regarding matters including, but not limited to:

- A description and identification of the City's water service area, including current and projected population and climate.
- The City's existing and planned sources of water, including a detailed description and analysis of the location, amount, and sufficiency of its groundwater supplies.
- The reliability of the City's water supplies and vulnerability to seasonal, climatic, legal, environmental, water quality and other factors.
- A description of the City's past, current and projected water demands among its different water use sectors.
- A description and evaluation of the City's demand management measures, including a schedule of implementation.
- A description of the water supply projects and programs that may be undertaken by the City to meet its total projected water demands as described in the 2010 UWMP.

As further described below, the City has undertaken various procedures in accordance with the UWMP Act and SBX7-7 to ensure that members of the public and other relevant public agencies have been involved in the City's 2010 UWMP process.

Discussion

The Urban Water Management Planning Act (UWMP Act) requires every urban water supplier to update and adopt its Urban Water Management Plan (UWMP) at least once every five (5) years. Generally, the purpose of an UWMP is to provide information regarding an urban water supplier's existing and projected sources of water supply, existing and projected water demands, water service reliability, demand management measures and water shortage contingency planning. An UWMP must consider a minimum 20-year planning horizon and account for normal, single-dry and multiple-dry year scenarios. For purposes of the UWMP Act, an "urban water supplier" is a supplier providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre feet of water annually.

The Water Conservation Act of 2009 (also known as SBX7-7) is one of four policy bills enacted as part of the November 2009 Comprehensive Water Package. Notably, SBX7-7 added specific new requirements that apply to UWMPs adopted by "urban *retail* water suppliers." Under SBX7-7, an urban retail water supplier is defined as a water supplier that directly provides potable municipal water to more than 3,000 end users or that supplies more than 3,000 acre-feet of potable water annually at retail for municipal purposes. Under this definition, the City is an urban retail water supplier and therefore must comply with the requirements of SBX7-7.

Among other things, SBX7-7 established the goals of reducing statewide daily per capita water use 15 percent by the year 2015 and 20 percent by the year 2020. In an effort to achieve those goals, SBX7-7 requires each urban retail water supplier to determine its baseline water use and establish urban water use targets for reducing per capita demand by 2015 and 2020. The two primary calculations required by SBX7-7, each of which is measured in terms of gallons per capita per day (GPCD), are as follows:

- Base Daily Per Capita Water Use (average GPCD used in past years)
- Compliance Water Use Targets (targets for GPCD in 2015 and 2020)

An agency's Base Daily Per Capita Water Use is calculated according to gross water use and service area population during a continuous ten-year baseline period ending no earlier than 2004 and no later than 2010. An agency can use up to a 15-year baseline period if at least ten percent of its 2008 measured retail water demand was met with recycled water. Because the City had no recycled water deliveries in 2008, a 10-year baseline period (1995 to 2004) was used to calculate the City's Base Daily Per Capita Water Use of 289 GPCD.

Next, Section 10608.20(b) of SBX7-7 establishes four alternative methods for calculating the Compliance Water Use Targets, and an agency's 2010 UWMP must identify which method is being used for determining its targets. Generally, the alternative methods are:

- (1) 80 percent of the water supplier's Base Daily Per Capita Use;
- (2) Per capita water use estimated using the sum of performance standards applied to indoor residential use, landscaped area water use and CII uses;
- (3) 95 percent of the applicable state hydrologic region target as stated in the State's April 30, 2009 draft 20x2020 Water Conservation Plan; or
- (4) The provisional target method developed by DWR pursuant to SBX7-7.

Using Method 1 above, and based on the City's Base Daily Per Capita Water Use of 289 GPCD, the City's 2015 Interim Urban Water Use Target is 260 GPCD and its 2020 Urban Water Use Target is 231 GPCD.

As fully described in the City's 2010 UWMP, the City currently relies entirely on groundwater to meet its demands. The City's groundwater is generally considered to be a very reliable supply, yet ongoing water quality issues and aging infrastructure led the City several years ago to pursue alternative sources of supply to meet future demands. As a result, the City has partnered with the City of Davis and the University of California Davis (collectively referred to as the DWWSP) to provide surface water supplies for use within each of their service areas by 2016. While those supplies are subject to periodic reductions based on Term 91 of the State Board Permit and Shasta Critical Year determinations, the information and analyses in the 2010 UWMP demonstrate the overall reliability of those supplies. Once available, the City will rely on surface water as its primary supply and will utilize groundwater as a supplemental supply to meet summer peak demands and for emergency conditions.

Public Participation and Related Procedural Issues

As authorized by Water Code section 10620(e), the City has prepared its 2010 UWMP with its own staff, with the assistance of consulting professionals (West Yost Associates), and in cooperation with other governmental agencies, and has utilized and relied upon industry standards and the expertise of industry professionals in preparing the 2010 UWMP. In addition, City staff and consultants have prepared the 2010 UWMP and calculated the required information for SBX7-7 using the California Department of Water Resources (DWR) *Guidebook to Assist Urban Water Suppliers to Prepare a 2010 Urban Water Management Plan* (March 2011) and the DWR *Methodologies for Calculating Baseline and Compliance Urban Per Capita Water Use (For the Consistent Implementation of the Water Conservation Act of 2009)* (February 2011).

As indicated above, City staff and consultants have undertaken certain procedural steps in accordance with the UWMP Act and SBX7-7 to ensure adequate notification, coordination, and public involvement in connection with the preparation and adoption of the 2010 UWMP. For instance, because the City provides water service within Yolo County, City staff notified the County at least sixty (60) days prior to the public hearing on the 2010 UWMP that the City would be updating its UWMP. (Water Code § 10621(b).) In addition, staff coordinated the preparation of the 2010 UWMP with other appropriate agencies in the area, including other water suppliers that share a common water source, water management agencies, and other relevant public agencies to the extent practicable. (Water Code § 10620(d)(2).) By way of example, the City coordinated the preparation of its 2010 UWMP with the County, YCFCWCD, Reclamation District 2035, the Farm Bureau, the Woodland Chamber of Commerce Water Task Force, the City of Davis, the Water Resources Association of Yolo County and its member agencies, and the Woodland-Davis Clean Water Agency.

In accordance with Water Code sections 10608.26 and 10642, and Government Code section 6066, the City twice published notice within its jurisdiction of the July 5, 2011 public hearing on the 2010 UWMP, once on June 20, 2011 and again on June 27, 2011. Within that time, the City also made copies of the Draft 2010 UWMP available for public review at the Woodland Public Library, the City's Public Works Department, and the City Manager's office. The Draft 2010 UWMP was also posted on the City's web page and distributed to various interested parties.

Furthermore, as provided by the UWMP Act and SBX7-7, the City's public hearing on the 2010 UWMP was conducted to encourage the active involvement of diverse social, cultural, and economic elements of the population within the City's service area with regard to the preparation of the 2010 UWMP; to allow input by members of the public and any other interested entities regarding all aspects of the 2010 UWMP; to allow community input regarding the City's implementation plan for complying with SBX7-7, to consider the economic impacts of the implementation plan; to propose adoption of Method 1 pursuant to Water Code section 10608.20(b) for determining the City's water use targets; and to consider any other relevant and appropriate matters related to the 2010 UWMP.

The City held a Public Hearing on July 5, 2011 to receive comments from members of the public and other interested parties. Woodland resident Christine Shewmaker provided comments which included adding a summation of climate change in the Executive Summary, incorporating an action item for the City's continued adaption and mitigation related to climate change, addressing the energy embodied in water and encouraging rainwater capture. The comments and how they are addressed are included in the final 2010 UWMP, Appendix 1, attached.

The City intends to achieve SBX7-7 reduction by metering the whole City and implementing a tier water rate structure. Currently the City is implementing a Water Meter Phase 2 Project; the project should be completed by July 2011. At the completion of this project, the City is expected to be wholly metered except for some town houses. These town houses would be metered in a Water Meter Phase 3 Project which is expected to go to bid in early September, 2011. There are positive economic impacts that would emerge from compliance with SBX7-7. The reduction in water consumption would generate savings in capital investment that would otherwise have been required, such savings include well development and maintenance cost.

No later than thirty (30) days after adoption of the 2010 UWMP by the City Council, copies of the 201 UWMP must be submitted to DWR, the California State Library, and to any city or county within which the City provides water supplies. In addition, no later than thirty (30) days after submitting its 2010 UWMP to DWR, the City must make the UWMP available for public review during normal business hours.

Fiscal Impact

Aside from the economic impacts of the City's implementation plan for complying with SBX7-7 (above), there are no costs specifically associated with the adoption of this 2010 UWMP. The cost of developing the 2010 UWMP was budgeted in Public Works Operations and Maintenance for fiscal year 2009/2010. As indicated above, the 2010 UWMP will assist the City in establishing its eligibility for certain grant and loan funding opportunities administered by state agencies for water related projects and programs. If such funding is pursued and received, those amounts may be available to offset the implementation costs of complying with SBX7-7.

Alternative Courses of Action

1. Adopt Resolution No. _____ to adopt the 2010 UWMP using Method 1 under Section 10608.20(b) for determining the City's 2015 and 2020 urban water use targets as described herein.
2. Do not adopt the 2010 UWMP and provide further direction to staff regarding the 2010 UWMP.

Recommendation for Action

Staff recommends that City Council approve Alternative No. 1.

Prepared by: Akin Okupe
Senior Civil Engineer

Reviewed by: Doug Baxter
Principal Civil Engineer

Reviewed by: Greg Meyer
Director of Public Works

Mark G. Deven
City Manager

Attachments: Resolution
Executive Summary
Appendix 1 of 2010 UWMP

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
TO ADOPT THE 2010 URBAN WATER MANAGEMENT PLAN**

WHEREAS, the California Urban Water Management Planning Act, Water Code section 10610 et seq. (the Act) mandates that every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre feet of water annually, prepare and adopt an updated Urban Water Management Plan (UWMP) at least once every five years on or before December 31, in years ending five and zero; and

WHEREAS, the City of Woodland (City) is an urban water supplier for purposes of the Act, and approved and adopted its most recent UWMP in 2005 and submitted that UWMP to the California Department of Water Resources (DWR); and

WHEREAS, the Water Conservation Act of 2009, Water Code section 10608 et seq. (SBX7-7), extended the time by which urban retail water suppliers must adopt their 2010 UWMPs to July 1, 2011 and, among other things, established requirements for urban retail water suppliers to prepare urban water use targets in accordance with the goals of SBX7-7 to reduce statewide daily per capita water use by 15 percent by the year 2015 and 20 percent by the year 2020; and

WHEREAS, the City is an “urban retail water supplier” for purposes of SBX7-7 because it directly provides potable municipal water to more than 3,000 end users; and

WHEREAS, in accordance with applicable law, including the requirements of the Act and SBX7-7, the City has prepared its 2010 UWMP and has undertaken certain agency notification and coordination, public involvement and outreach, public comment, public notice, and other procedures in relation to its 2010 UWMP; and

WHEREAS, as authorized by Section 10620(e) of the Act, the City has prepared its 2010 UWMP with its own staff, with the assistance of consulting professionals, and in cooperation with other governmental agencies, and has utilized and relied upon industry standards and the expertise of industry professionals in preparing its 2010 UWMP, and has also in part utilized and relied upon the DWR Guidebook to Assist Urban Water Suppliers to Prepare a 2010 Urban Water Management Plan (March 2011) and the DWR Methodologies for Calculating Baseline and Compliance Urban Per Capita Water Use (For the Consistent Implementation of the Water Conservation Act of 2009) (February 2011) in preparing its 2010 UWMP; and

WHEREAS, in accordance with applicable law, including Water Code sections 10608.26 and 10642, and Government Code section 6066, the City made its Draft 2010 UWMP available for public inspection, and caused to be published within the jurisdiction of the City at least two notices of the public hearing regarding the City’s 2010 UWMP to be held on July 5, 2011; and

WHEREAS, in accordance with applicable law, the City Council conducted a public hearing on July 5, 2011 to, among other things, provide members of the public and other interested entities with the opportunity to be heard in connection with the City's 2010 UWMP and the proposed adoption thereof; and

WHEREAS, pursuant to said July 5, 2011 public hearing on the 2010 UWMP, the City encouraged the active involvement of diverse social, cultural, and economic elements of the population within the City's service area with regard to the preparation of the 2010 UWMP, allowed input by members of the public and any other interested entities regarding all aspects of the 2010 UWMP, allowed community input regarding the City's implementation plan for complying with SBX7-7, considered the economic impacts of the City's implementation plan for complying with SBX7-7, and proposed the adoption of Method 1 under Water Code section 10608.20(b) for determining the City's urban water use targets as set forth in the 2010 UWMP; and

WHEREAS, the City Council has reviewed and considered the purposes and requirements and of the Urban Water Management Planning Act and SBX7-7, the contents of the 2010 UWMP, the documentation contained in the administrative record in support of the 2010 UWMP, information provided by City staff and the City's professional consultant, and all public and agency input received with regard to the 2010 UWMP, and has determined that the factual analyses and conclusions set forth in the 2010 UWMP are supported by substantial evidence.

BE IT THEREFORE, RESOLVED by the City Council of the City of Woodland, Yolo County, California, as follows:

1. The City hereby adopts Method 1 under Water Code section 10608.20(b) for determining the City's urban water use targets as set forth in the 2010 Urban Water Management Plan, and the City's 2010 Urban Water Management Plan is hereby approved and adopted and ordered filed with the City Clerk.

2. The City Manager is hereby authorized and directed to include a copy of this Resolution in the City's 2010 Urban Water Management Plan and, in accordance with Water Code section 10644(a), to submit copies of the 2010 Urban Water Management Plan with the California Department of Water Resources, the California State Library, and any city or county within which the City provides water supplies within thirty (30) days of this adoption date.

3. The City Manager is hereby authorized and directed, in accordance with Water Code section 10645, to make the 2010 Urban Water Management Plan available for public review during normal business hours not later than thirty (30) days after filing a copy thereof with the California Department of Water Resources.

4. The City Manager is hereby authorized and directed, in accordance with Water Code section 10635(b), to provide that portion of the 2010 Urban Water Management Plan prepared pursuant to Water Code section 10635(a) to any city or

county within which the City provides water supplies not later than sixty (60) days after filing a copy thereof with the California Department of Water Resources.

5. The City Manager is hereby authorized and directed to implement the components of the 2010 Urban Water Management Plan in accordance with the Urban Water Management Planning Act and SBX7-7, including, but not limited to, the City's Demand Management Measures and its Water Shortage Contingency Plan.

6. The City Manager is hereby authorized and directed to recommend to the City Council additional steps necessary or appropriate to effectively carry out the implementation of the 2010 Urban Water Management Plan, the Urban Water Management Planning Act and SBX7-7.

PASSED AND ADOPTED by the City Council this ____th day of _____, 2011, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney



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Executive Summary

ES.1 INTRODUCTION

This 2010 Urban Water Management Plan (UWMP) has been prepared for the City of Woodland (City) by West Yost Associates (West Yost). This 2010 UWMP for the City describes the current and future water uses, sources of supply and its reliability, and existing and planned conservation measures.

This 2010 UWMP complies with the Urban Water Management Planning Act (UWMP Act), which was originally established by Assembly Bill 797 (AB 797) on September 21, 1983. The law requires water suppliers in California providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet per year (AFY) of water to prepare and adopt an UWMP every five years.

Several changes to the UWMP Act have been approved in recent years. Revisions to the UWMP Act include requiring a robust supply and demand comparison, as well as detailed discussion of groundwater resources, water recycling and desalination. Also, this 2010 UWMP is required to comply with the requirements of the Water Conservation Act of 2009 Senate Bill x7-7 (SBx7-7) which was enacted in November 2009. SBx7-7 requires urban retail water suppliers, such as the City, to develop per capita water use targets to be met by 2015 and 2020. The overall statewide objective of SBx7-7 is to reduce per capita water use by 20 percent by the year 2020.

The requirements of SBx7-7 extended the deadline for adoption of the 2010 UWMPs for urban retail water suppliers from December 31, 2010 to July 1, 2011.

ES.2 PLAN ADOPTION

The City held a Public Hearing on July 5, 2011 to receive comments from members of the public and other interested parties. City Resident Christine Shewmaker provided comments which included adding a summation of climate change in the Executive Summary, incorporating an action item for the City's continued adaption and mitigation related to climate change, addressing the energy embodied in water, and encouraging rainwater capture. The comments and how they are addressed in the final 2010 UWMP are included in Appendix I.

The City adopted this 2010 UWMP on _____, 2011. Copies of the adoption resolution are included in Appendix C.

Following plan adoption, the 2010 UWMP was submitted to the Department of Water Resources (DWR) and to the California State Library. Copies of the adopted 2010 UWMP were also provided to the following agencies within 30 days of adoption:

- | | |
|--------------------------------------|--|
| • Yolo County Flood Control District | • Water Resources Association of Yolo County |
| • RD 2035 | • Yolo County |
| • Farm Bureau | • City of Davis |



Executive Summary

- Woodland Chamber of Commerce, Water Task Force
- Woodland-Davis Clean Water Agency

Within 30 days of submitting the adopted 2010 UWMP to DWR, copies of the adopted 2010 UWMP will be made available during normal business hours at the following location:

- City of Woodland, Public Utilities Department Engineering Division, 655 North Pioneer Avenue

The adopted 2010 UWMP will also be available on the City's website (www.cityofwoodland.org).

Should this 2010 UWMP be amended or changed, copies of amendments or changes to the plan shall be submitted to DWR, the California Stat Library, and any city or county within which the City provides water supplies within 30 days after adoption.

ES.3 PLAN OVERVIEW

ES.3.1 Service Area

The City and water service area encompass an area of approximately 14.5 square miles. Located within an important agricultural region, the City is completely surrounded by agricultural lands. The City serves the entire area encompassed by its City Limits including residential, commercial, industrial, and fire use. Municipal water supply for the City is currently based solely on groundwater. However, a joint project between the City of Woodland, the City of Davis, and the University of California, Davis is currently under way to incorporate surface water as a primary water supply source.

The City's population has grown at an average rate of 1.2% from 2000 through 2010 according to population estimates from DOF. Growth in the last few years has slowed significantly due to the national and statewide economic downturn.

For this 2010 UWMP, growth projections are based on recently updated growth projections from the Sacramento Area Council of Governments (SACOG) which takes into consideration the economic downturn and other local events. The recently published projections available from SACOG provide population estimates for the years 2013, 2018, and 2035. A straight-line interpolation was used to determine the population for the years ending in 0 or 5.

ES.3.2 Water Demand

Unlike past UWMPs, the projected water demand in this 2010 UWMP is primarily driven by the per capita water use targets mandated by the Water Conservation Act of 2009 (SBx7-7). As part of the City's compliance with SBx7-7, the City has established its baseline per capita water use and has established and adopted a 2015 interim per capita water use target and a 2020 final per capita water use target. The development of the City's baseline and target per capita water use are described in Chapter 4 and Appendix E and are summarized as follows:



Executive Summary

- Baseline Per Capita Water Use: 289 gallons per capita per day (gpcd)
- 2015 Interim Per Capita Water Use Target: 260 gpcd
- 2020 Final Per Capita Water Use Target: 231 gpcd

Projected water demands were then determined by multiplying the per capita water use targets by the projected service area populations. Projected water demands are summarized in Table ES-1.

Table ES-1. City of Woodland Projected Water Use ^(a)					
Service Area	2015 Water Use, af/yr	2020 Water Use, af/yr	2025 Water Use, af/yr	2030 Water Use, af/yr	2035 Water Use, af/yr
City of Woodland	16,400	15,650	16,600	17,550	18,500
^(a) Based on projected population multiplied by the SBx7-7 per capita water use targets. ^(b) Totals rounded to nearest 10 af/yr.					

ES.3.3 Demand Management and Water Conservation

The City's compliance with the established SBx7-7 targets will be achieved through the implementations of the City's conservation efforts. As described in Chapter 8, the City has implemented or is in the process of implementing several of the Best Management Practices (BMPs) included in the California Urban Water Conservation Council (CUWCC) Memorandum of Understanding (MOU).

Implementation of these programs will allow the City to achieve the water reduction goals required by SBx7-7. In particular, the City's residential meter implementation program and billing based on metered usage, anticipated to be completed by the end of 2011, will help the City to monitor and track actual water use and reduce per capita water use through the City's water service area. The completion of the metering program will also allow the City to perform system water audits and assist the City in identifying and reducing system losses due to pipeline leaks.

ES.3.4 Projected Water Supply

As described in Chapter 5, the City currently relies solely on groundwater to meet all customer demand needs. However, plans are proceeding to integrate surface water as a supply source into the system. The City is currently not pursuing recycled water opportunities beyond the current effluent discharge to Tule Canal primarily due to the high EC levels in the effluent. Once surface water is integrated into the City's supply system, the City will determine the economic feasibility of including recycled water in the future.



Executive Summary

The City currently relies completely on groundwater to meet all system water demands. Even though the City is able to achieve compliance with drinking water standards, the City will struggle more and more in the future to meet its wastewater discharge requirements because of natural concentrations of salinity, boron, and selenium in its groundwater supply. In addition, while the City meets all current drinking water standards changes in the requirements may severely impact the City's ability to meet chromium IV (Cr 6) based on proposed standards. The current proposed public health goal (PHG) is 0.02 µg/l. The groundwater wells within the City have been tested for Cr 6 and the results show a range of 10 to 35 µg/l and an average of 19 µg/l. The introduction of surface water as a primary supply source in the future will greatly improve the water quality for these constituents. While the City is planning to use surface water as a primary supply starting in 2016, groundwater will continue to supply all water needs until 2016 and will be used to supplement surface water in the future.

The City currently does not use surface water supplies to meet demands. However, the City has partnered with the City of Davis (Davis) and the University of California at Davis (UCD) (collectively referred to as the Woodland-Davis Clean Water Agency (WDCWA)) for a joint project that would provide surface water supply for use within each of their service areas to meet a portion of their respective water supply needs. The new surface water supply will be integrated into a conjunctive use supply program, with surface water serving as the City's primary water supply in the future, and groundwater being used to help meet summer peak and emergency demands. The new surface water supply will be somewhat limited in summer months during drought periods, and groundwater pumping will be used in these periods to provide a larger portion of the water supply.

Table ES-2 summarizes the anticipated use of available water supplies to meet future demands.

Table ES-2. City of Woodland Current and Planned Water Supplies, af/yr						
Water Supply	Existing and Future Water Supplies during Normal Years					
	2010 (actual)	2015	2020	2025	2030	2035
Primary Water Right (30358) ^(a,b,c)	—	—	11,470	12,158	12,684	13,197
CPG Water Right ^(a,b)	—	—	5,750	5,750	5,750	5,750
Available Groundwater ^(d)	13,921	16,400	14,7050	13,620	12,550	12,550
^(a) Surface water treatment plant to be on-line in 2016. ^(b) Initial phase of surface WTP to be constructed to a capacity of 40 mgd. Woodland capacity of WTP approximately 57.5 percent. ^(c) Three months of Term 91 restrictions (June through August) for normal years based on historic Term 91 information. ^(d) Groundwater supplies all water needs through 2015. After surface water is available, the City will maintain adequate groundwater to meet emergency conditions in the future.						



Executive Summary

As described in Chapter 7, based on the anticipated reliability of the City's water supplies and conservation measures during normal, single dry, and multiple dry years, the City anticipates that it has adequate water supplies to meet projected water demands during all hydrologic conditions through 2035.

ES.3.5 Water Shortage Contingency Plan

During events of water shortages due to prolonged drought conditions or other water supply outages, the City has an established Water Conservation Regulations Ordinance which specifies reduction objectives ranging from 15 to 50 percent of normal demand, depending on the water shortage stage declared. Currently the stages of action are determined by the City Council based on hydrologic conditions. In the future, with the addition of surface water as the primary water supply, the City is reviewing the triggers for declaring the various stages based on Term 91 and Shasta Critical Year Reduction information. The City plans to have updated triggers for the declaration of a Stage of Action for the 2015 UWMP.

ES.3.6 Climate Change

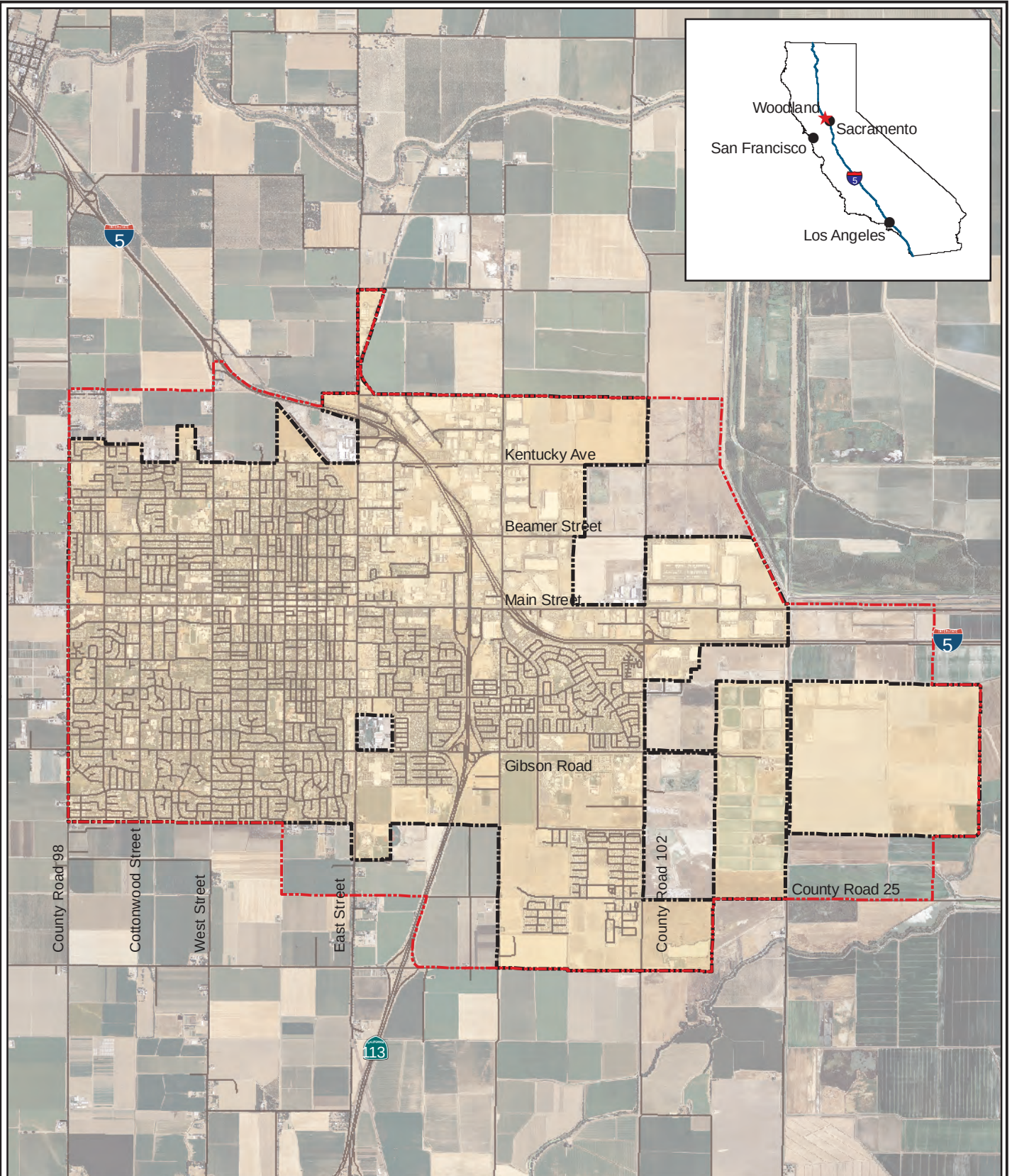
The DWR Guidebook notes that a climate change discussion is optional for an UWMP and not required by the UWMP Act. However, the information and analysis of how climate change affects the City's water supply is provided in Chapter 9 of the UWMP.

ES.4 ON-LINE SUBMITTAL TO DWR USING DOST

This 2010 UWMP will be submitted to DWR using the DWR On-line Submittal Tool (DOST) when the DOST system becomes available.

ES.5 DEMONSTRATION OF PLAN COMPLETENESS

This 2010 UWMP complies with the requirements of the Urban Water Management Planning Act, as amended by recently enacted legislation. DWR's Urban Water Management Plan Checklist, as provided in the 2010 UWMP Guidebook as completed by West Yost for demonstration of the plan's compliance with applicable requirements. A copy of the completed checklist is included in Chapter 11.



LEGEND

- Planning Area Boundary
- City Limits

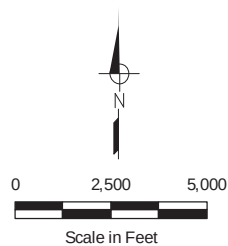
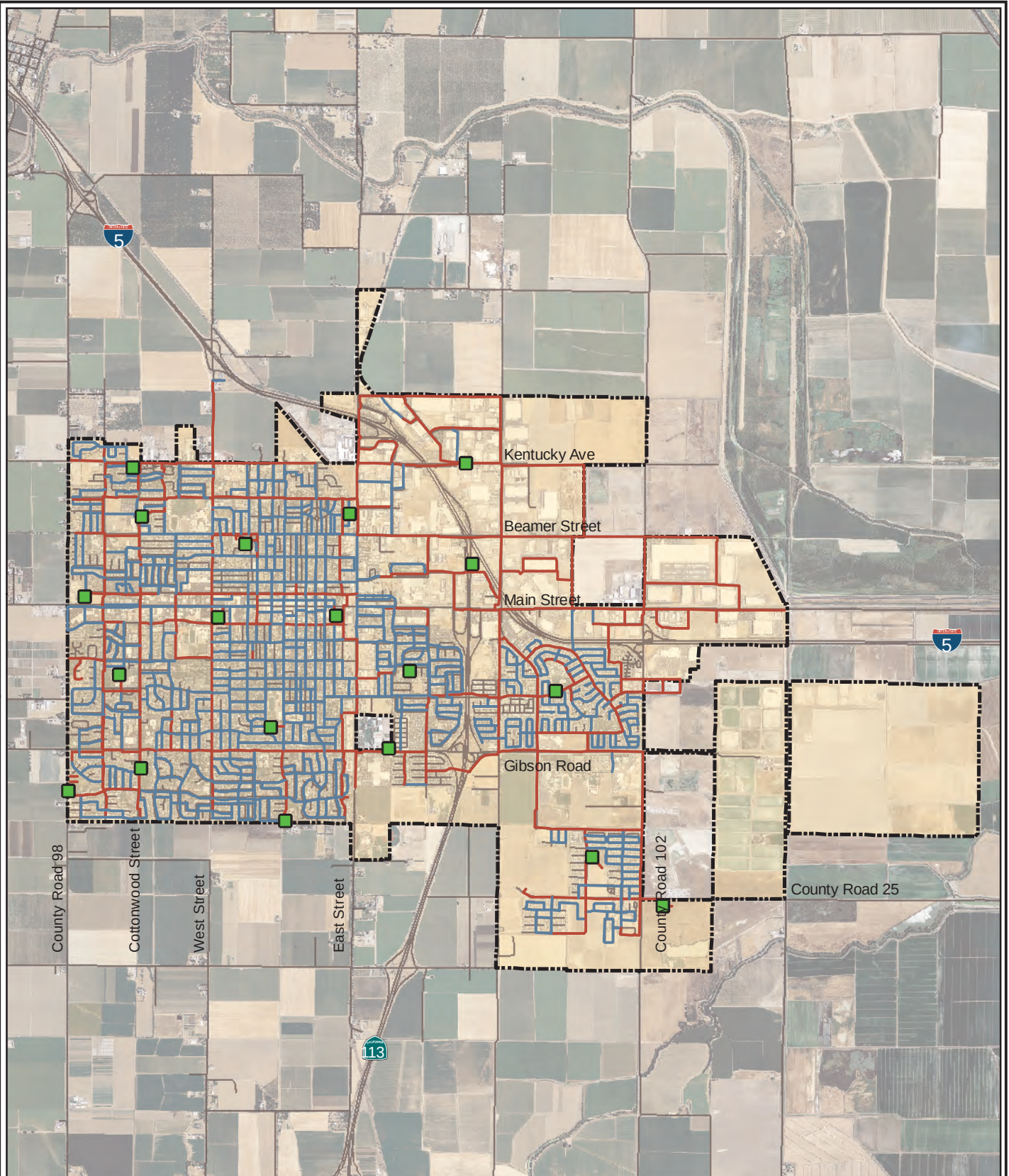


FIGURE ES-1

City of Woodland
Urban Water Management Plan 2010

SERVICE AREA





LEGEND

- Existing Well
- 8" and less diameter
- 10" and greater diameter
- City Limits

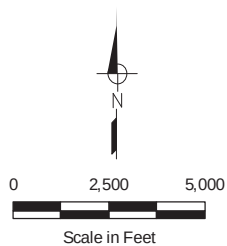


FIGURE ES-2

City of Woodland
Urban Water Management Plan 2010

EXISTING SYSTEM FACILITIES



July 12, 2011

Project No.: 204-00-09-28

Mr. Akin Okupe
Senior Civil Engineer
City of Woodland
655 N. Pioneer Avenue
Woodland CA 95776

SUBJECT: Response to a Public Comment on the City of Woodland
Draft 2010 Urban Water Management Plan

Dear Mr. Okupe:

This letter summarizes the response to a comment received from a member of the public on the City of Woodland's draft 2010 Urban Water Management Plan during the public review period. On July 5, 2011, Ms. Christine Shewmaker, a Woodland resident, addressed City Council during the Public Hearing for the draft 2010 Urban Water Management Plan and submitted comments to members of the Woodland City Council. The full text of Ms. Shewmaker's comment is provided in Attachment A.

The first comment included a request to include climate change in the Executive Summary of the document. This comment was addressed as follows:

- Chapter ES.3.6 Climate Change was added to the Executive Summary:
"Although the DWR Guidebook notes that a climate change discussion is optional for an UWMP and not required by the UWMP Act, information and analysis is provided to ensure a comprehensive and conservative presentation of information for purposes of the City's 2010 UWMP."

The second comment included a recommendation to include an action item in the document for continued adaption and mitigation related to climate change. While the UWMP legislation does not require adaption and mitigation measures be included, a paragraph was added for a future action item in addressing climate change. This comment was addressed as follows:

- Chapter 9.1 Potential Effects of Global Climate Change on Water Supply Reliability last paragraph, the following was added:
"The City will continue to review scientific and policy updates related to climate change as they become available through the IPCC, State, CUWA, and other climate change authorities. The City will continue to implement the components of its Groundwater Management Plan and this 2010 UWMP. The City will also continue to include adaptive management principals in water supply and infrastructure planning."

Mr. Akin Okupe
July 12, 2011
Page 2

The third comment included a suggestion to make a focus of the energy embodied in water relating to the pumping, cleaning, moving, etc. of water within the system.

- Chapter 9.1 Potential Effects of Global Climate Change on Water Supply Reliability last paragraph, the following was added:

“As part of the mitigation and adaptive measures, the City will consider the amount of energy required in moving water throughout the system. The effects from increased water conservation on the amount of energy required on new facilities will be reviewed to minimize energy use impacts.”

The fourth comment included a recommendation for the City to encourage rainwater capture. At this time, no research has been conducted on the potential water savings that may be attributed by a rainwater capture program.

- Chapter 8.19 Potential Future Demand Management Measures first paragraph, the following was added:

“In addition to the demand management measures listed in Table 8-3, the City will consider the feasibility of rainwater capture and the possible water savings from such a program.”

We appreciate Ms. Shewmaker’s interest in reviewing the draft 2010 Urban Water Management Plan and her insight on the need to address climate change in the document and as a City in future planning documents as well as other comments. We hope that the revisions made to the document fully address her concerns and that the revised document provides the City of Woodland with the planning tools needed to address the range of supply and demand management issues, including climate change.

Sincerely,

WEST YOST ASSOCIATES

Brenda J. Estrada

Brenda J Estrada, P.E.
Senior Engineer
R.C.E. #C67062

BJE:nmp

attachment



Attachment A

On July 5, 2011, Ms. Christine Shewmaker, a Woodland resident, submitted the following comment to members of the Woodland City Council.

Comments to City Council on 7-5-11 on Urban Water Management Plan Draft

My name is Christine Kimball Shewmaker, PhD., Resident of Woodland, Plant Biologist and Climate Change Activist.

As most of you know, in December 2010 and early 2011, I responded to requests for comments on the city of Woodlands GWMP. My main concern was that climate change was not included in the first draft of the GWMP. Very pleased that you listened to comments and that climate change was included in the approved GWMP.

So when I saw the announcement on the website about the UWMP – wanted to see if climate change was included – and yes it was. And I am not sure, but perhaps now it is required to be included by the state. In looking at what is in the UWMP, the description relating to climate change is the same as the one in the GWMP with the addition on one paragraph about potential impacts – that is fine.

However there were two places it was discussed in the GWMP where it is not included in the UWMP and I would like to make two suggestions relating that that – as well as a two other suggestions

First – Include Climate Change in Executive Summary

In the UWMP it is not included in the executive summary – it is in the GWMP. Not everyone reads the whole document – so it would be good to have it in the ES. It could just be a mention that now it has been included – in the first section of the ES they do mention additions and could just include climate change there or somewhere else in the ES.

Second – Adaptation and Mitigation – Include as an Action Item

In the GWMP – there was a whole section on adaptation and mitigation – that is not included specifically in this UWMP – although conservation, etc is mentioned in general. Not sure if a whole section on adaptation and mitigation is needed but the best thing (below in italics) in the GWMP was an action item that says basically will continue to monitor, etc. and include in management.....

Action: Continue to review scientific and policy updates related to climate change as they become available through the IPCC, State, CUWA and other climate change authorities. Continue to implement the components of this GWMP. Continue to include adaptive management principals in water supply and infrastructure planning.

Third – Energy Embodied in Water – Make it a focus

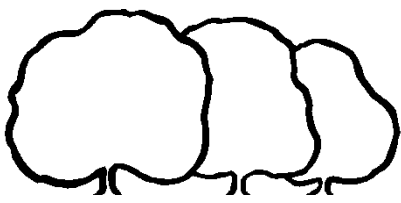
In both GWMP and UWMP – is a table that talks about examples of actions. It has one called – take a leadership role. Now Woodland can't take a leadership role in all areas of mitigation and adaption, but there is one area I would like to suggest that Woodland focus on in the UW, GW, SW, etc and that is the energy embodied in water. I have heard (and it is on the city's website) that 19% of electricity used in CA relates to water – pumping, cleaning, moving, etc. So my suggestion is that Woodland make considering the energy embodied in all it does with water a focus. This could be GW, the new surface water project, etc. Include this consideration of energy and GHG in all planning relating to water . Whether that could or should be in the UWMP or needs to just be a directive to the public works, I think that would serve Woodland well in the long term – and also other communities involved with us in water projects – to start now considering energy and GHG in everything we do with water. This would extend what I see on the Woodland city website about water conservation and energy.

Fourth – Encourage Rainwater Capture

There is mention of using recycled water in the UWMP. I would also like to see rainwater capture encouraged.

Thank-you

CK Shewmaker



REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Transportation Development Act Claim

Report in Brief

Annually, under the Transportation Development Act (TDA), the City is apportioned money derived from the ¼% sales tax earmarked for spending on transportation system improvements and transit operations. Throughout California the funds are collected at the State level and passed down to the local level through the regional planning agencies. The attached resolution approves our claim to fully utilize the \$3,099,345 in transportation funds available.

Staff recommends that the City Council adopt Resolution No. _____ authorizing filing of the annual Transportation Development Act claim with the Sacramento Area Council of Governments.

Background

Each year, the City of Woodland receives apportionments of funds under the State Transportation Development Act for support of public transportation services. One allocation is the Local Transportation Funding (LTF) which includes deposited revenues from ¼ percent of the 8 ¼ percent sales tax collected on all retail sales in the County. The County-wide LTF is apportioned to the local jurisdictions annually based on population. The second source of funds is an appropriation by the State to a State Transit Assistance (STA) account.

Public transit must be the first priority for use of LTF, but in more rural counties such as ours, any funds remaining after reasonable efforts have been made to meet public transit needs may be used for street and road purposes.

The Sacramento Area Council of Governments (SACOG) administers these funds as our regional transportation planning agency and approves all claims for the use of the money. In order for the City to receive the apportioned dollars, we must file a claim with SACOG, which outlines the intended use of the TDA funds. These claims will be reviewed by SACOG in August.

Discussion

As mentioned previously, the first priority by law for the use of Woodland's LTF allocations is for transit needs. These transit requirements are handled by the Yolo County Transportation District (YCTD) who submits its annual budget to the City for payment. Any remaining dollars are available for street maintenance, striping, signs, etc., as detailed in the City's O&M budgets. The proposed uses of the FY2012 LTF funds are listed on the attached spreadsheet.

STA allocations have not historically been a consistent source of funds available to the City. Any allocation of STA was required to be spent only on transit capital needs; no amounts were permitted for administration or street maintenance. Due to the fuel tax swap enacted by the State in March 2010, this restriction has been temporarily lifted, and STA funds are allowed to be used for operations; as such the City will claim STA funds for FY2012 based on estimates from the State Controller's Office and SACOG.

As transit service increases in cost, the amount available for the City's street maintenance program will decrease. The 10 year plan for transportation funding, as presented to Council on June 21, takes into account this reduction in available funding and relies more heavily on Measure E allocations in the future years.

Fiscal Impact

If approved, the City of Woodland will be able to claim \$3,099,345 in transportation funding, including \$2,854,939 in LTF and \$244,406 in STA funds. Of this total revenue, \$1,662,629 will be available for utilization for City transportation operations and maintenance activities. These amounts are consistent with the FY2012 budget and ten year plan presented to Council on June 21, 2011.

Public Contact

Posting of the City Council agenda.

Recommendation for Action

Staff recommends that the City Council adopt Resolution No._____ authorizing filing of the annual Transportation Development Act claim with the Sacramento Area Council of Governments.

Prepared by: Kim McKinney
Finance Officer

Mark G. Deven
City Manager

Attachments: Proposed Usage of 2011-2012 Transportation Development Act Funds and
Resolution

**Proposed Use of Transportation Development Act Funds
Fiscal Year 2011/12**

	<u>LTF</u>	<u>STA</u>
Current Year Apportionment	2,923,752	244,406
Less: SACOG Administration	<u>(68,813)</u>	<u>-</u>
Net Available for City Use	2,854,939	244,406
PROPOSED USAGE:		
Yolobus Services - Operating	1,223,332	-
Woodland Taxi Service (YCTD)	190,718	-
Other Transportation Expenditures	11,840	-
Community Care Car	10,816	-
Street Maintenance	<u>1,418,233</u>	<u>244,406</u>
Total	2,854,939	244,406

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA, AUTHORIZING FILING THE ANNUAL TRANSPORTATION DEVELOPMENT ACT CLAIM WITH THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS.

FISCAL YEAR 2011/2012

BE IT RESOLVED by the Council of the City of Woodland that in accordance with Chapter 1400, Statutes 197; Chapter 161 and 1002; Statutes 1979; and applicable rules and regulations, the City of Woodland is entitled to file a claim for Transportation Development Act apportionment.

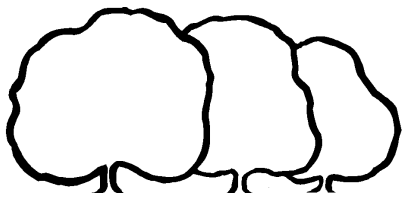
THEREFORE, BE IT RESOLVED that the Finance Officer of the City of Woodland is hereby authorized to file with the Sacramento Area Council of Governments the 2011/12 claim in the amount of \$2,854,939 from Local Transportation Funds and \$244,406 in State Transit Assistance funds.

PASSED, APPROVED, AND ADOPTED THIS 19th day of July 2011.

AYES: Council Members:
NOES: Council Members:
ABSENT: Council Members:
ABSTAIN: Council Members:

Artemio Pimentel, Mayor
City of Woodland

Ana B. Gonzalez, City Clerk
City of Woodland



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: FY 2012 Animal Services Contract

Report in Brief

The County of Yolo Sheriff's Department provides animal control services to the City of Woodland. The contract with the county is managed by the Police Department. The last executed contract for animal control services was valid through June 30, 2011 with a provision for two one-year extensions based on mutual agreement between County and City staff.

Staff recommends the City Council approve the FY 2011-2012 one year contract extension with the County of Yolo to provide animal control services in the amount of \$439,555.

Background

The County of Yolo, through the Sheriff's Department/Animal Control Division and under an agreement with the City of Woodland, provides animal control services to the Woodland community. Section 3.1.1 of the Woodland Municipal Code adopted in 1974, delegates animal control responsibilities and authority to the County. The shelter facility and administrative offices are located at the Sheriff's facility, 2500 East Gibson Road, Woodland.

Discussion

The Animal Control Services Division of the Yolo County Sheriff's Office has provided quality service to the City of Woodland. The Division provides these services to all cities in the county, the University of California at Davis, and all unincorporated areas of the county. The Division staff includes animal control officers who respond to calls for service in the community and animal shelter staff who maintain a safe and humane environment for animals that have been taken to the shelter. In addition, the Division has veterinary and other staff available to care for injured animals. The Division performs all animal control services for the City including animal licensing, pick up of stray or injured animals, pick up of dead animals, quarantine of animals when required and the sheltering, release and adoption of impounded animals.

For health and safety reasons some animal services, such as vicious animals calls or dog bite reports, are mandated.

For the past ten years or more, the costs of providing the services has been allocated between the County and the cities based on a proportional formula of the number of patrol hours consumed by each jurisdiction and the number of animals housed at the shelter. The County collects and retains all fees (license fees collected from pet owners in the cities and unincorporated county, redemption fees, neutering fees, etc.) for the animal control program. The proportional formulas are applied, after all revenues generated by the program have been subtracted, to the costs of animal control services.

The Police Department will continue to monitor all after hour requests for animal control services via required pre-approval by a supervisor prior to dispatching animal control officers.

Fiscal Impact

The proposed FY12 contract extension is at the same cost as the FY11 contract which is \$439,555; this is the same amount the Police Department requested for FY12 and approved by the Council on June 21, 2011. The Sheriff's Department has worked diligently to control costs associated with this agreement.

Public Contact

Public notice of this agenda item occurred with the posting of the City Council agenda.

Recommendation for Action

Staff recommends the City Council approve the FY 2011-2012 one year contract extension with the County of Yolo to provide animal control services in the amount of \$439,555.

Prepared by: Dan Bellini
Chief of Police

Mark G. Deven
City Manager

Attachment A – 1st Amendment to Agreement between County of Yolo and the City of Woodland for Animal Control Services (Yolo County Agreement No. 10-150)

AGREEMENT NO. _____

(First Amendment to Agreement between the County of Yolo and the City of Woodland
for Animal Control Services)

This Amendment ("First Amendment") to Agreement No. 10-150 is made and entered into on this 1st day of July, 2011, by and between the County of Yolo, a political subdivision of the State of California ("County") and the City of Woodland, a municipality under the laws of the State of California ("City").

RECITALS:

WHEREAS, on July 1, 2010, the parties entered into an agreement for the County to provide animal control services (Yolo County Agreement No. 10-150); and

WHEREAS, there is a need to amend the total amount of compensation and termination date of the agreement;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Paragraph II.A. of Agreement No. 10-150 is amended to read as follows:

A. City agrees to compensate the County annually, on a quarterly basis, the following amount. Quarterly payment is due and payable by check, within the first thirty (30) days of the quarter to prevent termination.

<u>Contract Year</u>	<u>Annual Compensation</u>	<u>Quarterly Payment</u>
07/01/2010 – 06/30/2011	\$439,555	\$109,888.75
07/01/2011 – 06/30/2012	\$439,555	\$109,888.75

2. Paragraph VII.A. of Agreement No. 10-150 is amended to read as follows:

A. The term of this Agreement shall be from July 1, 2011 until June 30, 2012, unless sooner terminated as hereinafter provided.

3. All other terms and conditions of Agreement No. 10-150 shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year written above.

City of Woodland

By _____
Art Pimentel, Mayor

Attest:
Ana Gonzalez, City Clerk

By _____
Deputy Seal

Approved as to Form:

By _____
Andrew Morris
City Attorney

County of Yolo

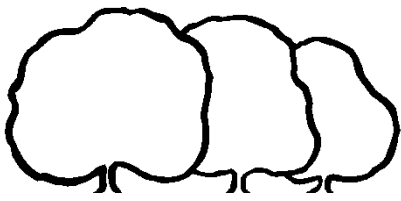
By _____
Matt Rexroad, Chair

Attest:
Julie Dachtler, Deputy Clerk
Board of Supervisors

By _____
Deputy Seal

Approved as to Form:

By _____
Daniel Cederborg
Assistant County Counsel



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: 2012 Road Maintenance Project, CIP 12-07; Approve Plans and Specifications, Authorize Bid Advertisement, and Authorize the City Manager to Execute the Construction Contract

Report in Brief

The 2012 Road Maintenance Project, CIP 12-07, is a road maintenance project utilizing Measure E funds to maintain and extend the life of Woodland's street network. Work will consist of surface sealing streets in Zone 8 of the pavement management program. This is the residential area south of I-5 and Main Street bounded by CR102 on the east, SR113 on the west and Gibson Road on the south.

Staff recommends that the City Council approve the project design and bid package for the 2012 Road Maintenance Project, CIP 12-07, authorize bid advertisement and authorize the City Manager to execute the construction contract to the lowest, responsive, responsible bidder up to \$900,000.

Background

In 2006, voters approved the Measure E ½ cent sales tax along with advisory measures to identify voter preferences for use of those tax proceeds. Under the advisory measures, road maintenance and repair received the second highest voter response. Accordingly, staff identified road maintenance projects in conformance with the Road Report. Unfortunately, due to reduced sales tax, most of the Measure E funded road maintenance projects have been deferred.

On October 2, 2007, the City Council approved the annual use of Measure E funding for in-house completion of road maintenance and repair work. This funding use was approved with the understanding that all unused funding would be returned to the Measure E road allocation to fund road maintenance and rehabilitation capital projects. Over the last four years the operational funds have not been fully expended and the balance has been returned to the Measure E account. Staff held these funds as an "emergency reserve" to be used, per Council approval, if transportation funds allocated by the Yolo County Transportation District were reduced as has been forecasted

previously. As the Council is aware, YCTD has worked diligently with local agencies to maintain the level of funding. This project will utilize the accumulated unused funding in order to reinvest in the City's local streets and roads infrastructure.

Discussion

The goal for pavement maintenance is to be proactively preserving and maintaining the pavement inventory rather than reactively repairing it. The current project is in conformance with the Road Report and these goals in that the work is being completed in one zone of the City to minimize public inconvenience and is preserving the pavement that is still in preservation condition and has not yet deteriorated to the point of needing significant rehabilitation and repair.

The project scope is Zone 8, the residential area south of I-5 and Main Street bounded by CR102 on the east, SR113 on the west and Gibson Road on the south. The work is primarily on local streets with contract additive alternates to include work on some collectors in the zone.

The reason Zone 8 is being maintained over other zones is that this area consists primarily of pavement in fair to good condition and that is in need of surface seal work to preserve their condition and extend their useful life. Although there is significant maintenance needs throughout the City, much of the pavement in other zones has deteriorated to more expensive maintenance or repair strategies. The goal of pavement maintenance is the preservation of good pavement to prevent deterioration.

This area was slated to be the 2010 Road Maintenance Project however; due to shortfalls in sales tax revenues the project was never completed. In 2009, in preparation for this project, O&M street crews performed crack sealing and base repair in the entire area. This preparatory work is only a temporary treatment and must be covered by surface seal or the crack seal material deteriorates with exposure. Once the material cracks, it will need to be replaced before a surface seal can be placed or the benefit of crack sealing is lost.

A full set of Plans and Specifications are available for review at the Community Development Department counter. For inquiries regarding project details, repair methods and treatment types, please contact CDD engineering staff at 661-5820.

The roadway segments where work will be performed and treatments they will receive are summarized in the Project Street Listing included as Attachment No. 1 of this report. Descriptions of the types of surface seals used in the project are described in Attachment 2 of this report.

Upon Council authorization, project bids will be solicited with a projected bid opening of early August. Staff anticipates bid award in early August with construction beginning late-August for completion in October.

Fiscal Impact

The total project budget is \$1,100,000 which consists entirely of Measure E funding previously identified and allocated in the Capital Budget as CIP 06-14. The difference between the total project budget and the award request is the amount budgeted for design, construction management, inspection and construction contingency. To ensure the project does not exceed the approved funding, the project will be bid with additive alternates.

This project will be entirely funded out of Measure E and there is no impact to the General Fund.

Public Contact

This item was posted on the City Council agenda.

Recommendation for Action

Staff recommends that the City Council approve the project design and bid package for the 2012 Road Maintenance Project, CIP 12-07, authorize bid advertisement and authorize the City Manager to execute the construction contract to the lowest, responsive, responsible bidder up to \$900,000.

Prepared by: Katie Wurzel, PE, TE
Transportation Engineer

Reviewed by: Brent Meyer, PE
Principal Civil Engineer
City Engineer

Reviewed by: Paul Siegel
Deputy Director,
Community Development

Mark G. Deven
City Manager

Attachments: 1. Project Street Listing
2. Surface Seal Descriptions

Attachment 1

Project Street List

Base Bid Work

Name	From	To	Work
Ammons St	Bourn Dr	Duncan Cr	Slurry
Anderson Cr	Branigan Av	Branigan Av	Slurry
Andrew Stevens Dr	Kincheloe Dr	County Rd 102	Slurry
Arellano Ct	Witham Dr	N End	Slurry
Atwell Cr	Gum (E) Av	Gum (E) Av	Slurry
Baird Ct	Powers Cr	N End	Scrub Cape
Barnes Cr	Brennen Dr	Brennen Dr	Slurry
Barth Ct	Walker St	S End	Slurry
Blowers Av	Farnham Av	Gable Dr	Slurry
Blowers Av	Gable Dr	Hecke Dr	Slurry
Bourn Ct	Laugenour Dr	N End	Scrub Cape
Bourn Dr	Gibson (E) Rd	Grass Valley Dr	Micro
Bourn Dr	Grass Valley Dr	Paradise Valley Dr	Micro
Bourn Dr	Paradise Valley Dr	Carmel Valley Dr	Micro
Bourn Dr	Carmel Valley Dr	Gum (E) Av	Micro
Bourn Dr	Gillette Dr	Bourne Ct	Scrub Cape
Bourn Dr	Gum (E) Av	Gillette Dr	Slurry
Brennen Dr	Powers Cr	Pioneer Av	Slurry
Browning Cr	Maxwell Av	Kincheloe Dr	Slurry
Burns Wy	Whitham Dr	Maxwell Av	Scrub Cape
Caldwell Dr	Homestead Wy	Farnham Av	Slurry
Campbell Cr	Brennen Dr	Brennen Dr	Slurry
Capay Valley Dr	Carmel Valley Dr	Gum (E) Av	Slurry
Carmel Valley Dr	Sun Valley Ct	Bourn Dr	Slurry
Clark Ct	Farnham Av	W End	Scrub Cape
Collins Pl	Walker St	E End	Scrub Cape
Craft Dr	Gum (E) Av	Prather Ct	Slurry
Cranston Dr	Walker St	Farnham Av	Slurry
Darby Ct	Farnham Av	W End	Scrub Cape
Dinsdale Cr	Farnham Av (S)	Farnham Av (E)	Slurry
Duncan Cr	Ammons St	699' N/ Ammons (@Elbow)	Scrub Cape
Duncan Cr	699' N/ Ammons (@ Elbow)	Brennen Dr	Scrub Cape
Eakle Ln	Lee Dr	Farnham Av	Slurry
Eaton Ct	Farnham Av	W End	Scrub Cape
Elston Cr	Merritt Cr	Merrit Cr (N End)	Slurry
Elston Cr	Merrit Cr (N End)	Gable Dr	Slurry

Name	From	To	Work
Epperson Ct	Branigan Av	N End	Slurry
Fisher Ln	Nelson Wy	Witham Dr	Slurry
Fredricks Ct	Fredricks St	E End	Slurry
Fredricks St	Morris Cr	Branigan Av	Slurry
Gable Dr	Homestead Wy	Blowers Dr	Slurry
Garcia Dr	Gum (E) Av	Ross Dr	Slurry
Garcia Dr	Ross Dr	Wallace Dr	Slurry
Gillette Dr	Bourn Dr	Langenour Dr	Slurry
Grass Valley Dr	Sun Valley Dr	Bourn Dr	Slurry
Green Valley Ct	Carmel Valley Dr	N End	Slurry
Guerrero Ln	Leake Cr	Branigan Av	Slurry
Gwinn Ct	Langenour Dr	W End	Slurry
Hackett Dr	Farnham Av	Witham Dr	Slurry
Hardy Dr	Homestead Wy	Blowers Dr	Slurry
Hatcher Dr	Farnham Av	Pioneer Av	Slurry
Hazeman Ct	Hatcher Dr	E End	Slurry
Hecke Dr	Hershey Dr (W End)	Hershey Dr (E End)	Scrub Cape
Hershey Dr	Hardy Dr	Kincheloe Ct	Scrub Cape
Hildebrand Ct	Cranston Dr	W End	Slurry
Hiller Ct	Branigan Av	N End	Slurry
Homestead Dr	Gum (E) Av	Gable Dr	Micro
Homestead Dr	Gable Dr	Merrit Cr	Micro
Hoppin Ct	Fisher Ln	S End	Slurry
Howard Dr	Farnham Av	Witham Ct	Slurry
Hunter Ln	Branigan Av	Losoya Dr	Slurry
Huston Cr	Farnham Av (S End)	Farnham Av (N End)	Slurry
Hutchison Valley Dr	Sun Valleydr	Bourn Dr	None
Joyce Ct	Gum (E) Av	S End	Slurry
Kincheloe Ct	Andrew Stevens Dr	N End	Slurry
Kincheloe Dr	Maxwell Av	Andrew Stevens Dr	Slurry
Langenour Ct	Gillette Dr	S End	Slurry
Langenour Dr	Gillette Dr	Farnham Dr	Slurry
Langenour Dr	Farnham Dr	Bourn Dr	Slurry
Leake Cr	Branigan Av (W End)	Branigan Av (E End)	Slurry
Lee Ct	Lee Dr	W End	Slurry
Lee Dr	Eakle Ln	Farnham Av	Slurry
Losoya Dr	Branigan Av	Wallace Dr	Slurry
Losoya Dr	Wallace Dr	Walker St	Slurry
Lowe Dr	Homestead Wy	Farnham Av	Slurry
Lucero Pl	Duncan Cr	E End	Scrub Cape

Name	From	To	Work
Lusk Dr	Garcia Dr	Wallace Dr	Slurry
Mast Ct	Powers Cr	W End	Scrub Cape
Merritt Cr	Pioneer Av	Elston Cr	Slurry
Morris Cr	Branigan Av	Farnham Av	Slurry
Mulcahy Ct	Browning Cr	E End	Slurry
Nelson Wy	Huston Cr	Howard Dr	Slurry
Oliver Ct	Pioneer Av	E End	Slurry
Olvera Ct	Olvera Dr	S End	Slurry
Olvera Dr	Walker St	Farnham Av	Slurry
Owens Valley Dr	Sun Valley Dr	Paradise Valley Dr	Slurry
Paradise Valley Dr	Sun Valley Dr	Bourn Dr	Slurry
Powers Cr	Ammons St	509' S/Brennen (E Elbow)	Scrub Cape
Powers Cr	509' S/ Brennen (E Elbow)	Brennen Dr	Scrub Cape
Prather Ct	Gillette Dr	S End	Slurry
Reiff Pl	Walker St	N End	Slurry
Roman Ct	Farnham Av	S End	Scrub Cape
Ross Dr	Garcia Dr	Gum (E) Av	Slurry
Santoni Ln	Duncan Cr (W End)	Duncan Cr (E End)	Scrub Cape
Schlotz Ct	Burns Wy	E End	Slurry
Silberstein Pl	Langenour Dr	W End	Slurry
Spring Lake Ct	Pioneer Av	W End	Scrub Micro
Squaw Valley Dr	Sun Valley Dr	Paradise Valley Dr	Slurry
Stephens Ln	Farnham Av	Huston Cr	Slurry
Sun Valley Ct	Carmel Valley Dr	N End	None
Sun Valley Dr	Paradise Valley Dr	S End	Slurry
Sun Valley Dr	Paradise Valley Dr	N End	Slurry
Sun Valley Dr	Hutchison Dr	Carmel Valley Dr	Slurry
Tadlock Pl	Walker St	S End	Slurry
Walker Pl	Cranston Dr	E End	Slurry
Walker St	Gum (E) Av	Tadlock Pl	Scrub Cape
Walker St	Tadlock Pl	Cranston Dr	Slurry
Wallace Dr	Branigan Av	Losoya Dr	Slurry
Wallace Dr	Losoya Dr	Gum (E) Av	Slurry
Witham Dr	Farnham Av	(Elbow)	Scrub Cape
Witham Dr	(Elbow)	Hoppin Ct	Slurry
Woodard Dr	Farnham Av	Langenour Dr	Slurry

Additive Alternate Work

Name	From	To	Work
Branigan Av	Ogden St	Leake (E) Cr	Micro
Branigan Av	Leake (E) Cr	Farnham Av	Micro
Farnham Av	Branigan Av	Darby Ct	Micro
Farnham Av	Darby Ct	Cranston Dr	Micro
Farnham Av	Cranston Dr	Gum (E) Av	Micro
Farnham Av	Gum (E) Av	Gable Dr	Micro
Farnham Av	Gable Dr	Caldwell Dr	Micro
Farnham Av	Caldwell Dr	Pioneer Av	Micro
Farnham Av	Huston Cr	Branigan Av	Slurry
Farnham Av	Pioneer Av	Woodard Dr	Slurry
Gibson (E) Rd (Eb)	Begin Pcc Overpass	End Pcc Overpass	Micro
Gibson (E) Rd (Eb)	End Pcc Overpass	Sr 113 Nb Offramp	Micro
Gibson (E) Rd (Eb)	Sr 113 Nb Offramp	Harry Lorenzo Av	Micro
Gibson (E) Rd (Eb)	Harry Lorenzo Ave	Pioneer Av	Micro
Gibson (E) Rd (Eb)	Pioneer Av	Ogden St	Micro
Gibson (E) Rd (Eb)	Ogden St	County Road 102	Micro
Gibson (E) Rd (Wb)	County Rd 102	Ogden St	Micro
Gibson (E) Rd (Wb)	Ogden St	Pioneer Av	Micro
Gibson (E) Rd (Wb)	Pioneer Av	Bourn Dr	Micro
Gibson (E) Rd (Wb)	Bourn Dr	Sr 113 Nb Offramp	Micro
Gibson (E) Rd (Wb)	Sr 113 Nb Offramp	Begin Pcc Overpass	Micro
Gum (E) Av	End Pcc Overpass	Bourn Dr	Micro
Gum (E) Av	Bourn Dr	Craft Dr	Micro
Gum (E) Av	Craft Dr	Pioneer Av	Scrub Micro
Gum (E) Av	Pioneer Av	Joyce Ct	Scrub Micro
Gum (E) Av	Joyce Ct	Homestead Wy	Scrub Micro
Gum (E) Av	Homestead Wy	Farnham Av	Scrub Micro
Maxwell Av	Farnham Av	Kincheloe Dr	Scrub Micro
Maxwell Av	Kincheloe Dr	County Rd 102	Scrub Micro

Attachment 2

Surface Seal Descriptions

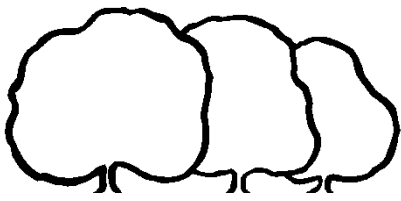
Slurry Sealing is the process of applying a mixture of asphalt, rock additives such as lime or Portland cement and water to an existing road surface forming a thin impervious surface layer. Slurry seals need approximately six hours to fully cure depending on weather conditions. Parking and access to the street is limited on the day of application but streets are rarely closed overnight for slurry seal work. The average thickness of a slurry seal is 3/8 inch. Slurry seals are used throughout the city for streets that are beginning to show early signs of deterioration.

Chip Seals spread a layer of hot asphalt oil on the pavement surface and cover it with rock “chips” which are compressed with a rubber tire roller. The oil holds the chips in place and also seals the surface of the existing pavement to prevent water intrusion. Chip seals can be driven on at slow speeds immediately after the roller is finished but roads are typically kept closed for approximately six hours to allow full curing before reopening to traffic. Chip seals are seldom used in residential areas of the city due to the unpopularity of loose rock and the need for excessively slow vehicle speeds the first few weeks after placement. The average thickness of a chip seal is 3/8 inch. Chip seals are used for streets that show more advanced signs of aging and more severe distress that slurry cannot repair.

Scrub Cape Sealing is a two-day combination surface treatment that includes the chip and slurry seals and the application of a rejuvenating emulsion – a polymer modified asphalt rejuvenating agent, mixed with water. The emulsified oil is sprayed on the surface of the pavement and then a specially designed drag broom scrubs the oil in to the pavement, which fills the voids and cracks in the pavement. This is followed by a layer of rock chips (described in chip seal), this is topped by a slurry seal application on the second day. The average thickness of a scrub cape seal is 3/4 inch. The treatment is more advanced than a chip seal and is sufficient for roads with mild to severe distresses.

Microsurfacing is a one day treatment unless rut filling is required. It is similar in application and cure-time to a slurry seal. Micro surfacing cures to a harder surface and as a result is more applicable to high traffic volume roads such as arterials and collectors. The average thickness of micro surfacing is 3/8 to 5/8 inch. Microsurfacing is used for arterials and collectors that are beginning to show early signs of deterioration as well as those with minor to severe distresses.

Scrub Microsurfacing is a two-day combination surface treatment that is identical to the scrub cape seal except that the final surface is microsurfacing rather than slurry seal. The average thickness of a scrub microsurfacing is 3/4 inch. The treatment is more advanced than a microsurfacing and is sufficient for roads with more severe distresses.



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Standard Pacific BEGIN Application

Report in Brief

The California Department of Housing and Community Development offers the Building Equity and Growth in Neighborhoods (BEGIN) Program that provides homebuyer assistance grants to jurisdictions for projects that meet the eligibility requirements. Standard Pacific Homes has 16 units in its Huntington Square development that meet the requirements of the BEGIN Program.

Staff recommends that the City Council approve Resolution No. _____ authorizing submission of an application for the BEGIN Program in the amount of \$480,000, amending the City budget if the application is approved, and authorizing the City Manager to sign all documents as needed to execute the grant.

Background

The BEGIN Program was established as part of past housing bonds that were approved by the California voters. BEGIN provides jurisdictions with a grant of \$30,000 per low or moderate unit that can be loaned to potential homebuyers. The City successfully received BEGIN awards in 2004 and 2007 for 38 affordable units that were built by Monley Cronin, Russell Ranch and KB Homes.

A new funding round of BEGIN was announced in July of 2011. Applications are due on August 10, 2011. After reviewing the locations of affordable units in the Spring Lake Specific Plan Area, staff was able to identify 16 units within the Standard Pacific Huntington Square Subdivision that met the BEGIN Criteria. Staff saw the opportunity and offered to apply for the grant on behalf of Standard Pacific.

Discussion

An award of BEGIN funds will allow the City to market the units in the City's Inclusionary Housing Program to more people. Because these funds can be used for low and moderate income individuals, there is a chance that more families will be eligible for these units. BEGIN will also allow staff to

save other scarce homebuyer assistance funds for use on non-BEGIN eligible units. This will allow the City to stretch these other funds further and help to facilitate more closings on Inclusionary Units as well as offer a citywide First Time Homebuyer Program.

The \$480,000 would assist in finding buyers and closing the 16 Inclusionary units. The term of the loan is \$30,000, 3% simple interest for up to 30 years. The impact on staff to implement this program is minimal. However, there will be additional loan documents that need to be prepared and additional time spent tracking funds and ongoing monitoring to ensure the occupants continue to meet the requirements and terms of the loans as set forth by the BEGIN Program. Many of the functions required to operate the BEGIN Program are already being implemented for other grant funds that the City has received.

Fiscal Impact

If approved by the California Housing and Community Development Department (HCD), this BEGIN application will have a positive fiscal impact on the City. When these loans are repaid, the City can then re-loan them for additional BEGIN eligible activities. An award of BEGIN will provide the City an additional \$480,000 for homebuyer activities. There is no impact on the City's General Fund.

Public Contact

This item was posted on the City Council Agenda.

Alternative Courses of Action

1. Approve Resolution No. _____ authorizing submission of an application for the BEGIN Program in the amount of \$480,000, amending the City budget if the application is approved, and authorizing the City Manager to sign all documents as needed to execute the grant.
2. Do not approve the submission of application and cease any further action.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Prepared by: Jamie McLeod
Redevelopment/Housing
Analyst II

Reviewed by: Cynthia Shallit
Redevelopment Manager

Mark G. Deven
City Manager

Attachment I: BEGIN Resolution

RESOLUTION NO. _____

THE CITY COUNCIL OF THE CITY OF WOODLAND HEREBY AUTHORIZES the submittal of an application to the California State Department of Housing and Community Development for funding under the BEGIN Program; the execution of a Standard Agreement if selected for such funding and any amendments thereto; and any related documents necessary to participate in the BEGIN Program.

WHEREAS:

- A. The City of Woodland, a [political subdivision of the State of California], wishes to apply for and receive an allocation of funds through the BEGIN Program; and
- B. The California Department of Housing and Community Development (hereinafter referred to as "HCD") has issued a Notice of Funding Availability ("NOFA") for the BEGIN program established by Chapter 14.5, Sections 50860 through 50866 of Part 2 of Division 31 of the Health and Safety Code (the "statute"). Pursuant to the statute, HCD is authorized to approve funding allocations utilizing monies made available by the State Legislature to the BEGIN program, subject to the terms and conditions of the statute and the BEGIN Program Guidelines adopted as amended by HCD on 05/21/07; and
- C. The City of Woodland wishes to submit an application to obtain from HCD an allocation of BEGIN funds in the amount of \$480,000.

IT IS NOW THEREFORE RESOLVED THAT:

- 1. The City of Woodland shall submit to HCD an application to participate in the BEGIN Program in response to the NOFA issued on July 8, 2011 which will request a funding allocation for the following activities:

To provide down payment mortgage assistance to sixteen (16) low-income homebuyers in a 162-unit for-sale housing project located in the Huntington Square subdivision of the Spring Lake Specific Plan, City of Woodland. If awarded, BEGIN funds will be used to provide low-interest deferred loans of up to \$30,000 each to low and moderate income homebuyers.

- 2. If the application for funding is approved, the City of Woodland hereby agrees to use the BEGIN funds for eligible activities in the manner presented in the application as approved by HCD and in accordance with program Guidelines cited above. It also may execute any and all other instruments necessary or required by HCD for participation in the BEGIN Program.

3. The City of Woodland authorizes the City Manager to execute in the name of the City of Woodland, the application, the Standard Agreement, and all other documents required by HCD for participation in the BEGIN Program, and any amendments thereto.
4. The City Manager is authorized to amend the budget to accept the BEGIN grant if it is awarded.

PASSED AND ADOPTED by the City Council this ____th day of _____, 2011,
by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Artemio Pimentel, Mayor

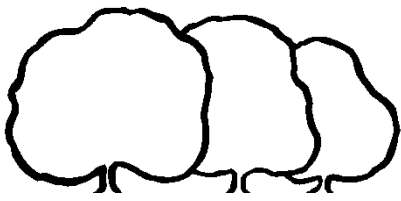
The undersigned City Clerk there before named does hereby attest and certify that the foregoing is a true and full copy of a resolution of the Governing Board adopted at a duly convened meeting on the date above-mentioned, which has not been altered, amended or repealed.

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: 2011 CalHome Program Application – First-Time Homebuyer
Assistance

Report in Brief

The City of Woodland's Inclusionary Housing Ordinance requires 10 percent of single-family developments to be marketed and sold to low or moderate-income homebuyers. To make the homes affordable to eligible households the City's Redevelopment and Housing staff has aggressively pursued first-time homebuyer grant funding. CalHome is one grant program that has been very beneficial to the City's Affordable Housing Program and its buyers. To continue supporting the Affordable Housing Program and development of the Spring Lake Specific Plan Area, an application for CalHome funding has been developed for Council consideration.

Staff recommends that the City Council approve Resolution No. ____ authorizing submittal of the application, execution of CalHome Program-related documents by the City Manager if the application is approved and upon receipt of funds approves related amendments to the FY 2012 budget necessary to implement the grant.

Background

On July 8, 2011 the State Department of Housing and Community Development (HCD) announced the availability of approximately \$53 million to provide grant funding to local public agencies and nonprofit developers for affordable housing programs eligible under the CalHome Program. Many cities use the CalHome program to secure funding for first-time homebuyer mortgage assistance and owner-occupied housing rehabilitation. The program's flexibility makes it very attractive to jurisdictions seeking to increase their supply of affordable owner-occupied housing. As a result of the program's popularity and limited amount of funding, HCD's application process is very competitive.

Discussion

Redevelopment and Housing staff is preparing to submit an application package to HCD for CalHome funding in the amount of \$1,000,000. If awarded to the City, CalHome funds will be used to provide first-time homebuyer mortgage assistance within the City limits. First-Time Homebuyer Mortgage Assistance comes in the form of loans to low-income homebuyers purchasing units. The maximum loan amount allowed under the CalHome program is \$60,000 (including any activity delivery costs). The typical loan terms are 3% simple interest for 35 years with payments deferred as long as the borrower occupies the house. If a unit is purchased in collaboration with another program, such as HOME, an affordability covenant will be placed on the property. With this other funding, upon transfer of title or sale, the borrower is required to sell to another eligible buyer at a price affordable to low-income households.

If funded for the requested amount of \$1,000,000, it is anticipated that the funds will provide an average amount of \$55,000 in mortgage assistance to approximately 16 low-income homebuyers.

In 2007, the City successfully applied for CalHome First-Time Homebuyer funds. Thirteen first-time homebuyer loans were made with the 2007 CalHome grant and to date all funds have been expended. The City also applied in 2008 and 2010; however, grant funds were not awarded.

The attached resolution is required to be adopted by the City Council prior to the City's submittal of the CalHome application to HCD, which is due September 8, 2011.

Fiscal Impact

If awarded, the program allows the City to receive reimbursement for activity delivery costs. The activity delivery costs must be justified and accounts for staff time spent on loan processing. Any loan payments made by the borrowers will be returned to a housing revolving loan fund to be used for additional loans. In the past, these activity delivery funds have been used to help pay for the cost of the City's homebuyer consultant as well. There is no impact on the General Fund.

Public Contact

Posting of the City Council agenda.

Alternative Courses of Action

1. Approve Resolution No. ____ authorizing submittal of the application, execution of CalHome Program-related documents by the City Manager if the application is approved and upon receipt of funds approves related amendments to the FY 2012 budget necessary to implement the grant.

2. Do not authorize the actions in the attached Resolution.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Prepared by: Jamie McLeod
Redevelopment/Housing
Analyst II

Reviewed by: Cynthia Shallit
Redevelopment Manager

Mark G. Deven
City Manager

Attachment A: Resolution

RESOLUTION NO. _____

THE GOVERNING BOARD OF
THE CITY OF WOODLAND

HEREBY AUTHORIZES THE SUBMITTAL OF AN APPLICATION TO THE CALIFORNIA STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR FUNDING UNDER THE CALHOME PROGRAM; THE EXECUTION OF A STANDARD AGREEMENT IF SELECTED FOR SUCH FUNDING AND ANY AMENDMENTS THERETO; AND ANY RELATED DOCUMENTS NECESSARY TO PARTICIPATE IN THE CALHOME PROGRAM.

WHEREAS:

- A. The City of Woodland, a political subdivision of the State of California, wishes to apply for and receive an allocation of funds through the CalHome Program; and
- B. The California Department of Housing and Community Development (hereinafter referred to as "HCD") has issued a Notice of Funding Availability ("NOFA") for the CalHome program established by Chapter 84, Statutes of 2000 (SB 1656 Alarcon), and codified in Chapter 6 (commencing with Section 50650) of Part 2 of Division 31 of the Health and Safety Code (the "statute"). Pursuant to the statute, HCD is authorized to approve funding allocations utilizing monies made available by the State Legislature to the CalHome program, subject to the terms and conditions of the statute and the CalHome Program Regulations adopted by HCD in April 2004; and
- C. The City of Woodland wishes to submit an application to obtain from HCD an allocation of CalHome funds in the amount of \$1,000,000.

IT IS NOW THEREFORE RESOLVED THAT:

- 1. The City of Woodland shall submit to HCD an application to participate in the CalHome Program in response to the NOFA issued on July 8, 2011 which will request a funding allocation for the following activities:

First-Time Homebuyer Mortgage Assistance for approximately \$1,000,000 and located within the city limits of Woodland.
- 2. If the application for funding is approved, the City of Woodland hereby agrees to use the CalHome funds for eligible activities in the manner presented in the application as approved by HCD and in accordance with program regulations cited above. It also may execute any and all other instruments necessary or required by HCD for participation in the CalHome Program.

3. The City of Woodland authorizes the City Manager to execute in the name of the City of Woodland, the application, the Standard Agreement, any budgetary actions and all other documents required by HCD for participation in the CalHome Program, and any amendments thereto.

PASSED AND ADOPTED by the City Council this ____th day of _____, 2011, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

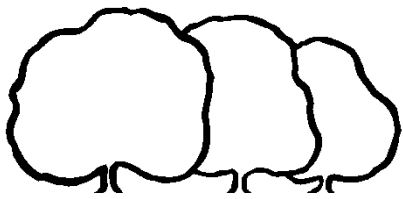
Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney



REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Submittal of Housing Related Parks Program Grant Application for
Freeman Park Improvements

Report in Brief

The State's Housing Related Parks (HRP) Program rewards cities and counties for the construction of residential units reserved for lower-income households in their communities with grant funds for park projects. Staff purposes to submit a grant application for improvements to Freeman Park.

Staff recommends that the City Council adopt Resolution No. _____ authorizing submission of a Housing Related Parks Program grant application to the State of California and authorizing the City Manager to execute all agreements necessary for the program.

Background

The Housing Related Parks Program is funded through Proposition 1C, the Housing and Emergency Shelter Trust Fund Act of 2006 and \$20 million in funding is available for the initial program year of 2010. The City is eligible for the non-competitive grant funds provided that the following thresholds are achieved: housing element compliance, submittal of annual progress report on implementation of the housing element, and the completion of a first inspection by the City's Building Division for eligible lower-income residential units during calendar year 2010. The City meets all of the thresholds as the State found its Housing Element in compliance in 2009, the State received the annual progress report in February 2010, and the first Building Division inspection of the Rochdale Grange project, which includes 43 units reserved for lower-income units, was completed last fiscal year.

HRP Program grant funds may be used for the creation, development, or rehabilitation of park and recreation facilities, including, but not limited to, the acquisition of land, sport play fields, informal play areas, non-motorized recreational trails, play structures, outdoor recreation, community gardens and landscaping. In the event that the HRP Program is oversubscribed, the grant awards will be reduced on a pro-rata basis.

Discussion

Staff proposes that the anticipated HRP Program grant funds, approximately \$90,000, be used for Freeman Park. Last month, the Redevelopment Agency allocated \$350,000 in Agency bond proceeds for improvements to Freeman Park to provide a permanent facility for the Woodland Farmer's Market and facilitate other enhancements for the park. The allocation will pay also for the design of the improvements. The HRP Program grant funds will supplement Agency funds allocated for Freeman Park. While the design work is just starting, improvements for the park may include shade structures, electrical and water services, concrete pads, rehabilitation of the existing restroom facility, landscaping upgrades, improved signage, new walkways, irrigation changes, installation of benches, and new playground equipment. This is in addition to the approximately \$400,000 assigned to Freeman Park from Proposition 50 and Measure E.

Fiscal Impact

The City will not incur an impact to the General Fund. Receipt of this grant will supplement other City funds in order to support planned improvements at Freeman Park.

Public Contact

This item was posted on the City Council agenda.

Recommendation for Action

Staff recommends that the City Council adopt Resolution No. _____ authorizing submission of a Housing Related Parks Program grant application to the State of California and authorizing the City Manager to execute all agreements necessary for the program.

Prepared by: Dan Sokolow
Senior Planner, Redevelopment

Reviewed by: Cynthia Shallit
Redevelopment Manager

Mark G. Deven
City Manager

Attachments: Resolution No. _____

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING APPLICATION FOR HOUSING RELATED PARKS GRANT**

WHEREAS, the State of California, Department of Housing and Community Development (Department) has issued a Notice of Funding Availability dated May 28, 2010 (NOFA), under its Housing Related Parks (HRP) Program; and

WHEREAS, the City of Woodland desires to apply for a HRP Program grant and submit the 2010 Program Year Application Package released by the Department for the HRP Program; and

WHEREAS, The Department is authorized to approve funding allocations for the HRP Program, subject to the terms and conditions of the NOFA, Program Guidelines, Application Package, and Standard Agreement

THEREFORE, IT IS RESOLVED THAT:

1. Applicant is hereby authorized and directed to apply for and submit to the Department the HRP Program Application Package released December 2010 for the 2010 Program Year. If the application is approved, the Applicant is hereby authorized and directed to enter into, execute, and deliver a State of California Standard Agreement (Standard Agreement), and any and all other documents required or deemed necessary or appropriate to secure the HRP Program Grant from the Department, and all amendments thereto (collectively, the “HRP Grant Documents”).

2. Applicant shall be subject to the terms and conditions as specified in the Standard Agreement. Funds are to be used for allowable capital asset project expenditures to be identified in **Exhibit A** of the Standard Agreement. The application in full is incorporated as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the application are enforceable through the Standard Agreement. Applicant hereby agrees to use the funds for eligible capital asset(s) in the manner presented in the application as approved by the Department and in accordance with the NOFA and Program Guidelines and Application Package.

3. That the City Manager is authorized to execute in the name of Applicant the HRP Program Application Package and the HRP Grant Documents as required by the Department for participation in the HRP Program.

PASSED AND ADOPTED this 19th Day of July, 2011, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Artemio Pimentel, Mayor

ATTEST:

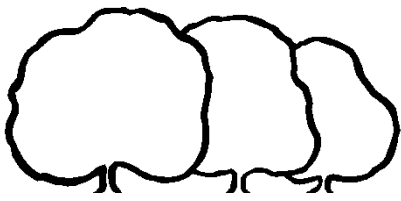
APPROVED AS TO FORM:

Ana Gonzalez, City Clerk

Andrew Morris, City Attorney

The undersigned City Clerk of the Applicant here before named does hereby attest and certify that the forgoing is a true and full copy of a resolution of the City Council of the City of Woodland adopted at a duly convened meeting on the date above-mentioned, which has not been altered, amended or repealed.

Signature_____Date_____



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Hutchinson Valley CalHOME Homeownership Project Development
Application

Report in Brief

The State of California has recently announced the availability of state funds for various homebuyer assistance programs. One such program is the CalHOME Homeownership Project Development program. This program will allow the City to loan up to \$60,000 per unit to the developer for predevelopment costs, land acquisition, or other costs to build the project for a total of \$480,000. This loan would then roll over to the buyer at time of purchase by reducing their first mortgage \$60,000. Staff was approached by the owners of the remaining eight lots at the Hutchinson Valley project and asked to apply for funding on their behalf.

Staff recommends that the City Council adopt Resolution No. ____ authorizing the submission of an application for the CalHOME Homeownership Project program and authorizing the City Manager to execute any documents as needed to implement the grant and amend the City budget to accept the grant if awarded.

Background

Now that the budget has been resolved, the State of California has resumed issuing bonds that were approved by voters in the past few years. One of these bonds was under Proposition 1C. This bond was passed by the voters to support housing related activities. One of the programs that is being funded under this bond issuance is the CalHOME Project Development Program.

Under the CalHOME Project Development Program, the City would receive a grant of up to \$60,000 per affordable unit that would be loaned to the developer to facilitate the construction of affordable housing. These funds can be used for land acquisition, predevelopment costs and on and offsite infrastructure work. The funds can not be used for the actual construction of the units. At completion of the projects, the loan would roll over to a homebuyer assistance loan to buy down the mortgage on the units and the buyers would sign a deed of trust for the amount of the loan on their unit.

Staff has been recently approached by Maverick Partners, the owners of the eight remaining lots at the Hutchinson Valley project. This was a project that started in 2006-2007 and was discontinued when the housing market collapsed in 2008. The original owner of the lots defaulted on the loan and the lots were foreclosed upon by the lender. Maverick Partners bought the lots from the lender and has contacted Pacific Housing, Inc, a nonprofit affordable housing developer based in Sacramento.

Maverick Partners and Pacific Housing would like to try to build a pilot project on these eight lots. The project would focus on creating for-sale affordable housing for low and moderate income households who have recently suffered from foreclosure due to over inflated property values or exotic lending products that resulted in unaffordable mortgage payments. In addition, they are not asking the City for any direct assistance, just for access to homebuyer assistance funds. The application requires City sponsorship. The homebuyer pays off the loan upon re-sale or transfer and the City revolves the funds back into the homebuyer loan program. When the CalHOME Development Project Program was announced, staff thought the eligibility requirements were a good match for the characteristics of the Maverick Partners and Pacific Housing project.

Discussion

Because this project is relatively small and is limited to low-income buyers, staff does not think it will compete with other projects currently being developed. In addition, Hutchinson Valley is an incomplete project and these vacant lots are creating a blighting influence. Hutchinson Valley Road was formerly characterized by dilapidated single family homes. The project proposed by Maverick Partners and Pacific Housing would complete the redevelopment of this small neighborhood.

The project also helps meet the City's goals of promoting infill development. The SACOG Blueprint encourages projects that result in the reuse of vacant or underutilized parcels. This project is perfect because it completes development on vacant parcels situated in the midst of an established neighborhood.

The only City assistance being requested on this project is for a fee deferral, similar to what the City allows for all development, and for assistance in applying for additional funding that will assist their project. The City has no obligation to provide any direct financial assistance should any of these applications be unsuccessful.

Staff believes this is an excellent opportunity to support a public/private partnership that, if funded, will provide opportunities for low and moderate income residents with the resources to purchase their own homes. If successful, this action would also relieve a blighted area by completing a project that was stalled due to the recessionary economy.

The proposed budget for the CalHOME funds is as follows:

	<u>Total</u> <u>8 Homes</u>	<u>Per</u> <u>Home</u>
Land Acquisition:	\$400,000	\$50,000
Title, Escrow and Closing (Land Acquisition):	7,800	975
Home Design, Architectural & Engineering Plans:	32,000	4,000
City of Woodland Building Plan Check Fee:	7,200	900
Builders Insurance; Construction/General Liability:	21,500	2,688
Appraisal and Third Party Lender Reports:	11,500	1,438
Total	\$480,000	\$60,000

The homebuyers payments are deferred for 30 years or until the home is sold or transferred. The interest rate is 3% simple interest. Any repayments of these loans are paid into a reuse account that the City can then re-loan for other homebuyer activities.

Fiscal Impact

This application has no impact on the General Fund. However, as part of the grant, activity delivery costs can be charged against the grant. These are costs to pay for staff time, loan origination fees, credit check, and homebuyer education.

Public Contact

Posting of the City Council agenda.

Alternative Courses of Action

1. Adopt Resolution No. ____ authorizing the submission of an application for the CalHOME Homeownership Project program and authorizing the City Manager to execute any documents as needed to implement the grant and amend the City budget to accept the grant if awarded.
2. Cease further consideration of a CalHOME Home Ownership grant program application.

PAGE: 4
ITEM:

Staff recommends that the City Council approve Alternative No. 1

Reviewed by: Cynthia Shallit
Redevelopment Manager

Attachment(s): Application Resolution
City Assistance Request Letter

**RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF WOODLAND**

RESOLUTION NO. _____

HEREBY AUTHORIZES THE SUBMITTAL OF AN APPLICATION TO THE CALIFORNIA STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR FUNDING UNDER THE CALHOME PROGRAM; THE EXECUTION OF A STANDARD AGREEMENT IF SELECTED FOR SUCH FUNDING AND ANY AMENDMENTS THERETO; AND ANY RELATED DOCUMENTS NECESSARY TO PARTICIPATE IN THE CALHOME PROGRAM.

WHEREAS:

- A. The City of Woodland, a **political subdivision of the State of California**, wishes to apply for and receive an allocation of funds through the CalHome Program; and
- B. The California Department of Housing and Community Development (hereinafter referred to as "HCD") has issued a Notice of Funding Availability ("NOFA") for the CalHome program established by Chapter 84, Statutes of 2000 (SB 1656 Alarcon), and codified in Chapter 6 (commencing with Section 50650) of Part 2 of Division 31 of the Health and Safety Code (the "statute"). Pursuant to the statute, HCD is authorized to approve funding allocations utilizing monies made available by the State Legislature to the CalHome program, subject to the terms and conditions of the statute and the CalHome Program Regulations adopted by HCD on April 4, 2004; and
- C. The City of Woodland wishes to submit an application to obtain from HCD an allocation of CalHome funds in the amount of \$480,000.

IT IS NOW THEREFORE RESOLVED THAT:

1. The City of Woodland shall submit to HCD an application to participate in the CalHome Program in response to the NOFA issued on July 8, 2011 which will request a funding allocation for the following activities:

	<u>Total</u> <u>8 Homes</u>	<u>Per</u> <u>Home</u>
Land Acquisition:	\$ 400,000	\$ 50,000
Title, Escrow and Closing (Land Acquisition):	\$ 7,800	\$ 975
Home Design, Architectural & Engineering Plans:	\$ 32,000	\$ 4,000
City of Woodland Building Plan Check Fee:	\$ 7,200	\$ 900
Builders Insurance; Construction/General Liability:	\$ 21,500	\$ 2,688
Appraisal and Third Party Lender Reports:	\$ 11,500	\$ 1,438
Total:	\$ 480,000	\$ 60,000

located on Hutchinson Valley Drive in Woodland, CA .

2. If the application for funding is approved, the City of Woodland hereby agrees to use the CalHome funds for eligible activities in the manner presented in the application as approved by HCD and in accordance with program regulations cited above. It also may execute any and all other instruments necessary or required by HCD for participation in the CalHome Program.
3. The City of Woodland authorizes the City Manager to execute in the name of the City of Woodland, the application, the Standard Agreement, and all other documents required by HCD for participation in the CalHome Program, and any amendments thereto.
4. The City Manager is authorized to amend the budget to accept the CalHOME grant if it is awarded.

PASSED AND ADOPTED THIS 19th Day of July, 2011, by the following vote:

AYES: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

Artemio Pimentel, Mayor

The undersigned City Clerk of the City of Woodland there before named does hereby attest and certify that the foregoing is a true and full copy of a resolution of the Governing Board adopted at a duly convened meeting on the date above-mentioned, which has not been altered, amended or repealed.

ATTEST:

APPROVED AS TO FORM:

Ana Gonzales, City Clerk

Andrew Morris, City Attorney



A CALIFORNIA NON-PROFIT PUBLIC BENEFIT CORPORATION

PROVIDING AFFORDABLE HOUSING AND UPLIFTING RESIDENT SERVICES SINCE 1998

June 17, 2011

Mr. Jamie McLeod
City of Woodland
300 First Street
Woodland, CA 95695

Re: 8 Homes – Hutchison Valley Drive
Affordable Home Ownership Program

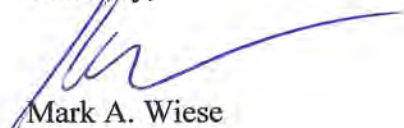
Dear Jamie;

Please consider this as our request to engage with the City of Woodland's Community Development Department to procure Begin Funds and Cal-Home Program Fundings to assist in the development and sales of our Hutchison Valley Drive project.

With the procurement of these state funding programs we can successfully facilitate the construction and sales of 8 energy efficient homes to 8 Woodland families with annual incomes not only below moderate income levels, but possibly below median income levels to even lower income levels.

We look forward to working with you on this opportunity. Thank you for your consideration and please contact me with any questions.

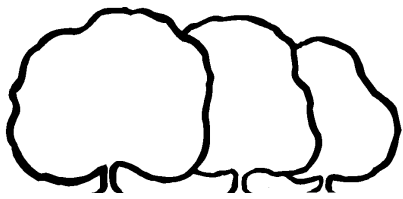
Sincerely,



Mark A. Wiese
President

Cc: Bob Walter
Forest Grimes





REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Waste Management Liens

Report in Brief

This annual Public Hearing is held to allow those property owners with delinquent Waste Management accounts for services received, including garbage, recycling and yard refuse pick-up and disposal, and for sweeping of the street, to address the Council prior to the attachment of a lien against their property. The Hearing is required prior to adoption of the Resolution to request the lien attachment. The list is attached to Council packets only for review and will not be placed on the website for general public review.

Staff recommends that the City Council conduct the Public Hearing to receive input from property owners and adopt Resolution No. _____, "A Resolution Requesting Collection of Charges on Tax Roll".

Background

In 1989 the City negotiated a new Franchise Agreement for garbage/yard refuse service with Waste Management of Woodland. One of the changes from the prior Agreement was that Waste Management would assume the billing responsibilities for refuse services to Woodland customers. At that time, Waste Management requested and permission was granted to request the City Council file property liens to recover delinquent accounts. The Agreement was amended to add collection of recyclable materials which are a part of the billing and delinquencies. Before filing a lien with the County, a Public Hearing needs to be held to allow protests of the proposed liens.

The current City Municipal Code Section 23C-4 provides the parameters for garbage and yard refuse disposal and services, while Section 23C-12 discusses the recycling portion of the service as provided by the Waste Management Franchise Agreement.

In 2007 the Waste Management Franchise Agreement was re-negotiated and amended and is substantially in the same format. Council approved that new Agreement with the amendments as presented.

This current request is in keeping with the annual process that has been developed in conjunction with Waste Management to assure adequate notification of the property owners to provide an opportunity for them to bring their accounts current and avoid a lien attachment.

Staff has worked with Waste Management to determine the accuracy of the proposed lien list. Those inaccuracies will be corrected and/or removed from the list prior to attachment of the liens. The City should not be actively involved in discussions regarding the billing itself and refers those questions to the Waste Management staff for resolution. While it is not City responsibility to become involved in the dispute of the billing, staff does attempt to mediate by providing contact information at Waste Management for resolution attempts. The primary role of the City is to obtain approval to attach the lien and to release the lien once verification of payment has been received.

Discussion

The utilization of Waste Management for the issuance of service bills has saved the City a tremendous amount of time and funds to issue and collect such bills.

As this method of collecting past due accounts has saved the City time and money, staff believes that the process should continue. Should Council determine another course of action, the cost factor would need to be considered. It is anticipated that another full time staff member would be required to adequately handle the billing and collection of delinquent accounts. As well, the collection would be subject to the Small Claims Court process which would have further costs associated with that process.

Fiscal Impact

There is little to no fiscal impact to the City to maintain the current process, other than staff time for processing and releasing the liens. The fees for the recordings are attached to the total amount of the lien and the property owner assumes that cost.

Public Contact

Waste Management provides reminder bills for overdue accounts. As the billing cycle is every two months, if not paid by the end of the cycle, the property owner is two months in arrears. As well, Waste Management sends a letter to the property owners indicating to them their property will have a lien placed if the service fee is not paid by a designated date. The Public Hearing notice is also published in the newspaper in a timely manner, and the agenda is posted well beyond the legal requirements.

Alternative Courses of Action

1. Conduct the Public Hearing to receive input from property owners and adopt Resolution No. _____, “A Resolution Requesting Collection of Charges on Tax Roll”.
2. Provide alternate direction to staff.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Prepared by: Ana Gonzalez
City Clerk

Mark G. Deven
City Manager

Attachment: Resolution
Lien List (Council only)

Recording requested by

City of Woodland

and when recorded send to:

City Clerk
City of Woodland
300 First Street
Woodland, CA 95695

Resolution No. _____

A Resolution Requesting Collection of Charges on Tax Roll

Whereas, the City of Woodland (hereinafter City), requests the County of Yolo collect on the County tax rolls certain charges which have been imposed pursuant to an Agreement with Waste Management; and

Whereas, the County has required as a condition of the collection of said charges that the City warrant the legality of said charges and defend and indemnify the County from any challenge to the legality thereof;

Now, therefore be it hereby resolved by the City Council of the City of Woodland that:

1. The Auditor-Controller of Yolo County is requested to attach for collection on the County tax rolls those taxes, assessments, fees and/or charges, attached hereto.
2. The City of Woodland warrants and represents that the taxes, assessments, fees and/or charges imposed by the City of Woodland and being requested to be collected by Yolo County comply with all requirements of State law, including but not limited to Articles XIII C and XIII D of the California Constitution (Proposition 218).
3. The City of Woodland releases and discharges the County, and its officers, agents and employees from any and all claims, demands, liabilities, costs and expenses, damages, causes of action, and judgments, in any manner arising out of the collection by the County of any taxes, assessments, fees and/or charges on behalf of the City.
4. The City agrees to and shall defend, indemnify and hold harmless the County, its officers, agents and employees (the "Indemnified Parties") from any and all

claims, demands, liabilities, costs and expenses, damages, causes of action, and judgments, in any manner arising out of the collection by County of any of the City's said taxes, assessments, fees, and/or charges requested to be collected by the County for the City, or in any manner arising out of the City's establishment and imposition of said taxes, assessments, fees and/or charges. City agrees that, in the event a judgment is entered in a court of law against any of the Indemnified Parties as a result of the collection of one of the City's taxes, assessments, fees and/or charges, the County may offset the amount of the judgment from any monies collected by County on behalf of the City, including property taxes.

5. The City agrees that it's officers, agents and employees will cooperate with the County in answering questions referred to City by the County from any person concerning the City's taxes, assessments, fees and/or charges and that the City will not refer such persons to County officers and employees for response.
6. The City agrees to pay such reasonable and ordinary charges as the County may prescribe to recoup it's costs in placing on the tax rolls and collecting taxes, assessments, fees and/or charges, as provided by Government Code Sections 29304 and 51800.

Passed and adopted this 19th day of July, 2011 by the City Council of the City of Woodland by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

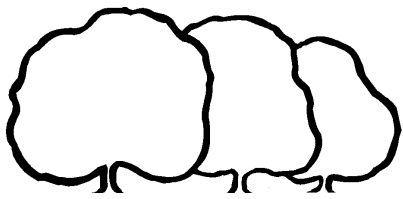
Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Public Hearing: Spring Lake Lighting & Landscaping District

Report in Brief

The Spring Lake Landscaping and Lighting District (“L&L” or “District”) was formed to provide a funding source for maintenance and servicing of costs of certain improvements located within or adjacent to the District. State regulations require City Council action on an annual basis to allow assessment of the District.

Staff recommends that the City Council conduct a public hearing and adopt Resolution No. _____ approving the Fiscal Year 2011/12 annual Engineer’s Report and Resolution No. _____ ordering the levy and collection of the annual assessment within the Spring Lake Landscaping and Lighting District at the amounts described in the report.

Background

The Landscaping and Lighting Act of 1972 (“the Act”) authorizes cities to impose assessments on benefitted properties to finance construction of street landscaping, street lighting, traffic signals, parks, street trees, sidewalk repair, recreational improvements; as well as maintenance and servicing of any of these improvements. In accordance with Act, the City formed the Spring Lake L&L District.

The Spring Lake L&L consists of all property located in the Spring Lake Specific Plan area, which is located in the southeast portion of the City, generally bounded to the north by Gibson Road, to the east by County Road 102, to the south by County Road 25A and generally to the west by County Road 101. There is a portion of the District immediately north of the extension of County Road 24A that extends west of State Highway 113.

On July 5, 2011, Council approved resolutions to preliminarily approve the Engineer’s Report and to initiate proceedings for the annual levy, which included setting the public hearing date for July 19, 2011. The Engineer’s Report was attached to the July 5 staff report and is available for review in the Finance Department.

Discussion

Each year, the City prepares an Annual Report for each District, along with the District estimates for an operating budget, to calculate the assessment annually levied for each parcel. This budget determines what maintenance operations are performed for the fiscal year and directs the County Assessor what to levy each parcel. The complete reports are available for review in the Finance Department.

State regulations require a two part process to complete the annual levy. The first part of the process requires Council to take action to initiate proceedings for the levy, preliminarily approve the Engineer's Reports and call for a public hearing; this occurred at the July 5, 2011 Council meeting. Tonight's public hearing is required to complete the levy process.

Following the public hearing, Council may direct changes to the Engineer's Report or to the levy; however, the Council may not increase the levy beyond the maximum approved amount.

Fiscal Impact

If approved, the District would generate \$647,929 in revenues to offset the costs of District maintenance. This represents an increase of \$86,191 or 15% from the FY2011 assessment. The primary reason for this increase is that FY12 will be the first full year inclusion of the cost of water purchase for Jack Slaven Park and landscaping areas.

The following table shows a comparison, by zoning type, of the maximum assessment, the FY10/11 actual assessment and the proposed FY11/12 assessment:

Zoning	Maximum Levy	Fiscal Year 2011/2012 Levy	Fiscal Year 2010/2011 Levy
Single Family Developed Residential R3	\$1,232.56	\$546.57	\$472.62
Single Family Developed Residential R4	\$1,060.05	\$463.41	\$401.62
Single Family Developed Residential R5	\$956.55	\$413.52	\$359.02
Single Family Developed Residential R8	\$801.30	\$338.68	\$295.12
Single Family Developed Residential R15	\$524.05	\$232.63	\$197.06
Single Family Developed Residential R20	\$489.55	n/a	n/a
Single Family Developed Residential R25	\$468.85	\$206.02	\$174.34
Neighborhood Commercial Per Acre	\$12,707.01	\$1,888.21	\$1,578.30

Public Contact

Posting of the City Council agenda and required noticing in the Daily Democrat.

Alternative Courses of Action

1. Conduct a public hearing and adopt Resolution No. _____ approving the Fiscal Year 2011/12 annual Engineer's Report and Resolution No. _____ ordering the levy and collection of the annual assessment within the Gateway Landscaping and Lighting District at the amounts described in the report.
2. Conduct a public hearing and adopt Resolution No. _____ approving the Fiscal Year 2011/12 annual Engineer's Report and Resolution No. _____ ordering the levy and collection of the annual assessment within the Gateway Landscaping and Lighting District at amounts different from the proposed levy in the Engineer's Report, not to exceed the maximum allowable assessment.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Prepared by: Kim McKinney
Finance Officer

Mark G. Deven
City Manager

Attachments

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA,
AMENDING AND/OR APPROVING THE FISCAL YEAR 2011/2012 ENGINEER'S REPORT
REGARDING THE SPRING LAKE LANDSCAPING AND LIGHTING DISTRICT**

WHEREAS, the City Council, pursuant to the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code of California, beginning with Section 22500* (the "Act"), did by previous Resolution order the Assessment Engineer, Koppel & Gruber Public Finance, to prepare and file the 2011/2012 Engineer's Report for the "**Spring Lake Landscaping and Lighting District**" (the "District"); and,

WHEREAS, the Assessment Engineer has prepared and filed with the City Clerk of the City of Woodland, California and the City Clerk has presented to the City Council such report entitled "**City of Woodland Spring Lake Landscaping and Lighting District Fiscal Year 2011/2012 Engineer's Report**" (the "Report") as required by the Act; and,

WHEREAS, the City Council has carefully examined and reviewed the Report as presented, considered all oral and written comments presented with respect to the District and Report at a noticed Public Hearing and has discussed any necessary or desired modifications to the Report, and is satisfied that the levy for each parcel has been calculated in accordance with the special benefits received from the operation, maintenance and services performed, as set forth in the Report.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED BY THE CITY COUNCIL OF THE CITY OF WOODLAND, THE LEGISLATIVE BODY FOR SAID DISTRICT, AS FOLLOWS:

Section 1 The preceding recitals are true and correct.

Section 2 The Report as presented or as modified, contains the following:

- a.** A Description of Improvements.
- b.** A Diagram of the District.
- c.** The Method of Apportionment that details the method of calculating each parcel's proportional special benefits and annual assessment.
- d.** The 2011/2012 Assessment based upon Method of Apportionment as approved by the property owners pursuant to the provision of the California Constitution Article XIID Section 4.
- e.** An "Assessment Range Formula" for calculating annual inflationary adjustments to the initial "Maximum Assessment" (Adjusted Maximum Levy per benefit unit), also approved by the property owners.
- f.** The 2011/2012 Annual Budget (Costs and Expenses) and the resulting 2011/2012 assessment (Levy per benefit unit) for Fiscal Year 2011/2012.

- g. The Assessment Roll containing the Levy for each Assessor Parcel Number within the District for Fiscal Year 2011/2012.

Section 3 The City Clerk is hereby directed to enter on the minutes of the City Council any and all modifications to the Report determined and approved by the City Council, and all such changes and/or modifications by reference are to be incorporated into the Report.

Section 4 The City Council is satisfied with the Report as presented or modified, each and all of the budget items and documents as set forth therein, and is satisfied that the Fiscal Year 2011/2012 annual assessments contained therein are consistent with the assessments approved by the property owners and spread in accordance with the special benefits received from the improvements pursuant to the provisions of the California Constitution Article XIID.

Section 5 The Report is hereby approved as submitted or modified and ordered to be filed in the Office of the City Clerk as a permanent record and to remain open to public inspection.

Section 6 The City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall so reflect the presentation and approval of the Report as submitted or modified.

PASSED AND ADOPTED by the City Council this ____th day of _____, 2011.

STATE OF CALIFORNIA
COUNTY OF YOLO
CITY OF WOODLAND

ss.

I, Ana B. Gonzalez, City Clerk of the City of Woodland, County of Yolo, State of California do hereby certify that the foregoing Resolution No. _____ was regularly adopted by the City Council of said City of Woodland at a regular meeting of said council held on the _____ day of _____, 2011, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA
ORDERING THE LEVY AND COLLECTION OF ANNUAL ASSESSMENTS REGARDING
THE SPRING LAKE LANDSCAPING AND LIGHTING DISTRICT FOR FISCAL YEAR
2011/2012**

WHEREAS, the City Council, has by previous Resolutions initiated proceedings to form, and declared its intention to levy and collect annual assessments against parcels of land within the “**Spring Lake Landscaping and Lighting District**” (the “District”) for the fiscal year commencing July 1, 2011 and ending June, 30 2012 pursuant to the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code of California, beginning with Section 22500* (the “Act”) to pay the costs and expenses of operating, maintaining and servicing the improvements and appurtenant facilities related thereto; and,

WHEREAS, Koppel & Gruber Public Finance, the Assessment Engineer selected by the City Council has prepared and filed with the City Clerk and the City Clerk has presented to the City Council the Engineer’s Report entitled “**City of Woodland Spring Lake Landscaping and Lighting District Fiscal Year 2011/2012 Engineer’s Report**” (the “Report”), in connection with the proposed levy and collection of special benefit assessments upon eligible parcels of land within the District, and the City Council did by previous Resolution approve such Report; and,

WHEREAS, the City Council desires to levy and collect assessments against parcels of land within the District for the Fiscal Year commencing July 1, 2011 and ending June 30, 2012, to pay the costs and expenses of operating, maintaining and servicing the improvements and appurtenant facilities related thereto; and,

WHEREAS, the City Council following notice duly given, has held a full and fair Public Hearing on July 19, 2011, regarding the levy and collection of assessments as described in the Report prepared in connection therewith, and considered all oral and written statements, protests and communications made or filed by interested persons regarding these matters, pursuant to the Act and in accordance with the provisions of the California Constitution Article XIID.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED BY THE CITY COUNCIL OF THE CITY OF WOODLAND, THE LEGISLATIVE BODY FOR SAID DISTRICT, AS FOLLOWS:

Section 1 The preceding recitals are true and correct.

Section 2 Following notice duly given, the City Council has held a full and fair public hearing regarding the levy and collection of the assessments, the Report prepared in connection therewith, and considered all oral and written statements, protests and communications made or filed by interested persons regarding these matters.

Section 3 The City Council desires to levy and collect assessments against parcels of land within the District for the fiscal year commencing July 1, 2011 and ending June 30, 2012, to pay the costs and expenses of operating, maintaining and servicing the landscaping, lighting, drainage and appurtenant facilities located within public places in the District.

Section 4

The City Council has carefully reviewed and examined the Report in connection with the District, and the levy and collection of assessments. Based upon its review the Report, a copy of which has been presented to the City Council and which has been filed with the City Clerk, hereby finds that the City Council determines that:

- a. The territory of land within District will receive special benefits from the operation, maintenance and servicing of the landscaping, lighting, drainage and appurtenant facilities and improvements related thereto.
- b. The District includes all of the lands so benefited; and
- c. The amount to be assessed upon the lands within the District, in accordance with the proposed budget for the fiscal year commencing July 1, 2011 and ending June 30, 2012 is apportioned by a formula and method which fairly distributes the net amount among all eligible parcels in proportion to the special benefits, to be received by each parcel from the improvements and services, and is satisfied that the assessments are levied, without regard to property valuation.

Section 5

The Report and Fiscal Year 2011/2012 assessments, as presented to the City Council and on file in the office of the City Clerk, are hereby confirmed as filed.

Section 6

The City Council hereby orders the proposed improvements to be made; the improvements are briefly described as the operation, administration, maintenance and servicing of all public landscaping and lighting improvements, drainage and appurtenant facilities and expenses associated with the District, and that will be maintained by the City of Woodland or their designee and all such maintenance, operation and servicing of the landscaping and lighting, drainage and all appurtenant facilities shall be performed pursuant to the Act. A more complete description of the improvements is detailed in the Report and by reference this document is made part of this resolution.

Section 7

The Yolo County Auditor shall place on the County Tax Roll, opposite each parcel of land, the amount of levy so apportioned by the method of apportionment formula, outlined in the Engineer's Report, and such levies shall be collected at the same time and in the same manner as county taxes are collected pursuant to *Chapter 4, Article 2, Section 22646 of the Act*. After collection by the County, the net amount of the assessments, after deduction of any compensation due the county for collection, shall be paid to the City Treasurer.

Section 8

The Finance Officer, shall deposit all money from the assessments collected by the County for the District into a fund for the Spring Lake Landscaping and Lighting District, and such money shall be expended to pay the costs and expenses of operating, maintaining and servicing the improvements and appurtenant facilities related thereto described above.

Section 9

The adoption of this Resolution constitutes the Authorization of the District levy for the Fiscal Year commencing July 1, 2011 and ending June 30, 2012.

Section 10

The City Clerk's designee, Koppel & Gruber Public Finance, is hereby authorized and directed to file the levy with the Yolo County Auditor subsequent to the adoption of this Resolution.

PASSED AND ADOPTED by the City Council this ____th day of _____, 2011.

STATE OF CALIFORNIA
COUNTY OF YOLO
CITY OF WOODLAND

ss.

I, Ana B. Gonzalez, City Clerk of the City of Woodland, County of Yolo, State of California do hereby certify that the foregoing Resolution No. _____ was regularly adopted by the City Council of said City of Woodland at a regular meeting of said council held on the _____ day of _____, 2011, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

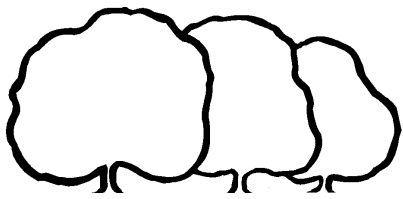
Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Public Hearing: Gateway Landscaping & Lighting District

Report in Brief

The Gateway Landscaping and Lighting District (“L&L” or “District”) was formed to provide a funding source for maintenance and servicing of costs of certain improvements located within or adjacent to the District. State regulations require City Council action on an annual basis to allow assessment of the District.

Staff recommends that the City Council conduct a public hearing and adopt Resolution No. _____ approving the Fiscal Year 2011/12 annual Engineer’s Report and Resolution No. _____ ordering the levy and collection of the annual assessment within the Gateway Landscaping and Lighting District at the amounts described in the report.

Background

The Landscaping and Lighting Act of 1972 (“the Act”) authorizes cities to impose assessments on benefitted properties to finance construction of street landscaping, street lighting, traffic signals, parks, street trees, sidewalk repair, recreational improvements; as well as maintenance and servicing of any of these improvements. In accordance with Act, the City formed the Gateway L&L District.

The Gateway L&L is located in the southeast portion of the City, generally bounded to the north by Interstate 5, to the east by County Road 102, to the south by Bronze Star Drive and generally to the west by the City boundaries.

On July 5, 2011, Council approved resolutions to preliminarily approve the Engineer’s Report and to initiate proceedings for the annual levy, which included setting the public hearing date for July 19, 2011. The Engineer’s Report was attached to the July 5 staff report and is available for review in the Finance Department.

Discussion

Each year, the City prepares an Annual Report for each District, along with the District estimates for an operating budget, to calculate the assessment annually levied for each parcel. This budget determines what maintenance operations are performed for the fiscal year and directs the County Assessor what to levy each parcel. The complete reports are available for review in the Finance Department.

State regulations require a two part process to complete the annual levy. The first part of the process requires Council to take action to initiate proceedings for the levy, preliminarily approve the Engineer's Reports and call for a public hearing; this occurred at the July 5, 2011 Council meeting. Tonight's public hearing is required to complete the levy process.

Following the public hearing, Council may direct changes to the Engineer's Report or to the levy; however, the Council may not increase the levy beyond the maximum approved amount.

Fiscal Impact

If approved, the District would generate \$87,781 in revenues to offset the costs of District maintenance, which is consistent with the FY 2011 assessment. The fiscal year 2011 District budget included costs for purchase of water; no change is expected for FY 2011.

The following table shows a comparison of the maximum assessment, the FY 2010/2011 actual assessment and the proposed FY 2011/2012 assessment:

Zoning	Maximum Levy	Fiscal Year 2011/2012 Levy	Fiscal Year 2010/2011 Levy
Per Acre	\$3,332.60	\$1,703.83	\$1,703.83

Public Contact

Posting of the City Council agenda and required noticing in the Daily Democrat.

Alternative Courses of Action

1. Conduct a public hearing and adopt Resolution No. _____ approving the Fiscal Year 2011/12 annual Engineer's Report and Resolution No. _____ ordering the levy and collection of the annual assessment within the Gateway Landscaping and Lighting District at the amounts described in the report.

2. Conduct a public hearing and adopt Resolution No. _____ approving the Fiscal Year 2011/12 annual Engineer's Report and Resolution No. _____ ordering the levy and collection of the annual assessment within the Gateway Landscaping and Lighting District at amounts different from the proposed levy in the Engineer's Report, not to exceed the maximum allowable assessment.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Prepared by: Kim McKinney
Finance Officer

Mark G. Deven
City Manager

Attachment

RESOLUTION NO: _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA,
AMENDING AND/OR APPROVING THE FISCAL YEAR 2011/2012 ENGINEER'S REPORT
REGARDING THE GATEWAY LANDSCAPING AND LIGHTING DISTRICT**

WHEREAS, the City Council, pursuant to the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code of California, beginning with Section 22500* (the "Act"), did by previous Resolution order the Assessment Engineer, Koppel & Gruber Public Finance, to prepare and file the 2011/2012 Engineer's Report for the "**Gateway Landscaping and Lighting District**" (the "District"); and,

WHEREAS, the Assessment Engineer has prepared and filed with the City Clerk of the City of Woodland, California and the City Clerk has presented to the City Council such report entitled "**City of Woodland Gateway Landscaping and Lighting District Fiscal Year 2011/2012 Engineer's Report**" (the "Report") as required by the Act; and,

WHEREAS, the City Council has carefully examined and reviewed the Report as presented, considered all oral and written comments presented with respect to the District and Report at a noticed Public Hearing and has discussed any necessary or desired modifications to the Report, and is satisfied that the levy for each parcel has been calculated in accordance with the special benefits received from the operation, maintenance and services performed, as set forth in the Report.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED BY THE CITY COUNCIL OF THE CITY OF WOODLAND, THE LEGISLATIVE BODY FOR SAID DISTRICT, AS FOLLOWS:

Section 1 The preceding recitals are true and correct.

Section 2 The Report as presented or as modified, contains the following:

- a. A Description of Improvements.
- b. A Diagram of the District.
- c. The Method of Apportionment that details the method of calculating each parcel's proportional special benefits and annual assessment.
- d. The 2011/2012 Assessment based upon Method of Apportionment as approved by the property owners pursuant to the provision of the California Constitution Article XIID Section 4.
- e. An "Assessment Range Formula" for calculating annual inflationary adjustments to the initial "Maximum Assessment" (Adjusted Maximum Levy per benefit unit), also approved by the property owners.
- f. The 2011/2012 Annual Budget (Costs and Expenses) and the resulting 2011/2012 assessment (Levy per benefit unit) for Fiscal Year 2011/2012.

- g. The Assessment Roll containing the Levy for each Assessor Parcel Number within the District for Fiscal Year 2011/2012.

Section 3 The City Clerk is hereby directed to enter on the minutes of the City Council any and all modifications to the Report determined and approved by the City Council, and all such changes and/or modifications by reference are to be incorporated into the Report.

Section 4 The City Council is satisfied with the Report as presented or modified, each and all of the budget items and documents as set forth therein, and is satisfied that the Fiscal Year 2011/2012 annual assessments contained therein are consistent with the assessments approved by the property owners and spread in accordance with the special benefits received from the improvements pursuant to the provisions of the California Constitution Article XIID.

Section 5 The Report is hereby approved as submitted or modified and ordered to be filed in the Office of the City Clerk as a permanent record and to remain open to public inspection.

Section 6 The City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall so reflect the presentation and approval of the Report as submitted or modified.

PASSED AND ADOPTED by the City Council this ____th day of _____, 2011.

STATE OF CALIFORNIA
COUNTY OF YOLO
CITY OF WOODLAND

ss.

I, Ana B. Gonzalez, City Clerk of the City of Woodland, County of Yolo, State of California do hereby certify that the foregoing Resolution No. _____ was regularly adopted by the City Council of said City of Woodland at a regular meeting of said council held on the _____ day of _____, 2011, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA
ORDERING THE LEVY AND COLLECTION OF ANNUAL ASSESSMENTS REGARDING THE
GATEWAY LANDSCAPING AND LIGHTING DISTRICT FOR FISCAL YEAR 2011/2012**

WHEREAS, the City Council, has by previous Resolutions initiated proceedings to form, and declared its intention to levy and collect annual assessments against parcels of land within the “**Gateway Landscaping and Lighting District**” (the “District”) for the fiscal year commencing July 1, 2011 and ending June, 30 2012 pursuant to the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code of California, beginning with Section 22500* (the “Act”) to pay the costs and expenses of operating, maintaining and servicing the improvements and appurtenant facilities related thereto; and,

WHEREAS, Koppel & Gruber Public Finance, the Assessment Engineer selected by the City Council has prepared and filed with the City Clerk and the City Clerk has presented to the City Council the Engineer’s Report entitled “**City of Woodland Gateway Landscaping and Lighting District Fiscal Year 2011/2012 Engineer’s Report**” (the “Report”), in connection with the proposed levy and collection of special benefit assessments upon eligible parcels of land within the District, and the City Council did by previous Resolution approve such Report; and,

WHEREAS, the City Council desires to levy and collect assessments against parcels of land within the District for the Fiscal Year commencing July 1, 2011 and ending June 30, 2012, to pay the costs and expenses of operating, maintaining and servicing the improvements and appurtenant facilities related thereto; and,

WHEREAS, the City Council following notice duly given, has held a full and fair Public Hearing on July 19, 2011, regarding the levy and collection of assessments as described in the Report prepared in connection therewith, and considered all oral and written statements, protests and communications made or filed by interested persons regarding these matters, pursuant to the Act and in accordance with the provisions of the California Constitution Article XIID.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED BY THE CITY COUNCIL OF THE CITY OF WOODLAND, THE LEGISLATIVE BODY FOR SAID DISTRICT, AS FOLLOWS:

Section 1 The preceding recitals are true and correct.

Section 2 Following notice duly given, the City Council has held a full and fair public hearing regarding the levy and collection of the assessments, the Report prepared in connection therewith, and considered all oral and written statements, protests and communications made or filed by interested persons regarding these matters.

Section 3 The City Council desires to levy and collect assessments against parcels of land within the District for the fiscal year commencing July 1, 2011 and ending June 30, 2012, to pay the costs and expenses of operating, maintaining and servicing the landscaping, lighting, storm drainage and appurtenant facilities located within public places in the District.

Section 4 The City Council has carefully reviewed and examined the Report in connection with the District, and the levy and collection of assessments. Based upon its review the Report, a copy of which has been presented to the City Council and which has been filed with the City Clerk, hereby finds that the City Council determines that:

- a. The territory of land within District will receive special benefits from the operation, maintenance and servicing of the landscaping, lighting, drainage and appurtenant facilities and improvements related thereto.
- b. The District includes all of the lands so benefited; and
- c. The amount to be assessed upon the lands within the District, in accordance with the proposed budget for the fiscal year commencing July 1, 2011 and ending June 30, 2012 is apportioned by a formula and method which fairly distributes the net amount among all eligible parcels in proportion to the special benefits, to be received by each parcel from the improvements and services, and is satisfied that the assessments are levied, without regard to property valuation.

Section 5

The Report and Fiscal Year 2011/2012 assessments, as presented to the City Council and on file in the office of the City Clerk, are hereby confirmed as filed.

Section 6

The City Council hereby orders the proposed improvements to be made; the improvements are briefly described as the operation, administration, maintenance and servicing of all public landscaping and lighting improvements, storm drainage and appurtenant facilities and expenses associated with the District, and that will be maintained by the City of Woodland or their designee and all such maintenance, operation and servicing of the landscaping and lighting, drainage and all appurtenant facilities shall be performed pursuant to the Act. A more complete description of the improvements is detailed in the Report and by reference this document is made part of this resolution.

Section 7

The Yolo County Auditor shall place on the County Tax Roll, opposite each parcel of land, the amount of levy so apportioned by the method of apportionment formula, outlined in the Engineer's Report, and such levies shall be collected at the same time and in the same manner as county taxes are collected pursuant to *Chapter 4, Article 2, Section 22646 of the Act*. After collection by the County, the net amount of the assessments, after deduction of any compensation due the county for collection, shall be paid to the City Treasurer.

Section 8

The Finance Officer, shall deposit all money from the assessments collected by the County for the District into a fund for the Gateway Landscaping and Lighting District, and such money shall be expended to pay the costs and expenses of operating, maintaining and servicing the improvements and appurtenant facilities related thereto described above.

Section 9

The adoption of this Resolution constitutes the Authorization of the District levy for the Fiscal Year commencing July 1, 2011 and ending June 30, 2012.

Section 10

The City Clerk's designee, Koppel & Gruber Public Finance, is hereby authorized and directed to file the levy with the Yolo County Auditor subsequent to the adoption of this Resolution.

PASSED AND ADOPTED by the City Council this ____th day of _____, 2011.

STATE OF CALIFORNIA
COUNTY OF YOLO
CITY OF WOODLAND

ss.

I, Ana B. Gonzalez, City Clerk of the City of Woodland, County of Yolo, State of California do hereby certify that the foregoing Resolution No. _____ was regularly adopted by the City Council of said City of Woodland at a regular meeting of said council held on the _____ day of _____, 2011, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

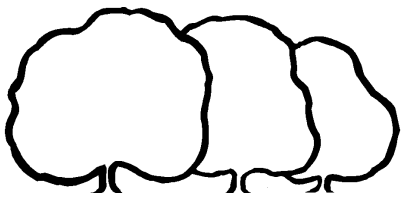
Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney



REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Woodland Gateway Phase II Project

Report in Brief

The Planning Commission has forwarded a recommendation to the City Council for approval of the Woodland Gateway Phase II project, including the following: 1) Annexation of the project site; 2) General Plan Amendments to modify the land use designation on-site and the acceptable level of service (LOS) from C to D for County Road (CR) 102 from Maxwell Avenue south to the City limits; 3) Rezoning of 61.3 acres to General Commercial (C-2) and 92.7 acres to Agriculture (A-1). The project would result in the development of up to 340,000 square feet (s.f.) of future commercial development plus sites for three auto dealerships (typically 25,000 square feet each) on the 61.3-acre commercial site to expand and complement the existing Gateway I retail center.

The Planning Commission recommendation included:

A Resolution certifying the Program Environmental Impact Report (EIR), adopting the Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Woodland Gateway Phase II project, and approving the project (**See Attachment A – Resolution Certifying the EIR, Adopting Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Woodland Gateway Phase II Project and Approving the Project**);

A Resolution approving the application for annexation of the 154-acre Woodland Gateway Phase II project site to the City of Woodland (**See Attachment B – Resolution Approving the Application for Annexation of the Woodland Gateway Phase II Project Site to the City of Woodland**);

A Resolution approving a General Plan Amendment to modify the land use designation on the Woodland Gateway Phase II project site from Urban Reserve (UR) to 61.3 acres of General Commercial (GC) and 92.7 acres remaining UR (**See Attachment D – Resolution Making Findings and Approving a General Plan Amendment to Modify the Land Use Designations on the Woodland Gateway Phase II Project Site**);

A Resolution approving a General Plan Amendment to modify the acceptable LOS from C to D for CR 102 from Maxwell Avenue south to the City limits (**See Attachment E – Resolution Making**

Findings and Approving a General Plan Amendment to Modify the Acceptable LOS from C to D for CR 102 from Maxwell Avenue South to the City Limits); and

In addition, the following Ordinances would need to be adopted:

An Ordinance approving the rezoning of 61.3 acres to General Commercial (C-2) and 92.7 acres to Agriculture (A-1) for the Woodland Gateway Phase II project site **(See Attachment C – Ordinance Approving the Rezoning to General Commercial (C-2) and Agriculture (A-1) for the Woodland Gateway Phase II Project Site); and**

An Ordinance approving the City of Woodland Development Agreement concerning the Woodland Gateway Phase II project **(See Attachment F – Ordinance Approving the City of Woodland Development Agreement Concerning the Woodland Gateway Phase II Project).**

Staff recommends that the City Council consider the Planning Commission’s recommendation and approve the Woodland Gateway Phase II project and approve the Development Agreement.

Background

An application for the Woodland Gateway Phase II project was submitted in February 9, 2007, which included a request for a General Plan Amendment, Prezone, and Annexation. In response to public comments received on the Draft EIR, the applicant revised the proposed project description. Annexation of the 154-acre site is still proposed, but the acreage proposed for General Commercial uses was reduced to 61.3 acres and the remaining 92.7 acres of the site was proposed for agricultural purposes, to continue the existing use. The changes to the project description since the Draft EIR was published are reflected in the Final EIR. The Planning Commission Staff Report **(See Attachment G)** provides additional project information.

Discussion

The applicant’s request is for certification of the EIR, as well as approval of annexation and rezoning of the site, two General Plan Amendments, and a Development Agreement for the Woodland Gateway Phase II project. The application does not include project-level specific development. Project design information would be included in subsequent submittals. A discussion of the key issues related to the plan amendment application is provided below:

Annexation

The project requires annexation of the site from Yolo County to the City of Woodland, which requires the approval of the Yolo County Local Agency Formation Commission (LAFCO). The project’s consistency with the policies of Yolo County and the Yolo County LAFCO were evaluated in the EIR and, overall, the project was found to be consistent with these policies, with implementation of mitigation measures addressed in the EIR. Although future development is only anticipated on the northern 61.3 acres of the site, annexation of the entire 154-acre site is necessary in order to avoid the creation of an island. The existing roadway to the WPCF, located south of the project site, is within the City limits; therefore,

without the incorporation of the southern 92.7 acres, the project would create an island, which would be inconsistent with City and LAFCO policies. It should be noted that an island currently exists surrounded by the roadway, WPCF, and the City-owned future regional park; however, the island is not worsened by the proposed annexation. The project applicant will submit all necessary information to LAFCO as part of the annexation application. The City and County will enter into a tax agreement prior to LAFCO issuing a Certificate of Filing.

General Plan Amendments

The project requires a General Plan Amendment to change the UR land use designation to General Commercial (GC) for 61.3 acres of the site. (92.7 acres of the site would retain the UR designation.) In the context of the project, the GC designation allows for the development of general commercial, retail, and auto uses. The 61.3-acre commercial site would accommodate up to 340,000 square feet (s.f.) of future commercial development plus sites for three auto dealerships (typically 25,000 square feet each) to expand and complement the existing Gateway I retail center.

In addition, the project requires a General Plan Amendment to change the LOS requirement from C to D on CR 102 from Maxwell Avenue south to the City limits. The City of Woodland General Plan identifies LOS C as the threshold LOS throughout the City, except at intersections located within 0.5-mile of a freeway or in the downtown core where LOS D is acceptable. The updated Yolo County General Plan potentially allows LOS D for CR 102 outside the City limits. Therefore, CR 102 has a LOS D from Maxwell to one-half mile north of I-5 and south of the City limits. The proposed General Plan Amendment would make CR 102 have a consistent LOS D standard within the City. It should also be noted that most cities that are going through General Plan Updates are considering and adopting a LOS D threshold to reduce right-of-way requirements, among other reasons. LOS D rather than C at intersections could mean an increase in delay of up to 20 seconds at a signalized intersection and up to 10 seconds at an unsignalized intersection.

Prezoning

The project requires prezoning of 61.3 acres of the project site to General Commercial (C-2). Prezoning of C-2 is in order to accommodate up to 340,000 s.f. of future commercial development. The C-2 zone allows a variety of retail, auto, food sale, office, and other general commercial uses. The remaining 92.7 acres of the project site will remain designated UR with prezoning to Agriculture (A-1) to maintain the existing use. The A-1 zone is intended to preserve agricultural use, preserve land suited for eventual development in other uses, and provide appropriate areas for certain predominately open uses of land which are not harmful to agricultural uses.

Development Agreement

The Woodland Gateway Phase II project requires the approval of a Development Agreement. The Development Agreement for the project focuses on issues such as uses on the project site, site/building design, urban decay, sustainability (including solar and “green” components), traffic, bicycle/pedestrian/transit, parking, water/storm drain/sewer, and public

art. The Development Agreement is included as Exhibit A to Attachment F of this staff report.

CEQA Clearance

A Draft EIR was prepared and released for the project on April 8, 2010. The Draft EIR is an informational document intended to disclose the environmental consequences of approving and implementing the Woodland Gateway Phase II project. The Draft EIR was available for public review and comment from April 8, 2010 to July 8, 2010. In addition, a public meeting was held before the Planning Commission on May 20, 2010 in order to receive verbal comments on the Draft EIR.

The Draft EIR assessed the proposed project at a programmatic level, which included the Annexation, General Plan Amendments, Rezoning, and Development Agreement. Because these are policy-level approvals, specific detailed site plans and users were not included in the application. In order to analyze the potential impacts, the Draft EIR analyzed the impacts at the applicant's proposed maximum buildout potential of 808,000 square feet of retail uses, three hotels, one site down restaurant, three fast food restaurants, 80,000 square feet of auto uses, and 100,000 square feet of office.

Seventeen comment letters were received during the open comment period on the Draft EIR for the proposed project. In addition, verbal comments were received during the May 20, 2010 Planning Commission Draft EIR comment hearing. All comment letters, as well as responses to the letters, are included in the Final EIR, per CEQA Guidelines Section 15132. The Final EIR consists of the Draft EIR, any revisions to the Draft EIR necessitated by public comments, and responses to the comments received on the Draft EIR.

In response to public comments received on the Draft EIR, the applicant revised the proposed project description, as noted previously. The revisions reduce the acreage of future development from the entire 154-acre site to 61.3 acres of future commercial and auto development. Accordingly, this would also reduce the maximum buildout potential to 340,000 square feet of retail uses and sites for three auto dealerships. The remaining 92.7 acres would remain in the existing agricultural use. Any future development of the 92.7 acres would require a General Plan Amendment and Rezone.

Because the changes to the maximum development scenario proposed and identified in the General Plan Amendment and Rezoning were determined in the Final EIR to not result in the identification of any new significant environmental impacts or a substantial increase in the severity of an environmental impact, the Final EIR does not contain "significant new information," and recirculation of the Draft EIR is not required prior to approval (State CEQA Guidelines section 15088.5).

At the Planning Commission meeting, five additional comment letters were received regarding the proposed project and EIR. These letters and responses are included as Attachment H of this staff report. In addition, two typographical errors were discovered in the Final EIR. Attachment I is an errata to the Final EIR identifying the minor corrections.

Public Contact

A public notice was published in the Daily Democrat on or before July 9, 2011 and the City Council agenda was posted.

Commission Recommendation

On July 7, 2011, the Planning Commission recommended approval of the proposed project by a vote of 3 to 2 with one abstention and one absence.

At the meeting, one Commission member suggested postponing the action date until September to allow more time for public review and for making any identified corrections to the EIR and/or staff report. Another Commission member suggested that the CEQA Resolution and the Findings of Fact/Statement of Overriding Considerations be modified to incorporate the findings for the Urban Decay impacts, and requested a stronger statement identifying the quantifiable benefits of the project.

Alternative Courses of Action

1. Consider the Planning Commission's recommendation and approve the Woodland Gateway Phase II project, as well as the Annexation, General Plan Amendment, and Rezone, and authorize the City Manager to enter into a Development Agreement.
2. Provide alternative direction to staff.
3. Deny the Annexation, General Plan Amendment, and Rezone for the Woodland Gateway Phase II project.

Recommendation for Action

Staff recommends the City Council approve Alternative 1.

Prepared by: Cindy Gnos, AICP
Contract Planner

Mark G. Deven
City Manager

Attachments

- A. Resolution Certifying the Program EIR and adopting Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (included as Exhibits to the Resolution)
- B. Resolution Approving the Annexation
- C. Ordinance Approving the Rezoning
- D. Resolution Approving the General Plan Amendment Related to Land Use Designations
- E. Resolution Approving a General Plan Amendment Related to LOS
- F. Ordinance Approving the Development Agreement
- G. Planning Commission Staff Report (July 7, 2011)
- H. Response to Comments Received at Planning Commission Hearing
- I. Errata to the Final EIR

ATTACHMENT A

RESOLUTION CERTIFYING THE EIR

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, ADOPTING
FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS,
AND MITIGATION MONITORING AND REPORTING PROGRAM FOR
THE WOODLAND GATEWAY PHASE II PROJECT AND APPROVING THE
PROJECT**

WHEREAS, the applicant proposes an annexation of a 154-acre site, a General Plan Amendment, and rezoning for future development of general commercial and agricultural uses (collectively, the "Project"). The General Plan Amendment includes redesignation of 61.3 acres of the site for General Commercial development and modification of the acceptable level of service (LOS) from C to D for CR 102 from Maxwell Avenue south to the City Limits, as well as rezoning of the site to General Commercial (C-2) to accommodate up to 340,000 square feet of future commercial development. In addition, rezoning of the remaining 92.7 acres of the site to Agriculture (A-1) is proposed to maintain the existing use. The site is located outside the City of Woodland (the "City") city limits at the northeastern corner of the intersection of County Road (CR) 24/East Gibson Road and CR 102; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Pub. Res. Code § 21000 et seq.) and the State CEQA Guidelines (14 C.C.R. § 15000 et seq.), the City is the lead agency for the Project; and

WHEREAS, the City, as lead agency, determined that an Environmental Impact Report ("EIR") should be prepared pursuant to CEQA in order to analyze all potential adverse environmental impacts of the Project ; and

WHEREAS, in compliance with Public Resources Code Section 21080.4, a Notice of Preparation ("NOP") was prepared by the City and was distributed to the State Clearinghouse of the Office of Planning and Research, responsible agencies, and other interested parties on October 1, 2009 and was circulated for thirty (30) days, with comments due October 1, 2009, pursuant to State CEQA Guidelines section 15082(a), 15103, and 15375; and

WHEREAS, in accordance with State CEQA Guidelines section 15082, a public scoping meeting was held on November 2, 2009; and

WHEREAS, the Draft EIR was prepared by the City, and the City distributed a Notice of Availability (NOA)_of the Woodland Gateway Phase II Draft EIR to all interested groups, organizations, and individuals on April 8, 2010; and

WHEREAS, distribution of the NOA started the 45-day public review period, which ended on July 8, 2010 (it should be noted that the comment period was extended an additional 45 days), pursuant to State CEQA Guidelines section 15086; and

WHEREAS, the NOA stated that the City had completed the Draft EIR and that copies were available on the City's website (<http://www.cityofwoodland.org>), at the City of Woodland Community Development Department (520 Court Street, Woodland, California 95695), at the Woodland Library (250 First Street, Woodland, California 95695), and at the Community and Senior Center (2001 East Street, Woodland, California 95695); and

WHEREAS, the NOA was posted in the County Clerk Office of Yolo County on April 8, 2010, pursuant to State CEQA Guidelines section 15087(d); and

WHEREAS, the NOA was posted with the Woodland City Clerk's Office on April 8, 2010; and

WHEREAS, following closure of the public comment period, the Draft EIR was supplemented to incorporate comments received by the City and the City's responses to such comments; and

WHEREAS, the Final EIR consists of the following: the Draft EIR; comments and recommendations received on the Draft EIR; a list of persons, organizations, and public agencies commenting on the Draft EIR; the responses of the City to significant environmental points raised in the review and consultation process; a Mitigation Monitoring and Reporting Plan; and any other information added by the City; and

WHEREAS, On June 28, 2011, the Final EIR was distributed for a 10-day public review period to all Responsible Agencies, interested groups, organizations and persons, including all persons and agencies that had commented on the Draft EIR; and

WHEREAS, pursuant to Public Resources Code Section 21092.5, on June 22, 2011, a public notice of Final EIR availability and of the Planning Commission's scheduled July 7, 2011 public hearing on the Final EIR, was mailed to all property owners within 1,000 feet of the Project site, as well as to responsible agencies and interested groups, organizations, and individuals; and

WHEREAS, on July 7, 2011, the Planning Commission of the City of Woodland held a duly noticed public hearing on the proposed Final EIR at which all interested parties had an opportunity to be heard. The Planning Commission considered the Draft and Final EIR, the Mitigation Monitoring and Reporting Plan, and all evidence presented both orally and in writing; and

WHEREAS, at the close of the Planning Commission hearing, the Planning Commission recommended, among other things, that the City Council of the City of Woodland (i) certify the Final EIR, (ii) adopt the Findings and Statement of Overriding Considerations, (iii) approve the Mitigation Monitoring and Reporting Plan, and (iv) approve the Project; and

WHEREAS, on July 19, 2011, the City Council of the City of Woodland held a public hearing to discuss the Planning Commission's recommendations, and at such hearing the City Council heard all persons interested in or opposed to the Final EIR; and

WHEREAS, the City Council has reviewed the Final EIR in its entirety, and has determined that the document reflects the independent judgment of the City; and

WHEREAS, the Final EIR identified certain significant effects on the environment that, absent the adoption of mitigation measures, would be caused by the construction and operation of the Project; and

WHEREAS, the City Council is required, pursuant to State CEQA Guidelines section 15126.4, to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant project-related environmental effects; and

WHEREAS, as demonstrated by the Findings of Fact attached as Exhibit A to this Resolution, many of the Project's significant environmental effects can be either substantially lessened or avoided through the adoption of feasible mitigation measures, although some of these effects will remain significant and unavoidable despite the adoption of all feasible mitigation measures; and

WHEREAS, because the adoption of all feasible mitigation measures cannot substantially lessen or avoid all significant effects on the environment associated with the Project, the City Council must consider the feasibility of alternatives, as set forth in the Final EIR, that will be less environmentally damaging than the Project with respect to the unavoidable significant effects associated with the Project (State CEQA Guidelines section 15126.6); and

WHEREAS, the City Council has determined, for reasons set forth in Exhibit A attached hereto, that the Off-Site Alternative, No Project Alternative, the Reduced Intensity Alternative, and the Mixed-Use Alternative, as described in the EIR, are not environmentally preferable, are infeasible (e.g., they fail to fully meet the Project objectives), or are neither environmentally preferable nor feasible; and

WHEREAS, the City Council is required by Public Resources Code section 21081.6, subdivision (a), to adopt a mitigation monitoring and reporting program to ensure that the mitigation measures adopted by the City are actually carried out; and

WHEREAS, a Mitigation Monitoring and Reporting Plan for the Project has been prepared, and is attached hereto as Exhibit B; and

WHEREAS, the City Council, having considered and weighed the economic, legal, social, technological, region-wide and statewide environmental and other benefits of the Project against the Project's unavoidable adverse impacts pursuant to State CEQA Guidelines section 15093, has determined that the benefits of the Project

outweigh the potential unavoidable adverse impacts and desires to adopt the Statement of Overriding Considerations for the Project, which is included as Section A5f of Exhibit A attached hereto and incorporated herein by this reference; and

WHEREAS, the City Council has studied the proposed Project and Final EIR, and considered all public comments on the Project; and

WHEREAS, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole and not based solely on the information provided in this Resolution; and

WHEREAS, the Final EIR reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, none of the comments made during the public review period, none of the oral or written testimony presented during the public hearings on the Project, and no other information presented to the City on the Project and the EIR have produced substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines section 15088.5; and

WHEREAS, by and through Resolution No.____, Ordinance No.____, and Ordinance No.____ adopted contemporaneously herewith, the City Council has expressed its intent to initiate the application for the annexation of territory to the City of Woodland, approve an amendment to the General Plan of the City of Woodland, approve the rezoning for the Woodland Gateway Phase II Project, and approve the Development Agreement; and

WHEREAS, the City Council determines it is appropriate to certify the Final EIR, to adopt the Findings of Fact and Statement of Overriding Considerations, to approve the Mitigation Monitoring Program, and to approve the Project; and

WHEREAS, the City Council of the City of Woodland held a duly noticed public hearing on July 19, 2011, at which all interested parties had an opportunity to be heard. The Planning Commission considered the Draft and Final EIR, the Mitigation Monitoring and Reporting Plan, and all evidence presented both orally and in writing; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WOODLAND DOES HEREBY FIND, DETERMINE AND CERTIFY AS FOLLOWS:

SECTION 1: Recitals. The above recitals are true and correct and are hereby incorporated as substantive findings of this Resolution.

SECTION 2. The City hereby certifies that (1) the EIR has been prepared in accordance with the requirements of CEQA (Pub. Res. Code § 21000 et seq.) and the State CEQA Guidelines (14 C.C.R. § 15000 et seq.), (2) the Final EIR was presented to the City Council and the City Council has reviewed and considered the information contained in the Final EIR prior to considering adoption of the Project, and (3) the Final EIR reflects the independent judgment and analysis of the City.

SECTION 3. The City hereby adopts the CEQA Findings and Statement of Overriding Considerations attached hereto as Exhibit A and incorporated herein by this reference as if fully set forth herein.

SECTION 4. The City hereby adopts, pursuant to Public Resources Code section 21081.6, the Mitigation Monitoring and Reporting Program contained in the Final EIR attached hereto as Exhibit B and incorporated herein by this reference. The City finds that the Mitigation Monitoring and Reporting Program is designed to ensure that, during the implementation on the Project, the City and any other responsible parties implement the components of the Project and comply with the mitigation measures identified in the Mitigation Monitoring and Reporting Program.

SECTION 5. The documents and materials that constitute the record of proceedings on which the findings set forth in this Resolution have been based are located at the City of Woodland, City Clerk's Office, located at 300 First Street, Woodland, CA 95695. The custodian for these records is the City Clerk. This information is provided in compliance with Public Resources Code section 21081.6.

SECTION 6. The City Council hereby authorizes and directs staff to draft, execute, and file a Notice of Determination with the Yolo County Clerk and the Office of Planning and Research within five (5) working days of the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED on this the 19th day of July, 2011 by the following vote of the City Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

Art Pimentel, Mayor

Attest:

Ana Gonzalez, City Clerk

EXHIBIT A

**FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS
WOODLAND GATEWAY PHASE II EIR**

Findings of Fact and Statement of Overriding Considerations for Woodland Gateway Phase II

Introduction

Project and Alternatives

The City of Woodland (City) has prepared a final environmental impact report (EIR) in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations [CCR], Section 15000 et seq.) for the Woodland Gateway Phase II Project (Project) located in Woodland, in Yolo County, California. The final EIR document consists of two parts: the final EIR (i.e., the comments received on the draft EIR, responses to those comments, a list of commenters, and revisions made to the draft EIR) and the draft EIR.

The EIR has made a good faith effort at evaluating the potential impacts of the Project, determining their significance, and identifying feasible mitigation measures to avoid or reduce the significant effects. It has also evaluated three alternatives to the Project that would avoid or reduce one or more of its significant effects. The baseline for this analysis is existing conditions, with the significance of the Project's impacts being determined by whether it would result in a substantial adverse change in those conditions.

Findings of Fact—CEQA Requirements

CEQA requires the lead agency, the City, to make written findings when deciding to approve a project for which an EIR was certified (Public Resources Code Section 21081). The findings explain how the lead agency approached the significant impacts identified in the EIR. “Significant impacts” include the adverse effects of the project that can be reduced to less-than-significant levels through implementation of mitigation measures identified in the EIR, as well as significant and unavoidable effects.

The State CEQA Guidelines further explain the required findings. Specifically, Section 15091 of the State CEQA Guidelines states that:

“(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

“(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

“(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

“(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

“(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.”

The “changes or alterations” referred to in the guidelines may be mitigation measures, alternatives to the project, or changes incorporated into the project by the project proponent. “Substantial evidence” means factual evidence, including expert opinion supported by facts. Where a mitigation measure is cited in support of finding (a)(1), the finding of fact paraphrases that mitigation measure.

In addition to describing the disposition of the various significant effects identified in the EIR, the findings must also explain why the project alternatives described in the EIR are not being selected for implementation. In other words, the City is required to describe the specific economic, legal, social, technological, or other considerations that make each alternative infeasible. The City initially considered several potential alternatives in its screening of alternatives for analysis in the EIR, as follows:

- **Off Site Alternative**
- **No Project Alternative**
- **Reduced Intensity Alternative**
- **Mixed-Use Alternative**

In order to be selected for further analysis, an alternative must meet most or all of the project objectives, be potentially feasible, and substantially reduce one or more of the project’s significant impacts (CEQA Guidelines Section 15126.6). The Off-Site Alternative was found to either not meet project objectives, be infeasible, or not offer a substantial reduction in potential project impacts. Accordingly, the Off-Site Alternative was not analyzed further in the Draft EIR. The No Project, Reduced Intensity, and the Mixed-Use Alternative were carried forward for consideration and analysis in the Draft and Final EIR and will therefore be addressed in these findings.

Statement of Overriding Considerations—CEQA Requirements

CEQA prohibits an agency from approving a project that will have significant, unavoidable environmental impacts unless the agency adopts a statement describing the specific benefits of the project that will outweigh its expected unavoidable impacts. If the project’s specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable, notwithstanding the fact that they cannot be avoided. This “statement of overriding

considerations” must be supported by substantial evidence (State CEQA Guidelines Section 15093).

Findings of Fact

In accordance with Public Resources Code section 21081 and State CEQA Guidelines section 15091, the City makes the findings and conclusions regarding impacts and mitigation measures that are set forth in the Draft EIR, and described below by resource issue and in the same order as the impacts are discussed in the Draft EIR. These findings do not repeat the full discussions of environmental impacts contained in the EIR.

The findings of infeasibility for the project alternatives follow the individual impact findings.

Findings Regarding Environmental Impacts Mitigated to a Less than Significant Level

Impact 4.2-1 (for roadway segments a-f): Under Existing Plus Project conditions, PM peak hour traffic volumes on study roadways would increase, resulting in unacceptable LOS at six locations under the 2-Access Alternative and at four locations under the 3-Access Alternative (for the Gateway II Driveway – CR 102 to American Drive, Gibson Road – CR 102 to American Drive, CR 102 – Maxwell Avenue to Gibson Road, CR 102 – Gibson Road to Heritage Parkway, CR 102 – Gibson Road to Heritage Parkway, and Maxwell Avenue – CR 102 to American Drive roadway segments).

Impact: Existing Plus Project conditions would result in six roadway segments that would operate at a worse LOS than the City of Woodland’s and Yolo County’s LOS thresholds. (Draft EIR, p. 4.2-46 to 4.2-49.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.2-1(a) through (f), for the Gateway II Driveway – CR 102 to American Drive Gibson Road – CR 102 to American Drive, CR 102 – Maxwell Avenue to Gibson Road, CR 102 – Gibson Road to Heritage Parkway, CR 102 – Gibson Road to Heritage Parkway, and Maxwell Avenue – CR 102 to American Drive roadway segments, the project applicant is required to implement the roadway improvements that are designated in each of the mitigation measures. Implementation of these mitigation measures would result in acceptable LOS operations for both the 2-Access & 3-Access Alternatives and impacts would be reduced to a less-than-significant level. (Draft EIR, p. 4.2-46 to 4.2-49.)

- **Mitigation Measure 4.2-1(a):** Gateway II Driveway – CR 102 to American Drive

2-Access Alternative – At ultimate buildout, the applicant shall widen the Gateway II Driveway between CR 102 and American Drive from a two lane collector to a four lane minor arterial. Driveway access shall be restricted based on the arterial designation. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of the Gateway II driveway shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.

3-Access Alternative – At ultimate buildout, the applicant shall widen the Gateway II Driveway between CR 102 and American Drive from a two lane collector to a four lane collector. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of the Gateway II driveway shall be per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for both the 2-Access & 3-Access Alternatives and a less-than-significant impact would occur.

This mitigation measure is a direct project cost.

- **Mitigation Measure 4.2-1(b):** Gibson Road – CR 102 to American Drive

3-Access Alternative – At ultimate buildout, the applicant shall widen the Gibson Road extension between CR 102 and American Drive to a four lane minor arterial. Driveway access shall be restricted based on the arterial designation. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of Gibson Road shall be widened as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for the 3-Access Alternative and a less-than-significant impact would occur

This mitigation measure is a direct project cost.

- **Mitigation Measure 4.2-1(c):** CR 102 – Maxwell Avenue to Gibson Road

2-Access & 3-Access Alternatives – At ultimate buildout, the applicant shall widen CR 102 between Maxwell Avenue and Gibson Road to three travel lanes in each direction. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur.

This mitigation measure is a direct project cost.

Impact 4.2-1(c) would not be significant if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) proposed by the project is adopted. It should be noted, however, that intersection impacts at CR 102/Maxwell Avenue, CR 102/Gateway II, and CR 102/Gibson Road require the widening of CR 102 from four to six lanes. A third northbound lane would be required if driveways are planned between the project's main access driveways. Implementation of the mitigations required for these three intersections will ultimately result in a six lane section on CR 102 between Maxwell Avenue and Gibson Road.

- **Mitigation Measure 4.2-1(d):** CR 102 – Gibson Road to Heritage Parkway

2-Access & 3-Access Alternatives – At ultimate buildout, the applicant shall widen CR 102 between Gibson Road and Heritage Parkway to two travel lanes in each direction. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of CR 102 shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases, per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur.

This mitigation measure is fair share funded.

Impact 4.2-1(d) would not be significant if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) proposed by the project is adopted. It should be noted, however, that intersection impacts at CR 102/Gibson Road require the widening of CR 102 to provide two northbound and southbound through lanes at the intersection.

- **Mitigation Measure 4.2-1(e):** Wintun Drive – CR 102 to American Drive

2-Access & 3-Access Alternatives – At ultimate buildout, the applicant shall widen Wintun Drive between CR 102 and American Drive from two to four through lanes. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS B operations during the PM peak hour for both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur.

This mitigation measure is a direct project cost.

- **Mitigation Measure 4.2-1(f):** Maxwell Avenue – CR 102 to American Drive

2-Access Alternative – At ultimate buildout, the applicant shall widen Maxwell Avenue between CR 102 and American Drive from four to six through lanes. Right-of-way shall be reserved for the six lane section per City standards. Interim widening of Maxwell Avenue shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for the 2-Access Alternative and a less-than-significant impact would occur.

This mitigation measure is a direct project cost.

Impact 4.2-2 (for intersections b-e, and g-i): Under Existing Plus Project conditions, AM and PM peak hour traffic volumes would increase resulting in unacceptable LOS at nine intersections (for the CR 102/I-5 NB, CR 102/I-5 SB, CR 102/Wintun Drive, CR 102/Maxwell Avenue, Maxwell Avenue/American Drive, CR 102/Gateway II Driveway, and Wintun Drive/American Drive intersections).

Impact: Existing Plus Project conditions would result in nine study intersections that would operate at a LOS worse than the City of Woodland's and Yolo County's LOS thresholds. (Draft EIR, p. 4.2-50.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.2-2(b), (c), (d), (e), (g), and (i) for the CR 102/I-5 NB, CR 102/I-5 SB, CR 102/Wintun Drive, CR 102/Maxwell Avenue, Maxwell Avenue/American Drive, CR 102/Gateway II Driveway, and Wintun Drive/American Drive intersections, the project applicant is required to implement the roadway improvements that are designated in each of the mitigation measures. Implementation of these mitigation measures would result in acceptable LOS operations for both the 2-Access & 3-Access Alternatives and impacts would be reduced to a less-than-significant level. (Draft EIR, p. 4.2-50 to 4.2-59.)

- **Mitigation Measure 4.2-2(b):** CR 102 / I-5 NB

2-Access & 3-Access Alternatives – Prior to the issuance of a building permit, the applicant shall pay the project’s fair share toward the widening and reconstruction of the I-5 / CR 102 interchange to the “Ultimate Design” identified in the I-5 CR 102 Interchange Project Report. The “Ultimate Design” consists of the following improvements: widening the CR 102 overpass to include two northbound and three southbound travel lanes; reconfiguring the intersection to provide one left-turn lane and two through lanes on the northbound approach, two through lanes and one shared through right-turn lane on the southbound approach, one left-turn lane, a shared left/through lane, and two right-turn lanes on the I-5 northbound off-ramp approach; and prohibiting eastbound left-turn movements from Hayes Lane.

Implementation of these improvements would provide LOS C and LOS D operations during the AM and PM peak hours, respectively, under both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur.

This mitigation is development fee funded. This improvement is currently in the City of Woodland MPFP.

- **Mitigation Measure 4.2-2(c): CR 102 / I-5 SB**

2-Access & 3-Access Alternatives – Prior to the issuance of a building permit, the applicant shall pay the project’s fair share toward the widening and reconstruction of the I-5/CR 102 interchange to the “Ultimate Design” identified in the I-5/CR 102 Interchange Project Report. The “Ultimate Design” consists of the following improvements: widening the CR 102 overpass to include two northbound and three southbound travel lanes; reconfiguring the intersection to provide two through lanes and one right-turn lane on the northbound approach and one through lane and one shared through right-turn lane on the southbound approach; and re-striping the I-5 southbound off-ramp from the “Ultimate Design” to provide one-left-turn lane and two right-turn lanes.

Implementation of these improvements would provide LOS A and LOS C operations during the AM and PM peak hours, respectively, under the 2-Access Alternative, and LOS A operations during both the AM and PM peak hours, respectively, under the 3-Access Alternative and a less-than-significant impact would occur.

This mitigation is development fee funded. This improvement is currently in the City of Woodland MPFP.

- **Mitigation Measure 4.2-2(d): CR 102 / Wintun Drive**

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall, consistent with the I-5 / CR 102 Interchange “Ultimate Design,” provide three

through lanes and one shared through right-turn lane in both the northbound and southbound direction. The applicant shall install a half traffic signal at the County Road 102 / Wintun Drive intersection and provide one westbound right turn lane. The half traffic signal shall stop northbound CR 102 traffic allowing westbound traffic to exit the project site. Consistent with mitigation measures 4.2-1(e), the applicant shall widen Wintun Drive from two to four through lanes between CR 102 and American Drive. Right-of-way shall be reserved for a four lane section per City standards. The interim improvements to Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of these improvements would provide LOS A and D operations during the AM and PM peak hours, respectively, under the 2-Access Alternative, and LOS A during both the AM and PM peak hours, respectively, under the 3-Access Alternative and a less-than-significant impact would occur.

This mitigation is a direct project cost.

- **Mitigation Measure 4.2-2(e): CR 102 / Maxwell Avenue**

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall widen and reconstruct the northbound and southbound approaches to the CR 102 / Maxwell Avenue intersection. Widen and re-stripe the southbound approach to provide two left-turn lanes, two through lanes, and one shared through right-turn lane. Widen CR 102 between Maxwell Avenue and Gibson Road to provide three southbound receiving lanes and three northbound departure lanes at the CR 102/Maxwell Avenue intersection. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The northbound approach shall provide one left-turn lane, three through lanes, and one right-turn lane.

Implementation of this improvement would provide LOS C and D operations during the AM and PM peak hours under the 2-Access Alternative, and LOS C during both the AM and PM peak hours, respectively, under the 3-Access Alternative and a less-than-significant impact would occur.

This mitigation is a direct project cost.

- **Mitigation Measure 4.2-2(g): Maxwell Avenue / American Drive**

2-Access Alternative – At ultimate buildout, the applicant shall install a traffic signal at the Maxwell Avenue / American Drive intersection. The

improvements at the Maxwell Avenue / American Drive intersection shall be as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. In addition, at ultimate buildout, the applicant shall, consistent with mitigation measure 4.2-1(f), widen Maxwell Avenue between CR 102 and American Drive from four to six through lanes. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of Maxwell Avenue shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the southbound approach to provide one left turn lane, two through lanes, and one right lane. The applicant shall reconstruct the westbound approach to provide one left turn lane and one through lane. The applicant shall reconstruct the eastbound approach to provide two left turn lanes, two through lanes, and one right turn lane. The applicant shall construct the new northbound approach to provide two left turn lanes and two through lanes.

3-Access Alternative – At ultimate buildout, the applicant shall install a traffic signal at the Maxwell Avenue / American Drive intersection. The improvements at the Maxwell Avenue / American Drive intersection shall be as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the southbound approach to provide one left turn lane, two through lanes, and one right lane. The applicant shall reconstruct the westbound approach to provide one left turn lane and one through lane. The applicant shall reconstruct the eastbound approach to provide two left turn lanes and two through lanes. The applicant shall construct the new northbound approach to provide two left turn lanes and two through lanes.

Implementation of these improvements would provide LOS C operations during the AM and PM peak hours, respectively, for the 2 and 3 Access Alternatives and a less-than-significant impact would occur.

This mitigation is a direct project cost.

- **Mitigation Measure 4.2-2(h):** CR 102 / Gateway II Driveway

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-1(c), widen CR 102 between Maxwell Avenue and Gibson Road. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the northbound approach to provide three through lanes and one right turn lane. Reconstruct

the southbound approach to provide two left turn lanes and three through lanes. At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-1(a), widen the Gateway II Driveway from two to four through lanes and provide two left turn lanes and one right turn lane on the westbound approach. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of the Gateway II driveway shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of these improvements would provide LOS C and LOS B operations during the AM and PM peak hours, respectively, and a less-than-significant impact would occur.

This mitigation is a direct project cost.

Impact 4.2-2(h) would not be significant for the 3-Access Alternative if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted. If this action is taken, mitigation is not required for the 3-Access Alternative.

- **Mitigation Measure 4.2-2(i): Wintun Drive / American Drive**

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-1(e), the applicant shall widen Wintun Drive from two to four through lanes between CR 102 and American Drive. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall realign the westbound approach to align properly with the widened section of Wintun Drive. The applicant shall re-stripe the eastbound approach to provide one left turn lane, one through lane, and one right turn lane.

Implementation of these improvements would provide LOS B and LOS C operations during the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS B during the AM and PM peak hours, respectively, under the 3-Access Alternative, and a less-than-significant impact would occur.

This mitigation is a direct project cost.

Impact 4.2-3: The proposed project would increase demand for public transit service to an area that is not currently served by YCTD.

Impact: The operating and maintenance requirements of public transit service are funded mainly through a portion of sales tax revenue that is returned to each county

through the Transportation Development Act for the purpose of providing transit service. Therefore, the proposed project would contribute toward operating and maintenance requirements for public transit in the same way as previously approved developments. (Draft EIR, p. 4.2-60.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.2-3, the project applicant shall contribute the project's fair-share of the capital cost associated with providing transit service to the project site, and the fair-share cost shall be submitted to the City of Woodland in an incremental fashion as project phases are completed. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.2-60.)

- **Mitigation Measure 4.2-3:** The project applicant shall contribute its fair-share of the capital cost associated with providing transit service to the project site. It is anticipated that new transit vehicles may be required to provide additional service to the project site. However, the final determination of additional capital equipment or other costs shall be determined by the City of Woodland and YCTD. The fair-share cost shall be submitted to the City of Woodland in an incremental fashion as project phases are completed, prior to the issuance of building permits.

Impact 4.2-4: The proposed project would increase demand for public transit and create inconsistencies with transit-related policies in the City of Woodland General Plan.

Impact: The proposed project does not identify specific transit facilities (such as sheltered transit stops or pullouts) as required by General Plan Policy 3.D.5 and, therefore, would result in a potentially significant impact. (Draft EIR, p. 4.2-60.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.2-4, individual design review applications shall identify the specific locations of sheltered transit stops with bus turnouts, in accordance with the goals and policies of the City's General Plan, and the City of Woodland and the Yolo County Transportation District (YCTD) shall approve the location, design, and implementation timing of the sheltered transit stops and bus turnouts prior to the issuance of building permits. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.2-60.)

- **Mitigation Measure 4.2-4:** Individual design review applications shall be submitted prior to the issuance of a building permit and shall identify the specific locations of sheltered transit stops with bus turnouts, in accordance with the goals and policies of the City's General Plan and subject to review and approval of the City of Woodland and YCTD.

Impact 4.2-5: The proposed project would increase demand for bicycle and pedestrian facilities and create inconsistencies with bicycle-related policies in the City of Woodland General Plan.

Impact: The Woodland General Plan and the Bikeway Master Plan contain numerous policies related to the provision of bikeway and pedestrian facilities for new development areas. The proposed project does not identify specific bicycle or pedestrian facilities and, therefore, a potentially significant impact would occur. (Draft EIR, p. 4.2-61.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.2-5, individual design review applications shall provide a sidewalk and a Class II bike lane on both sides of the primary project access roadway, and the project applicant shall also provide bicycle and pedestrian facilities on the east side of CR 102 between Maxwell Drive and Gibson Road. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.2-61.)

- **Mitigation Measure 4.2-5:** Individual design review applications shall be submitted prior to the issuance of a building permit and shall provide a sidewalk and a Class II bike lane on both sides of the primary project access roadway. The project applicant shall also provide bicycle and pedestrian facilities on the east side of CR 102 between Maxwell Drive and Gibson Road.

Impact 4.2-7 (for roadway segments b-g): Under Cumulative (Year 2020) Plus Project conditions, PM peak hour traffic volumes on study roadways would increase resulting in unacceptable LOS at seven locations (for the CR 102 – Maxwell Avenue to Gibson Road, CR 102 – Gibson Road to Heritage Parkway, Wintun Drive – CR 102 to American Drive, Gateway II Driveway – CR 102 to American Drive, Gibson Road – CR 102 to American Drive, and Maxwell Avenue – CR 102 to American Drive roadway segments).

Impact: Cumulative (Year 2020) Plus Project conditions would result in roadway segments that would operate at worse than the City of Woodland's and Yolo County's LOS thresholds. (Draft EIR, p. 4.2-61 to 4.2-62.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.2-7(b) through (g) for the CR 102 – Maxwell Avenue to Gibson Road, CR 102 – Gibson Road to Heritage Parkway, Wintun Drive – CR 102 to American Drive, Gateway II Driveway – CR 102 to American Drive, Gibson Road – CR 102 to American Drive, and Maxwell Avenue – CR 102 to American Drive roadway segments, the project applicant is required to implement the roadway improvements that are designated in each of the mitigation measures. Implementation of these mitigation measures would result in acceptable LOS operations for both the 2-Access & 3-Access Alternatives and impacts would be reduced to a less-than-significant level. (Draft EIR, p. 4.2-61 to 4.2-65.)

- **Mitigation Measure 4.2-7(b):** CR 102 – Maxwell Avenue to Gibson Road

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall widen CR 102 between Maxwell Avenue and Gibson Road to three travel lanes in each direction. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS D and C operations during the PM peak hours, for the 2-Access and 3-Access Alternatives, respectively and a less-than-significant impact would occur.

This mitigation measure is a direct project cost.

Impact 4.2-7(b) would not be significant if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted. It should be noted, however, that intersection impacts at CR 102/Maxwell Avenue, CR 102/Gateway II, and CR 102/Gibson Road require the widening of CR 102 from four to six lanes. A third northbound lane would be required if driveways are planned between the project's main access driveways. Implementation of the mitigations required for these three intersections will ultimately result in a six lane section on CR 102 between Maxwell Avenue and Gibson Road.

- **Mitigation Measure 4.2-7(c):** CR 102 – Gibson Road to Heritage Parkway

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall widen CR 102 between Gibson Road and Heritage Parkway to two travel lanes in each direction. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of CR 102 shall be per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C operations during the PM peak hours, for both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur.

This mitigation measure is fair share funded.

Impact 4.2-7(c) would not be significant if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) proposed by the project is adopted. It should be noted, however, that intersection impacts at CR 102/Gibson Road require the widening of CR 102 to provide two northbound and southbound through lanes at the intersection.

- **Mitigation Measure 4.2-7(d):** Wintun Drive – CR 102 to American Drive

2-Access Alternative & 3-Access Alternatives – At ultimate buildout the applicant shall widen Wintun Drive between CR 102 and American Drive from two to four through lanes. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases, per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C operations during the PM peak hour and a less-than-significant impact would occur.

This mitigation measure is a direct project cost.

- **Mitigation Measure 4.2-7(e):** Gateway II Driveway – CR 102 to American Drive

2-Access Alternative – At ultimate buildout the applicant shall widen the Gateway II Driveway between CR 102 and American Drive from a two-lane collector to a four-lane minor arterial. Driveway access shall be restricted based on the arterial designation. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of the Gateway II driveway shall be per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C operations during the PM peak hour under the 2-Access Alternative and a less-than-significant impact would occur.

3-Access Alternative – At ultimate buildout the applicant shall widen the Gateway II Driveway between CR 102 and American Drive from a two-lane collector to a four-lane collector. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of the Gateway II driveway shall be per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS B operations during the PM peak hour under the 3-Access Alternative and a less-than-significant impact would occur.

This mitigation measure is a direct project cost.

- **Mitigation Measure 4.2-7(f): Gibson Road – CR 102 to American Drive**

3-Access Alternative – At ultimate buildout the applicant shall widen the Gibson Road extension between CR 102 and American Drive to a four-lane minor arterial. Driveway access shall be restricted based on the arterial designation. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of E. Gibson Road shall be widened to four lanes as needed based on the traffic studies prepared for individual project phase per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C operations during the PM peak hour and a less-than-significant impact would occur.

This mitigation measure is a direct project cost.

- **Mitigation Measure 4.2-7(g): Maxwell Avenue – CR 102 to American Drive**

2-Access Alternative – At ultimate buildout the applicant shall widen Maxwell Avenue between CR 102 and American Drive from four to six through lanes. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of Maxwell Avenue shall be widened to six lanes as needed based on the traffic studies prepared for individual project phase per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of this mitigation measure would result in LOS C or better operations during the PM peak hour and a less-than-significant impact would occur.

This mitigation measure is a direct project cost.

Impact 4.2-8 (for intersections c, d, f [2-access], k, l, m [3-access], and n): Under Cumulative (Year 2020) Plus Project conditions, AM and PM peak hour traffic volumes at study intersections would increase resulting in unacceptable LOS at 14 locations (for the CR 102/I-5 SB, CR 102/Wintun Drive, CR 102/Gibson Road (2-Access Alternative only), Wintun Drive/American Drive, Maxwell Avenue/American Drive, CR 102/Gateway II Driveway (3-Access Alternative only), and E. Main Street/SR 113 SB Ramps intersections).

Impact: Cumulative (Year 2020) Plus Project conditions would result in 14 study intersections that would operate at worse than the City's LOS thresholds. (Draft EIR, p. 4.2-66.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.2-8(c), (d), (f), (k), (l), (m), and (n) for the CR 102/I-5 SB, CR 102/Wintun Drive, CR 102/Gibson Road (2-Access Alternative only), Wintun Drive/American Drive, Maxwell Avenue/American Drive, CR 102/Gateway II Driveway (3-Access Alternative only), and E. Main Street/SR 113 SB Ramps intersections, the project applicant is required to implement the roadway improvements that are designated in each of the mitigation measures. Implementation of these mitigation measures would result in acceptable LOS operations for both the 2-Access & 3-Access Alternatives and impacts would be reduced to a less-than-significant level. (Draft EIR, p. 4.2-66 to 4.2-77.)

- **Mitigation Measure 4.2-8(c): CR 102 / I-5 SB**

2-Access & 3-Access Alternatives – Prior to the issuance of building permits, the applicant shall pay the project's fair share to implement the ultimate design for the I-5/CR 102 interchange and re-stripe the southbound off-ramp at the County Road 102 / I-5 SB Ramps intersection to provide a left-turn lane and two right-turn lanes.

Implementation of these improvements would provide LOS B operations during the PM peak hour under the 2-Access Alternative and LOS C operations during the PM peak hour under the 3-Access Alternative, and a less-than-significant impact would occur.

This mitigation measure is development fee funded.

- **Mitigation Measure 4.2-8(d): CR 102 / Wintun Drive**

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall, consistent with the I-5 / CR 102 Interchange "Ultimate Design," provide three through lanes in both the northbound and southbound directions. Install a half traffic signal at the CR 102 / Wintun Drive intersection and provide two westbound right-turn lanes. The half traffic signal would stop northbound CR 102 traffic allowing westbound traffic to exit the Gateway I site. At ultimate buildout the applicant shall, consistent with mitigation measures 4.2-1(e), widen Wintun Drive from two to four through lanes between CR 102 and American Drive. Right -of-way shall be reserved for the four lane section per City standards. The interim improvements to Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual

project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of these improvements would provide LOS C operations during both the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS C and B during the AM and PM peak hours, respectively, under the 3-Access Alternative, and a less-than-significant impact would occur.

This mitigation is a direct project cost.

- **Mitigation Measure 4.2-8(f):** CR 102 / Gibson Road

2-Access Alternative – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-7(e), widen CR 102 between Maxwell Avenue and Gibson Road to provide three travel lanes in each direction. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall re-stripe the southbound approach and reconstruct the northbound approach to the CR 102 / Gibson Road intersection. The applicant shall re-stripe the southbound approach to provide one left-turn lane, two through lanes, and two right turn lanes. The applicant shall widen CR 102 between Gibson Road and Farmers Central Road to provide two continuous northbound and southbound departure lanes and receiving lanes, respectively. The northbound approach shall provide one left turn lane and two through lanes. The applicant shall modify the traffic signal to provide an overlap phase for the southbound right turn and eastbound left turn movements.

Implementation of this improvement would provide LOS C operations during the PM peak hour and a less-than-significant impact would occur.

The widening of CR 102 is fair share funded. The remaining intersection approach improvements are a direct project cost.

- **Mitigation Measure 4.2-8(k):** Wintun Drive / American Drive

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-7(d), widen Wintun Drive from two to four through lanes between CR 102 and American Drive. Sufficient right-of-way shall be reserved for the four lane section. Interim widening of Wintun Drive shall be as needed based on the traffic studies prepared for individual project phases, as approved by the City Engineer. The applicant shall realign the westbound approach to align properly with the widened section of Wintun Drive. The applicant shall reconstruct the eastbound approach to provide one left turn lane, one through lane, and one right turn lane.

Implementation of these improvements would provide LOS B and LOS C operations during the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS B during the AM and PM peak hours, respectively, under the 3-Access Alternative, and a less-than-significant impact would occur.

This mitigation is a direct project cost.

- **Mitigation Measure 4.2-8(l):** Maxwell Avenue / American Drive

2-Access Alternative – The applicant shall install a traffic signal at the Maxwell Avenue / American Drive intersection. At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-7(g), widen Maxwell Avenue between CR 102 and American Drive from four to six through lanes. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of Maxwell Avenue shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the southbound approach to provide one left turn lane, two through lanes, and one right lane. The applicant shall reconstruct the westbound approach to provide one left turn lane and one through lane. The applicant shall reconstruct the eastbound approach to provide two left turn lanes, two through lanes, and one right turn lane. The applicant shall construct the new northbound approach to provide two left turn lanes and two through lanes.

3-Access Alternative – The applicant shall install a traffic signal at the Maxwell Avenue / American Drive intersection. The applicant shall reconstruct the southbound approach to provide one left turn lane, two through lanes, and one right lane. The applicant shall reconstruct the westbound approach to provide one left turn lane and one through lane. The applicant shall reconstruct the eastbound approach to provide two left turn lanes and two through lanes. The applicant shall construct the new northbound approach to provide two left turn lanes and two through lanes.

Implementation of these improvements would provide LOS C operations in the AM and PM peak hours, respectively, for the 2 and 3-Access Alternatives, and a less-than-significant impact would occur. If implementation of Mitigation Measure 4.2-7 under the 2-Access Alternative does not occur, LOS B and LOS F operations are projected during the AM and PM peak hours, respectively. This mitigation is a direct project cost.

- **Mitigation Measure 4.2-8(m):** CR 102 / Gateway II Driveway

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-7(b), widen CR 102 between Maxwell Avenue and Gibson Road to provide one additional through travel lane in each

direction and reconfigure the northbound, southbound and westbound approaches. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the northbound approach to provide three through lanes and one right turn lane. The applicant shall reconstruct the southbound approach to provide two left turn lanes and three through lanes. At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-7(e), widen the Gateway II Driveway from two to four lanes and provide two left turn lanes and one right turn lane on the westbound approach. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of the Gateway II driveway shall be lanes as needed based on the traffic studies prepared for individual project phases widened to four lanes per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of these improvements would provide LOS C and LOS D operations during the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS B and C during the AM and PM peak hours, respectively, under the 3-Access Alternative.

This mitigation is a direct project cost.

For the 2-Access Alternative, this mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. The mitigation would reduce impacts to a less-than-significant level if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted.

For the 3-Access Alternative, this mitigation would reduce cumulative impacts to a level that is less-than-significant.

- **Mitigation Measure 4.2-8(n):** E. Main Street / SR 113 SB Ramps

2-Access & 3-Access Alternatives – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the widening of the E. Main Street / SR 113 SB Ramps on the eastbound approach to provide an exclusive right turn lane and on the westbound approach to provide a second exclusive left turn lane.

Implementation of these improvements would provide LOS D operations in the PM peak hour for the 2 and 3 access alternatives, and a less-than-significant impact would occur.

This mitigation is fair share funded.

Impact 4.2-9: The proposed project would cumulatively increase demand for public transit service to an area that is not currently served by YCTD.

Impact: The operating and maintenance requirements of public transit service are funded mainly through a portion of sales tax revenue that is returned to each county through the Transportation Development Act for the purpose of providing transit service. Therefore, the proposed project would contribute toward operating and maintenance requirements for public transit in the same way as previously approved developments. (Draft EIR, p. 4.2-77.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.2-9, the project applicant shall contribute the project's fair-share of the capital cost associated with providing transit service to the project site, and the fair-share cost shall be submitted to the City of Woodland in an incremental fashion as project phases are completed. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.2-77.)

- **Mitigation Measure 4.2-9:** Implement Mitigation Measure 4.2-3.

Impact 4.2-10: The proposed project would cumulatively increase demand for public transit and create inconsistencies with transit-related policies in the City of Woodland General Plan.

Impact: The proposed project does not identify specific transit facilities (such as sheltered transit stops or pullouts) as required by General Plan Policy 3.D.5 and, therefore, would result in a potentially significant impact. (Draft EIR, p. 4.2-78.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.2-10, individual design review applications shall identify the specific locations of sheltered transit stops with bus turnouts, in accordance with the goals and policies of the City's General Plan, and the City of Woodland and the Yolo County Transportation District (YCTD) shall approve the location, design, and implementation timing of the sheltered transit stops and bus turnouts prior to the issuance of building permits. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.2-78.)

- **Mitigation Measure 4.2-10:** Implement Mitigation Measure 4.2-4.

Impact 4.2-11: The proposed project would cumulatively increase demand for bicycle and pedestrian facilities and create inconsistencies with bicycle-related policies in the City of Woodland General Plan.

Impact: The Woodland General Plan and the Bikeway Master Plan contain numerous policies related to the provision of bikeway and pedestrian facilities for new development areas. The proposed project does not identify specific bicycle or pedestrian facilities and, therefore, a potentially significant impact would occur. (Draft EIR, p. 4.2-78.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.2-11, individual design review applications shall provide a sidewalk and a Class II bike lane on both sides of the primary project access roadway, and the project applicant shall also provide bicycle and pedestrian facilities on the east side of CR 102 between Maxwell Drive and Gibson Road. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.2-78.)

- **Mitigation Measure 4.2-11:** Implement Mitigation Measure 4.2-5.

Impact 4.3-1: Construction-related impacts resulting in temporary increases in criteria air pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Impact: Based on the air quality modeling conducted, the project's estimated annual construction-generated emissions would not exceed the Yolo Solano Air Quality Management District (YSAQMD) significance thresholds of 10 tons/year for either ROG or NO_x. However, the project's estimated daily emissions of PM₁₀ would exceed the YSAQMD significance threshold of 80 lbs/day. (Draft EIR, p. 4.3-37 to 4.3-39.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.3-1, the applicant is required to implement standard dust control measures for the control of fugitive dust during the duration of construction, which would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.3-37 to 4.3-39.)

- **Mitigation Measure 4.3-1:** With implementation of standard dust control measures including, but not limited to, the following, predicted maximum overall daily emissions of PM₁₀ associated with development of the proposed land uses would be reduced to approximately 31 lbs/day which would not

exceed the YSAQMD threshold of 80 lbs/day; therefore, this impact would be considered less-than-significant with mitigation.

- o Water all active construction areas at least three times daily. Frequency of application should be based on the type of operation, soil and wind exposure;
- o Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard;
- o Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed areas;
- o Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);
- o Replant vegetation in disturbed areas as quickly as possible;
- o Enclose, cover, water three times daily, or apply non-toxic soil binders to exposed stockpiles, such as dirt, sand, etc.;
- o Use late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available;
- o Sweep streets daily, with water sweepers, if visible soil materials are carried onto adjacent public streets; and
- o Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

Impact 4.3-5: Increased exposure of sensitive receptors to odors.

Impact: The proposed project would be located in the vicinity of several odor-producing uses including two wastewater facilities (the City's WPCF and PCP's tomato wastewater disposal site), agriculture, biomass storage, and various County facilities (the jail livestock pens, the animal shelter, and the fairgrounds). Exposure to odors from these uses could affect future sensitive receptors on the project site. (Draft EIR, p. 4.3-47 to 4.3-48.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.3-5, the applicant shall establish and maintain a one-half mile odor buffer between the project site and the

headworks of the City WPCF, as well as between the project site and the Erskine pond. In addition, the mitigation measure requires that if a developer of a future site plan within Gateway II wishes to encroach within the half-mile odor buffer, the developer shall prepare an Updated Evaluation of Odor Impacts from Wastewater Treatment Facilities on the Proposed Gateway II Project and shall submit the updated study to the Community Development Department for review and approval. Should the updated study be prepared and the study determines that a potentially significant impact would occur, mitigation within the study could include, but would not be limited to, enclosing the headworks of the City WPCF and/or relocating the Erskine Pond. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.3-48.)

- **Mitigation Measure 4.3-5:** The applicant shall establish and maintain a one-half mile odor buffer between the project site and the headworks of the City WPCF, as well as between the project site and the Erskine pond. The odor buffer shall be reflected on all project site plans and shall be submitted for the review and approval of the Community Development Department prior to the issuance of a building permit. In the event that a developer of a future site plan within Gateway II wishes to encroach within the half-mile odor buffer, the developer shall prepare an Updated Evaluation of Odor Impacts from Wastewater Treatment Facilities on the Proposed Gateway II Project and shall submit the updated study to the Community Development Department for review and approval. Should the updated study be prepared and the study determines that a potentially significant impact would occur, mitigation within the study could include, but would not be limited to, enclosing the headworks of the City WPCF and/or relocating the Erskine Pond. If the updated study determines that a potentially significant impact would occur, the applicant shall either pay the project's fair share of the improvements that would be necessary to reduce impacts related to odors from the headworks and the ponds (if the improvements are included in the City's Major Projects Financing Plan [MPFP]) or construct the improvements, pursuant to the updated Evaluation of Odor Impacts from Wastewater Treatment Facilities on the Proposed Gateway II Project and be eligible for reimbursement.

Impact 4.4-2: Exposure of sensitive receptors to non-transportation noise sources from on-site operational activities.

Impact: Depending on final site design, project operational activities occurring during the quieter nighttime hours associated with on-site maintenance (i.e., landscape maintenance, waste collection) and loading dock operations could result in significant increases in ambient noise that could exceed applicable City of Woodland noise standards. (Draft EIR, p. 4.4-21 to 4.4-25.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.4-2(a) and (b), the City shall ensure that landscape maintenance, waste-collection activities, and the operation of noise-generating stationary equipment located within exterior activity areas are limited to between the hours of 7:00 a.m. and 10:00 p.m., and the project applicant shall submit an acoustical assessment for commercial land uses that include loading and unloading areas located within 320 feet of noise-sensitive land uses (i.e., residential dwellings, hotels), for review and approval by the Community Development Department. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.4-25.)

- **Mitigation Measure 4.4-2(a):** At the time of future applications for site-specific development, the City of Woodland Community Development Department shall ensure that landscape maintenance, waste-collection activities, and the operation of noise-generating stationary equipment located within exterior activity areas, such as compactors and compressors, excluding building mechanical equipment (i.e., boilers, HVAC units), shall be limited to between the hours of 7:00 a.m. and 10:00 p.m.
- **Mitigation Measure 4.4-2(b):** At the time of future applications for site-specific development, the project applicant shall submit an acoustical assessment for commercial land uses that include loading and unloading areas located within 320 feet of noise-sensitive land uses (i.e., residential dwellings, hotels), for review and approval by the Community Development Department. Where the acoustical analysis determines that stationary-source noise levels would exceed applicable City noise standards, the City shall require the implementation of all practical noise-attenuation measures sufficient to achieve compliance with applicable noise standards at nearby noise-sensitive land uses. Such measures may include, but would not be limited to, site redesign, the incorporation of setbacks, sound barriers, berms, or equipment enclosures, and hourly operational restrictions. The emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered as a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project. The acoustical assessment shall be prepared in accordance with City of Woodland requirements, as identified in the City of Woodland General Plan, Chapter 8, Health and Safety, Policy 8.G.4.

Impact 4.4-3: Compatibility of proposed land uses with projected on-site noise levels.

Impact: Depending on the commercial land uses ultimately proposed and final site design, predicted noise levels at some commercial uses located within approximately 185 feet of the centerline of CR 102 could potentially exceed the City's land use compatibility noise criteria of 65 dBA CNEL/Ldn. Of particular note would be the commercial land uses where quiet interior environments would be necessary for normal operations (i.e., offices, daycare facilities). (Draft EIR, p. 4.4-26.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Based on the traffic noise modeling conducted, predicted exterior noise levels at proposed commercial retail and restaurant uses located within approximately 185 feet of the centerline of CR 102 could potentially exceed the City's land use compatibility noise criteria of 65 dBA CNEL/L_{dn}, but would not be projected to exceed the City's "conditionally acceptable" exterior noise criteria of 75 dBA CNEL/L_{dn}. Based on the preliminary site design, predicted exterior traffic noise levels at the proposed hotel use would be approximately 57 dBA CNEL, or less. Assuming an average exterior-to-interior noise reduction of 25 dBA, predicted interior traffic noise levels at the proposed hotel location would be approximately 32 dBA CNEL/L_{dn}, or less. Predicted noise levels at proposed onsite hotel land use would not be projected to exceed applicable exterior and interior City's noise standards of 60 dBA CNEL/L_{dn} and 45 dBA CNEL/L_{dn}, respectively. Based on these same assumptions, predicted exterior traffic noise levels at the proposed office locations would be approximately 55 dBA CNEL, or less and predicted interior traffic noise levels would not be predicted to exceed 26 dBA CNEL. Predicted noise levels at proposed onsite office land uses would not be projected to exceed applicable exterior and interior City's noise standards of 65 dBA CNEL/L_{dn} and 45 dBA CNEL/L_{dn}, respectively. Implementation of Mitigation Measure 4.4-3 would reduce noise impacts to less than significant levels. (Draft EIR, p. 4.4-26 to 4.4-27.)

- **Mitigation Measure 4.4-3:** At the time of future applications for site-specific development, the applicant shall submit an acoustical assessment for commercial land uses within which quiet interior noise levels would typically be required for normal operations (i.e., offices, daycare facilities) located within 185 feet of the centerline of CR 102, for the review and approval of the Community Development Director. Where acoustical analysis determines that traffic noise levels would exceed applicable City noise standards, the City shall require the implementation of all practical noise-attenuation measures sufficient to achieve compliance with applicable noise standards. Such measure may include, but are not limited to, site redesign and/or the incorporation of setbacks, sound barriers, and increased building noise-attenuation features. The emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered as a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project. The acoustical assessment shall include a post-project assessment program to evaluate the effectiveness of the proposed mitigation measures.

Impact 4.4-4: Impacts of noise-generating construction activities to nearby sensitive receptors.

Impact: Construction activities occurring during the more noise-sensitive late evening and night-time hours could result in increased levels of annoyance and potential sleep disruption for occupants of nearby noise-sensitive land uses. (Draft EIR, p. 4.4-27.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.4-4(a), the applicant shall submit a construction management plan to ensure that throughout the duration of construction, construction activities shall be limited to between 7:00 am and 6:00 pm, Monday through Saturday and between 9:00 am and 6:00 pm on Sundays. Pursuant to Mitigation Measure 4.4-4(b), the applicant shall ensure that construction equipment is properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer's recommendations. Equipment engine shrouds shall be closed during equipment operations. Prior to the issuance of each construction permit, the applicant shall submit a letter from the contractor acknowledging this requirement. (Draft EIR, p. 4.4-27 to 4.4-29.)

- **Mitigation Measure 4.4-4(a):** Prior to issuance of the first building permit, the applicant shall submit a construction management plan for review and approval of the City of Woodland Community Development Department. The construction management plan shall ensure throughout the duration of construction, construction activities (excluding activities that would result in a safety concern to the public or construction workers or if approved by the Community Development Department) shall be limited to between the daytime hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays.
- **Mitigation Measure 4.4-4(b):** Prior to and throughout the duration of construction, the applicant shall ensure that construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. Prior to the issuance of each construction permit, the applicant shall submit a letter from the contractor indicating the intent to comply with this mitigation, for the review and approval of the Community Development Department.

Impact 4.5-1: Development of the proposed project would result in an adverse impact to waters of the United States and/or State.

Impact: While a preliminary wetlands study that was conducted on the project site indicated that waters of the U.S. are not present on the project site, the USACE has not verified the extent of their jurisdiction on the project site. Because a stormwater discharge plan is not yet available for review, stormwater could be discharged into the man-made

ditch immediately south of the project site. This ditch is likely within the USACE's jurisdiction and any stormwater outfall constructed below the ordinary high water marks of this ditch would likely require a permit from the USACE. Until the USACE has verified that areas subject to USACE jurisdiction are not on the project site, and until a site development plan is available indicating that the man-made ditch immediately south of the project site would not be impacted by the proposed project, the project is regarded as having potential impacts to waters of the U.S. and State. (Draft EIR, p. 4.5-32 to 4.5-33.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.5-1(a) and (b), a formal wetland delineation shall be conducted according to the USACE 1987 Wetlands Delineation Manual in conjunction with the USACE 2006 Regional Supplement for the Arid West Region, and based on the USACE confirmed map, jurisdictional waters of the U.S. and/or State shall be avoided by the project where possible. If full avoidance of waters of the United States and/or State is not possible for the proposed project, potential impacts shall be minimized to the extent feasible through changes to project design. In addition, waters of the U.S. and/or State that are impacted shall be mitigated via enhancement/creation of replacement wetlands that are preserved in perpetuity. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.5-32 to 4.5-33.)

- **Mitigation Measure 4.5-1(a):** Prior to issuance of each grading permit for future site-specific development, a formal wetland delineation shall be conducted according to the USACE 1987 Wetlands Delineation Manual in conjunction with the USACE 2006 Regional Supplement for the Arid West Region. The applicant shall obtain a verified USACE wetlands delineation map. Based on the USACE confirmed map, jurisdictional waters of the U.S. and/or State shall be avoided by the project where possible.

If full avoidance of waters of the United States and/or State is not possible for the proposed project, potential impacts shall be minimized to the extent feasible through changes to project design. For those wetland areas that cannot be avoided, appropriate permits shall be acquired from the USACE and/or RWQCB. Copies of applicable permits shall be provided to the Community Development Department prior to grading, and any conditions in these permits shall become a condition of project approval.

- **Mitigation Measure 4.5-1(b):** Waters of the U.S. and/or State that are impacted shall be mitigated via enhancement/creation of replacement wetlands that are preserved in perpetuity. Mitigation requirements for impacts to waters of the U.S. (and/or State) shall include that the applicant replace impacted waters of the U.S. (or State) at a minimum 1:1 ratio (that is for each

square foot of impact, one square foot of enhancement/creation is required), for the approval of the USACE and the Community Development Department.

Impact 4.5-3: Development of the proposed project would result in impacts to the western pond turtle.

Impact: The possibility that western pond turtles nest on the project site is unlikely; however, implementation of the proposed project would result in decreased potential habitat for the western pond turtle, as site disturbance activities would create unsuitable habitat for the species. (Draft EIR, p. 4.5-34.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.5-3(a) and (b), a qualified biologist shall conduct preconstruction surveys for this species within the project boundary prior to the commencement of any work in the area. If western pond turtles are found during these surveys, the turtles shall be salvaged and relocated to the man-made ditch immediately south of the project site, and any turtle nests that are found during these surveys shall be fenced off until the young have hatched and relocated to an area off-site, as permitted by the California Department of Fish and Game (CDFG). The CDFG permit and proof of compliance will be required to be provided to the Community Development Department prior to commencement of any construction activity. In addition, prior to any ground disturbing activities, exclusionary fencing shall be installed along the southern edge of the project site and shall remain in place during site grading or other construction-related activities. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.5-34 to 4.5-35.)

- **Mitigation Measure 4.5-3(a):** Prior to issuance of each grading permit for future site-specific development, a qualified biologist shall conduct preconstruction surveys for this species within the project boundary prior to the commencement of any work in this area, for review by the Community Development Department. Western pond turtles that are found during these surveys shall be salvaged and relocated to the man-made ditch immediately south of the project site. Any western pond turtle nests that are found during these surveys shall be fenced off until the young have hatched and relocated to an area offsite, as permitted by CDFG. The CDFG permit and proof of compliance shall be provided to the Community Development Department prior to commencement of any construction activity.
- **Mitigation Measure 4.5-3(b):** Prior to any ground disturbing activities, exclusionary fencing shall be installed along the southern edge of the project site for review and approval by the City Engineer. The fencing shall remain in place during site grading or other construction-related activities. The fencing

shall consist of a four-foot wall of ¼-inch mesh, welded galvanized wire. The fence shall be buried along the bottom margin four inches into the ground. The next approximate three feet of fencing above the ground shall be anchored to staking with wire. Finally, the top six inches of the fence shall be bent over in a semi-circle towards the outside of the fence (towards the man-made ditch) to ensure that the fence cannot be climbed. This fencing shall be backed by orange-colored silt fencing on the project side of the fence to prevent equipment and any side-cast material from entering the man-made ditch.

Impact 4.5-4: Development of the proposed project would result in impacts to the giant garter snake.

Impact: The giant garter snake has the potential to occur in the ditch immediately south of the project site. The U.S. Fish and Wildlife Service (USFWS) considers land disturbances within 200 feet of giant garter snake habitat to be a potential adverse indirect impact to the snake. Construction activities associated with installation of storm drain or wastewater infrastructure could result in indirect impacts to the giant garter snake. (Draft EIR, p. 4.5-35.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.5-4(a), (b), and (c), a qualified biologist shall conduct preconstruction surveys within the project boundary within 24 hours of the commencement of any work in the area. Vegetation clearing within 200 feet of the banks of the man-made ditch immediately south of the project site (as well as within 200 feet of the South Canal) shall be limited to the minimal area necessary, the use of heavy equipment within 200 feet of the banks of the man-made ditch (as well as within 200 feet of the South Canal) shall be confined to existing roadways, and construction within 200 feet of the banks of the man-made ditch immediately south of the project site (as well as within 200 feet of the South Canal) shall occur only during the active period for the giant garter snake, between May 1 and October 1. If the giant garter snake is found on-site, a biological monitor shall be present during all vegetation clearing and grading work. The biological monitor shall have the right to stop all grading work in the event a giant garter snake is found on the project site. In addition, prior to any ground disturbing activities, exclusionary fencing shall be installed along the southern edge of the project site and shall remain in place during site grading or other construction-related activities. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.5-35 to 4.5-36.)

- **Mitigation Measure 4.5-4(a):** Prior to issuance of each grading permit for future site-specific development, a qualified biologist shall conduct preconstruction surveys for this species within the project boundary within 24 hours of the commencement of any work in this area. In order to minimize

disturbance to this species, vegetation clearing within 200 feet of the banks of the man-made ditch immediately south of the project site, as well as within 200 feet of the South Canal, shall be limited to the minimal area necessary. In addition, the use of heavy equipment within 200 feet of the banks of the man-made ditch, as well as within 200 feet of the South Canal, shall be confined to existing roadways, as approved by the City Engineer. Furthermore, in accordance with the Standard Avoidance and Minimization Measures During Construction Activities in Giant Garter Snake (*Thamnophis gigas*) Habitat (USFWS 1997), construction within 200 feet of the banks of the man-made ditch immediately south of the project site, as well as within 200 feet of the South Canal, shall occur only during the active period for the giant garter snake, between May 1 and October 1. If the giant garter snake is found on-site, Mitigation Measure 4.5-4(b) shall be implemented.

- **Mitigation Measure 4.5-4(b):** A biological monitor shall be present during all vegetation clearing and grading work. The biological monitor shall have the right to stop all grading work in the event a giant garter snake is found on the project site. If this occurs, the USFWS and the CDFG shall be immediately contacted and work shall not recommence until these agencies provide authorization to do so, and the written authorization is provided to the Community Development Department.
- **Mitigation Measure 4.5-4(c):** Implement Mitigation Measure 4.5-3(b).

Impact 4.5-5: Development of the proposed project would result in impacts to Swainson's hawk.

Impact: Implementation of the proposed project would result in decreased potential foraging grounds for Swainson's hawk, as site disturbance activities would create unsuitable environment for the species. (Draft EIR, p. 4.5-36.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: It should be noted that the roadway along the southern boundary of the project site was realigned and extended as part of the previously approved Woodland Gateway Phase I project. This 20-acre portion of roadway is also considered part of the 154-acre proposed project site. As part of the Woodland Gateway Phase I project, impacts to Swainson's hawk habitat were mitigated for via replacement of any impacted Swainson's hawk foraging habitat at a 1:1 ratio. Therefore, the proposed project is not required to mitigate for the disturbance of Swainson's hawk habitat on the 20 acres of roadway; therefore, that acreage is subtracted from the total acreage of the project site. Pursuant to Mitigation Measures 4.5-5(a) and (b), the applicant shall mitigate for the loss of Swainson's hawk foraging habitat through participation in the Yolo County HCP/NCCP. A suitable conservation easement, as determined by the Yolo

County HCP/NCCP JPA and CDFG, shall be dedicated and proof of the conservation easement shall be provided to the Community Development Department. In the event that the HCP/NCCP is not adopted, the applicant shall replace any impacted Swainson's hawk foraging habitat within one mile of a nest site with one acre of suitable Habitat Management Land (1:1 impact to replacement ratio), which would equal 134 acres. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.5-36 to 4.5-38.)

- **Mitigation Measure 4.5-5(a):** Prior to issuance of the first grading permit, the applicant shall mitigate for the loss of Swainson's hawk foraging habitat through participation in the Yolo County HCP/NCCP. Because the proposed project footprint exceeds 40 acres, the Yolo County HCP/NCCP requires the dedication of a suitable conservation easement, as determined by the Yolo County HCP/NCCP JPA and CDFG and proof of the conservation easement shall be provided to the Community Development Department. In the event that the final Yolo County HCP/NCCP is adopted before development occurs, the developer shall participate in the Yolo County HCP/NCCP through payment of applicable fees designated for Swainson's hawk conservation. In the event that the HCP/NCCP is not adopted, implementation of Mitigation Measure 4.5-5(b) shall be required.
- **Mitigation Measure 4.5-5(b):** Prior to issuance of the first grading permit, in the event that the Yolo County HCP/NCCP is not adopted, and in accordance with CDFG's Mitigation Guidelines, the applicant shall replace any impacted Swainson's hawk foraging habitat within one mile of a nest site with one acre of suitable Habitat Management Land (1:1 impact to replacement ratio). Because the project site is located within one mile of a known Swainson's hawk nesting site, the HCP/NCCP would require a 1:1 mitigation ratio (134 acres). Off-site occupied Swainson's hawk foraging habitat would be acquired by the applicant via fee title or through purchase of the right to record a conservation easement over the conserved property. The conserved property shall be managed by a qualified conservation organization. The conservation organization would also require a cash endowment from the developer, the interest from which would be used to manage or otherwise monitor the conserved property in perpetuity. In lieu of a cash endowment, the applicant and conservation organization may develop another source of permanent funding that shall be used for the management of the conserved lands as approved by the conservation organization and the Community Development Department.

Impact 4.5-6: Development of the proposed project would result impacts to western burrowing owl.

Impact: Suitable nesting habitat occurs on the project site for the western burrowing owl. Although burrowing owls or their sign have not been detected on the project site, this owl is known to exist in the vicinity and thus could move onto the project site in the future. Implementation of the proposed project would result in decreased potential

nesting habitat for the western burrowing owl, as site disturbance activities would create an unsuitable environment for the species. (Draft EIR, p. 4.5-38.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.5-6 (a), (b), and (c), pre-construction surveys shall be conducted. If the grading is conducted in phases, the pre-construction surveys shall be conducted only on the portion of the site being graded. Two surveys shall be conducted 90 days before ground disturbance associated with the project and two additional surveys shall be conducted in the 30-day period prior to ground disturbance associated with the project. The preconstruction surveys shall be completed within 30 days of grading prior to CDFG accepting a survey conclusion that burrowing owls do not occur in a proposed study area (i.e., negative findings), and proof of CDFG acceptance shall be provided to the Community Development Department for approval. If owls are not found during these surveys, further mitigation is not required. However, if western burrowing owl is found on-site, the applicant shall obtain a qualified biologist to conduct a nesting survey for western burrowing owl. If burrowing owls are detected on the site during the breeding season, and appear to be engaged in nesting behavior, a fenced 300-foot buffer shall be implemented between the nest site(s) (i.e., the active burrows) and any earth-moving activity or other disturbance in the study area. In addition, the qualified biologist shall delineate the extent of burrowing owl habitat on the site, for the approval of the Community Development Department. CDFG prescribes that 6.5 acres of replacement habitat be set aside (i.e., protected in perpetuity) per pair of burrowing owls, or unpaired resident bird. Land identified to offset impacts to burrowing owls must be protected in perpetuity by a suitable property instrument. Furthermore, a Mitigation Plan shall be prepared and submitted to CDFG and the Community Development Department for their review and comment, and monitoring and management of any lands identified for mitigation purposes would be the responsibility of the applicant for at least five years. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.5-38 to 4.5-40.)

- **Mitigation Measure 4.5-6(a):** Prior to issuance of each grading permit for future site-specific development, the applicant shall conduct a pre-construction survey. If the grading is conducted in phases, the pre-construction survey shall be conducted only on the portion of the site being graded. Two surveys shall be conducted 90 days before ground disturbance associated with the project and two additional surveys shall be conducted in the 30-day period prior to ground disturbance associated with the project. Western burrowing owl surveys shall be conducted from two hours before sunset to one hour after, or one hour before sunrise to two hours after sunrise. All burrowing owl sightings, occupied burrows, and burrows with owl sign (e.g., pellets, excrement, and molt feathers) must be counted and mapped. Surveys shall be conducted by walking suitable habitat on the entire project site and (where possible) in areas within approximately 500 feet of the project

boundary. The buffer zone is surveyed to identify burrows and owls outside of the project area, which may be impacted by factors such as noise and vibration (heavy equipment) during project construction. Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines shall not be more than approximately 100 feet and shall be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To effectively survey large projects (100 acres or larger), two or more surveyors shall be used to walk adjacent transects. (If the impacted area is smaller than 100 acres, one surveyor may be used.) To avoid impacts to owls from surveyors, owls and/or occupied burrows shall be avoided by a minimum of approximately 160 feet, wherever practical. Disturbance to occupied burrows shall be avoided during all seasons. The preconstruction surveys shall be completed within 30 days of grading prior to CDFG accepting a survey conclusion that burrowing owls do not occur in a proposed study area (i.e., negative findings), and proof of CDFG acceptance shall be provided to the Community Development Department for approval. If owls are not found during these surveys, further mitigation is not required. However, if western burrowing owl is found on-site, implementation of Mitigation Measures 4.5-6(b) and 4.5-6(c) shall be required.

- **Mitigation Measure 4.5-6(b):** Prior to issuance of each grading permit for future site-specific development, the applicant shall obtain a qualified biologist to conduct a nesting survey for western burrowing owl. If burrowing owls are detected on the site during the breeding season (February 1 – August 31), and appear to be engaged in nesting behavior, a fenced 300-foot buffer shall be implemented between the nest site(s) (i.e., the active burrows) and any earth-moving activity or other disturbance in the study area. This 300-foot buffer could be removed once the qualified biologist determines that the young have fledged (i.e., left the nest). Typically, the young fledge by August 31. This date may be earlier than August 31, or later, and would have to be determined by a qualified biologist, and reviewed and approved by the Community Development Department.
- **Mitigation Measure 4.5-6(c):** If burrowing owls are found in the study area, the qualified biologist shall delineate the extent of burrowing owl habitat on the site, for the approval of the Community Development Department. CDFG prescribes that 6.5 acres of replacement habitat be set aside (i.e., protected in perpetuity) per pair of burrowing owls, or unpaired resident bird. Such a set-aside will offset permanent impacts to burrowing owl habitat. The protected lands shall be adjacent to occupied burrowing owl habitat if possible, and at a location selected in consultation with CDFG. Land identified to offset impacts to burrowing owls must be protected in perpetuity by a suitable property instrument, (e.g., a conservation easement or fee title acquisition).

In addition, a Mitigation Plan shall be prepared and submitted to CDFG and the Community Development Department for their review and comment. The

Mitigation Plan shall identify the mitigation site and any activities proposed to enhance the site, including the construction of artificial burrows and maintenance of California ground squirrel populations on the mitigation site. In addition, for each pair of burrowing owls found in the construction area, two artificial nesting burrows shall be created at the mitigation site. The Mitigation Plan shall also include a description of monitoring and management methods proposed at the mitigation site. Monitoring and management of any lands identified for mitigation purposes would be the responsibility of the applicant for at least five years. Contingency measures for any anticipated problems shall be identified in the plan. An annual report must be prepared for submittal to CDFG and Community Development Department by December 31 of each monitoring year.

Impact 4.5-7: Development of the proposed project would result in impacts to other special-status common birds, including tricolored blackbird.

Impact: Common birds, as well as other special-status birds, such as tricolored blackbirds, could be impacted by the proposed project. Implementation of the proposed project would result in decreased potential habitat for the tricolored blackbird and other common birds, as site disturbance activities would create unsuitable habitat for the species. (Draft EIR, p. 4.5-40.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.5-7(a) and (b), a nesting survey shall be conducted on the project site and within a zone of influence around the project site. The zone of influence includes areas off the project site that could result in bird disturbance by project construction related activities. If special-status bird species are not found during these surveys, further mitigation is not required. However, if special-status birds are found on-site, then the following is required. If project site disturbance would commence between March 1 and September 1, the nesting surveys shall be completed 15 days prior to commencing with the work. If special-status birds, such as tricolored blackbirds, are identified nesting on or near the project site, a 100-foot radius buffer around the nest must be staked with bright orange spray painted lath or construction fencing. If an active nest is found offsite, the portion of the buffer that is onsite must be staked. Construction or earth-moving activity shall not occur within this 100-foot staked buffer until the qualified ornithologist determines that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. If common (that is, not special-status) birds such as great egret, marsh wren, or red-winged blackbird are identified nesting on or adjacent to the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. Nesting buffers shall be maintained until August 1 unless a qualified ornithologist determines that young have fledged and are independent of their

nests at an earlier date. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.5-40 to 4.5-41.)

- **Mitigation Measure 4.5-7(a):** Prior to issuance of each grading permit for future site-specific development, a nesting survey shall be conducted on the project site and within a zone of influence (zone of influence varies depending on species) around the project site, for review and approval by the Community Development Department. The zone of influence includes areas off the project site that could result in bird disturbance by project construction related activities. Accordingly, the nesting survey(s) must cover the project site and an area around the project site boundary including the ditch immediately south of the project site. If special-status bird species are not found during these surveys, further mitigation is not required. However, if special-status birds are found on-site, implementation of Mitigation Measures 4.5-7(b) shall be required.
- **Mitigation Measure 4.5-7(b):** If project site disturbance would commence between March 1 and September 1, the nesting surveys shall be completed 15 days prior to commencing with the work. If special-status birds, such as tricolored blackbirds, are identified nesting on or near the project site, a 100-foot radius buffer around the nest must be staked with bright orange spray painted lath or construction fencing. If an active nest is found offsite, the portion of the buffer that is onsite must be staked. Construction or earth-moving activity shall not occur within this 100-foot staked buffer until the qualified ornithologist determines that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. Proof of the proper buffers and fledged young shall be provided to the Community Development Department prior to the commencement of grading within the buffer areas.

If common (that is, not special-status) birds such as great egret, marsh wren, or red-winged blackbird are identified nesting on or adjacent to the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be demarcated with painted orange lath. Disturbance around an active nest shall be postponed until the qualified ornithologist determines that the young have fledged and have attained sufficient flight skills to leave the area. Proof of the proper buffers and fledged young shall be provided to the Community Development Department prior to the commencement of grading within the buffer areas.

Nesting buffers shall be maintained until August 1 unless a qualified ornithologist determines that young have fledged and are independent of their nests at an earlier date. If buffers are removed prior to August 1, the qualified biologist conducting the nesting surveys shall prepare a report that provides details about the nesting outcome and the removal of buffers. This report shall be submitted to the Community Development Department prior to the time that buffers are removed if the date is before August 1.

Impact 4.5-8: Development of the proposed project would result in impacts to northern harrier and other ground nesting birds.

Impact: Suitable nesting habitat occurs on the project site for ground nesting birds, including the northern harrier. Other birds that have a low potential to nest on the project site would include waterfowl, such as mallard. Implementation of the proposed project would result in decreased potential habitat for northern harrier and other ground nesting birds, as site disturbance activities would create an unsuitable environment for the species. (Draft EIR, p. 4.5-42.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.5-8, nesting surveys shall be conducted (surveys conducted for western burrowing owl as required by Mitigation Measure 4.5-6(a) would also detect the presence of other ground nesting birds, such as northern harriers or mallards). If northern harriers or other ground nesting birds are identified during the surveys, a 300-foot radius buffer around the ground nest shall be staked with bright orange lath or other suitable staking. Any 300-foot buffer established to protect nesting birds may be reduced in size if a qualified biologist with an ornithological background determines that the nesting birds are acclimated to people and disturbance, and otherwise would not be adversely affected by construction activities. At a minimum, however, the non-disturbance buffer shall be a radius of 100 feet around the nest site. Once the birds have completed the nesting cycle further mitigation shall not be required. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.5-41 to 4.5-42.)

- **Mitigation Measure 4.5-8:** Prior to issuance of each grading permit for future site-specific development, a nesting survey shall be conducted. Surveys conducted for western burrowing owl as described in Mitigation Measure 4.5-6(a), above, would also detect the presence of other ground nesting birds, such as northern harriers or mallards. If northern harriers or other ground nesting birds are identified during the surveys, a 300-foot radius buffer around the ground nest shall be staked with bright orange lath or other suitable staking. If northern harriers or other ground nesting birds are not found on-site, further mitigation shall not be required.

Any 300-foot buffer established to protect nesting birds may be reduced in size if a qualified biologist with an ornithological background determines that the nesting birds are acclimated to people and disturbance, and otherwise would not be adversely affected by construction activities. At a minimum, however, the non-disturbance buffer shall be a radius of 100 feet around the nest site. When construction buffers are reduced in size, the biologist shall monitor distress levels of the nesting birds while the birds nest and construction persists. If at any time the nesting birds show levels of distress

that could cause nest failure or abandonment, the biologist shall have the right to re-implement the full 300-foot buffer. Construction or earth-moving activity shall not occur within the non-disturbance buffer until the qualified biologist determines that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by July 1. Regardless, September 1 shall be considered the end of the nesting period unless otherwise determined by a qualified biologist. Once the birds have completed the nesting cycle further mitigation shall not be required.

Impact 4.6-2: The proposed project could damage or destroy a prehistoric cultural resource or human remains.

Impact: Although neither a records search nor a reconnaissance survey discovered evidence of prehistoric or historic cultural resources or human remains on the project site, the area has been subject to impact from agricultural operations and cultural deposits that might have otherwise been present could have been obscured. Excavation and grading during project construction could unearth previously unknown resources. (Draft EIR, p. 4.6-8 to 4.6-9.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.6-2(a) and (b), if any earth-moving activities uncover artifacts, exotic rocks, or unusual amounts of bone or shell, all work shall be halted immediately, and the applicant shall notify the City and consult with a qualified archaeologist. In addition, if bone is uncovered that may be human, the Native American Heritage Commission in Sacramento, the Yolo County Coroner, and the City of Woodland shall be notified and, should human remains be found, the Coroner's office shall be immediately contacted and all work halted until final disposition by the Coroner. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.6-8 to 4.6-9.)

- **Mitigation Measure 4.6-2(a):** During construction, if any earth-moving activities uncover artifacts, exotic rocks, or unusual amounts of bone or shell, all work shall be halted immediately, and the applicant shall notify the City and consult with a qualified archaeologist. Representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, construction shall not resume until a detailed report is prepared by a qualified archaeologist and approved by the Community Development Department.
- **Mitigation Measure 4.6-2(b):** During construction, if bone is uncovered that may be human; the Native American Heritage Commission in Sacramento, the

Yolo County Coroner, and the City of Woodland shall be notified. Should human remains be found, the Coroner's office shall be immediately contacted and all work halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, construction shall not resume until the Native American Heritage Commission has been consulted to determine the appropriate disposition of such remains and proof of appropriate action shall be provided to the Community Development Department for review.

Impact 4.6-3: Cumulative development in the City of Woodland, in conjunction with the development of the proposed project, could contribute incrementally to the regional loss of cultural resources in Yolo County.

Impact: As discussed above, the potential exists for unknown subsurface prehistoric cultural resources to be unearthed during site excavation and grading. The proposed project along with other development in Woodland could damage or destroy cultural resources particular to that area, resulting in a cumulative impact to cultural and/or prehistoric resources. (Draft EIR, p. 4.6-9 to 4.6-10.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.6-3, the project applicant is required to implement project-level mitigation measures related to damaging or destroying cultural resources, which would reduce the cumulative impact to a less-than-significant level. (Draft EIR, p. 4.6-9 to 4.6-10.)

- **Mitigation Measure 4.6-3:** Implement Mitigation Measures 4.6-2(a) and 4.6-2(b).

Impact 4.8-1: Impacts related to creation of a significant hazard to the public or the environment during on-site construction or disposal of hazardous materials and release of hazardous materials into the environment.

Impact: Because two plugged and abandoned wells exist within the project site, construction on the site could pose a hazard to the public or the environment during on-site construction. (Draft EIR, p. 4.8-9.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.8-1, the applicant shall submit proof of a Construction Site Review (which shall include submittal of a construction site plan with any abandoned well locations plotted on the plan and required

setbacks) from the Department of Gas and Geothermal Resources (DOGGR) to the City Engineer. In the event that re-abandonment of the on-site wells is required, the applicant shall submit proof of abandonment to DOGGR and the City Engineer. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.8-7 to 4.8-9.)

- **Mitigation Measure 4.8-1:** At the time of future applications for site-specific development, the applicant(s) shall submit to the City Engineer proof of a Construction Site Review from the Division of Oil, Gas, & Geothermal Resources (DOGGR). The Construction Site Review shall include, but shall not be limited to, submittal of a construction site plan with any abandoned well locations plotted on the plan and required setbacks for review and approval of a DOGGR engineer. In the event that re-abandonment is required, prior to issuance of a grading permit, the applicant(s) shall submit proof of abandonment to DOGGR and the City Engineer. City Code 9.1.1216.i(2), which requires a ten-foot setback from any wells (or any greater setback that the DOGGR may require) shall be implemented.

Impact 4.9-1: Impacts related to exposure of people and structures to flood hazards.

Impact: The proposed project site is located within the 100-year floodplain and proposed improvements at the site would require grading the site to raise the ground elevations an average of approximately one foot above the 100-year floodplain. In addition, the proposed project would place people and structures within a designated 100-year floodplain. (Draft EIR, p. 4.9-14 to 4.9-15.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.9-1, the applicant shall include on the site plans that a) the ground floor elevation of all structures shall be constructed one foot above the base flood elevation (BFE); and b) outdoor storage areas for hazardous materials and wastes shall be elevated above the BFE or otherwise flood-proofed using containment or other acceptable methods, as approved by the City Engineer. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.9-14 to 4.9-15.)

- **Mitigation Measure 4.9-1:** At the time of future applications for site-specific development, the applicant shall include on the plans that a) the ground floor elevation of all structures shall be constructed one foot above the base flood elevation (BFE); and b) outdoor storage areas for hazardous materials and wastes shall be elevated above the BFE or otherwise flood-proofed using containment or other acceptable methods, as approved by the City Floodplain Administrator.

Impact 4.9-2: Impacts related to an increase in the rate and amount of stormwater runoff from newly created impervious surfaces, which could contribute to localized or downstream flooding.

Impact: The project's impacts regarding hydrology and water quality were evaluated under full buildout of the site and represent the worst-case scenario. Under one of the alternatives, the South Canal Pump Station would need a pumping capacity of 60 cubic feet per second (cfs) to handle runoff volumes of both the project and surrounding areas. The current pumping capacity of the South Canal Pump Station is 50 cfs, which would not be adequate given the 60 cfs pumping requirement of this alternative. (Draft EIR, p. 4.9-16 to 4.9-17.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.9-2, a drainage plan shall be prepared that shall identify storm drainage design features to control increased runoff from the project site. Control of increased runoff may be achieved through one or more of the following: Drainage Alternative 1 (conveyance of flows directly to the WPCF ponds) or Drainage Alternative 2 (conveyance of flows to an on-site detention basin). The drainage plan shall demonstrate the effectiveness of the proposed storm drainage system to prevent negative impacts to existing downstream facilities and to prevent additional flooding at off-site downstream locations. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.9-16 to 4.9-17.)

- **Mitigation Measure 4.9-2:** Prior to approval of Improvement Plans for the first development application, a drainage plan shall be prepared that shall identify storm drainage design features to control increased runoff from the project site. Control of increased runoff may be achieved through one or more of the following: Drainage Alternative 1 (conveyance of flows directly to the WPCF ponds) or Drainage Alternative 2 (conveyance of flows to an on-site detention basin).

If Alternative 1 is chosen for implementation, the drainage plan shall include that the applicant fund the required additional excavation of the North Gibson ponds.

If Alternative 2 is chosen for implementation on-site, the drainage plan shall include the improvement, at the applicant's expense, of the South Canal Pump Station to increase the pumping capacity of the Station to 60 cfs.

The drainage plan shall demonstrate the effectiveness of the proposed storm drainage system to prevent negative impacts to existing downstream facilities and to prevent additional flooding at off-site downstream locations. All

necessary calculations, assumptions, and design details shall be submitted to the City for review and approval. The design features proposed by the applicant shall be consistent with the most recent version of the City's Storm Drainage Master Plan criteria and Standard Specifications and Details.

Impact 4.9-4: Flood impacts under cumulative conditions.

Impact: The proposed project, in conjunction with future development in the area, would not significantly increase flood stage of the 100-year floodplain. However, because the proposed project is within the 100-year floodplain, mitigation is required to ensure that building pads are above flood levels. In addition, all future projects would not be allowed to either increase the flood stage or place people or structures below the 100-year flood level. Therefore, without incorporation of mitigation measures, the proposed project in conjunction with planned development would result in cumulative impacts regarding flooding. (Draft EIR, p. 4.9-19 to 4.9-20.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.9-4, the applicant is required to implement project-level mitigation measures related to flooding. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.9-19 to 4.9-20.)

- **Mitigation Measure 4.9-4:** Implement Mitigation Measure 4.9-1.

Impact 4.9-6: The proposed project's impact related to an increase in the rate and amount of stormwater runoff from newly created impervious surfaces, in combination with future development that would occur under General Plan buildout.

Impact: Buildout of the proposed project would include the development and conversion of 154 acres of agricultural land to commercial land uses. Therefore, the project would contribute to the increases in stormwater runoff resulting from cumulative development in the City of Woodland. Although the General Plan found that with the implementation of General Plan policies the impacts related to General Plan buildout would be less-than-significant, the proposed project would require additional improvements depending on the ultimate drainage design for the site. (Draft EIR, p. 4.9-20 to 4.9-21.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.9-6, the applicant is required to implement project-level mitigation measures related to stormwater runoff. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.9-20 to 4.9-21.)

- **Mitigation Measure 4.9-6:** Implement Mitigation Measure 4.9-2.

Impact 4.10-1: Adequate ratio of fire department personnel to residents.

Impact: At buildout, the proposed project would result in the development of new commercial uses, which would not directly increase population growth, but would increase employment in the City of Woodland. An increase in employment would create a greater demand for fire protection services. Without funding in place, the Fire Department could not meet service level standards, including response times and associated ISO rating. Furthermore, an increase in service needs, such as those generated by the proposed project, would not be met without additional funding. (Draft EIR, p.4.10-20 to 4.10-21.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.10-1 (a), (b), and (c), the City shall continue to implement the recommendations in the City of Woodland Fire Department Organizational Assessment and Master Plan, and the applicant shall provide information regarding site-specific fire measures related to the site plan and building design and pay the Major Projects Financing Plan (MPFP) fees applicable to the proposed project. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.10-20 to 4.10-21.)

- **Mitigation Measure 4.10-1(a):** The City shall continue to implement the recommendations in the City of Woodland Fire Department Organizational Assessment and Master Plan adopted by the City Council on January 16, 2001. Annually, the City shall incorporate necessary service equipment and facilities into the Major Projects Financing Plan (MPFP). The City of Woodland Fire Department and City of Woodland Finance Department shall be responsible for implementing the programs.
- **Mitigation Measure 4.10-1(b):** At the time of future applications for site-specific development, the applicant shall provide information regarding site-specific fire measures related to the site plan and building design for the project, for the review and approval of the City of Woodland Fire Department.
- **Mitigation Measure 4.10-1(c):** At the time of future applications for site-specific development, the applicant shall pay the MPFP fees applicable to the proposed project.

Impact 4.10-2: Adequate ratio of law enforcement personnel to residents.

Impact: At buildout, the proposed project would result in the development of new commercial uses, which would not directly increase population growth, but would increase employment in the City of Woodland. An increase in employment would create a greater demand for police protection services. Without funding in place, the WPD could not meet service level standards, including response times. Furthermore, an increase in service needs, such as those generated by the proposed project, would not be met without additional funding. (Draft EIR, p. 4.10-21 to 4.10-22.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measures 4.10-2 (a), (b), and (c), the City shall update the plan for police services based on future development trends and incorporate necessary service equipment and facilities into the MPFP on a continuous basis, and the applicant shall provide information regarding site-specific security measures related to the site plan and building design for the project and pay the MPFP fees applicable to the project. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.10-21 to 4.10-22.)

- **Mitigation Measure 4.10-2(a):** The City shall update the plan for police services based on future development trends. The City shall incorporate necessary service equipment and facilities into the Major Projects Financing Plan (MPFP) on a continuous basis. The City of Woodland Police Department and City of Woodland Finance Department shall be responsible for implementing the programs.
- **Mitigation Measure 4.10-2(b):** At the time of future applications for site-specific development, the applicant shall provide information regarding site-specific security measures related to the site plan and building design for the project, for the review and approval of the City of Woodland Police Department.
- **Mitigation Measure 4.10-2(c):** At the time of future applications for site-specific development, the applicant shall pay the MPFP fees applicable to the proposed project.

Impact 4.10-4: Increased demand for wastewater disposal.

Impact: Adequate sewer trunk capacity exists to convey wastewater from the proposed project through connection to the Kentucky Trunk Sewer and Beamer Trunk Sewer lines and the City of Woodland Water Pollution Control Facility (WPCF) has adequate capacity to treat the wastewater from the proposed project. However, the WPCF is expected to be expanded in the future, sometime during buildout of the project, and the

project would be required to pay the project's fair share for expansion of the WPCF. (Draft EIR, p. 4.10-23 to 4.10-24.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.10-4, the applicant shall pay the appropriate sewer impact fees. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.10-23 to 4.10-25.)

- **Mitigation Measure 4.10-4:** At the time of future applications for site-specific development, the project applicant(s) shall pay the appropriate sewer impact fees, for the review and approval of the City Public Works Department.

Impact 4.10-5: Increased demand for water supply.

Impact: It was determined that adequate water supply would be available to serve increase in water demand that would be created by the proposed project; however, adequate pressure to support the required flows would not be available. (Draft EIR, p. 4.10-26 to 4.10-28.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.10-5, the applicant shall show on the plans the inclusion of an on-site water supply well and all necessary pipelines and obtain all necessary right-of-way easements and permits from various agencies, including Yolo County (if needed), for placement of pipeline along County Road 102. In addition, the applicant shall fund all necessary improvements. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p. 4.10-26 to 4.10-28.)

- **Mitigation Measure 4.10-5:** Prior to approval of Improvement Plans, the applicant shall show on the plans the inclusion of an on-site water supply well and all necessary pipelines, for the review and approval of the City Engineer. In addition, the applicant shall obtain all necessary right-of-way easements and permits from various agencies, including Yolo County, if needed for placement of pipeline along County Road 102. The City Engineer review of the plans shall ensure that the water pipelines would be constructed beneath proposed roadways, the well location has approximately ¼ to ½ acre of land with street access and a minimum 50-foot separation from the water supply well to the nearest wastewater pipeline or 100 feet to nearest wastewater pump

station, and that the well location is outside the 100-year floodplain or the top of the well casing is above the elevation of the 100-year flood. It should be noted that the applicant shall fund all necessary improvements.

Impact 4.10-8: The proposed project, combined with future development in the City of Woodland, would increase the demand for additional public services and facilities.

Impact: Because the proposed project includes annexation into the City of Woodland, the previous planning for public services within the city limits did not take into account the project site. In relation to wastewater generation, the proposed project is expected to produce 0.23 million gallons per day (MGD) of wastewater flows; therefore, development of the proposed project would result in a cumulative WPCF flow of 9.9 MGD to 13.0 MGD to the Woodland Water Pollution Control Facility (WPCF). Given that the current capacity of the WPCF is 10.4 MGD, the proposed project in conjunction with future development in the City could result in an exceedance of the WPCF capacity. (Draft EIR, p. 4.10-30 to 4.10-31.)

Finding: The City hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the Final EIR for the above-referenced impact. (State CEQA Guidelines § 15091(a)(1).)

Facts Supporting Finding: Pursuant to Mitigation Measure 4.10-8, if the expansion of the WPCF to a capacity of 13.0 million gallons per day is included in the City's Major Projects Financing Plan (MPFP) prior to issuance of the first building permit, the applicant shall pay the MPFP fees applicable to the proposed project. However, if the expansion of the WPCF is not included in the MPFP prior to issuance of the first building permit, the applicant shall construct the needed improvements to the WPCF (one additional secondary clarifier and one additional oxidation ditch as well as other ancillary facility improvements) and be eligible for reimbursement. Implementation of the mitigation would reduce the impact to a less-than-significant level. (Draft EIR, p.4.10-30 to 4.10-31.)

- **Mitigation Measure 4.10-8:** If the expansion of the WPCF to a capacity of 13.0 million gallons per day is included in the MPFP prior to issuance of the first building permit, the applicant shall pay the MPFP fees applicable to the proposed project. However, if the expansion of the WPCF is not included in the MPFP prior to issuance of the first building permit, the applicant shall construct the needed improvements to the WPCF (one additional secondary clarifier and one additional oxidation ditch as well as other ancillary facility improvements), for the review and approval of the City Engineer, and be eligible for reimbursement.

Findings Regarding Environmental Impacts Not Fully Mitigated to Level of Less than Significant

Impact 4.1-3: Impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses.

Impact: Future development of the 154-acre project site would convert the land from agricultural uses to urban development. (Draft EIR, p. 4.1-22.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Supporting Explanation: Implementation of Mitigation Measure 4.1-3 would permanently protect an equal amount of agricultural land elsewhere in the County, thus reducing impacts to agricultural productivity and loss of agricultural land. However, because a net loss of agricultural land would still occur, this impact remains significant and unavoidable. Thus, a statement of overriding considerations would be required. (Draft EIR, p. 4.1-22 to 4.1-37.)

- **Mitigation Measure 4.1-3:** Prior to the issuance of the first grading permit for the General Commercial portion of the project (61.3 acres), the project applicant shall dedicate in perpetuity an agricultural conservation easement, at a ratio of 1:1 of active agricultural acreage. The agriculture mitigation land shall be located in Yolo County and shall be conserved through the purchase of development rights and execution of an irreversible conservation or agricultural easement. The location and easement requirements shall be reviewed by the City Community Development Department. These soils shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis, already experiencing, or likely to experience, growth pressures shall be targeted. Soils and farming conditions shall be equivalent or superior to the project area. The holder of the agricultural conservation easement shall be determined in accordance with Yolo LAFCO agricultural policy.

Impact 4.1-7: The proposed project, in conjunction with future plans, would contribute to the loss of Prime Farmland.

Impact: The Yolo County land use and zoning designations for the site have not been planned for commercial development and the development pursuant to the proposed project would contribute to a long term loss of Prime Farmland. (Draft EIR, p. 4.1-39 to 4.1-40.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant

environmental effects identified above and (2) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Supporting Explanation: Implementation of Mitigation Measure 4.1-3 would permanently protect an equal amount of agricultural land elsewhere in the County, thus reducing impacts to agricultural productivity and loss of agricultural land. However, because a net loss of agricultural land would still occur, this impact remains significant and unavoidable. Thus, a statement of overriding considerations would be required. (Draft EIR, p. 4.1-39 to 4.1-40.)

- **Mitigation Measure 4.1-3:** Prior to the issuance of the first grading permit for the General Commercial portion of the project (61.3 acres), the project applicant shall dedicate in perpetuity an agricultural conservation easement, at a ratio of 1:1 of active agricultural acreage. The agriculture mitigation land shall be located in Yolo County and shall be conserved through the purchase of development rights and execution of an irreversible conservation or agricultural easement. The location and easement requirements shall be reviewed by the City Community Development Department. These soils shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis, already experiencing, or likely to experience, growth pressures shall be targeted. Soils and farming conditions shall be equivalent or superior to the project area. The holder of the agricultural conservation easement shall be determined in accordance with Yolo LAFCO agricultural policy.

Impact 4.2-1(g): Under Existing Plus Project conditions, PM peak hour traffic volumes on study roadways would increase, resulting in unacceptable LOS at six locations under the 2-Access Alternative and at four locations under the 3-Access Alternative (for the Maxwell Avenue – CR 102 to Farnham Avenue (2-Access Alternative))

Impact: Existing Plus Project conditions would result in the Maxwell Avenue – CR 102 to Farnham roadway segment operating at a worse LOS than the City of Woodland's and Yolo County's LOS thresholds. (Draft EIR, p. 4.2-4 to 4.2-49.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Supporting Explanation: Implementation of Mitigation Measure 4.2-1(g) would reduce local neighborhood traffic on Maxwell Avenue by up to 20 percent. This would provide LOS C operations in the PM peak hours, for the 2- Access Alternative. However, because the timing of the foregoing mitigation measure is uncertain, this impact would

remain significant and unavoidable. Thus, a statement of overriding considerations is required. (Draft EIR, p. 4.2-46 to 4.2-50.)

- **Mitigation Measure 4.2-1(g):** Maxwell Avenue – CR 102 to Farnham Avenue

2-Access Alternative – Based on the traffic studies prepared for individual project phases, when Maxwell Avenue between CR 102 and Farnham Avenue reaches LOS D, the applicant shall fund the development of a neighborhood traffic calming plan. The applicant shall fund implementation of the plan. The traffic calming plan shall address Maxwell Avenue, Farnham Avenue, Brannigan Avenue, Gum Avenue, and other affected residential streets in southeast Woodland. The traffic calming plan shall address performance standards, including such items as bulbouts, traffic circles, speed lumps, etc. National research has documented the effectiveness of speed lumps (or other vertical devices) and shown that a reduction in traffic volumes of up to 20 percent can occur if other parallel routes with comparable travel times exist. The redistribution of traffic to other parallel routes will result in secondary impacts.

Figure 4.2-9 presents a conceptual traffic calming plan to redirect non-local neighborhood traffic to the arterial streets in east Woodland (e.g., CR 102, E. Main Street, E. Gibson Road, and Pioneer Avenue). The conceptual plan consists of speed lumps, traffic circles, bulbouts, center island narrowings, speed legends, and neighborhood entry signs. The placement of such devices should be located along property lines where applicable and should not block access to individual driveways. The optimum spacing of traffic calming devices is between 250 and 500 feet from each device or other slow points such as stop signs. The individual elements of the plan are interchangeable and certain devices can be substituted for other devices with comparable effectiveness.

Implementation of the conceptual traffic calming plan would reduce non-local neighborhood traffic on Maxwell Avenue by up to 20 percent. This would provide LOS C operations in the PM peak hours, for the 2-Access Alternative.

The timing and effectiveness of the implemented traffic calming plan is uncertain due to the potential lack of support by local residents and/or emergency responders. Therefore, this impact is considered significant and unavoidable.

This mitigation is a direct project cost.

Impact 4.2-2 (a and f): Under Existing Plus Project conditions, AM and PM peak hour traffic volumes would increase resulting in unacceptable LOS at nine intersections (for the CR 102/E. Main Street intersection).

Impact: Existing Plus Project conditions result in three study intersections that would operate at a LOS worse than the City's LOS thresholds (LOS C or LOS D within one-half mile of freeway or in the downtown core) under Existing Plus Project conditions. (Draft EIR, p. 4.2-50.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Facts Supporting Finding: For the CR 102/E. Main Street intersection, implementation of Mitigation Measure 4.2-2(a) would reduce the project-related impacts of the 2-Access and 3-Access Alternatives and would satisfy the adopted LOS policy; however, the timing of the mitigation measure is uncertain. Therefore, the impact would remain significant and unavoidable. (Draft EIR, p. 4.2-52 to 4.2-55.)

For the CR 102/Gibson Road intersection, implementation of Mitigation Measure 4.2-2(f) would reduce project related impacts of the 2-Access and 3-Access Alternatives and would improve LOS; however, the timing of the mitigation measure is uncertain. Thus, the impact would remain significant and unavoidable. (Draft EIR, p. 4.2-57.)

- **Mitigation Measure 4.2-2(a):** CR 102 / E. Main Street

2-Access & 3-Access Alternatives – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the following improvement(s): widening and reconstruction of the southbound approach to the CR 102 / E. Main Street intersection to provide an exclusive southbound right-turn lane.; and modification of the traffic signal phasing to provide an overlap phase for the northbound u-turn and eastbound right-turn movements.

Implementation of these improvements would provide LOS C operations during the AM and PM peak hours, respectively, under the 2-Access Alternative.

This mitigation is development fee funded. This improvement is currently in the City of Woodland MPFP.

The timing of the overlap phase mitigation is uncertain because it may be infeasible to prohibit eastbound and northbound u-turn movements. Therefore, this impact is considered significant and unavoidable.

- **Mitigation Measure 4.2-2(f):** CR 102 / Gibson Road

2-Access Alternative – At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-1(c), widen CR 102 between Maxwell Avenue and Gibson Road. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as

needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall re-stripe the southbound approach to provide one left turn lane, two through lanes, and two right turn lanes. Consistent with mitigation measure 4.2-1(d), the applicant shall widen CR 102 between Gibson Road and Farmers Central Road to provide two continuous northbound and southbound departure lanes and receiving lanes, respectively. The northbound approach shall provide one left turn lane and two through lanes. The applicant shall widen and reconstruct the eastbound approach to provide two left turn lanes, one through lane, and one right turn lane. This would require additional right-of-way to the south of Gibson Road. The applicant shall modify the traffic signal to provide an overlap phase for the southbound right turn and eastbound left turn movements.

Implementation of this improvement would provide LOS D operations during the PM peak hour.

The timing of the widening to the eastbound approaches of the CR 102 / E. Gibson Road intersection is uncertain due to ability to obtain additional right-of-way along the Yolo County Sheriff and Detention Center frontage. This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. The mitigation would reduce impacts to a less-than-significant level if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted.

This mitigation is a direct project cost.

3-Access Alternative – At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-1(c), widen CR 102 between Maxwell Avenue and Gibson Road. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall re-stripe the southbound approach to provide one left-turn lane, two through lanes, and two right turn lanes. Consistent with mitigation measure 4.2-1(d), the applicant shall widen CR 102 between Gibson Road and Farmers Central Road to provide two continuous northbound and southbound departure lanes and receiving lanes, respectively. The northbound approach shall provide one left turn lane and two through lanes. The applicant shall reconstruct the westbound approach to provide two left turn lanes, two through lanes, and one right turn lane. The recommended lane configurations shall include protected left-turn phasing on the eastbound and westbound approaches. The applicant shall widen and reconstruct the eastbound approach to provide two left turn lanes, one through lane, and one right turn lane. This would require additional right-of-way to the south of Gibson Road. The applicant shall modify the traffic signal to provide

an overlap phase for the southbound right turn and eastbound left turn movements.

Implementation of this improvement would provide LOS D operations during the PM peak hour.

The timing of the widening to the eastbound approaches of the CR 102 / E. Gibson Road intersection is uncertain due to ability to obtain additional right-of-way along the Yolo County Sheriff and Detention Center frontage. This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. The mitigation would reduce impacts to a less-than-significant level if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted.

This mitigation is a direct project cost.

Impact 4.2-7 (a): Under Cumulative (Year 2020) Plus Project conditions, PM peak hour traffic volumes on study roadways would increase resulting in unacceptable LOS at seven locations.

Impact: Cumulative (Year 2020) Plus Project conditions would result in Maxwell Avenue – Farnham Avenue and CR 102 operating at worse than the City of Woodland’s and Yolo County’s LOS thresholds. (DEIR, p. 4.2-61 to 4.2-62.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Supporting Explanation: Implementation of Mitigation Measure 4.2-7(a) would reduce project related impacts of the 2-Access and 3-Access Alternatives and would improve LOS; however, the timing of the mitigation measure is uncertain. Thus, the impact would remain significant and unavoidable. (Draft EIR, p. 4.2-61 to 4.2-63.)

- **Mitigation Measure 4.2-7(a):** Maxwell Avenue - Farnham Avenue and CR 102

2-Access & 3-Access Alternatives - Implement Mitigation Measure 4.2-1(g).

Impact 4.2-8 (a, b, e, f [3-access], g, h, i, j, m [2-access]): Under Cumulative (Year 2020) Plus Project conditions, AM and PM peak hour traffic volumes at study intersections would increase resulting in unacceptable LOS at 14 locations (for the CR 102/E. Main Street, CR 102 / I-5 NB, E. Main Street/Pioneer Avenue, E. Gibson Road/Pioneer Avenue, Maxwell Avenue / Farnham Avenue, and CR 102 / Gateway II Driveway intersections).

Impact: Under Cumulative (Year 2020) Plus Project conditions, AM and PM peak hour traffic volumes at study intersections would increase resulting in unacceptable LOS at 14 locations. (Draft EIR, p. 4.2-66.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic, legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Facts Supporting Finding: For the CR 102/E. Main Street, CR 102 / I-5 NB, E. Main Street/Pioneer Avenue, E. Gibson Road/Pioneer Avenue, Maxwell Avenue / Farnham Avenue, and CR 102 / Gateway II Driveway intersections, implementation of Mitigation Measures 4.2-8(a), (b), (e), (f) [3-access], (g), (h), (j), and (m) would reduce the project-related impacts of the 2-Access and 3-Access Alternatives; however, the timing and feasibility of the mitigation measures is uncertain. Therefore, impacts would remain significant and unavoidable. (Draft EIR, p. 4.2-66 to 4.2-77.)

- **Mitigation Measure 4.2-8(a):** CR 102 / E. Main Street

2-Access & 3-Access Alternatives – Prior to the issuance of building permits, the applicant shall pay the project's fair share toward the following improvement(s); widening and reconstruction of the southbound approach to provide a southbound right turn lane; and modification of the traffic signal at the County Road 102 / E. Main Street intersection to provide an overlap phase for the northbound u-turn and eastbound right-turn movements.

Implementation of these improvements would provide LOS D and LOS F operations in the AM and PM peak hours, respectively, under the 2 access alternative and LOS D and E operations in the AM and PM peak hours, respectively, under the 3 access alternative.

This mitigation is development fee funded. This improvement is currently in the City of Woodland MPFP.

The timing of the overlap phase mitigation is uncertain because it may be infeasible to prohibit eastbound and northbound u-turn movements. Therefore, this impact is considered significant and unavoidable.

- **Mitigation Measure 4.2-8(b):** CR 102 / I-5 NB

2-Access & 3-Access Alternatives – Prior to the issuance of building permits, the applicant shall pay the project's fair share of the following improvements: implementation of the ultimate design for the I-5/CR 102 interchange; restriction of eastbound traffic at the County Road 102 / I-5 NB Ramps / Hayes Lane intersection; rerouting eastbound traffic to the E. Main Street / Douglas Lane intersection; re-optimization of the intersection signal timings to maximize intersection operations.

Implementation of these improvements would provide LOS F operations during the AM and PM peak hours, respectively, under both the 2-Access and 3-Access Alternatives.

This mitigation measure is development fee funded.

The timing of this mitigation measure is uncertain due to the restriction of access to existing properties and access for emergency responders. This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable.

- **Mitigation Measure 4.2-8(e): CR 102 / Maxwell Avenue**

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall widen and reconstruct the northbound and southbound approaches to the CR 102 / Maxwell Avenue intersection. The applicant shall widen and re-stripe the southbound approach to provide two left-turn lanes, two through lanes, and one shared through right-turn lane. The applicant shall widen CR 102 between Maxwell Avenue and Gibson Road to provide three southbound receiving lanes and three northbound departure lanes at the CR 102/Maxwell Avenue intersection. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The northbound approach shall provide one left-turn lane, three through lanes, and one right-turn lane. The applicant shall reconstruct the westbound approach to provide two left-turn lanes, one through lane, and two controlled right-turn lanes.

Implementation of these improvements would provide LOS F operations during both the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS F and E operations during the AM and PM peak hours, respectively, under the 3-Access Alternative.

This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable.

This mitigation measure is a direct project cost.

- **Mitigation Measure 4.2-8(f): CR 102 / Gibson Road**

3-Access Alternative – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-7(e), widen CR 102 between Maxwell Avenue and Gibson Road to provide three travel lanes in each direction, reconstruct the northbound, southbound, eastbound, and westbound approaches to the CR 102 / Gibson Road intersection. Right -of-way shall be reserved for the six lane

section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall re-stripe the southbound approach to provide one left-turn lane, two through lanes, and two right turn lanes. The applicant shall widen CR 102 between Gibson Road and Farmers Central Road to provide two continuous northbound and southbound departure lanes and receiving lanes, respectively. The northbound approach shall provide one left turn lane and two through lanes. The applicant shall reconstruct the eastbound approach to provide two left turn lanes, one through lane, and one shared through/right-turn lane. The applicant shall reconstruct the westbound approach to provide two left turn lanes, two through lanes, and one right turn lane. The recommended lane configurations shall also require protected left-turn phasing on the eastbound and westbound approaches. The applicant shall modify the traffic signal to provide an overlap phase for the southbound right turn and eastbound left turn movements.

Implementation of this improvement would provide LOS D operations during the PM peak hour.

The timing of the widening to the eastbound approaches of the CR 102 / E. Gibson Road intersection is uncertain and overlap phasing may not be feasible due to ability to obtain additional right-of-way along the Yolo County Sheriff and Detention Center frontage. In addition, the re-optimization of the intersection signal timings must be implemented by the City and may not be feasible. This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. The mitigation would reduce impacts to a less-than-significant level if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted.

The widening of CR 102 is fair share funded. The remaining intersection approach improvements are a direct project cost.

- **Mitigation Measure 4.2-8(g): E. Main Street / Pioneer Avenue**

2-Access & 3-Access Alternatives – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the following improvement(s): widening the southbound approach to the E. Main Street / Pioneer Avenue intersection to provide a second exclusive left turn lane of 360 feet in length and an exclusive right turn lane of 325 feet in length; and modify the traffic signal to provide an overlap phase for the northbound right turn movements.

This mitigation is development fee funded.

The timing of the widening of the southbound approach of the E. Main Street/Pioneer Avenue intersection is uncertain due to the proximity of the I-5 overpass to the north of the intersection and the difficulty of obtaining additional right-of-way on the west side of Pioneer Avenue. The timing of the overlap phasing is also uncertain because it may be infeasible to prohibit westbound u-turn movements. Therefore, this impact is considered significant and unavoidable.

- **Mitigation Measure 4.2-8(h): E. Gibson Road / Pioneer Avenue**

2-Access & 3-Access Alternatives – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the following improvement(s): re-striping the westbound approach to the E. Gibson Road / Pioneer Avenue intersection to provide two left-turn lanes, one through lane, and one shared through/right-turn lane; and modify the traffic signal to provide an overlap phase for the southbound right-turn lane.

This mitigation is fair share funded.

The timing of the overlap phasing implementation is uncertain because it may be infeasible to prohibit eastbound u-turn movements. Therefore, this impact is considered significant and unavoidable.

- **Mitigation Measure 4.2-8(i): E. Gibson Road / East Street**

2-Access & 3-Access Alternatives – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the following improvement(s): widening the northbound approach to provide a second exclusive left turn lane and an exclusive right turn lane; widening the southbound approach to provide a second exclusive left turn lane; and widening the eastbound approach to provide an exclusive right turn lane.

This mitigation is development fee funded.

The timing of the widening of the northbound, southbound, and eastbound approaches of the E. Gibson Road / East Street intersection is uncertain due to the proximity of building structures to the intersection and the resulting difficulty of obtaining additional right-of-way at this location. Therefore, this impact is considered significant and unavoidable.

- **Mitigation Measure 4.2-8(j): Maxwell Avenue / Farnham Avenue**

2-Access & 3-Access Alternatives – Implement Mitigation Measure 4.2.

- **Mitigation Measure 4.2-8(m): CR 102 / Gateway II Driveway**

2-Access & 3-Access Alternatives – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-7(b), widen CR 102 between Maxwell

Avenue and Gibson Road to provide one additional through travel lane in each direction and reconfigure the northbound, southbound and westbound approaches. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the northbound approach to provide three through lanes and one right turn lane. The applicant shall reconstruct the southbound approach to provide two left turn lanes and three through lanes. At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-7(e), widen the Gateway II Driveway from two to four lanes and provide two left turn lanes and one right turn lane on the westbound approach. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of the Gateway II driveway shall be lanes as needed based on the traffic studies prepared for individual project phases widened to four lanes per level of service standards as defined in the General Plan, as approved by the City Engineer.

Implementation of these improvements would provide LOS C and LOS D operations during the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS B and C during the AM and PM peak hours, respectively, under the 3-Access Alternative.

This mitigation is a direct project cost.

For the 2-Access Alternative, this mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. The mitigation would reduce impacts to a less-than-significant level if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted.

For the 3-Access Alternative, this mitigation would reduce cumulative impacts to a level that is less-than-significant.

Impact 4.2-12: The proposed project would cumulatively increase the AM and PM peak hour traffic volumes on study freeway locations, resulting in unacceptable LOS at two locations under both the 2-Access Alternative and the 3-Access Alternative.

Impact: The proposed project would cumulatively increase the AM and PM peak hour traffic volumes on study freeway locations, resulting in unacceptable LOS at two locations under both the 2-Access Alternative and the 3-Access Alternative. (Draft EIR, p. 4.2-78 to 4.2-79.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above, (2) changes or alterations are within the

responsibility and jurisdiction of another public agency and not the City and such changes can and should be adopted by the other public agency, and (3) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1), (2) and (3).)

Facts Supporting Finding: The State Route 99 and I-5 Corridor System Management Plan (Caltrans, May 2009) identifies LOS C as the minimum acceptable LOS over the next 20 years for the segment of I-5 from the Sacramento County Line to State Route 113. Two freeway locations – I-5 Southbound Mainline Segment (south of I-5/CR 102 interchange) and I-5 Southbound Slip On-Ramp Merge – would operate at an LOS worse than the Caltrans' LOS threshold under Cumulative Plus Project conditions. Feasible mitigation does not exist for these cumulative impacts; therefore, the impact would be significant and unavoidable. (Draft EIR, p. 4.2-78 to 4.2-79.)

Moreover, the State Route 99 and I-5 Corridor System Management Plan (Caltrans, May 2009) identifies LOS C as the minimum acceptable LOS over the next 20 years for the segment of I-5 from the Sacramento County Line to State Route 113. Two freeway locations – I-5 Southbound Mainline Segment (south of I-5/CR 102 interchange) and I-5 Southbound Slip On-Ramp Merge – would operate at an LOS worse than the Caltrans' LOS threshold under Cumulative Plus Project conditions. Feasible mitigation does not exist for these cumulative impacts because mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the project, including cumulative impacts, are within the responsibility and jurisdiction of other public agencies and not the City. Pursuant to section 21081(a)(2) of CEQA and section 15091(a)(2) of the Guidelines, the City Council, based on the evidence in the record before it, specifically finds that implementation of these mitigation measures can and should be undertaken by the other public agencies. The City Council will request, but cannot compel, each of those public agencies to implement the improvements to the I-5 corridor.

Impact 4.3-2: Operational impacts resulting in long-term increases of criteria air pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Impact: Estimated operational emissions would exceed YSAQMD significance thresholds of 10 tons/year for each of the ozone-precursor pollutants (ROG and NO_x), as well as, the significance thresholds of 80 lbs/day for PM₁₀ during both summer and winter operational conditions. As a result, this impact would be considered potentially significant. (Draft EIR, pp. 4.3-40 to 4.3-41.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Facts Supporting Finding: Regional criteria air pollutants of primary concern within the YSAQMD include emissions of ozone-precursor pollutants (i.e., ROG and NOx), as well as emissions of airborne particulate matter. (YSAQMD 2007). Operational emissions associated with the proposed project were estimated using the URBEMIS-2007 computer program for daily, including summer and winter operational conditions, and annual operational conditions. Estimated daily and annual operational emissions associated with the proposed land uses are summarized in Table 4.3-9 and 4.3-10, respectively, of the Draft EIR. (Draft EIR, pp. 4.3-40-4.3041.) As indicated there, estimated operational emissions would exceed YSAQMD significance thresholds of 10 tons/year for each of the ozone-precursor pollutants (ROG and NOx), as well as, the significance thresholds of 80 lbs/day for PM₁₀ during both summer and winter operational conditions. As a result, this impact would be considered potentially significant. (Draft EIR, pp. 4.3-40 to 4.3-41.)

Implementation of Mitigation Measure 4.3-2 would reduce overall project-generated emissions of ozone-precursor pollutants by approximately 15 percent. To a lesser extent, project-generated emissions of PM₁₀ would still be projected to exceed YSAQMD significance thresholds. As a result, this impact would remain significant and unavoidable.

- **Mitigation Measure 4.3-2:** With implementation of emissions reduction methodologies including, but not limited to, the following, overall project-generated emissions of ozone precursor pollutants would be reduced by approximately 15 percent. However, project-generated emissions would still be projected to exceed the YSAQMD significance thresholds; therefore, this impact would remain significant and unavoidable.
 - o Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.
 - o Install efficient lighting and lighting control systems. Daylight should be used as an integral part of lighting systems in buildings, sufficient to provide lighting for 75 percent of interior work spaces of proposed buildings.
 - o Install light colored “cool” roofs and pavements (i.e., high reflectance, high emittance roof surfaces, or exceptionally high reflectance and low emittance surfaces) and strategically placed shade trees.
 - o Install energy efficient heating and cooling systems, appliances and equipment, and control systems.
 - o Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting.
 - o Limit the hours of operation of outdoor lighting.

- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations) and public transit into project design.
- Include internal pedestrian and bicycle routes that connect to adjacent pedestrian and bicycle routes; as well as, transit stops located either onsite or along adjacent roadways. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.
- Promote ridesharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles).
- Plant and maintain trees to help shade hardscape parking and pedestrian surfaces.
- Incorporate onsite transit facility improvements (e.g., pedestrian shelters, route information, benches, lighting) to coincide with existing or planned transit service.
- Provide on-site bicycle storage and showers for employees that bike to work.
- Air conditioning with Non-HCFC refrigerants should be installed in new buildings.
- Building equipment should be Energy-Star rated to the extent applicable.
- Design on-site structures to exceed California Title 24 energy conservation requirements.

Impact 4.3-6: Cumulative contribution to climate change.

Impact: Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. (Draft EIR, p. 4.3-48.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic, legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Facts Supporting Finding: Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) from mobile sources. To a lesser extent, other GHG pollutants, such as Methane (CH₄) and nitrous oxide (N₂O) would also be generated, largely associated with electricity use and

natural-gas consumption. Based on the modeling conducted for the proposed project, long-term operation of the proposed project would result in a net increase of approximately 38,709 MT/year of CO₂e (CO₂ equivalents). Although project-generated emissions would likely be considered nominal, when evaluated in a global context, the cumulative contribution from multiple such projects could conceivably result in a substantial overall contribution to the GHG inventory. Implementation of Mitigation Measures 4.3-6(a) and 4.3-6(b) included in the EIR and the Mitigation Monitoring Plan would reduce project-generated emissions, but not to a level that would achieve an equivalent reduction of 29 percent in project-generated GHG emissions. As a result, increased GHG emissions associated with the proposed project have the potential to interfere with the State's ability to achieve the emissions reduction goals and objectives established per AB 32. Although implementation of mitigation would reduce GHG impacts, the impact would remain significant and unavoidable. (Draft EIR, p. 4.3-48 to 4.3-56.)

- **Mitigation Measure 4.3-6(a):** Implement Mitigation Measure 4.3-2.
- **Mitigation Measure 4.3-6(b):** At the time of submittal of the detailed development plans for Planning Commission review, the applicant shall submit a GHG reduction strategy that shall describe in text and on the site plan how the following measures (or alternate measures as approved by the Planning Commission) are being implemented:
 - Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
 - Low- or No-VOC paints, adhesives and sealants shall be used during the construction of all proposed onsite structures.
 - Environmentally preferable and low-emitting materials shall be used for interior finishes and flooring materials of proposed onsite structures.
 - Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
 - Create water-efficient landscapes.
 - Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
 - Design buildings to be water-efficient.
 - Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff
 - Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the

environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site.)

Impact 4.3-8: Cumulative contribution to regional air quality conditions, including resulting in a cumulatively considerable net increase of any criteria pollutant for which the project is non-attainment under applicable federal or State ambient air quality standards.

Impact: The proposed project would contribute cumulatively to regional air quality conditions, including criteria pollutants for which the region is non-attainment. (Draft EIR, p. 4.3-57.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Facts Supporting Finding: Due to the region's non-attainment status for ozone and PM₁₀, if project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM₁₀ would exceed the long-term thresholds, then the project's cumulative impacts would be considered significant. As discussed above, predicted short-term construction emissions and long-term operational emissions would exceed YSAQMD significance thresholds. (See discussion of impacts 4.3-1 and 4.3-2, supra.) As a result, the project's cumulative contribution to regional air quality conditions would be significant. (Draft EIR, p. 4.3-57.)

Implementation of Mitigation Measures 4.3-1 and 4.3-2 would reduce emissions attributable to the proposed project. However, long-term operational emissions would still be anticipated to exceed YSAQMD significance thresholds. As a result, this impact would remain significant and unavoidable. (Draft EIR, p. 4.3-57.)

- **Mitigation Measure 4.3-1:** With implementation of standard dust control measures including, but not limited to, the following, predicted maximum overall daily emissions of PM₁₀ associated with development of the proposed land uses would be reduced to approximately 31 lbs/day which would not exceed the YSAQMD threshold of 80 lbs/day; therefore, this impact would be considered less-than-significant with mitigation.
 - o Water all active construction areas at least three times daily. Frequency of application should be based on the type of operation, soil and wind exposure;
 - o Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard;
 - o Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed areas;

- o Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);
 - o Replant vegetation in disturbed areas as quickly as possible;
 - o Enclose, cover, water three times daily, or apply non-toxic soil binders to exposed stockpiles, such as dirt, sand, etc.;
 - o Use late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available;
 - o Sweep streets daily, with water sweepers, if visible soil materials are carried onto adjacent public streets; and
 - o Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- **Mitigation Measure 4.3-2:** With implementation of emissions reduction methodologies including, but not limited to, the following, overall project-generated emissions of ozone precursor pollutants would be reduced by approximately 15 percent. However, project-generated emissions would still be projected to exceed the YSAQMD significance thresholds; therefore, this impact would remain significant and unavoidable.
 - o Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.
 - o Install efficient lighting and lighting control systems. Daylight should be used as an integral part of lighting systems in buildings, sufficient to provide lighting for 75 percent of interior work spaces of proposed buildings.
 - o Install light colored “cool” roofs and pavements (i.e., high reflectance, high emittance roof surfaces, or exceptionally high reflectance and low emittance surfaces) and strategically placed shade trees.
 - o Install energy efficient heating and cooling systems, appliances and equipment, and control systems.
 - o Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting.
 - o Limit the hours of operation of outdoor lighting.

- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations) and public transit into project design.
- Include internal pedestrian and bicycle routes that connect to adjacent pedestrian and bicycle routes; as well as, transit stops located either onsite or along adjacent roadways. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.
- Promote ridesharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles).
- Plant and maintain trees to help shade hardscape parking and pedestrian surfaces.
- Incorporate onsite transit facility improvements (e.g., pedestrian shelters, route information, benches, lighting) to coincide with existing or planned transit service.
- Provide on-site bicycle storage and showers for employees that bike to work.
- Air conditioning with Non-HCFC refrigerants should be installed in new buildings.
- Building equipment should be Energy-Star rated to the extent applicable.
- Design on-site structures to exceed California Title 24 energy conservation requirements.

Impact 4.5-11: The proposed project, in combination with other cumulative development, would convert undeveloped land to urban uses, resulting in the loss of general wildlife habitat for resident and migratory species.

Impact: Implementation of the proposed project, in combination with other cumulative development, would convert undeveloped land to urban uses, resulting in the loss of general wildlife habitat for resident and migratory species. (Draft EIR, p. 4.5-44.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic, legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Facts Supporting Finding: Many species use agricultural lands for food and cover during various times of the year. This includes wide-ranging winter migrating bird species such as ferruginous hawk, prairie falcon, and golden eagles that may occasionally forage in the Woodland vicinity. In addition, resident raptors such as red-tailed hawks, northern harriers, and many small bird species are known to forage in agricultural lands in the project site and surrounding areas. The development of the project site would result in the conversion of approximately 154 acres of agricultural lands. Development of the project site, in combination with other planned developments within the City of Woodland and Yolo County would result in a significant cumulative loss of biological resources. (Draft EIR, p. 4.5-44.)

The cumulative loss of habitat would be partially offset through implementation of the City of Woodland General Plan policies and the Yolo County HCP; cumulative impacts would remain significant and unavoidable because the HCP has not yet been adopted. (Woodland General Plan EIR, p. 8-19.) However, because the proposed project would require the development of wastewater, stormwater drainage, and roadway infrastructure on and adjacent to the project site, and because development of the project site would result in the conversion of approximately 154 acres of agricultural and open space lands, the proposed project would result in a significant cumulative impact. (Draft EIR, p. 4.5-44.)

Implementation of Mitigation Measures 4.5-1 through 4.5-8 would reduce impacts to the loss of general wildlife habitat for resident and migratory species but not to a less than significant level. Thus, this impact remains significant and unavoidable. (Draft EIR, p. 4.5-44.)

- **Mitigation Measure 4.5-1(a):** Prior to issuance of each grading permit for future site-specific development, a formal wetland delineation shall be conducted according to the USACE 1987 Wetlands Delineation Manual in conjunction with the USACE 2006 Regional Supplement for the Arid West Region. The applicant shall obtain a verified USACE wetlands delineation map. Based on the USACE confirmed map, jurisdictional waters of the U.S. and/or State shall be avoided by the project where possible.

If full avoidance of waters of the United States and/or State is not possible for the proposed project, potential impacts shall be minimized to the extent feasible through changes to project design. For those wetland areas that cannot be avoided, appropriate permits shall be acquired from the USACE and/or RWQCB. Copies of applicable permits shall be provided to the Community Development Department prior to grading, and any conditions in these permits shall become a condition of project approval.

- **Mitigation Measure 4.5-1(b):** Waters of the U.S. and/or State that are impacted shall be mitigated via enhancement/creation of replacement wetlands that are preserved in perpetuity. Mitigation requirements for impacts to waters of the U.S. (and/or State) shall include that the applicant replace impacted waters of the U.S. (or State) at a minimum 1:1 ratio (that is for each

square foot of impact, one square foot of enhancement/creation is required), for the approval of the USACE and the Community Development Department.

- **Mitigation Measure 4.5-3(a):** Prior to issuance of each grading permit for future site-specific development, a qualified biologist shall conduct preconstruction surveys for this species within the project boundary prior to the commencement of any work in this area, for review by the Community Development Department. Western pond turtles that are found during these surveys shall be salvaged and relocated to the man-made ditch immediately south of the project site. Any western pond turtle nests that are found during these surveys shall be fenced off until the young have hatched and relocated to an area offsite, as permitted by CDFG. The CDFG permit and proof of compliance shall be provided to the Community Development Department prior to commencement of any construction activity.
- **Mitigation Measure 4.5-3(b):** Prior to any ground disturbing activities, exclusionary fencing shall be installed along the southern edge of the project site for review and approval by the City Engineer. The fencing shall remain in place during site grading or other construction-related activities. The fencing shall consist of a four-foot wall of ¼-inch mesh, welded galvanized wire. The fence shall be buried along the bottom margin four inches into the ground. The next approximate three feet of fencing above the ground shall be anchored to staking with wire. Finally, the top six inches of the fence shall be bent over in a semi-circle towards the outside of the fence (towards the man-made ditch) to ensure that the fence cannot be climbed. This fencing shall be backed by orange-colored silt fencing on the project side of the fence to prevent equipment and any side-cast material from entering the man-made ditch.
- **Mitigation Measure 4.5-4(a):** Prior to issuance of each grading permit for future site-specific development, a qualified biologist shall conduct preconstruction surveys for this species within the project boundary within 24 hours of the commencement of any work in this area. In order to minimize disturbance to this species, vegetation clearing within 200 feet of the banks of the man-made ditch immediately south of the project site, as well as within 200 feet of the South Canal, shall be limited to the minimal area necessary. In addition, the use of heavy equipment within 200 feet of the banks of the man-made ditch, as well as within 200 feet of the South Canal, shall be confined to existing roadways, as approved by the City Engineer. Furthermore, in accordance with the Standard Avoidance and Minimization Measures During Construction Activities in Giant Garter Snake (*Thamnophis gigas*) Habitat (USFWS 1997), construction within 200 feet of the banks of the man-made ditch immediately south of the project site, as well as within 200 feet of the South Canal, shall occur only during the active period for the giant garter snake, between May 1 and October 1. If the giant garter snake is found on-site, Mitigation Measure 4.5-4(b) shall be implemented.

- **Mitigation Measure 4.5-4(b):** A biological monitor shall be present during all vegetation clearing and grading work. The biological monitor shall have the right to stop all grading work in the event a giant garter snake is found on the project site. If this occurs, the USFWS and the CDFG shall be immediately contacted and work shall not recommence until these agencies provide authorization to do so, and the written authorization is provided to the Community Development Department.
- **Mitigation Measure 4.5-4(c):** Implement Mitigation Measure 4.5-3(b).
- **Mitigation Measure 4.5-5(a):** Prior to issuance of the first grading permit, the applicant shall mitigate for the loss of Swainson's hawk foraging habitat through participation in the Yolo County HCP/NCCP. Because the proposed project footprint exceeds 40 acres, the Yolo County HCP/NCCP requires the dedication of a suitable conservation easement, as determined by the Yolo County HCP/NCCP JPA and CDFG and proof of the conservation easement shall be provided to the Community Development Department. In the event that the final Yolo County HCP/NCCP is adopted before development occurs, the developer shall participate in the Yolo County HCP/NCCP through payment of applicable fees designated for Swainson's hawk conservation. In the event that the HCP/NCCP is not adopted, implementation of Mitigation Measure 4.5-5(b) shall be required.
- **Mitigation Measure 4.5-5(b):** Prior to issuance of the first grading permit, in the event that the Yolo County HCP/NCCP is not adopted, and in accordance with CDFG's Mitigation Guidelines, the applicant shall replace any impacted Swainson's hawk foraging habitat within one mile of a nest site with one acre of suitable Habitat Management Land (1:1 impact to replacement ratio). Because the project site is located within one mile of a known Swainson's hawk nesting site, the HCP/NCCP would require a 1:1 mitigation ratio (134 acres). Off-site occupied Swainson's hawk foraging habitat would be acquired by the applicant via fee title or through purchase of the right to record a conservation easement over the conserved property. The conserved property shall be managed by a qualified conservation organization. The conservation organization would also require a cash endowment from the developer, the interest from which would be used to manage or otherwise monitor the conserved property in perpetuity. In lieu of a cash endowment, the applicant and conservation organization may develop another source of permanent funding that shall be used for the management of the conserved lands as approved by the conservation organization and the Community Development Department.
- **Mitigation Measure 4.5-6(a):** Prior to issuance of each grading permit for future site-specific development, the applicant shall conduct a pre-construction survey. If the grading is conducted in phases, the pre-construction survey shall be conducted only on the portion of the site being graded. Two surveys shall be conducted 90 days before ground disturbance

associated with the project and two additional surveys shall be conducted in the 30-day period prior to ground disturbance associated with the project. Western burrowing owl surveys shall be conducted from two hours before sunset to one hour after, or one hour before sunrise to two hours after sunrise. All burrowing owl sightings, occupied burrows, and burrows with owl sign (e.g., pellets, excrement, and molt feathers) must be counted and mapped. Surveys shall be conducted by walking suitable habitat on the entire project site and (where possible) in areas within approximately 500 feet of the project boundary. The buffer zone is surveyed to identify burrows and owls outside of the project area, which may be impacted by factors such as noise and vibration (heavy equipment) during project construction. Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines shall not be more than approximately 100 feet and shall be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To effectively survey large projects (100 acres or larger), two or more surveyors shall be used to walk adjacent transects. (If the impacted area is smaller than 100 acres, one surveyor may be used.) To avoid impacts to owls from surveyors, owls and/or occupied burrows shall be avoided by a minimum of approximately 160 feet, wherever practical. Disturbance to occupied burrows shall be avoided during all seasons. The preconstruction surveys shall be completed within 30 days of grading prior to CDFG accepting a survey conclusion that burrowing owls do not occur in a proposed study area (i.e., negative findings), and proof of CDFG acceptance shall be provided to the Community Development Department for approval. If owls are not found during these surveys, further mitigation is not required. However, if western burrowing owl is found on-site, implementation of Mitigation Measures 4.5-6(b) and 4.5-6(c) shall be required.

- **Mitigation Measure 4.5-6(b):** Prior to issuance of each grading permit for future site-specific development, the applicant shall obtain a qualified biologist to conduct a nesting survey for western burrowing owl. If burrowing owls are detected on the site during the breeding season (February 1 – August 31), and appear to be engaged in nesting behavior, a fenced 300-foot buffer shall be implemented between the nest site(s) (i.e., the active burrows) and any earth-moving activity or other disturbance in the study area. This 300-foot buffer could be removed once the qualified biologist determines that the young have fledged (i.e., left the nest). Typically, the young fledge by August 31. This date may be earlier than August 31, or later, and would have to be determined by a qualified biologist, and reviewed and approved by the Community Development Department.
- **Mitigation Measure 4.5-6(c):** If burrowing owls are found in the study area, the qualified biologist shall delineate the extent of burrowing owl habitat on the site, for the approval of the Community Development Department. CDFG prescribes that 6.5 acres of replacement habitat be set aside (i.e., protected in perpetuity) per pair of burrowing owls, or unpaired resident bird. Such a set-

aside will offset permanent impacts to burrowing owl habitat. The protected lands shall be adjacent to occupied burrowing owl habitat if possible, and at a location selected in consultation with CDFG. Land identified to offset impacts to burrowing owls must be protected in perpetuity by a suitable property instrument, (e.g., a conservation easement or fee title acquisition).

In addition, a Mitigation Plan shall be prepared and submitted to CDFG and the Community Development Department for their review and comment. The Mitigation Plan shall identify the mitigation site and any activities proposed to enhance the site, including the construction of artificial burrows and maintenance of California ground squirrel populations on the mitigation site. In addition, for each pair of burrowing owls found in the construction area, two artificial nesting burrows shall be created at the mitigation site. The Mitigation Plan shall also include a description of monitoring and management methods proposed at the mitigation site. Monitoring and management of any lands identified for mitigation purposes would be the responsibility of the applicant for at least five years. Contingency measures for any anticipated problems shall be identified in the plan. An annual report must be prepared for submittal to CDFG and Community Development Department by December 31 of each monitoring year.

- **Mitigation Measure 4.5-7(a):** Prior to issuance of each grading permit for future site-specific development, a nesting survey shall be conducted on the project site and within a zone of influence (zone of influence varies depending on species) around the project site, for review and approval by the Community Development Department. The zone of influence includes areas off the project site that could result in bird disturbance by project construction related activities. Accordingly, the nesting survey(s) must cover the project site and an area around the project site boundary including the ditch immediately south of the project site. If special-status bird species are not found during these surveys, further mitigation is not required. However, if special-status birds are found on-site, implementation of Mitigation Measures 4.5-7(b) shall be required.
- **Mitigation Measure 4.5-7(b):** If project site disturbance would commence between March 1 and September 1, the nesting surveys shall be completed 15 days prior to commencing with the work. If special-status birds, such as tricolored blackbirds, are identified nesting on or near the project site, a 100-foot radius buffer around the nest must be staked with bright orange spray painted lath or construction fencing. If an active nest is found offsite, the portion of the buffer that is onsite must be staked. Construction or earth-moving activity shall not occur within this 100-foot staked buffer until the qualified ornithologist determines that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. Proof of the proper buffers and fledged young shall be provided to the Community Development Department prior to the commencement of grading within the buffer areas.

If common (that is, not special-status) birds such as great egret, marsh wren, or red-winged blackbird are identified nesting on or adjacent to the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be demarcated with painted orange lath. Disturbance around an active nest shall be postponed until the qualified ornithologist determines that the young have fledged and have attained sufficient flight skills to leave the area. Proof of the proper buffers and fledged young shall be provided to the Community Development Department prior to the commencement of grading within the buffer areas.

Nesting buffers shall be maintained until August 1 unless a qualified ornithologist determines that young have fledged and are independent of their nests at an earlier date. If buffers are removed prior to August 1, the qualified biologist conducting the nesting surveys shall prepare a report that provides details about the nesting outcome and the removal of buffers. This report shall be submitted to the Community Development Department prior to the time that buffers are removed if the date is before August 1.

- **Mitigation Measure 4.5-8:** Prior to issuance of each grading permit for future site-specific development, a nesting survey shall be conducted. Surveys conducted for western burrowing owl as described in Mitigation Measure 4.5-6(a), above, would also detect the presence of other ground nesting birds, such as northern harriers or mallards. If northern harriers or other ground nesting birds are identified during the surveys, a 300-foot radius buffer around the ground nest shall be staked with bright orange lath or other suitable staking. If northern harriers or other ground nesting birds are not found on-site, further mitigation shall not be required.

Any 300-foot buffer established to protect nesting birds may be reduced in size if a qualified biologist with an ornithological background determines that the nesting birds are acclimated to people and disturbance, and otherwise would not be adversely affected by construction activities. At a minimum, however, the non-disturbance buffer shall be a radius of 100 feet around the nest site. When construction buffers are reduced in size, the biologist shall monitor distress levels of the nesting birds while the birds nest and construction persists. If at any time the nesting birds show levels of distress that could cause nest failure or abandonment, the biologist shall have the right to re-implement the full 300-foot buffer. Construction or earth-moving activity shall not occur within the non-disturbance buffer until the qualified biologist determines that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by July 1. Regardless, September 1 shall be considered the end of the nesting period unless otherwise determined by a qualified biologist. Once the birds have completed the nesting cycle further mitigation shall not be required.

Impact 4.11-2: Impacts related to the physical deterioration and urban decay of retail centers in Downtown Woodland, East of Downtown, and East of I-5.

Impact: Implementation of the proposed project would result in physical deterioration and urban decay of retail centers in Downtown Woodland, East of Downtown, and East of I-5. (Draft EIR, p. 4.11-32 to 4.11-33.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Facts Supporting Finding: The proposed project could attract new consumers to the City of Woodland and minimize impacts to existing big box retailers. However, should existing big box retailers relocate to the proposed project, re-leasing of the vacant big box could be difficult, and urban decay could occur in the entire shopping center. In addition, excess of retail space (supply) would slow the revitalization of Downtown Woodland. As stated above, development of partial buildout of the proposed project would result in short-term excess retail space (supply) and long-term retail leakage. Therefore, development of the proposed project would result in significant short-term urban decay related impacts to Downtown Woodland, East of I-5, and East of Downtown. (Draft EIR, p. 4.11-33.)

Implementation of Mitigation Measures 4.11-2(a) through 4.11-2(d) would reduce the intensity and delay urban decay to retail in Downtown Woodland, East of I-5, and East of Downtown. However, because urban decay could still occur, this impact would remain significant and unavoidable. (Draft EIR, p. 4.11-34.)

- **Mitigation Measure 4.11-2(a):** At the time of future applications for site-specific development, the project applicant shall submit a request to the Community Development Department for a Master Conditional Use Permit (CUP), which must include a site plan and architectural review, as well as create design standards for alternative transportation, pedestrian and bicycling access, site plans, and architecture review. The Master CUP shall comply with the Draft EIR for the project, and will be evaluated at the time of the request to determine if further environmental review is necessary list of specific project uses for review and approval by the Community Development Department. The Master CUP shall indicate that the list of specific project uses shall primarily consist of regional retail uses that do not include entertainment uses and other uses that would compete with retail in Downtown Woodland.
- **Mitigation Measure 4.11-2(b):** At the time of future applications for site-specific development, the project applicant shall submit a market study for and urban decay analysis, including hotels if proposed, for review and approval by the Community Development Department. The market study and

urban decay analysis shall show that adequate retail demand exists for the proposed uses and that urban decay would not occur as a result of the proposed phase of the project. If the market study and urban decay analysis show inadequate demand, then the City shall evaluate the impacts of the use proposed for development and either require additional mitigation or require an alternate use.

- **Mitigation Measure 4.11-2(c):** Prior to the issuance of building permits, the project applicant shall pay their fair-share of contribute funds toward the development of a Retail Strategic Plan, for review and approval of the Community Development Department. The amount of the fee shall be determined in the Development Agreement between the City and the project applicant. The City would be responsible for preparing a Retail Strategic Plan which shall determine what retail areas shall be preserved as retail and which areas shall be developed as other uses, helping to identify repositioning strategies for those underperforming centers.
- **Mitigation Measure 4.11-2(d):** Prior to the issuance of building permits, the project applicant shall pay their fair-share of contribute funds toward the preparation of an Implementation Strategy for the Downtown Specific Plan, for review and approval of the Community Development Department. The amount of the fee shall be determined in the Development Agreement between the City and the project applicant. The City would be responsible for preparing the Implementation Strategy which, among other things, can help define the strategies for progressing the civic and entertainment focus of downtown.

Impact 4.11-3: Impacts related to the physical deterioration and urban decay of retail centers in County Fair Mall, West Woodland, and East Street Corridor.

Impact: Implementation of the proposed project would result in physical deterioration and urban decay of retail centers in County Fair Mall, West Woodland, and East Street Corridor. (Draft EIR, p. 4.11-34 to 4.11-35.)

Finding: The City hereby finds that (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified above and (2) specific economic legal, social, technological, or other considerations make infeasible certain mitigation measures or alternatives identified in the Final EIR. (State CEQA Guidelines § 15091(a)(1) and (3).)

Facts Supporting Finding: County Fair Mall, West woodland, and East Street Corridor include struggling and deteriorating retail centers that would be impacted by additional retail space (supply) developed by the proposed project. Many of the retail centers require reinvestment or repositioning to alternative uses. Development of partial buildout of the proposed project would result in short-term excess retail space (supply) and long-term retail leakage. Therefore, development of the proposed project would

result in significant short-term urban decay related impacts to County Center Mall, West Woodland, and East Street Corridor. (Draft EIR, p. 4.11-35.)

Implementation of Mitigation Measures 4.11-3(a) and 4.11-3(b) would reduce the intensity and delay urban decay to retail in County Center Mall, West Woodland, and East Street Corridor. However, because urban decay could still occur, this impact would remain significant and unavoidable. (Draft EIR, p. 4.11-35 to 4.11-36.)

- **Mitigation Measure 4.11-3(a):** The City shall consider coordinating with the current owner of the County Fair Mall to prepare a strategic land use plan for the County Fair Mall to analyze potential viable land uses for the site.
- **Mitigation Measure 4.11-3(b):** Implement Mitigation Measures 4.11-2(a), (b), (c), and (d).

Findings Regarding Growth Inducing Impacts

The proposed project would potentially stimulate the economy of the City and provide employment for many people. Some of these employees could potentially relocate to the City of Woodland, which could indirectly increase the number of occupied homes within the City. The proposed project would also generate tax-revenue for the City of Woodland. The proposed auto mall is expected to increase current average annual dealership taxable sales in Woodland. This does not necessarily equate to the inducement of growth within the City, as consumer sales remain low due to the sustained downturn in the economy. The possibility exists that a larger City budget could indirectly result in facilitating the implementation of public improvement projects, which could cause environmental impacts. However, similar to the Woodland Gateway Phase II project, public improvement projects would be subject to CEQA review, which would ensure that any potential impacts would be mitigated to the maximum extent feasible. (Draft EIR, p. 5-2.)

The project site would provide two access locations from off-site. Both locations will be located along County Road (CR) 102 from Maxwell Road and another access road located on CR 102, at the midpoint of the site. Internal roadways will also be constructed north to south to facilitate traffic flow without the need to use CR 102. However, in one respect, adoption of the proposed project could increase pressure to develop adjacent areas within and around the City of Woodland and in the County, because the project would develop a roadway through an undeveloped area, which would remove an obstacle to growth in this area. As mentioned above, the area where the roadway would be located is designated UR in the Woodland General Plan, which means that this land may be considered for development with urban uses. (Draft EIR, p. 5-2.)

To serve the project area, the project would include new points of connection to the City's water system. The City's water supply would be impacted by a relatively small increase in daily water demand and a substantial increase in fire flow requirements. The increases in flow demand would require a new water supply well. Connection to the wastewater system would be required to provide sewer service to the site. The development of the

stormwater drainage system would include the construction of storm drain infrastructure throughout the project site to convey runoff to either on-site detention facilities or the existing City facilities (with required deepening of the North Gibson Ponds). The proposed project would provide wastewater and storm drainage infrastructure near areas that are not planned for development. However, project infrastructure would not be sized to accommodate growth beyond that assumed in the proposed project in addition to the General Plan. The project is surrounded on three sides by developed land, but the area to the south is undeveloped.. The land to the south is designated as Urban Reserve and would be subject to the CEQA review process. Therefore, the proposed project would result in a less-than-significant growth-inducing impact. (Draft EIR, p. 5-3.)

Findings Regarding Significant Irreversible Environmental Changes

The proposed project would likely result in, or contribute to, the following irreversible environmental changes: conversion of existing agricultural farmland to suburban land uses, thus precluding alternate land uses in the future; irreversible consumption of goods and services associated with the future employees and consumers; irreversible consumption of energy and natural resources associated with the future employees and consumers; increased emissions of air pollutants; and increased ambient noise. The project would permanently convert 154 acres of agricultural land to urban/suburban uses. In addition, the project would introduce new retail, commercial, and office uses that would create the potential for irreversible consumption of goods and services, as well as energy and natural resources, by future employees and consumers in the area. Furthermore, the project would result in increased emissions of air pollutants and increased ambient noise, both due to construction and operation of the project. (Draft EIR, p. 5-3.)

Project Alternatives – Findings of Infeasibility

Section 15126.6 of the State CEQA Guidelines requires EIRs to consider and discuss alternatives to the proposed actions. Subsection (a) states:

- (a) An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Subsection 15126.6(b) states the purpose of the alternatives analysis:

(b) Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

In Subsection 15126.6(c), the State CEQA Guidelines describe the selection process for a range of reasonable alternatives:

(c) The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic Project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The range of alternatives required is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Project. Alternatives are limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the Project.

However, when significant impacts can be mitigated by the adoption of mitigation measures, the lead agency has no obligation to consider the feasibility of alternatives with respect to that impact in its findings, even if the alternative would mitigate the impact to a greater degree than the proposed project. (Pub. Resources Code, § 21002; Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 730-731; Laurel Heights Improvement Association v. Regents of the University of California (1988) 47 Cal.3d 376, 400-403; Laurel Hills Homeowners Association v. City Council (1978) 83 Cal.App.3d 515, 521.) The City has adopted mitigation measures to avoid or substantially lessen the potentially significant environmental impacts identified in the EIR. However, impacts on some thresholds within the Agriculture, Transportation and Traffic, Air Quality, Climate Change, Biology, and Urban Decay would remain significant.

CEQA does not require that a Draft EIR determine the ultimate feasibility of a selected alternative, but rather that it is potentially feasible. Accordingly, no economic studies

have been prepared regarding the economic feasibility of the selected alternatives. As a point of reference, Section 15364 of the State CEQA Guidelines defines “feasibility” as follows:

“‘Feasible’ means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.”

Alternatives Development

The significant impacts discussed in the Proposed Project Impact Findings above were evaluated to identify alternatives that could reduce one or more impacts to a less-than-significant level. Significant impacts of the proposed Project would be generally those associated with construction and operation of new or improved infrastructure, public facilities, residences, and businesses.

The following are the basic objectives of the project:

- To facilitate the development of a regional retail center to better capture leakage of sales from uses not already served within the community.
- To facilitate the assimilation of land and the annexation of land to allow use and control of this impacts and effects on the City as a significant parcel within the urban boundary adjacent to existing regional retail and the wastewater treatment facility.
- Facilitate the completion of Gateway I.
- Ensure adequate mitigations are provided to preserve and protect the existing and future functions of the City’s wastewater treatment operations.
- To facilitate the relocation of auto related uses from the Downtown area to help achieve goals and policies contained in the City’s Downtown Specific Plan.
- Ensure that the downtown remains the primary focus in the City for entertainment and specialty retail uses.
- Ensure that existing commercial centers within the City are not significantly negatively harmed through completion from neighborhood based retail uses.
- To develop revenue generating land uses to provide jobs and capture regional retail leakage.
- To ensure that the project provides significant benefit to the community while not detracting or causing significant negative impacts to facilities, services, businesses, and residents within the community.
- To allow for a project that will meet and exceed all City design standards and policies such that the project will be a regional example of high quality creative design that is complementary to the City of Woodland’s heritage and compatible with existing surrounding development.
- To ensure a future project that will meet and exceed design expectations from the standpoint of addressing climate impacts and efficient energy design both from a site and architectural standpoint.

There are two types of alternatives evaluated in the EIR. First are the alternatives that were considered but were rejected from further consideration. Reasons for elimination included failure to meet basic project objectives, infeasibility, or inability to avoid significant environmental impacts. (State CEQA Guidelines § 15126.6(c).) The Off-Site Alternative was the only alternative that was considered by rejected from further consideration. (Draft EIR pp. 6-5 to 6-6.) Second are the alternatives that were considered in detail. Those alternatives are:

- No Project Alternative
- Reduced Density Alternative
- Mixed-Use Alternative

(Draft EIR pp.6-6 to 6-14.)

Alternative Initially Considered but Rejected from Further Review

Off-Site Alternative

Off-Site Alternative: This alternative considered development of the proposed Project on a different site within the City of Woodland. (Draft EIR pp., 6-5 to 6-6.)

Finding: For the reasons set forth below in the Supporting Explanation, the City Council rejects the Off-Site Alternative because (1) it is infeasible and (2) because the Off-Site Alternative does not meet most of the Project objectives. (State CEQA Guidelines § 15126.6(c).) Each of the stated grounds for rejecting the Off-Site Alternative is independently sufficient to justify rejection of this alternative. Consequently, the City Council finds that it was not required to analyze the Off Site Alternative in further detail in the EIR.

Supporting Explanation: The project site provides a suitable location for a commercial development and the retail-related uses proposed for the project because the site is located near Interstate 5 and along County Road 102, and is adjacent to existing Highway Commercial development. Off-site locations that would achieve a majority of the stated project objectives and still reduce environmental impacts do not exist in the Woodland vicinity. In addition, another site of approximately 150 acres with freeway access is not available. Furthermore, the applicant does not own a comparable property within the City of Woodland. Other similar sites may be available outside the City of Woodland; however, development of those sites would not be expected to have reduced environmental impacts and could require extension of public services. Therefore, because the project site is the most appropriate location able to meet the majority of the project objectives, the Off-Site Alternative is dismissed from further analysis. (Draft EIR, p. 6-6.)

Alternatives Analyzed in the Draft EIR

The Draft EIR examined three alternatives, as described below.

No Project Alternative

No Project Alternative: This alternative evaluated the continuation of the existing condition of the project site, which is currently undeveloped in the unincorporated County. (Draft EIR, p. 6-6.)

Finding: For the reasons set forth below in the Supporting Explanation, the City Council rejects the No Project Alternative because (1) it is infeasible and (2) because the No Project Alternative does not meet the Project's basic objectives. (State CEQA Guidelines § 15126.6(c).) Each of the stated grounds for rejecting the No Project Alternative is independently sufficient to justify rejection of this alternative. Consequently, the City Council finds that it was not required to analyze the No Project Alternative in further detail in the EIR.

Supporting Explanation: Overall, implementation of the No Project Alternative would result in the site remaining vacant and, therefore, environmental impacts would not ensue. Thus, implementation of the No Project Alternative would result in decreased impacts, as compared to the proposed project. (Draft EIR, p. 6-6.) However, the No Project Alternative is considered infeasible because the Alternative would not meet any of the proposed project's objectives, which include the following (*Id.*):

- To facilitate the development of a regional retail center to better capture leakage of sales from uses not already served within the community;
- To facilitate the assimilation of land and the annexation of land to allow use and control of its impacts and effects on the City as a significant parcel within the urban boundary adjacent to existing regional retail and the wastewater treatment facility;
- Facilitate synergistic effects to assist in the completion of Gateway I;
- Ensure adequate mitigations are provided to preserve and protect the existing and future functions of the City's wastewater treatment operations;
- To facilitate the relocation of auto related uses from the Downtown area to help achieve goals and policies contained in the City's Downtown Specific Plan;
- Ensure that the downtown remains the primary focus in the City for entertainment and specialty retail uses;
- Ensure that existing commercial centers within the City are not significantly harmed though completion from neighborhood based retail uses;
- To develop revenue generating land uses to provide jobs and capture regional retail leakage;
- To ensure that the project provides significant benefit to the community while not detracting or causing significant negative impacts to facilities, services, businesses and residents within the community;
- To allow for a project that will meet and exceed all City design standards and policies such that the project will be a regional example of high quality creative design that is complementary to the City of Woodland's heritage and compatible with existing surrounding development; and

- To ensure a future project that will meet and exceed design expectations from the standpoint of addressing climate impacts and efficient energy design both from a site and architectural standpoint.

Reduced Intensity Alternative

Reduced Intensity Alternative: The Reduced Intensity Alternative would include development of less acreage than the proposed project. This Alternative would still include an annexation of 154 acres from Yolo County to the City of Woodland. The 93 acres would be rezoned General Commercial (C-2) like the proposed project; however, the remaining acreage would be rezoned to a new zoning designation of Urban Reserve consistent with the General Plan. Development would occur generally in the northern portion of the site. The southern and eastern portion of the property would remain in the existing condition, and would act as a buffer between the project and the Woodland Water Pollution Control Facility (WPCF) located to the east of the site. The site would remain a commercial development which would include 295,000 square feet of retail (including restaurants) and two auto dealerships in order to accommodate a reduction in acreage. Like the proposed project, the site would have two access locations, with the southern access road acting as the southern boundary of the development. (Draft EIR, p. 6-8.)

Finding: For the reasons set forth below in the Supporting Explanation, the City Council rejects the Reduced Intensity Alternative because (1) it is infeasible (2) because the Reduced Intensity Alternative does not meet the Project's basic objectives and (3) because the Reduced Intensity Alternative would still have significant and unavoidable environmental impacts. (State CEQA Guidelines § 15126.6(c).) Each of the stated grounds for rejecting the Reduced Intensity Alternative is independently sufficient to justify rejection of this alternative. Consequently, the City Council finds that it was not required to analyze the Reduced Intensity Alternative in further detail in the EIR.

Supporting Explanation: Although the Reduced Intensity Alternative would meet some of the project's objectives, the Alternative was rejected as infeasible because the Alternative would not meet the following project objectives related to economic feasibility:

- Facilitate the development of a regional retail center to better capture leakage of sales from uses not already served within the community; or
- Develop revenue generating land uses to provide jobs and capture regional retail leakage.

(Draft EIR, pp. 6-8 to 6-11.)

Moreover, according to the Draft EIR, the significant and unavoidable impacts related to the following environmental issue areas would still occur with the Reduced Intensity Alternative: land use and agricultural resources; transportation and circulation; air quality; and biological resources. All other impacts would be equal to those of the proposed project. (*Id.*)

Furthermore, it should be noted that the revised project description would result in even fewer impacts as compared to the Reduced Intensity Alternative because the revised project would develop commercial uses on only 61.3 acres and would retain 92.7 acres of agricultural uses.

Mixed-Use Alternative

Mixed-Use Alternative: The Mixed-Use Alternative would include development of less acreage than the proposed project. This Alternative would still include an annexation of 154 acres from Yolo County to the City of Woodland. The 93 acres would be rezoned General Commercial (C-2) with a Planned Development Overlay to allow the mixed use nature of the alternative. The remaining acreage would be rezoned to a new zoning designation of Urban Reserve consistent with the General Plan. The southern and eastern portion of the property would remain in the existing condition, and would act as a buffer between the project and the Woodland Water Pollution Control Facility (WPCF) located to the east of the site, and agricultural uses to the south of the site. Development of this alternative would include a five-acre site for a 100-unit multi-family development at approximately 20 units per acre. In addition, the commercial portion of the development would include a local-serving commercial town center (with approximately 50 residential units located above the center) to enhance a sense of community among residents. The commercial portion of the development would include approximately 200,000 square feet (including restaurants) and two auto dealerships. Development under the Mixed-Use Alternative would be designed to be consistent with Smart Growth principles. (Draft EIR, p. 6-11.)

Finding: For the reasons set forth below in the Supporting Explanation, the City Council rejects the Mixed Use Alternative because (1) it is infeasible and (3) because the Mixed-Use Alternative would have greater environmental impacts than the proposed project. (State CEQA Guidelines § 15126.6(c).) Each of the stated grounds for rejecting the Mixed-Use Alternative is independently sufficient to justify rejection of this alternative. Consequently, the City Council finds that it was not required to analyze the Mixed-Use Alternative in further detail in the EIR.

Supporting Explanation: The Mixed-Use Alternative would result in greater public services and utilities impacts, as compared to the proposed project. Impacts to land use and agricultural resources, biological resources, and hydrology and water quality would be fewer, as compared to the proposed project. All other impacts would be equal to those of the proposed project. Because the Mixed-Use Alternative would, overall, result in greater impacts than the proposed project, the Alternative is considered infeasible. (Draft EIR, pp. 6-11 to 6-15.)

Environmentally Superior Alternative

Environmentally Superior Alternative: An EIR must identify the environmentally superior alternative. (State CEQA Guidelines § 15126.6(e)(2).) The No-Project Alternative is considered environmentally superior alternative. The No Project/No

Development Alternative is environmentally superior because no changes to existing environmental conditions in the City would occur. (Draft EIR p. 6-16.)

State CEQA Guidelines section 15126(d)(2) states that if the No Project Alternative is identified as the environmentally superior alternative that another of the alternatives also be selected as environmentally superior. Accordingly, the Reduced Intensity Alternative would be the environmentally superior alternative. It would have the fewest overall impacts and although significant and unavoidable impacts would still result for farmland, transportation and circulation, air quality, and biological, the balance of the environmental impacts would be reduced when compared against the proposed project. The Reduced Intensity Alternative would result in fewer transportation impacts and, consequently, fewer air quality impacts. Furthermore, the reduced acreage being developed results in 93 acres of lost farmland and wildlife habitat, as opposed to 154 acres. Thus, the Reduced Intensity Alternative would be considered the environmentally superior alternative.

Finding: Based upon the Supporting Explanation set forth above, the City Council rejects the No-Project Alternative because (1) it would be infeasible and (2) it would not meet the Project objectives. (See findings above). Additionally, on the basis of the Supporting Explanation above, the Agency Board and the City Council reject the Reduced Intensity Alternative because (1) it would be infeasible and (2) would not meet the Project objectives. (See findings above.) Each of the stated grounds for rejecting the No Project Alternative and the Reduced Intensity Alternative is independently sufficient to justify rejection of the alternatives. (Draft EIR, p. 6-16.)

Statement of Overriding Considerations

The City declares that, pursuant to the State CEQA Guidelines Section 15093, the City has balanced the benefits of the proposed project against any unavoidable environmental impacts in determining whether to approve the proposed project. If the benefits of the proposed project outweigh the unavoidable adverse environmental impacts, those impacts may be considered “acceptable”.

The City declares that the EIR prepared for the project has identified and discussed significant effects which may occur as a result of the proposed project. With implementation of existing regulations, standard conditions, and the mitigation measures discussed in the EIR, the environmental effects of future development pursuant to the project can be mitigated to less than significant levels, except for the following significant, unavoidable impacts on the environment, which are described above in the section entitled Findings Regarding Environmental Impacts Not Fully Mitigated to Levels of Less Than Significant:

- Impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses;
- The proposed project, in conjunction with future plans, would contribute to the loss of Prime Farmland;

- Under Existing Plus Project conditions, PM peak hour traffic volumes on study roadways would increase, resulting in unacceptable LOS at six locations under the 2-Access Alternative and at four locations under the 3-Access Alternative;
- Under Existing Plus Project conditions, AM and PM peak hour traffic volumes would increase resulting in unacceptable LOS at nine intersections;
- Under Cumulative (Year 2020) Plus Project conditions, PM peak hour traffic on study roadways would increase resulting in unacceptable LOS at seven locations;
- Under Cumulative (Year 2020) Plus Project conditions, AM and PM peak hour traffic volumes at study intersections would increase resulting in unacceptable LOS at 14 locations;
- The proposed project would cumulatively increase the AM and PM peak hour traffic volumes on study freeway locations, resulting in unacceptable LOS at two locations under both the 2-Access Alternative and the 3-Access Alternative;
- Operational impacts resulting in long-term increases of criteria air pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Cumulative contribution to climate change;
- Cumulative contribution to regional air quality conditions, including resulting in a cumulatively considerable net increase of any criteria pollutant for which the project is non-attainment under applicable federal or State ambient air quality standards;
- The proposed project, in combination with other cumulative development, would convert undeveloped land to urban uses, resulting in the loss of general wildlife habitat for resident and migratory species;
- Impacts related to the physical deterioration and urban decay of retail centers in Downtown Woodland, East of Downtown, and East of I-5; and
- Impacts related to the physical deterioration and urban decay of retail centers in County Fair Mall, West Woodland, and East Street Corridor.

(Draft EIR, pp. 2-11 to 2-89.)

However, as detailed in the findings for each impact above, because the nature of the project is programmatic and does not include specific projects, and because the exact location and design of future projects have not yet been identified, it would be speculative to attempt to determine project-specific impacts and it is infeasible to design project-specific mitigation measures that would ensure respective impacts would be reduced to a less than significant level. Therefore, excess caution was employed in determining significance, and led to determinations of significant, unavoidable impacts for the project.

The City declares that reasonable and good faith efforts have been made to eliminate or substantially mitigate potential impacts on the foregoing significant and unavoidable impacts. To the extent any mitigation measures could not be incorporated, such mitigation measures are infeasible because of specific economic, legal, social, technological and other considerations and benefits of the proposed project outweigh the unmitigated impacts.

The Agency and the City further find that except for the proposed project, all other alternatives set forth in the EIR are infeasible because they would prohibit the realization of the Project's objectives and the City's goals and/or because of specific economic, legal, social, technological and other benefits that the City finds outweigh any environmental benefits of the alternatives.

The City declares that, having reduced the significant adverse environmental effects of the proposed project to the extent feasible by adopting the mitigation measures, having considered the entire administrative record on the proposed project, and having weighed the benefits of the proposed project against its unavoidable adverse impacts after mitigation, the City has determined that the following social, economic, and environmental benefits of the proposed project outweigh the potential unavoidable significant adverse impacts and render those potential adverse environmental impacts acceptable:

1. The project would stimulate the economy of the City by provide employment for many people both during construction and operation of the proposed project. Even though the development of the proposed project is not imminent, when the developer is ready to proceed with construction of project, skilled laborers will be needed to complete the project. In addition, the businesses that would occupy the proposed commercial space would require a workforce and would need to hire new employees. (Draft EIR, p. 3-4)

2. The project would generate tax revenue for the City of Woodland by providing commercial retail space, which would attract new business and consequently new customers to the city. By attracting new business and new customers, the project would encourage more spending within the City's corporate boundaries, which would contribute to the overall tax base for the City. (Draft EIR, p. 3-4; 4.11-8; 4.11-26.)

3. The project would facilitate the completion of Woodland Gateway Phase I by coordinating site development of Gateway I and Gateway II. The uses at Gateway I and Gateway II are intended to support one another. The goal is to provide a comprehensive retail/commercial experience within the City's boundaries to prevent shoppers from having to travel long distances to obtain necessary goods. (Draft EIR, p. 3-4; 4.11-8)

4. As indicated above, the project would develop revenue generating land uses and would capture regional retail leakage. Once the project is constructed and operational, it will provide residents of Woodland greater shopping opportunities within this community. Residents will not have to travel as far, or to other communities, in order purchase necessary items. (Draft EIR, p. 3-4; 4.11-31 to 4.11-32.) The neighborhood shopping centers in the cities of Davis and Dixon would not compete with the proposed Project given their geographical distance from the City of Woodland. (Draft EIR, p. 4.11-8.)

5. The project would facilitate the relocation of auto related uses from the Downtown area to help achieve goals and policies contained in the City's Downtown Specific Plan. (Draft EIR, p. 3-4)

6. The project would ensure that the downtown remains the primary focus in the City for entertainment and specialty retail uses. (Draft EIR, p. 3-4; 4.11-32 to 4.11-36.)

7. The Project will eliminate an existing “island” of unincorporated land that exists between CR 102 and the City’s sewer treatment plant and ponds. The Project site is currently within the boundaries of Yolo County. (Draft EIR, p. 4.1-2 to 4.1-4.) Land surrounding the Project site to the northwest, east, and west are within the City of Woodland corporate boundaries. (Draft EIR, p. 4.1-5, 4.1-7.) As a result, the Project site is considered an “island” because the site is nearly completely surrounded by incorporated lands. Annexation of the Project site into the City of Woodland’s corporate boundaries would eliminate this “island” territory.

8. The project provides improvements along the west side of County Road 102 that are consistent with the urbanized area on the west side of the roadway completing the improvements along County Road 102 through the project area.

9. The Project will provide competition between retail tenants within Woodland. Increasing competition between retail tenants benefits consumers in Woodland through lower prices for consumer goods through price competition. Woodland is currently the only market area in the Sacramento Region with a positive net absorption rate for retail centers. (Draft EIR, p. 4.11-8.)

10. The project will provide large acreage parcels demanded by modern retail tenants that require large buildings and sites that cannot locate in the Downtown or in older commercial areas due to the limitation of parcel sizes in those areas.

11. The project will the balance of development along the CR 102 corridor by providing commercial development supportive of the existing and future residential communities in the Southeast and Spring Lakes Specific Plan areas. By providing development opportunity along the east side of CR 102 the project enables the City of Woodland to maximize the infrastructure investment of this critical corridor including the I-5/CR102 interchange and provide services for its citizens without the need to push development further out into undeveloped areas surrounding the City without infrastructure.

The City Council hereby declares that the foregoing benefits provided to the public through approval and implementation of the project outweighs the identified significant adverse environmental impacts of the project, which cannot be mitigated. The City Council finds that each of the project benefits separately and individually outweighs the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

EXHIBIT B

MITIGATION MONITORING AND REPORTING PLAN

4

MITIGATION MONITORING AND REPORTING PLAN

4.0 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Plan (MMRP) for the Woodland Gateway Phase II project. The project as approved includes mitigation measures. The intent of the MMRP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Environmental Impact Report (EIR) for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

4.1 COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the Woodland Gateway Phase II project prepared by the City of Woodland. This MMP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR prepared for the proposed project.

The Woodland Gateway Phase II EIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMRP will provide for monitoring of

construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Woodland. The table attached to this report identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The City of Woodland will be responsible for ensuring compliance.

During construction of the project, the City will assign an inspector who will be responsible for field monitoring of mitigation measure compliance. The inspector will report to the City Planning Division and will be thoroughly familiar with permit conditions and the MMRP. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on compliance monitoring report worksheets. The time commitment of the inspector will vary depending on the intensity and location of construction. Aided by the attached table, the inspector will be responsible for the following activities:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMRP;
- Verifying the accuracy and adequacy of contract wording;
- Having the authority to require correction of activities that violate mitigation measures, securing compliance with the MMRP;
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction representative and the City of Woodland;
- Obtaining assistance as necessary from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

4.2 MITIGATION MONITORING AND REPORTING PLAN

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.1 Land Use and Agricultural Resources					
4.1-3	Impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses.	4.1-3 <i>Prior to the issuance of the first grading permit for the General Commercial portion of the project (61.3 acres), the project applicant shall dedicate in perpetuity an agricultural conservation easement, at a ratio of 1:1 of active agricultural acreage. The agriculture mitigation land shall be located in Yolo County and shall be conserved through the purchase of development rights and execution of an irreversible conservation or agricultural easement. The location and easement requirements shall be reviewed by the City Community Development Department. These soils shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis, already experiencing, or likely to experience, growth pressures shall be targeted. Soils and farming conditions shall be equivalent or superior to the project area. The holder of the agricultural conservation easement shall be determined in accordance with Yolo LAFCO agricultural policy.</i>	Community Development Department	Prior to the issuance of the first grading permit for the General Commercial portion of the project	
4.1-7	The proposed project, in conjunction with future plans, would contribute	4.1-7 <i>Implement Mitigation Measure 4.1-3.</i>	See Mitigation Measure 4.1-3	See Mitigation Measure 4.1-3	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	to the loss of Prime Farmland.				
4.2 Transportation and Circulation					
4.2-1	Under Existing Plus Project conditions, PM peak hour traffic volumes on study roadways would increase, resulting in unacceptable LOS at six locations under the 2-Access Alternative and at four locations under the 3-Access Alternative.	4.2-1(a) <u>Gateway II Driveway – CR 102 to American Drive</u> <u>2-Access Alternative</u> – At ultimate buildout, the applicant shall widen the Gateway II Driveway between CR 102 and American Drive from a two lane collector to a four lane minor arterial. Driveway access shall be restricted based on the arterial designation. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of the Gateway II driveway shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. <u>3-Access Alternative</u> – At ultimate buildout, the applicant shall widen the Gateway II Driveway between CR 102 and American Drive from a two lane collector to a four lane collector. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of the Gateway II driveway shall be per level of	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		service standards as defined in the General Plan, as approved by the City Engineer. Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for both the 2-Access & 3-Access Alternatives and a less-than-significant impact would occur. This mitigation measure is a direct project cost. 4.2-1(b) <u>Gibson Road – CR 102 to American Drive</u> <u>3-Access Alternative</u> – At ultimate buildout, the applicant shall widen the Gibson Road extension between CR 102 and American Drive to a four lane minor arterial. Driveway access shall be restricted based on the arterial designation. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of Gibson Road shall be widened as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for the 3-Access Alternative and a less-than-significant impact would occur</i> <i>This mitigation measure is a direct project cost.</i> 4.2-1(c) <u>CR 102 – Maxwell Avenue to Gibson Road</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout, the applicant shall widen CR 102 between Maxwell Avenue and Gibson Road to three travel lanes in each direction. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. <i>Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur.</i>	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>This mitigation measure is a direct project cost.</i> <i>Impact 4.2-1(c) would not be significant if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) proposed by the project is adopted. It should be noted, however, that intersection impacts at CR 102/Maxwell Avenue, CR 102/Gateway II, and CR 102/Gibson Road require the widening of CR 102 from four to six lanes. A third northbound lane would be required if driveways are planned between the project's main access driveways. Implementation of the mitigations required for these three intersections will ultimately result in a six lane section on CR 102 between Maxwell Avenue and Gibson Road.</i> 4.2-1(d) <u>CR 102 – Gibson Road to Heritage Parkway</u> <i>2-Access & 3-Access Alternatives – At ultimate buildout, the applicant shall widen CR 102 between Gibson Road and Heritage Parkway to two travel lanes in each direction. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of CR 102</i>	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases, per level of service standards as defined in the General Plan, as approved by the City Engineer.</i> <i>Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur.</i> <i>This mitigation measure is fair share funded.</i> <i>Impact 4.2-1(d) would not be significant if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) proposed by the project is adopted. It should be noted, however, that intersection impacts at CR 102/Gibson Road require the widening of CR 102 to provide two northbound and southbound through lanes at the intersection.</i>			
		4.2-1(e) <u>Wintun Drive – CR 102 to American Drive</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout, the applicant shall widen Wintun Drive between CR 102 and	City Engineer	As determined by traffic studies prepared for project phases and at ultimate	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>American Drive from two to four through lanes. Right-of-way shall be reserved for a four lane section per City standards. Interim widening of Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.</i> <i>Implementation of this mitigation measure would result in LOS B operations during the PM peak hour for both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur.</i> <i>This mitigation measure is a direct project cost.</i>		buildout	
		4.2-1(f) <u>Maxwell Avenue – CR 102 to American Drive</u> <u>2-Access Alternative</u> – At ultimate buildout, the applicant shall widen Maxwell Avenue between CR 102 and American Drive from four to six through lanes. Right-of-way shall be reserved for the six lane section per City standards. Interim widening of Maxwell Avenue shall be widened to six lanes as needed based on the traffic studies prepared for	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer.</i> <i>Implementation of this mitigation measure would result in LOS C operations during the PM peak hour for the 2-Access Alternative and a less-than-significant impact would occur.</i> <i>This mitigation measure is a direct project cost.</i> 4.2-1(g) <u>Maxwell Avenue – CR 102 to Farnham Avenue</u> <u>2-Access Alternative</u> – Based on the traffic studies prepared for individual project phases, when Maxwell Avenue between CR 102 and Farnham Avenue reaches LOS D, the applicant shall fund the development of a neighborhood traffic calming plan. The applicant shall fund implementation of the plan. The traffic calming plan shall address Maxwell Avenue, Farnham Avenue, Brannigan Avenue, Gum Avenue, and other affected residential streets in southeast Woodland. The traffic calming plan shall address performance standards, including such	City Engineer	Prior to obtaining a building permit	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		items as bulbouts, traffic circles, speed lumps, etc. National research has documented the effectiveness of speed lumps (or other vertical devices) and shown that a reduction in traffic volumes of up to 20 percent can occur if other parallel routes with comparable travel times exist. The redistribution of traffic to other parallel routes will result in secondary impacts. Figure 4.2-9 presents a conceptual traffic calming plan to redirect non-local neighborhood traffic to the arterial streets in east Woodland (e.g., CR 102, E. Main Street, E. Gibson Road, and Pioneer Avenue). The conceptual plan consists of speed lumps, traffic circles, bulbouts, center island narrowings, speed legends, and neighborhood entry signs. The placement of such devices should be located along property lines where applicable and should not block access to individual driveways. The optimum spacing of traffic calming devices is between 250 and 500 feet from each device or other slow points such as stop signs. The individual elements of the plan are interchangeable and certain devices can be substituted for other devices with comparable effectiveness.			

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		<i>Implementation of the conceptual traffic calming plan would reduce non-local neighborhood traffic on Maxwell Avenue by up to 20 percent. This would provide LOS C operations in the PM peak hours, for the 2-Access Alternative.</i> <i>The timing and effectiveness of the implemented traffic calming plan is uncertain due to the potential lack of support by local residents and/or emergency responders. Therefore, this impact is considered significant and unavoidable.</i> <i>This mitigation is a direct project cost.</i>			
4.2-2	Under Existing Plus Project conditions, AM and PM peak hour traffic volumes would increase resulting in unacceptable LOS at nine intersections.	4.2-2(a) <u>CR 102 / E. Main Street</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the following improvement(s): widening and reconstruction of the southbound approach to the CR 102 / E. Main Street intersection to provide an exclusive southbound right-turn lane.; and modification of the traffic signal phasing to provide an overlap phase for the northbound u-turn and eastbound right-turn movements.	City Engineer	Prior to the issuance of a building permit	

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		<i>Implementation of these improvements would provide LOS C operations during the AM and PM peak hours, respectively, under the 2-Access Alternative.</i> <i>This mitigation is development fee funded. This improvement is currently in the City of Woodland MPFP.</i> <i>The timing of the overlap phase mitigation is uncertain because it may be infeasible to prohibit eastbound and northbound u-turn movements. Therefore, this impact is considered significant and unavoidable.</i> 4.2-2(b) <u>CR 102 / I-5 NB</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the widening and reconstruction of the I-5 / CR 102 interchange to the "Ultimate Design" identified in the I-5 CR 102 Interchange Project Report. The "Ultimate Design" consists of the following improvements: widening the CR 102 overpass to include two northbound and three southbound travel lanes; reconfiguring the intersection to provide one left-turn lane and two through lanes on the northbound approach, two through	City Engineer	Prior to the issuance of a building permit	

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		lanes and one shared through right-turn lane on the southbound approach, one left-turn lane, a shared left/through lane, and two right-turn lanes on the I-5 northbound off-ramp approach; and prohibiting eastbound left-turn movements from Hayes Lane. Implementation of these improvements would provide LOS C and LOS D operations during the AM and PM peak hours, respectively, under both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur. This mitigation is development fee funded. This improvement is currently in the City of Woodland MPFP. 4.2-2(c) <u>CR 102 / I-5 SB</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of a building permit, the applicant shall pay the project’s fair share toward the widening and reconstruction of the I-5/CR 102 interchange to the “Ultimate Design” identified in the I-5/CR 102 Interchange Project Report. The “Ultimate Design” consists of the following improvements: widening the CR 102 overpass to include two northbound	City Engineer	Prior to the issuance of a building permit	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
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		and three southbound travel lanes; reconfiguring the intersection to provide two through lanes and one right-turn lane on the northbound approach and one through lane and one shared through right-turn lane on the southbound approach; and re-striping the I-5 southbound off-ramp from the “Ultimate Design” to provide one-left-turn lane and two right-turn lanes. Implementation of these improvements would provide LOS A and LOS C operations during the AM and PM peak hours, respectively, under the 2-Access Alternative, and LOS A operations during both the AM and PM peak hours, respectively, under the 3-Access Alternative and a less-than-significant impact would occur. This mitigation is development fee funded. This improvement is currently in the City of Woodland MPFP. 4.2-2(d) <u>CR 102 / Wintun Drive</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall, consistent with the I-5 / CR 102 Interchange “Ultimate Design,” provide	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		three through lanes and one shared through right-turn lane in both the northbound and southbound direction. The applicant shall install a half traffic signal at the County Road 102 / Wintun Drive intersection and provide one westbound right turn lane. The half traffic signal shall stop northbound CR 102 traffic allowing westbound traffic to exit the project site. Consistent with mitigation measures 4.2-1(e), the applicant shall widen Wintun Drive from two to four through lanes between CR 102 and American Drive. Right-of-way shall be reserved for a four lane section per City standards. The interim improvements to Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. Implementation of these improvements would provide LOS A and D operations during the AM and PM peak hours, respectively, under the 2-Access Alternative, and LOS A during both the AM and PM peak hours, respectively, under the 3-Access Alternative and a less-than-significant impact would occur.			

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		<i>This mitigation is a direct project cost.</i> 4.2-2(e) <u>CR 102 / Maxwell Avenue</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall widen and reconstruct the northbound and southbound approaches to the CR 102 / Maxwell Avenue intersection. Widen and re-stripe the southbound approach to provide two left-turn lanes, two through lanes, and one shared through right-turn lane. Widen CR 102 between Maxwell Avenue and Gibson Road to provide three southbound receiving lanes and three northbound departure lanes at the CR 102/Maxwell Avenue intersection. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The northbound approach shall provide one left-turn lane, three through lanes, and one right-turn lane. <i>Implementation of this improvement would provide LOS C and D operations during</i>	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
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		<i>the AM and PM peak hours under the 2-Access Alternative, and LOS C during both the AM and PM peak hours, respectively, under the 3-Access Alternative and a less-than-significant impact would occur.</i> <i>This mitigation is a direct project cost.</i> 4.2-2(f) <u>CR 102 / Gibson Road</u> <u>2-Access Alternative</u> – At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-1(c), widen CR 102 between Maxwell Avenue and Gibson Road. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall re-stripe the southbound approach to provide one left turn lane, two through lanes, and two right turn lanes. Consistent with mitigation measure 4.2-1(d), the applicant shall widen CR 102 between Gibson Road and Farmers Central Road to provide two continuous northbound and southbound	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		departure lanes and receiving lanes, respectively. The northbound approach shall provide one left turn lane and two through lanes. The applicant shall widen and reconstruct the eastbound approach to provide two left turn lanes, one through lane, and one right turn lane. This would require additional right-of-way to the south of Gibson Road. The applicant shall modify the traffic signal to provide an overlap phase for the southbound right turn and eastbound left turn movements. Implementation of this improvement would provide LOS D operations during the PM peak hour. The timing of the widening to the eastbound approaches of the CR 102 / E. Gibson Road intersection is uncertain due to ability to obtain additional right-of-way along the Yolo County Sheriff and Detention Center frontage. This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. The mitigation would reduce impacts to a less-than-significant level if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the			

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>proposed project is adopted.</i> <i>This mitigation is a direct project cost.</i> <i><u>3-Access Alternative</u> – At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-1(c), widen CR 102 between Maxwell Avenue and Gibson Road. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall re-stripe the southbound approach to provide one left-turn lane, two through lanes, and two right turn lanes. Consistent with mitigation measure 4.2-1(d), the applicant shall widen CR 102 between Gibson Road and Farmers Central Road to provide two continuous northbound and southbound departure lanes and receiving lanes, respectively. The northbound approach shall provide one left turn lane and two through lanes. The applicant shall reconstruct the westbound approach to provide two left turn lanes, two through lanes, and one right turn lane. The</i>			

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>recommended lane configurations shall include protected left-turn phasing on the eastbound and westbound approaches. The applicant shall widen and reconstruct the eastbound approach to provide two left turn lanes, one through lane, and one right turn lane. This would require additional right-of-way to the south of Gibson Road. The applicant shall modify the traffic signal to provide an overlap phase for the southbound right turn and eastbound left turn movements.</i> <i>Implementation of this improvement would provide LOS D operations during the PM peak hour.</i> <i>The timing of the widening to the eastbound approaches of the CR 102 / E. Gibson Road intersection is uncertain due to ability to obtain additional right-of-way along the Yolo County Sheriff and Detention Center frontage. This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. The mitigation would reduce impacts to a less-than-significant level if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the</i>			

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>proposed project is adopted.</i> <i>This mitigation is a direct project cost.</i> 4.2-2(g) <u>Maxwell Avenue / American Drive</u> <u>2-Access Alternative</u> – At ultimate buildout, the applicant shall install a traffic signal at the Maxwell Avenue / American Drive intersection. The improvements at the Maxwell Avenue / American Drive intersection shall be as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. In addition, at ultimate buildout, the applicant shall, consistent with mitigation measure 4.2-1(f), widen Maxwell Avenue between CR 102 and American Drive from four to six through lanes. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of Maxwell Avenue shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the southbound approach to provide one	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
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		left turn lane, two through lanes, and one right lane. The applicant shall reconstruct the westbound approach to provide one left turn lane and one through lane. The applicant shall reconstruct the eastbound approach to provide two left turn lanes, two through lanes, and one right turn lane. The applicant shall construct the new northbound approach to provide two left turn lanes and two through lanes. <u>3-Access Alternative</u> – At ultimate buildout, the applicant shall install a traffic signal at the Maxwell Avenue / American Drive intersection. The improvements at the Maxwell Avenue / American Drive intersection shall be as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the southbound approach to provide one left turn lane, two through lanes, and one right lane. The applicant shall reconstruct the westbound approach to provide one left turn lane and one through lane. The applicant shall reconstruct the eastbound approach to provide two left turn lanes and two through lanes. The applicant shall construct the new northbound approach to			

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
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		<i>provide two left turn lanes and two through lanes.</i> <i>Implementation of these improvements would provide LOS C operations during the AM and PM peak hours, respectively, for the 2 and 3 Access Alternatives and a less-than-significant impact would occur.</i> <i>This mitigation is a direct project cost.</i> 4.2-2(h) <u>CR 102 / Gateway II Driveway</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-1(c), widen CR 102 between Maxwell Avenue and Gibson Road. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the northbound approach to provide three through lanes and one right turn lane. Reconstruct the southbound approach to provide two left turn lanes and three through lanes. At ultimate buildout the	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		applicant shall, consistent with mitigation measure 4.2-1(a), widen the Gateway II Driveway from two to four through lanes and provide two left turn lanes and one right turn lane on the westbound approach. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of the Gateway II driveway shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. Implementation of these improvements would provide LOS C and LOS B operations during the AM and PM peak hours, respectively, and a less-than-significant impact would occur. This mitigation is a direct project cost. Impact 4.2-2(h) would not be significant for the 3-Access Alternative if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted. If this action is taken, mitigation is not required for the 3-Access Alternative.			

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		4.2-2(i) <u>Wintun Drive / American Drive</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-1(e), the applicant shall widen Wintun Drive from two to four through lanes between CR 102 and American Drive. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall realign the westbound approach to align properly with the widened section of Wintun Drive. The applicant shall re-stripe the eastbound approach to provide one left turn lane, one through lane, and one right turn lane. Implementation of these improvements would provide LOS B and LOS C operations during the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS B during the AM and PM peak hours, respectively, under the 3-Access Alternative, and a less-than-significant impact would occur.	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>This mitigation is a direct project cost.</i>			
4.2-3	The proposed project would increase demand for public transit service to an area that is not currently served by YCTD.	4.2-3 <i>The project applicant shall contribute its fair-share of the capital cost associated with providing transit service to the project site. It is anticipated that new transit vehicles may be required to provide additional service to the project site. However, the final determination of additional capital equipment or other costs shall be determined by the City of Woodland and YCTD. The fair-share cost shall be submitted to the City of Woodland in an incremental fashion as project phases are completed, prior to the issuance of building permits.</i>	City Engineer YCTD	Prior to the issuance of building permits	
4.2-4	The proposed project would increase demand for public transit and create inconsistencies with transit-related policies in the City of Woodland General Plan.	4.2-4 <i>Individual design review applications shall be submitted prior to the issuance of a building permit and shall identify the specific locations of sheltered transit stops with bus turnouts, in accordance with the goals and policies of the City's General Plan and subject to review and approval of the City of Woodland and YCTD.</i>	City Engineer YCTD	Prior to the issuance of building permits	
4.2-5	The proposed project would increase demand for bicycle and pedestrian facilities and create inconsistencies with bicycle-related policies in the City of Woodland General Plan.	4.2-5 <i>Individual design review applications shall be submitted prior to the issuance of a building permit and shall provide a sidewalk and a Class II bike lane on both sides of the primary project access roadway. The project applicant shall also provide bicycle and pedestrian facilities on the east side of CR 102 between</i>	City Engineer YCTD	Prior to the issuance of a building permit	

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		<i>Maxwell Drive and Gibson Road.</i>			
4.2-7	Under Cumulative (Year 2020) Plus Project conditions, PM peak hour traffic volumes on study roadways would increase resulting in unacceptable LOS at seven locations.	4.2-7(a) <u>Maxwell Avenue - Farnham Avenue and CR 102</u> <u>2-Access & 3-Access Alternatives</u> Implement Mitigation Measure 4.2-1(g).	City Engineer	Prior to obtaining a building permit	
		4.2-7(b) <u>CR 102 – Maxwell Avenue to Gibson Road</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall widen CR 102 between Maxwell Avenue and Gibson Road to three travel lanes in each direction. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be per level of service standards as defined in the General Plan, as approved by the City Engineer. Implementation of this mitigation measure would result in LOS D and C operations during the PM peak hours, for the 2-Access and 3-Access Alternatives, respectively and a less-than-significant impact would occur. This mitigation measure is a direct project cost.	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		<i>Impact 4.2-7(b) would not be significant if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted. It should be noted, however, that intersection impacts at CR 102/Maxwell Avenue, CR 102/Gateway II, and CR 102/Gibson Road require the widening of CR 102 from four to six lanes. A third northbound lane would be required if driveways are planned between the project's main access driveways. Implementation of the mitigations required for these three intersections will ultimately result in a six lane section on CR 102 between Maxwell Avenue and Gibson Road.</i> 4.2-7(c) <u>CR 102 – Gibson Road to Heritage Parkway</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall widen CR 102 between Gibson Road and Heritage Parkway to two travel lanes in each direction. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of CR 102 shall be per level of service standards as defined in the General Plan, as approved by the City Engineer.	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		<i>Implementation of this mitigation measure would result in LOS C operations during the PM peak hours, for both the 2-Access and 3-Access Alternatives and a less-than-significant impact would occur.</i> <i>This mitigation measure is fair share funded.</i> <i>Impact 4.2-7(c) would not be significant if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) proposed by the project is adopted. It should be noted, however, that intersection impacts at CR 102/Gibson Road require the widening of CR 102 to provide two northbound and southbound through lanes at the intersection.</i> 4.2-7(d) <u>Wintun Drive – CR 102 to American Drive</u> <u>2-Access Alternative & 3-Access Alternatives</u> – At ultimate buildout the applicant shall widen Wintun Drive between CR 102 and American Drive from two to four through lanes. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual project	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		<i>phases, per level of service standards as defined in the General Plan, as approved by the City Engineer.</i> <i>Implementation of this mitigation measure would result in LOS C operations during the PM peak hour and a less-than-significant impact would occur.</i> <i>This mitigation measure is a direct project cost.</i> 4.2-7(e) <u>Gateway II Driveway – CR 102 to American Drive</u> <u>2-Access Alternative</u> – At ultimate buildout the applicant shall widen the Gateway II Driveway between CR 102 and American Drive from a two-lane collector to a four-lane minor arterial. Driveway access shall be restricted based on the arterial designation. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of the Gateway II driveway shall be per level of service standards as defined in the General Plan, as approved by the City Engineer. <i>Implementation of this mitigation measure would result in LOS C operations during</i>	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		<i>the PM peak hour under the 2-Access Alternative and a less-than-significant impact would occur.</i> <u>3-Access Alternative</u> – At ultimate buildout the applicant shall widen the Gateway II Driveway between CR 102 and American Drive from a two-lane collector to a four-lane collector. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of the Gateway II driveway shall be per level of service standards as defined in the General Plan, as approved by the City Engineer. <i>Implementation of this mitigation measure would result in LOS B operations during the PM peak hour under the 3-Access Alternative and a less-than-significant impact would occur.</i> <i>This mitigation measure is a direct project cost.</i> 4.2-7(f) <u>Gibson Road – CR 102 to American Drive</u> <u>3-Access Alternative</u> – At ultimate buildout the applicant shall widen the Gibson Road extension between CR 102 and American Drive to a four-lane minor arterial.	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		<i>Driveway access shall be restricted based on the arterial designation. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of E. Gibson Road shall be widened to four lanes as needed based on the traffic studies prepared for individual project phase per level of service standards as defined in the General Plan, as approved by the City Engineer.</i> <i>Implementation of this mitigation measure would result in LOS C operations during the PM peak hour and a less-than-significant impact would occur.</i> <i>This mitigation measure is a direct project cost.</i> 4.2-7(g) <u>Maxwell Avenue – CR 102 to American Drive</u> <u>2-Access Alternative</u> – At ultimate buildout the applicant shall widen Maxwell Avenue between CR 102 and American Drive from four to six through lanes. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of Maxwell Avenue shall be widened to six lanes as needed based on the traffic studies prepared for individual project	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		<i>phase per level of service standards as defined in the General Plan, as approved by the City Engineer.</i> <i>Implementation of this mitigation measure would result in LOS C or better operations during the PM peak hour and a less-than-significant impact would occur.</i> <i>This mitigation measure is a direct project cost.</i>			
4.2-8	Under Cumulative (Year 2020) Plus Project conditions, AM and PM peak hour traffic volumes at study intersections would increase resulting in unacceptable LOS at 14 locations.	4.2-8(a) <u>CR 102 / E. Main Street</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of building permits, the applicant shall pay the project's fair share toward the following improvement(s); widening and reconstruction of the southbound approach to provide a southbound right turn lane; and modification of the traffic signal at the County Road 102 / E. Main Street intersection to provide an overlap phase for the northbound u-turn and eastbound right-turn movements. <i>Implementation of these improvements would provide LOS D and LOS F operations in the AM and PM peak hours, respectively, under the 2 access alternative and LOS D and E operations in the AM</i>	City Engineer	Prior to the issuance of building permits	

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		and PM peak hours, respectively, under the 3 access alternative. This mitigation is development fee funded. This improvement is currently in the City of Woodland MPFP. The timing of the overlap phase mitigation is uncertain because it may be infeasible to prohibit eastbound and northbound u-turn movements. Therefore, this impact is considered significant and unavoidable. 4.2-8(b) <u>CR 102 / I-5 NB</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of building permits, the applicant shall pay the project's fair share of the following improvements: implementation of the ultimate design for the I-5/CR 102 interchange; restriction of eastbound traffic at the County Road 102 / I-5 NB Ramps / Hayes Lane intersection; rerouting eastbound traffic to the E. Main Street / Douglas Lane intersection; re-optimization of the intersection signal timings to maximize intersection operations. Implementation of these improvements would provide LOS F operations during	City Engineer	Prior to the issuance of building permits	

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		<i>the AM and PM peak hours, respectively, under both the 2-Access and 3-Access Alternatives.</i> <i>This mitigation measure is development fee funded.</i> <i>The timing of this mitigation measure is uncertain due to the restriction of access to existing properties and access for emergency responders. This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable.</i> 4.2-8(c) <u>CR 102 / I-5 SB</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of building permits, the applicant shall pay the project's fair share to implement the ultimate design for the I-5/CR 102 interchange and re-stripe the southbound off-ramp at the County Road 102 / I-5 SB Ramps intersection to provide a left-turn lane and two right-turn lanes. <i>Implementation of these improvements would provide LOS B operations during the PM peak hour under the 2-Access Alternative and LOS C operations during</i>	City Engineer	Prior to the issuance of building permits	

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		<i>the PM peak hour under the 3-Access Alternative, and a less-than-significant impact would occur.</i> <i>This mitigation measure is development fee funded.</i> 4.2-8(d) <u>CR 102 / Wintun Drive</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall, consistent with the I-5 / CR 102 Interchange “Ultimate Design,” provide three through lanes in both the northbound and southbound directions. Install a half traffic signal at the CR 102 / Wintun Drive intersection and provide two westbound right-turn lanes. The half traffic signal would stop northbound CR 102 traffic allowing westbound traffic to exit the Gateway I site. At ultimate buildout the applicant shall, consistent with mitigation measures 4.2-1(e), widen Wintun Drive from two to four through lanes between CR 102 and American Drive. Right -of-way shall be reserved for the four lane section per City standards. The interim improvements to Wintun Drive shall be widened to four lanes as needed based on the traffic studies prepared for individual project phases per level of service	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		<i>standards as defined in the General Plan, as approved by the City Engineer.</i> <i>Implementation of these improvements would provide LOS C operations during both the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS C and B during the AM and PM peak hours, respectively, under the 3-Access Alternative, and a less-than-significant impact would occur.</i> <i>This mitigation is a direct project cost.</i> 4.2-8(e) <u>CR 102 / Maxwell Avenue</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall widen and reconstruct the northbound and southbound approaches to the CR 102 / Maxwell Avenue intersection. The applicant shall widen and re-stripe the southbound approach to provide two left-turn lanes, two through lanes, and one shared through right-turn lane. The applicant shall widen CR 102 between Maxwell Avenue and Gibson Road to provide three southbound receiving lanes and three northbound departure lanes at the CR 102/Maxwell Avenue intersection. Right-of-way shall be reserved for the six	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The northbound approach shall provide one left-turn lane, three through lanes, and one right-turn lane. The applicant shall reconstruct the westbound approach to provide two left-turn lanes, one through lane, and two controlled right-turn lanes. Implementation of these improvements would provide LOS F operations during both the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS F and E operations during the AM and PM peak hours, respectively, under the 3-Access Alternative. This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. This mitigation measure is a direct project cost.			

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		4.2-8(f) <u>CR 102 / Gibson Road</u> <u>2-Access Alternative</u> – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-7(e), widen CR 102 between Maxwell Avenue and Gibson Road to provide three travel lanes in each direction. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall re-stripe the southbound approach and reconstruct the northbound approach to the CR 102 / Gibson Road intersection. The applicant shall re-stripe the southbound approach to provide one left-turn lane, two through lanes, and two right turn lanes. The applicant shall widen CR 102 between Gibson Road and Farmers Central Road to provide two continuous northbound and southbound departure lanes and receiving lanes, respectively. The northbound approach shall provide one left turn lane and two through lanes. The applicant shall modify the traffic signal to provide an overlap phase for the southbound right turn and	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		eastbound left turn movements. Implementation of this improvement would provide LOS C operations during the PM peak hour and a less-than-significant impact would occur. The widening of CR 102 is fair share funded. The remaining intersection approach improvements are a direct project cost. <u>3-Access Alternative</u> – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-7(e), widen CR 102 between Maxwell Avenue and Gibson Road to provide three travel lanes in each direction, reconstruct the northbound, southbound, eastbound, and westbound approaches to the CR 102 / Gibson Road intersection. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall re-stripe the southbound approach to provide one left-turn lane, two through lanes, and two right			

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		turn lanes. The applicant shall widen CR 102 between Gibson Road and Farmers Central Road to provide two continuous northbound and southbound departure lanes and receiving lanes, respectively. The northbound approach shall provide one left turn lane and two through lanes. The applicant shall reconstruct the eastbound approach to provide two left turn lanes, one through lane, and one shared through/right-turn lane. The applicant shall reconstruct the westbound approach to provide two left turn lanes, two through lanes, and one right turn lane. The recommended lane configurations shall also require protected left-turn phasing on the eastbound and westbound approaches. The applicant shall modify the traffic signal to provide an overlap phase for the southbound right turn and eastbound left turn movements. Implementation of this improvement would provide LOS D operations during the PM peak hour. The timing of the widening to the eastbound approaches of the CR 102 / E. Gibson Road intersection is uncertain and overlap phasing may not be feasible due to ability to obtain additional right-of-way			

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		along the Yolo County Sheriff and Detention Center frontage. In addition, the re-optimization of the intersection signal timings must be implemented by the City and may not be feasible. This mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. The mitigation would reduce impacts to a less-than-significant level if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted. The widening of CR 102 is fair share funded. The remaining intersection approach improvements are a direct project cost. 4.2-8(g) <u>E. Main Street / Pioneer Avenue</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the following improvement(s): widening the southbound approach to the E. Main Street / Pioneer Avenue intersection to provide a second exclusive left turn lane of 360 feet in length and an exclusive right turn lane of 325 feet in	City Engineer	Prior to the issuance of a building permit	

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		<i>length; and modify the traffic signal to provide an overlap phase for the northbound right turn movements.</i> <i>This mitigation is development fee funded. The timing of the widening of the southbound approach of the E. Main Street/Pioneer Avenue intersection is uncertain due to the proximity of the I-5 overpass to the north of the intersection and the difficulty of obtaining additional right-of-way on the west side of Pioneer Avenue. The timing of the overlap phasing is also uncertain because it may be infeasible to prohibit westbound u-turn movements. Therefore, this impact is considered significant and unavoidable.</i> 4.2-8(h) <u>E. Gibson Road / Pioneer Avenue</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the following improvement(s): re-striping the westbound approach to the E. Gibson Road / Pioneer Avenue intersection to provide two left-turn lanes, one through lane, and one shared through/right-turn lane; and modify the traffic signal to provide an overlap phase for the southbound right-turn lane.	City Engineer	Prior to the issuance of a building permit	

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		<i>This mitigation is fair share funded.</i> <i>The timing of the overlap phasing implementation is uncertain because it may be infeasible to prohibit eastbound u-turn movements. Therefore, this impact is considered significant and unavoidable.</i> 4.2-8(i) <u>E. Gibson Road / East Street</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the following improvement(s): widening the northbound approach to provide a second exclusive left turn lane and an exclusive right turn lane; widening the southbound approach to provide a second exclusive left turn lane; and widening the eastbound approach to provide an exclusive right turn lane. <i>This mitigation is development fee funded.</i> <i>The timing of the widening of the northbound, southbound, and eastbound approaches of the E. Gibson Road / East Street intersection is uncertain due to the proximity of building structures to the intersection and the resulting difficulty of obtaining additional right-of-way at this</i>	City Engineer	Prior to the issuance of a building permit	

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		location. Therefore, this impact is considered significant and unavoidable. 4.2-8(j) <u>Maxwell Avenue / Farnham Avenue</u> <u>2-Access & 3-Access Alternatives</u> – Implement Mitigation Measure 4.2. 4.2-8(k) <u>Wintun Drive / American Drive</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-7(d), widen Wintun Drive from two to four through lanes between CR 102 and American Drive. Sufficient right-of-way shall be reserved for the four lane section. Interim widening of Wintun Drive shall be as needed based on the traffic studies prepared for individual project phases, as approved by the City Engineer. The applicant shall realign the westbound approach to align properly with the widened section of Wintun Drive. The applicant shall reconstruct the eastbound approach to provide one left turn lane, one through lane, and one right turn lane. Implementation of these improvements would provide LOS B and LOS C operations during the AM and PM peak	City Engineer City Engineer	Prior to obtaining a building permit As determined by traffic studies prepared for project phases and at ultimate buildout	

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		hours, respectively, under the 2-Access Alternative and LOS B during the AM and PM peak hours, respectively, under the 3-Access Alternative, and a less-than-significant impact would occur. This mitigation is a direct project cost. 4.2-8(l) <u>Maxwell Avenue / American Drive</u> <u>2-Access Alternative</u> – The applicant shall install a traffic signal at the Maxwell Avenue / American Drive intersection. At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-7(g), widen Maxwell Avenue between CR 102 and American Drive from four to six through lanes. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of Maxwell Avenue shall be widened to six lanes as needed based on the traffic studies prepared for individual project phases per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the southbound approach to provide one left turn lane, two through lanes, and one right lane. The applicant shall reconstruct the westbound approach to provide one left turn lane and one through lane. The	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		applicant shall reconstruct the eastbound approach to provide two left turn lanes, two through lanes, and one right turn lane. The applicant shall construct the new northbound approach to provide two left turn lanes and two through lanes. <u>3-Access Alternative</u> – The applicant shall install a traffic signal at the Maxwell Avenue / American Drive intersection. The applicant shall reconstruct the southbound approach to provide one left turn lane, two through lanes, and one right lane. The applicant shall reconstruct the westbound approach to provide one left turn lane and one through lane. The applicant shall reconstruct the eastbound approach to provide two left turn lanes and two through lanes. The applicant shall construct the new northbound approach to provide two left turn lanes and two through lanes. Implementation of these improvements would provide LOS C operations in the AM and PM peak hours, respectively, for the 2 and 3-Access Alternatives, and a less-than-significant impact would occur. If implementation of Mitigation Measure 4.2-7 under the 2-Access Alternative does not occur, LOS B and LOS F operations			

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		are projected during the AM and PM peak hours, respectively. This mitigation is a direct project cost. 4.2-8(m) <u>CR 102 / Gateway II Driveway</u> <u>2-Access & 3-Access Alternatives</u> – At ultimate buildout the applicant shall, consistent with Mitigation Measure 4.2-7(b), widen CR 102 between Maxwell Avenue and Gibson Road to provide one additional through travel lane in each direction and reconfigure the northbound, southbound and westbound approaches. Right -of-way shall be reserved for the six lane section per City standards. Interim widening of CR 102 shall be per level of service standards as defined in the General Plan, as approved by the City Engineer. The applicant shall reconstruct the northbound approach to provide three through lanes and one right turn lane. The applicant shall reconstruct the southbound approach to provide two left turn lanes and three through lanes. At ultimate buildout the applicant shall, consistent with mitigation measure 4.2-7(e), widen the Gateway II Driveway from two to four lanes and provide two left turn lanes and one right turn lane on the westbound	City Engineer	As determined by traffic studies prepared for project phases and at ultimate buildout	

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		approach. Right -of-way shall be reserved for the four lane section per City standards. Interim widening of the Gateway II driveway shall be lanes as needed based on the traffic studies prepared for individual project phases widened to four lanes per level of service standards as defined in the General Plan, as approved by the City Engineer. Implementation of these improvements would provide LOS C and LOS D operations during the AM and PM peak hours, respectively, under the 2-Access Alternative and LOS B and C during the AM and PM peak hours, respectively, under the 3-Access Alternative. This mitigation is a direct project cost. For the 2-Access Alternative, this mitigation would reduce cumulative impacts, but not to a level that is less-than-significant. Therefore, this impact is considered significant and unavoidable. The mitigation would reduce impacts to a less-than-significant level if the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D) included in the proposed project is adopted.			

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		<i>For the 3-Access Alternative, this mitigation would reduce cumulative impacts to a level that is less-than-significant.</i> 4.2-8(n) <u>E. Main Street / SR 113 SB Ramps</u> <u>2-Access & 3-Access Alternatives</u> – Prior to the issuance of a building permit, the applicant shall pay the project's fair share toward the widening of the E. Main Street / SR 113 SB Ramps on the eastbound approach to provide an exclusive right turn lane and on the westbound approach to provide a second exclusive left turn lane. <i>Implementation of these improvements would provide LOS D operations in the PM peak hour for the 2 and 3 access alternatives, and a less-than-significant impact would occur.</i> <i>This mitigation is fair share funded.</i>	City Engineer	Prior to the issuance of a building permit	
4.2-9	The proposed project would cumulatively increase demand for public transit service to an area that is not currently served by YCTD.	4.2-9 Implement Mitigation Measure 4.2-3.	See Mitigation Measure 4.2-3	See Mitigation Measure 4.2-3	

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4.2-10	The proposed project would cumulatively increase demand for public transit and create inconsistencies with transit-related policies in the City of Woodland General Plan.	4.2-10 Implement Mitigation Measure 4.2-4.	See Mitigation Measure 4.2-4	See Mitigation Measure 4.2-4	
4.2-11	The proposed project would cumulatively increase demand for bicycle and pedestrian facilities and create inconsistencies with bicycle-related policies in the City of Woodland General Plan.	4.2-11 Implement Mitigation Measure 4.2-5.	See Mitigation Measure 4.2-5	See Mitigation Measure 4.2-5	
4.3 Air Quality, Climate Change, and Odors					
4.3-1	Construction-related impacts resulting in temporary increases in criteria air pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.	4.3-1 With implementation of standard dust control measures including, but not limited to, the following, predicted maximum overall daily emissions of PM_{10} associated with development of the proposed land uses would be reduced to approximately 31 lbs/day which would not exceed the YSAQMD threshold of 80 lbs/day; therefore, this impact would be considered less-than-significant with mitigation.	Community Development Department	Prior to the issuance of a grading permit	

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		• Water all active construction areas at least three times daily. Frequency of application should be based on the type of operation, soil and wind exposure; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard; • Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed areas; • Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days); • Replant vegetation in disturbed areas as quickly as possible; • Enclose, cover, water three times daily, or apply non-toxic soil binders to exposed stockpiles, such as dirt, sand, etc.; • Use late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available;			

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		- Sweep streets daily, with water sweepers, if visible soil materials are carried onto adjacent public streets; and - Install sandbags or other erosion control measures to prevent silt runoff to public roadways.			
4.3-2	Operational impacts resulting in long-term increases of criteria air pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.	4.3-2 With implementation of emissions reduction methodologies including, but not limited to, the following, overall project-generated emissions of ozone precursor pollutants would be reduced by approximately 15 percent. However, project-generated emissions would still be projected to exceed the YSAQMD significance thresholds; therefore, this impact would remain significant and unavoidable. - Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use. - Install efficient lighting and lighting control systems. Daylight should be used as an integral part of lighting systems in buildings, sufficient to provide lighting for 75 percent of interior work spaces of proposed buildings.	Community Development Department	Prior to the issuance of grading permits	

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		• Install light colored “cool” roofs and pavements (i.e., high reflectance, high emittance roof surfaces, or exceptionally high reflectance and low emittance surfaces) and strategically placed shade trees. • Install energy efficient heating and cooling systems, appliances and equipment, and control systems. • Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting. • Limit the hours of operation of outdoor lighting. • Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations) and public transit into project design. • Include internal pedestrian and bicycle routes that connect to adjacent pedestrian and bicycle routes; as well as, transit stops located either onsite or along adjacent roadways. Create travel routes that ensure that			

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		<i>destinations may be reached conveniently by public transportation, bicycling or walking.</i> <i>Promote ridesharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles).</i> <i>Plant and maintain trees to help shade hardscape parking and pedestrian surfaces.</i> <i>Incorporate onsite transit facility improvements (e.g., pedestrian shelters, route information, benches, lighting) to coincide with existing or planned transit service.</i> <i>Provide on-site bicycle storage and showers for employees that bike to work.</i> <i>Air conditioning with Non-HCFC refrigerants should be installed in new buildings.</i> <i>Building equipment should be Energy-Star rated to the extent applicable.</i> <i>Design on-site structures to exceed California Title 24 energy conservation requirements.</i>			

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4.3-5	Increased exposure of sensitive receptors to odors.	4.3-5 <i>The applicant shall establish and maintain a one-half mile odor buffer between the project site and the headworks of the City WPCF, as well as between the project site and the Erskine pond. The odor buffer shall be reflected on all project site plans and shall be submitted for the review and approval of the Community Development Department prior to the issuance of a building permit. In the event that a developer of a future site plan within Gateway II wishes to encroach within the half-mile odor buffer, the developer shall prepare an Updated Evaluation of Odor Impacts from Wastewater Treatment Facilities on the Proposed Gateway II Project and shall submit the updated study to the Community Development Department for review and approval. Should the updated study be prepared and the study determines that a potentially significant impact would occur, mitigation within the study could include, but would not be limited to, enclosing the headworks of the City WPCF and/or relocating the Erksine Pond. If the updated study determines that a potentially significant impact would occur, the applicant shall either pay the project's fair share of the improvements that would be necessary to reduce impacts related to odors from the headworks and the ponds (if</i>	Community Development Department	Prior to issuance of a building permit	

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		<i>the improvements are included in the City's Major Projects Financing Plan [MPFP]) or construct the improvements, pursuant to the updated Evaluation of Odor Impacts from Wastewater Treatment Facilities on the Proposed Gateway II Project and be eligible for reimbursement.</i>			
4.3-6	Cumulative contribution to climate change.	4.3-6(a) <i>Implement Mitigation Measure 4.3-2.</i> 4.3-6(b) <i>At the time of submittal of the detailed development plans for Planning Commission review, the applicant shall submit a GHG reduction strategy that shall describe in text and on the site plan how the following measures (or alternate measures as approved by the Planning Commission) are being implemented:</i> <i>• Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</i> <i>• Low- or No-VOC paints, adhesives and sealants shall be used during the construction of all proposed onsite structures.</i> <i>• Environmentally preferable and low-emitting materials shall be used for interior finishes and</i>	See Mitigation Measure 4.3-2 Community Development Department	See Mitigation Measure 4.3-2 At the time of submittal of the detailed development plans for Planning Commission review	

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		<i>flooring materials of proposed onsite structures.</i> <i>• Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.</i> <i>• Create water-efficient landscapes.</i> <i>• Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.</i> <i>• Design buildings to be water-efficient.</i> <i>• Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.</i> <i>• Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site.)</i>			
4.3-8	Cumulative contribution to regional air quality conditions, including	4.3-8 <i>Implement Mitigation Measures 4.3-1 and 4.3-2.</i>	See Mitigation Measures 4.3-1 and 4.3-2	See Mitigation Measures 4.3-1 and 4.3-2	

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	resulting in a cumulatively considerable net increase of any criteria pollutant for which the project is non-attainment under applicable federal or State ambient air quality standards.				
4.4 Noise					
4.4-2	Exposure of sensitive receptors to non-transportation noise sources from on-site operational activities.	4.4-2(a) <i>At the time of future applications for site-specific development, the City of Woodland Community Development Department shall ensure that landscape maintenance, waste-collection activities, and the operation of noise-generating stationary equipment located within exterior activity areas, such as compactors and compressors, excluding building mechanical equipment (i.e., boilers, HVAC units), shall be limited to between the hours of 7:00 a.m. and 10:00 p.m.</i> 4.4-2(b) <i>At the time of future applications for site-specific development, the project applicant shall submit an acoustical assessment for commercial land uses that include loading and unloading areas located within 320 feet of noise-sensitive land uses (i.e.,</i>	Community Development Department Community Development Department	At the time of future applications for site-specific development At the time of future applications for site-specific development	

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		residential dwellings, hotels), for review and approval by the Community Development Department. Where the acoustical analysis determines that stationary-source noise levels would exceed applicable City noise standards, the City shall require the implementation of all practical noise-attenuation measures sufficient to achieve compliance with applicable noise standards at nearby noise-sensitive land uses. Such measures may include, but would not be limited to, site redesign, the incorporation of setbacks, sound barriers, berms, or equipment enclosures, and hourly operational restrictions. The emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered as a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project. The acoustical assessment shall be prepared in accordance with City of Woodland requirements, as identified in the City of Woodland General Plan, Chapter 8, Health and Safety, Policy 8.G.4.			
4.4-3	Compatibility of proposed land uses with projected on-site noise	4.4-3 At the time of future applications for site-specific development, the applicant shall submit an acoustical assessment for	Community Development Director	At the time of future applications for	

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	levels.	<i>commercial land uses within which quiet interior noise levels would typically be required for normal operations (i.e., offices, daycare facilities) located within 185 feet of the centerline of CR 102, for the review and approval of the Community Development Director. Where acoustical analysis determines that traffic noise levels would exceed applicable City noise standards, the City shall require the implementation of all practical noise-attenuation measures sufficient to achieve compliance with applicable noise standards. Such measure may include, but are not limited to, site redesign and/or the incorporation of setbacks, sound barriers, and increased building noise-attenuation features. The emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered as a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project. The acoustical assessment shall include a post-project assessment program to evaluate the effectiveness of the proposed mitigation measures.</i>		site-specific development	
4.4-4	Impacts of noise-generating construction activities to nearby	4.4-4(a) <i>Prior to issuance of the first building permit, the applicant shall submit a construction management plan for review</i>	Community Development Department	Prior to issuance of the first building permit	

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	sensitive receptors.	<i>and approval of the City of Woodland Community Development Department. The construction management plan shall ensure throughout the duration of construction, construction activities (excluding activities that would result in a safety concern to the public or construction workers or if approved by the Community Development Department) shall be limited to between the daytime hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays.</i> 4.4-4(b) <i>Prior to and throughout the duration of construction, the applicant shall ensure that construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. Prior to the issuance of each construction permit, the applicant shall submit a letter from the contractor indicating the intent to comply with this mitigation, for the review and approval of the Community Development Department.</i>	Community Development Department	Prior to and throughout the duration of construction	

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4.5 Biological Resources					
4.5-1	Development of the proposed project would result in an adverse impact to waters of the United States and/or State.	4.5-1(a) <i>Prior to issuance of each grading permit for future site-specific development, a formal wetland delineation shall be conducted according to the USACE 1987 Wetlands Delineation Manual in conjunction with the USACE 2006 Regional Supplement for the Arid West Region. The applicant shall obtain a verified USACE wetlands delineation map. Based on the USACE confirmed map, jurisdictional waters of the U.S. and/or State shall be avoided by the project where possible.</i> <i>If full avoidance of waters of the United States and/or State is not possible for the proposed project, potential impacts shall be minimized to the extent feasible through changes to project design. For those wetland areas that cannot be avoided, appropriate permits shall be acquired from the USACE and/or RWQCB. Copies of applicable permits shall be provided to the Community Development Department prior to grading, and any conditions in these permits shall become a condition of project approval.</i>	USACE RWQCB Community Development Department	Prior to issuance of each grading permit for future site-specific development	

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		4.5-1(b) <i>Waters of the U.S. and/or State that are impacted shall be mitigated via enhancement/creation of replacement wetlands that are preserved in perpetuity. Mitigation requirements for impacts to waters of the U.S. (and/or State) shall include that the applicant replace impacted waters of the U.S. (or State) at a minimum 1:1 ratio (that is for each square foot of impact, one square foot of enhancement/creation is required), for the approval of the USACE and the Community Development Department.</i>	USACE Community Development Department	Prior to issuance of each grading permit for future site-specific development	
4.5-3	Development of the proposed project would result in impacts to the western pond turtle.	4.5-3(a) <i>Prior to issuance of each grading permit for future site-specific development, a qualified biologist shall conduct preconstruction surveys for this species within the project boundary prior to the commencement of any work in this area, for review by the Community Development Department. Western pond turtles that are found during these surveys shall be salvaged and relocated to the man-made ditch immediately south of the project site. Any western pond turtle nests that are found during these surveys shall be fenced off until the young have hatched and relocated to an area offsite, as permitted by CDFG. The CDFG permit and proof of compliance shall be provided to the Community Development Department</i>	Community Development Department CDFG	Prior to issuance of each grading permit for future site-specific development	

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		prior to commencement of any construction activity. 4.5-3(b) Prior to any ground disturbing activities, exclusionary fencing shall be installed along the southern edge of the project site for review and approval by the City Engineer. The fencing shall remain in place during site grading or other construction-related activities. The fencing shall consist of a four-foot wall of ¼-inch mesh, welded galvanized wire. The fence shall be buried along the bottom margin four inches into the ground. The next approximate three feet of fencing above the ground shall be anchored to staking with wire. Finally, the top six inches of the fence shall be bent over in a semi-circle towards the outside of the fence (towards the man-made ditch) to ensure that the fence cannot be climbed. This fencing shall be backed by orange-colored silt fencing on the project side of the fence to prevent equipment and any side-cast material from entering the man-made ditch.	City Engineer	Prior to any ground disturbing activities	
4.5-4	Development of the proposed project would result in impacts to the giant garter snake.	4.5-4(a) Prior to issuance of each grading permit for future site-specific development, a qualified biologist shall conduct preconstruction surveys for this species within the project boundary within 24	City Engineer	Prior to issuance of each grading permit for future site-specific development	

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		hours of the commencement of any work in this area. In order to minimize disturbance to this species, vegetation clearing within 200 feet of the banks of the man-made ditch immediately south of the project site, as well as within 200 feet of the South Canal, shall be limited to the minimal area necessary. In addition, the use of heavy equipment within 200 feet of the banks of the man-made ditch, as well as within 200 feet of the South Canal, shall be confined to existing roadways, as approved by the City Engineer. Furthermore, in accordance with the Standard Avoidance and Minimization Measures During Construction Activities in Giant Garter Snake (<i>Thamnophis gigas</i>) Habitat (USFWS 1997), construction within 200 feet of the banks of the man-made ditch immediately south of the project site, as well as within 200 feet of the South Canal, shall occur only during the active period for the giant garter snake, between May 1 and October 1. If the giant garter snake is found on-site, Mitigation Measure 4.5-4(b) shall be implemented. 4.5-4(b) A biological monitor shall be present during all vegetation clearing and grading work. The biological monitor shall have the right to stop all grading work in the	USFWS CDFG	During all vegetation clearing and grading work	

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		<i>event a giant garter snake is found on the project site. If this occurs, the USFWS and the CDFG shall be immediately contacted and work shall not recommence until these agencies provide authorization to do so, and the written authorization is provided to the Community Development Department.</i> 4.5-4(c) Implement Mitigation Measure 4.5-3(b).	Community Development Department See Mitigation Measure 4.5-3(b)	See Mitigation Measure 4.5-3(b)	
4.5-5	Development of the proposed project would result in impacts to Swainson's hawk.	4.5-5(a) <i>Prior to issuance of the first grading permit, the applicant shall mitigate for the loss of Swainson's hawk foraging habitat through participation in the Yolo County HCP/NCCP. Because the proposed project footprint exceeds 40 acres, the Yolo County HCP/NCCP requires the dedication of a suitable conservation easement, as determined by the Yolo County HCP/NCCP JPA and CDFG and proof of the conservation easement shall be provided to the Community Development Department. In the event that the final Yolo County HCP/NCCP is adopted before development occurs, the developer shall participate in the Yolo County HCP/NCCP through payment of applicable fees designated for Swainson's hawk conservation. In the event that the HCP/NCCP is not adopted,</i>	Yolo County HCP/NCCP JPA CDFG Community Development Department OR See Mitigation Measure 4.5-5(b)	Prior to issuance of the first grading permit OR See Mitigation Measure 4.5-5(b)	

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		<i>implementation of Mitigation Measure 4.5-5(b) shall be required.</i> 4.5-5(b) <i>Prior to issuance of the first grading permit, in the event that the Yolo County HCP/NCCP is not adopted, and in accordance with CDFG's Mitigation Guidelines, the applicant shall replace any impacted Swainson's hawk foraging habitat within one mile of a nest site with one acre of suitable Habitat Management Land (1:1 impact to replacement ratio). Because the project site is located within one mile of a known Swainson's hawk nesting site, the HCP/NCCP would require a 1:1 mitigation ratio (134 acres). Off-site occupied Swainson's hawk foraging habitat would be acquired by the applicant via fee title or through purchase of the right to record a conservation easement over the conserved property. The conserved property shall be managed by a qualified conservation organization. The conservation organization would also require a cash endowment from the developer, the interest from which would be used to manage or otherwise monitor the conserved property in perpetuity. In lieu of a cash endowment, the applicant and conservation organization may develop another source of permanent</i>	Community Development Department	Prior to issuance of the first grading permit	

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		<i>funding that shall be used for the management of the conserved lands as approved by the conservation organization and the Community Development Department.</i>			
4.5-6	Development of the proposed project would result impacts to western burrowing owl.	4.5-6(a) <i>Prior to issuance of each grading permit for future site-specific development, the applicant shall conduct a pre-construction survey. If the grading is conducted in phases, the pre-construction survey shall be conducted only on the portion of the site being graded. Two surveys shall be conducted 90 days before ground disturbance associated with the project and two additional surveys shall be conducted in the 30-day period prior to ground disturbance associated with the project. Western burrowing owl surveys shall be conducted from two hours before sunset to one hour after, or one hour before sunrise to two hours after sunrise. All burrowing owl sightings, occupied burrows, and burrows with owl sign (e.g., pellets, excrement, and molt feathers) must be counted and mapped. Surveys shall be conducted by walking suitable habitat on the entire project site and (where possible) in areas within approximately 500 feet of the project boundary. The buffer zone is surveyed to identify burrows and owls outside of the project area, which may be</i>	CDFG Community Development Department If western burrowing owl is found on-site, see Mitigation Measures 4.5-6(b) and 4.5-6(c)	Prior to issuance of each grading permit for future site-specific development If western burrowing owl is found on-site, see Mitigation Measures 4.5-6(b) and 4.5-6(c)	

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		impacted by factors such as noise and vibration (heavy equipment) during project construction. Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines shall not be more than approximately 100 feet and shall be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To effectively survey large projects (100 acres or larger), two or more surveyors shall be used to walk adjacent transects. (If the impacted area is smaller than 100 acres, one surveyor may be used.) To avoid impacts to owls from surveyors, owls and/or occupied burrows shall be avoided by a minimum of approximately 160 feet, wherever practical. Disturbance to occupied burrows shall be avoided during all seasons. The preconstruction surveys shall be completed within 30 days of grading prior to CDFG accepting a survey conclusion that burrowing owls do not occur in a proposed study area (i.e., negative findings), and proof of CDFG acceptance shall be provided to the Community Development Department for approval. If owls are not found during these surveys, further mitigation is not			

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		<i>required. However, if western burrowing owl is found on-site, implementation of Mitigation Measures 4.5-6(b) and 4.5-6(c) shall be required.</i> 4.5-6(b) <i>Prior to issuance of each grading permit for future site-specific development, the applicant shall obtain a qualified biologist to conduct a nesting survey for western burrowing owl. If burrowing owls are detected on the site during the breeding season (February 1 – August 31), and appear to be engaged in nesting behavior, a fenced 300-foot buffer shall be implemented between the nest site(s) (i.e., the active burrows) and any earth-moving activity or other disturbance in the study area. This 300-foot buffer could be removed once the qualified biologist determines that the young have fledged (i.e., left the nest). Typically, the young fledge by August 31. This date may be earlier than August 31, or later, and would have to be determined by a qualified biologist, and reviewed and approved by the Community Development Department.</i> 4.5-6(c) <i>If burrowing owls are found in the study area, the qualified biologist shall delineate the extent of burrowing owl habitat on the</i>	Community Development Department Community Development Department	Prior to issuance of each grading permit for future site-specific development Prior to issuance of each grading permit for future	

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		site, for the approval of the Community Development Department. CDFG prescribes that 6.5 acres of replacement habitat be set aside (i.e., protected in perpetuity) per pair of burrowing owls, or unpaired resident bird. Such a set-aside will offset permanent impacts to burrowing owl habitat. The protected lands shall be adjacent to occupied burrowing owl habitat if possible, and at a location selected in consultation with CDFG. Land identified to offset impacts to burrowing owls must be protected in perpetuity by a suitable property instrument, (e.g., a conservation easement or fee title acquisition). In addition, a Mitigation Plan shall be prepared and submitted to CDFG and the Community Development Department for their review and comment. The Mitigation Plan shall identify the mitigation site and any activities proposed to enhance the site, including the construction of artificial burrows and maintenance of California ground squirrel populations on the mitigation site. In addition, for each pair of burrowing owls found in the construction area, two artificial nesting burrows shall be created at the mitigation site. The Mitigation Plan shall also	CDFG	site-specific development AND Annually, by December 31 of each monitoring year	

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		<i>include a description of monitoring and management methods proposed at the mitigation site. Monitoring and management of any lands identified for mitigation purposes would be the responsibility of the applicant for at least five years. Contingency measures for any anticipated problems shall be identified in the plan. An annual report must be prepared for submittal to CDFG and Community Development Department by December 31 of each monitoring year.</i>			
4.5-7	Development of the proposed project would result in impacts to other special-status common birds, including tricolored blackbird.	4.5-7(a) <i>Prior to issuance of each grading permit for future site-specific development, a nesting survey shall be conducted on the project site and within a zone of influence (zone of influence varies depending on species) around the project site, for review and approval by the Community Development Department. The zone of influence includes areas off the project site that could result in bird disturbance by project construction related activities. Accordingly, the nesting survey(s) must cover the project site and an area around the project site boundary including the ditch immediately south of the project site. If special-status bird species are not found during these surveys, further mitigation is not required. However, if special-status birds are found on-site, implementation of</i>	Community Development Department If special-status birds are found on-site, see Mitigation Measure 4.5-7(b)	Prior to issuance of each grading permit for future site-specific development	

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		<i>Mitigation Measures 4.5-7(b) shall be required.</i> 4.5-7(b) <i>If project site disturbance would commence between March 1 and September 1, the nesting surveys shall be completed 15 days prior to commencing with the work. If special-status birds, such as tricolored blackbirds, are identified nesting on or near the project site, a 100-foot radius buffer around the nest must be staked with bright orange spray painted lath or construction fencing. If an active nest is found offsite, the portion of the buffer that is onsite must be staked. Construction or earth-moving activity shall not occur within this 100-foot staked buffer until the qualified ornithologist determines that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. Proof of the proper buffers and fledged young shall be provided to the Community Development Department prior to the commencement of grading within the buffer areas.</i> <i>If common (that is, not special-status) birds such as great egret, marsh wren, or red-winged blackbird are identified nesting on or adjacent to the project site, a</i>	Community Development Department	If project site disturbance would commence between March 1 and September 1, then 15 days prior to commencing site disturbance AND Prior to the commencement of grading within the buffer areas	

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		<i>non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be demarcated with painted orange lath. Disturbance around an active nest shall be postponed until the qualified ornithologist determines that the young have fledged and have attained sufficient flight skills to leave the area. Proof of the proper buffers and fledged young shall be provided to the Community Development Department prior to the commencement of grading within the buffer areas.</i> <i>Nesting buffers shall be maintained until August 1 unless a qualified ornithologist determines that young have fledged and are independent of their nests at an earlier date. If buffers are removed prior to August 1, the qualified biologist conducting the nesting surveys shall prepare a report that provides details about the nesting outcome and the removal of buffers. This report shall be submitted to the Community Development Department prior to the time that buffers are removed if the date is before August 1.</i>			
4.5-8	Development of the proposed project would result in impacts to northern harrier and	4.5-8 Prior to issuance of each grading permit for future site-specific development, a nesting survey shall be conducted. Surveys conducted for western burrowing owl as	Community Development Department	Prior to issuance of each grading permit for future site-specific	

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	other ground nesting birds.	<i>described in Mitigation Measure 4.5-6(a), above, would also detect the presence of other ground nesting birds, such as northern harriers or mallards. If northern harriers or other ground nesting birds are identified during the surveys, a 300-foot radius buffer around the ground nest shall be staked with bright orange lath or other suitable staking. If northern harriers or other ground nesting birds are not found on-site, further mitigation shall not be required.</i> <i>Any 300-foot buffer established to protect nesting birds may be reduced in size if a qualified biologist with an ornithological background determines that the nesting birds are acclimated to people and disturbance, and otherwise would not be adversely affected by construction activities. At a minimum, however, the non-disturbance buffer shall be a radius of 100 feet around the nest site. When construction buffers are reduced in size, the biologist shall monitor distress levels of the nesting birds while the birds nest and construction persists. If at any time the nesting birds show levels of distress that could cause nest failure or abandonment, the biologist shall have the right to re-implement the full 300-foot</i>		development	

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		<i>buffer. Construction or earth-moving activity shall not occur within the non-disturbance buffer until the qualified biologist determines that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by July 1. Regardless, September 1 shall be considered the end of the nesting period unless otherwise determined by a qualified biologist. Once the birds have completed the nesting cycle further mitigation shall not be required.</i>			
4.5-11	The proposed project, in combination with other cumulative development, would convert undeveloped land to urban uses, resulting in the loss of general wildlife habitat for resident and migratory species.	4.5-11 <i>Implement Mitigation Measures 4.5-1 through 4.5-8.</i>	See Mitigation Measures 4.5-1 through 4.5-8	See Mitigation Measures 4.5-1 through 4.5-8	
4.6 Cultural Resources					
4.6-2	The proposed project could damage or destroy a prehistoric cultural resource or human remains.	4.6-2(a) <i>During construction, if any earth-moving activities uncover artifacts, exotic rocks, or unusual amounts of bone or shell, all work shall be halted immediately, and the applicant shall notify the City and consult with a qualified archaeologist.</i>	Community Development Department	During construction	

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		<i>Representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, construction shall not resume until a detailed report is prepared by a qualified archaeologist and approved by the Community Development Department.</i> 4.6-2(b) <i>During construction, if bone is uncovered that may be human; the Native American Heritage Commission in Sacramento, the Yolo County Coroner, and the City of Woodland shall be notified. Should human remains be found, the Coroner's office shall be immediately contacted and all work halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, construction shall not resume until the Native American Heritage Commission has been consulted to determine the appropriate disposition of such remains and proof of appropriate action shall be provided to the Community Development Department for review.</i>	Native American Heritage Commission Yolo County Coroner Community Development Department	During construction, if bone is uncovered that may be human	
4.6-3	Cumulative development in the City	4.6-3 Implement Mitigation Measures 4.6-2(a) and 4.6-2(b).	See Mitigation Measures 4.6-	See Mitigation Measures 4.6-	

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	of Woodland, in conjunction with the development of the proposed project, could contribute incrementally to the regional loss of cultural resources in Yolo County.		2(a) and 4.6-2(b)	2(a) and 4.6-2(b)	
4.8 Hazards					
4.8-1	Impacts related to creation of a significant hazard to the public or the environment during on-site construction or disposal of hazardous materials and release of hazardous materials into the environment.	4.8-1 <i>At the time of future applications for site-specific development, the applicant(s) shall submit to the City Engineer proof of a Construction Site Review from the Division of Oil, Gas, & Geothermal Resources (DOGGR). The Construction Site Review shall include, but shall not be limited to, submittal of a construction site plan with any abandoned well locations plotted on the plan and required setbacks for review and approval of a DOGGR engineer. In the event that re-abandonment is required, prior to issuance of a grading permit, the applicant(s) shall submit proof of abandonment to DOGGR and the City Engineer. City Code 9.1.1216.i(2), which requires a ten-foot setback from any wells (or any greater setback that the DOGGR may require) shall be implemented.</i>	DOGGR City Engineer	At the time of future applications for site-specific development	

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4.9 Hydrology and Water Quality					
4.9-1	Impacts related to exposure of people and structures to flood hazards.	4.9-1 <i>At the time of future applications for site-specific development, the applicant shall include on the plans that a) the ground floor elevation of all structures shall be constructed one foot above the base flood elevation (BFE); and b) outdoor storage areas for hazardous materials and wastes shall be elevated above the BFE or otherwise flood-proofed using containment or other acceptable methods, as approved by the City Floodplain Administrator.</i>	City Floodplain Administrator	At the time of future applications for site-specific development	
4.9-2	Impacts related to an increase in the rate and amount of stormwater runoff from newly created impervious surfaces, which could contribute to localized or downstream flooding.	4.9-2 <i>Prior to approval of Improvement Plans for the first development application, a drainage plan shall be prepared that shall identify storm drainage design features to control increased runoff from the project site. Control of increased runoff may be achieved through one or more of the following: Drainage Alternative 1 (conveyance of flows directly to the WPCF ponds) or Drainage Alternative 2 (conveyance of flows to an on-site detention basin).</i> <i>If Alternative 1 is chosen for implementation, the drainage plan shall include that the applicant fund the required additional excavation of the</i>	City Engineer	Prior to approval of Improvement Plans for the first development application	

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		<i>North Gibson ponds.</i> <i>If Alternative 2 is chosen for implementation on-site, the drainage plan shall include the improvement, at the applicant's expense, of the South Canal Pump Station to increase the pumping capacity of the Station to 60 cfs.</i> <i>The drainage plan shall demonstrate the effectiveness of the proposed storm drainage system to prevent negative impacts to existing downstream facilities and to prevent additional flooding at off-site downstream locations. All necessary calculations, assumptions, and design details shall be submitted to the City for review and approval. The design features proposed by the applicant shall be consistent with the most recent version of the City's Storm Drainage Master Plan criteria and Standard Specifications and Details.</i>			
4.9-4	Flood impacts under cumulative conditions.	4.9-4 <i>Implement Mitigation Measure 4.9-1.</i>	See Mitigation Measure 4.9-1	See Mitigation Measure 4.9-1	
4.9-6	The proposed project's impact related to an increase in the rate and amount of stormwater runoff from newly created impervious	4.9-6 <i>Implement Mitigation Measure 4.9-2.</i>	See Mitigation Measure 4.9-2	See Mitigation Measure 4.9-2	

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	surfaces, in combination with future development that would occur under General Plan buildout.				
4.10 Public Services and Utilities					
4.10-1	Adequate ratio of fire department personnel to residents.	4.10-1(a) <i>The City shall continue to implement the recommendations in the City of Woodland Fire Department Organizational Assessment and Master Plan adopted by the City Council on January 16, 2001. Annually, the City shall incorporate necessary service equipment and facilities into the Major Projects Financing Plan (MPFP). The City of Woodland Fire Department and City of Woodland Finance Department shall be responsible for implementing the programs.</i>	Fire Department Finance Department	Annually	
		4.10-1(b) <i>At the time of future applications for site-specific development, the applicant shall provide information regarding site-specific fire measures related to the site plan and building design for the project, for the review and approval of the City of Woodland Fire Department.</i>	Fire Department	At the time of future applications for site-specific development	
		4.10-1(c) <i>At the time of future applications for site-specific development, the applicant shall pay the MPFP fees applicable to the proposed project.</i>	Public Works Department	At the time of future applications for site-specific	

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				development	
4.10-2	Adequate ratio of law enforcement personnel to residents.	4.10-2(a) <i>The City shall update the plan for police services based on future development trends. The City shall incorporate necessary service equipment and facilities into the Major Projects Financing Plan (MPFP) on a continuous basis. The City of Woodland Police Department and City of Woodland Finance Department shall be responsible for implementing the programs.</i> 4.10-2(b) <i>At the time of future applications for site-specific development, the applicant shall provide information regarding site-specific security measures related to the site plan and building design for the project, for the review and approval of the City of Woodland Police Department.</i> 4.10-2(c) <i>At the time of future applications for site-specific development, the applicant shall pay the MPFP fees applicable to the proposed project.</i>	Police Department Finance Department Police Department Public Works Department	As needed, determined by the City At the time of future applications for site-specific development At the time of future applications for site-specific development	
4.10-4	Increased demand for wastewater disposal.	4.10-4 <i>At the time of future applications for site-specific development, the project applicant(s) shall pay the appropriate sewer impact fees, for the review and approval of the City Public Works Department.</i>	Public Works Department	At the time of future applications for site-specific development	

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4.10-5	Increased demand for water supply.	4.10-5 <i>Prior to approval of Improvement Plans, the applicant shall show on the plans the inclusion of an on-site water supply well and all necessary pipelines, for the review and approval of the City Engineer. In addition, the applicant shall obtain all necessary right-of-way easements and permits from various agencies, including Yolo County, if needed for placement of pipeline along County Road 102. The City Engineer review of the plans shall ensure that the water pipelines would be constructed beneath proposed roadways, the well location has approximately ¼ to ½ acre of land with street access and a minimum 50-foot separation from the water supply well to the nearest wastewater pipeline or 100 feet to nearest wastewater pump station, and that the well location is outside the 100-year floodplain or the top of the well casing is above the elevation of the 100-year flood. It should be noted that the applicant shall fund all necessary improvements.</i>	City Engineer	Prior to approval of Improvement Plans	
4.10-8	The proposed project, combined with future development in the City of Woodland, would increase the demand for additional public services and facilities.	4.10-8 <i>If the expansion of the WPCF to a capacity of 13.0 million gallons per day is included in the MPFP prior to issuance of the first building permit, the applicant shall pay the MPFP fees applicable to the proposed project. However, if the expansion of the WPCF is not included in</i>	City Engineer	Prior to issuance of the first building permit	

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		<i>the MPFP prior to issuance of the first building permit, the applicant shall construct the needed improvements to the WPCF (one additional secondary clarifier and one additional oxidation ditch as well as other ancillary facility improvements), for the review and approval of the City Engineer, and be eligible for reimbursement.</i>			
4.11 Urban Decay					
4.11-2	Impacts related to the physical deterioration and urban decay of retail centers in Downtown Woodland, East of Downtown, and East of I-5.	4.11-2(a) <i>At the time of future applications for site-specific development, the project applicant shall submit a request to the Community Development Department for a Master Conditional Use Permit (CUP), which must include a site plan and architectural review, as well as create design standards for alternative transportation, pedestrian and bicycling access, site plans, and architecture review. The Master CUP shall comply with the Draft EIR for the project, and will be evaluated at the time of the request to determine if further environmental review is necessary. The Master CUP shall indicate that the specific project uses primarily consist of regional retail uses that do not include entertainment uses and other uses that would compete with retail in Downtown Woodland.</i>	Community Development Department	At the time of future applications for site-specific development	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		4.11-2(b) <i>At the time of future applications for site-specific development, the project applicant shall submit a market study and urban decay analysis, including hotels if proposed, for review and approval by the Community Development Department. The market study and urban decay analysis shall show that adequate retail demand exists for the proposed uses and that urban decay would not occur as a result of the proposed phase of the project. If the market study and urban decay analysis show inadequate demand, then the City shall evaluate the impacts of the use proposed for development and either require additional mitigation or require an alternate use.</i> 4.11-2(c) <i>Prior to the issuance of building permits, the project applicant shall contribute funds toward the development of a Retail Strategic Plan. The amount shall be determined in the Development Agreement between the City and the project applicant. The City would be responsible for preparing a Retail Strategic Plan which shall determine what retail areas shall be preserved as retail and which areas shall be developed as other uses, helping to identify repositioning strategies for those underperforming centers.</i>	Community Development Department Community Development Department	At the time of future applications for site-specific development Prior to the issuance of building permits	

MITIGATION MONITORING AND REPORTING PLAN WOODLAND GATEWAY PHASE II					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		4.11-2(d) <i>Prior to the issuance of building permits, the project applicant shall pay their fair-share of the preparation of an Implementation Strategy for the Downtown Specific Plan. The amount of the fee shall be determined in the Development Agreement between the City and the project applicant. The City would be responsible for preparing the Implementation Strategy which, among other things, can help define the strategies for progressing the civic and entertainment focus of downtown.</i>	Community Development Department	Prior to the issuance of building permits	
4.11-3	Impacts related to the physical deterioration and urban decay of retail centers in County Fair Mall, West Woodland, and East Street Corridor.	4.11-3(a) <i>The City shall coordinate with the current owner of the County Fair Mall to prepare a strategic land use plan for the County Fair Mall to analyze potential viable land uses for the site.</i> 4.11-3(b) <i>Implement Mitigation Measures 4.11-2(a), (b), (c), and (d).</i>	City Economic Development Manager See Mitigation Measures 4.11-2(a), (b), (c), and (d)	City Economic Development Manager See Mitigation Measures 4.11-2(a), (b), (c), and (d)	

ATTACHMENT B

RESOLUTION APPROVING THE ANNEXATION

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF WOODLAND APPROVING THE APPLICATION FOR
ANNEXATION OF THE WOODLAND GATEWAY PHASE II PROJECT SITE TO THE
CITY OF WOODLAND**

WHEREAS, the City Council of the City of Woodland hereby finds as follows:

a. The Woodland Gateway Phase II Project applicant for the Woodland Gateway Phase II Project proposes an annexation of a 154-acre site, which includes Yolo County Assessor's Parcel Nos. 027-300-29, -30, -31, and -32, has requested the City Council: (i) adopt a resolution of annexation of the Project site to the City and request that Yolo County Local Agency Formation Commission approve that annexation; and (ii) pre-zone of 61.3 acres of the Project site to General Commercial (C-2) and the remaining 92.7 acres to Agriculture (A-1). The Woodland Gateway Phase II site is identified on the map attached hereto as Exhibit A and incorporated by reference herein.

b. A California Environmental Quality Act ("CEQA") Environmental Impact Report (EIR) was prepared to evaluate the proposed Annexation's effects on the physical environment, as specified in the EIR. Because the EIR concluded that any potentially significant Annexation-related effects could be mitigated to a less-than-significant level through the incorporation of appropriate mitigation measures, a mitigation monitoring and reporting plan (MMRP) also was prepared.

c. In its Resolution No. ____, the City Council certified the EIR for the proposed Annexation, which adopted findings of fact and a statement of overriding considerations, as well as incorporated the mitigation measures identified in the MMRP.

d. The Project site is within the sphere of influence of the City, as adopted by the Yolo County Local Agency Formation Commission, and is adjacent to the existing City limits.

e. The City Planning Commission reviewed the proposed Annexation at a duly notice hearing on July 7, 2011 and, after such hearing, recommended that the City Council approve the proposed annexation.

WHEREAS, Government Code section 56654, subdivision (a), authorizes the City to adopt a resolution of application for annexation of the Project site to the City.

NOW THEREFORE, IT IS RESOLVED by the City Council of the City of Woodland as follows:

1. The City Council approves the filing of an application for annexation of the Project site with the Yolo County Local Agency Formation Commission in order to

annex the Project site to the City, pursuant to Government Code section 56654, subdivision (a). The following information is provided pursuant to Government Code sections 56654, subdivision (d), and 56700:

a. The City's application for annexation is made pursuant to Government Code section 56000, *et seq.*

b. The nature of the proposal is the proposed annexation of approximately 154 acres of real property, which is identified on the map attached hereto as Exhibit A. The Project site and the proposed annexation are more particularly described in the EIR that was prepared for the proposed Annexation.

c. The boundaries of the Project site are as shown on the attached map (Exhibit A) and as more particularly described in the EIR that was prepared for the proposed Annexation. The application for annexation submitted to LAFCO will ensure that the annexation area includes the entirety of the Sphere of Influence in the vicinity of the Woodland Gateway Phase II Project site.

d. The proposed terms of the annexation shall include: (i) any terms regarding the rezoning of the Project site, which would become effective after annexation; and (ii) any terms that are included in the future Tax Sharing Agreement between the City and Yolo County, which would apply to tax revenues for the Project site after annexation.

e. The annexation is being initiated by the approval of this resolution of application of the City Council. The City's contact for this annexation is the City of Woodland Community Development Department, 520 Court Street, Woodland, CA 95695.

f. The City Council requests that formal proceedings be taken before the Yolo County LAFCO on this resolution of application in accordance with Government Code sections 56000, *et seq.*

g. This proposal to annex the Project site to the City is consistent with the City's sphere of influence and the Project site is adjacent to the City's existing boundary.

2. City staff shall take all actions that may be necessary to process the proposed annexation with the Yolo County LAFCO, which may include preparing and providing LAFCO with a plan of service for how the City will provide City services to the Project site.

PASSED AND ADOPTED on this the 19th day of July, 2011 by the following vote
of the City Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

Art Pimentel, Mayor

Attest:

Ana Gonzalez, City Clerk

EXHIBIT A
Proposed Annexation Area



ATTACHMENT C

ORDINANCE APPROVING THE PREZONING

ORDINANCE NO. _____

**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING THE PREZONING TO GENERAL COMMERCIAL (C-2) AND
AGRICULTURE (A-1) FOR THE WOODLAND GATEWAY PHASE II PROJECT SITE**

The City Council of the City of Woodland does ordain as follows:

Section 1. Purpose and Authority. The purpose of this ordinance is to approve the prezoning designation of the Woodland Gateway Phase II Project site as General Commercial and Agriculture, which shall apply to that property if the Yolo County Local Agency Formation Commission (LAFCO) approves the annexation of the property to the City. This ordinance is adopted pursuant to Government Code sections 65853-65859, and other applicable law.

Section 2. Findings. The City Council finds and determines as follows:

- A. On July 7, 2011, the Planning Commission held a duly noticed public hearing concerning the proposed prezoning of the Woodland Gateway Phase II Project, which is depicted in Exhibit A attached hereto and incorporated herein by reference, as General Commercial (C-2) and Agriculture (A-1). After the hearing, the Planning Commission recommended City Council approve the proposed prezoning of the property.
- B. An Environmental Impact Report (EIR) was prepared for the proposed project. The EIR addressed all the subjects required pursuant to the California Environmental Quality Act (CEQA).
- C. A Mitigation Monitoring and Reporting Plan (MMRP) has been prepared in compliance with CEQA in order to ensure implementation of the mitigation measures outlined in the EIR.
- D. The proposed prezoning to C-2 and A-1 is consistent with and would implement the policies of the City of Woodland General Plan.
- E. The area is physically suited to the uses authorized in the proposed zone.
- F. The proposed prezoning is compatible with the land uses existing and permitted on the properties in the vicinity.
- G. The land uses and their density and intensity, allowed in the proposed zones are not likely to create serious health problems or create nuisances on properties in the vicinity.
- H. Government Code Section 65859 authorizes the City to prezone unincorporated territory to determine the City zoning that will apply to that territory upon annexation to the City.

Section 3. **Approval of Prezoning.** The City Council hereby approves the prezoning of the Woodland Gateway Phase II Project site, which is shown in Exhibit A, as General Commercial (C-2) and Agriculture (A-1). The prezoning shall become effective when the Project site is annexed to the City, which requires approval of the proposed annexation by the Yolo County LAFCO.

Section 4. **Severability.** If any part of this ordinance is held by a court of competent jurisdiction to be invalid or unenforceable, then such decision shall not affect the validity of the remaining parts, which shall remain in full force and effect.

Section 5. **Effective Date.** This ordinance shall take effect no sooner than 30 days after its final passage. The ordinance shall not become effective unless and until the Project site is annexed to the City pursuant to the approval of the Yolo County LAFCO.

Section 6. **Publication.** Within 15 days from the date of passage of this ordinance, the City Clerk shall post a copy of it in at least three public places in the City.

INTRODUCED by the City Council on the 19th day of July, 2011.

PASSED AND ADOPTED by the City Council of the City of Woodland this ____ day of _____, 2011 by the following vote:

AYES:

NOES:

ABSENT:

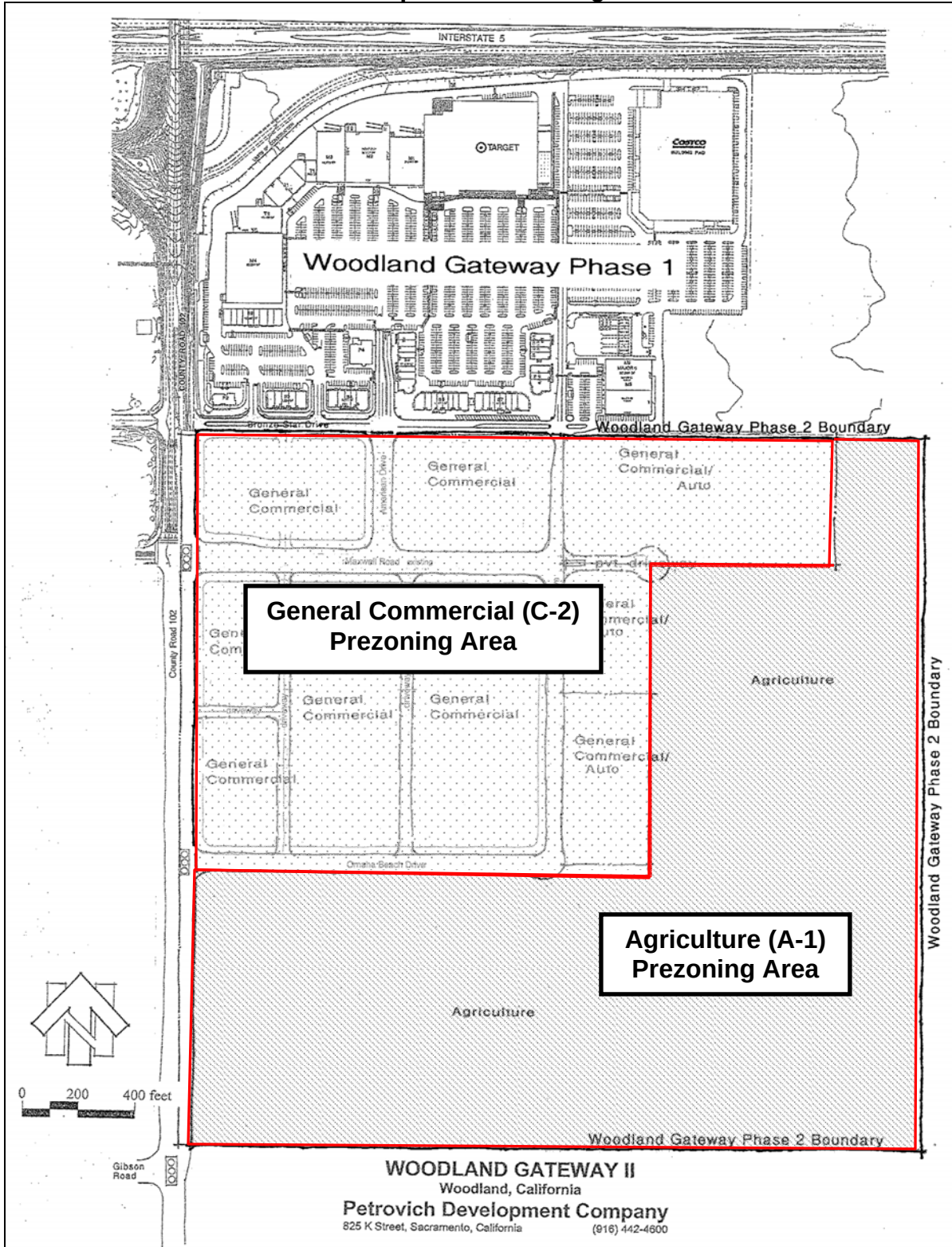
ABSTAIN:

Art Pimentel, Mayor

Attest:

Ana Gonzalez, City Clerk

EXHIBIT A
Proposed Prezoning



ATTACHMENT D

RESOLUTION APPROVING THE GENERAL PLAN AMENDMENT TO MODIFY THE LAND USE DESIGNATIONS ON THE WOODLAND GATEWAY PHASE II PROJECT SITE

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY OF WOODLAND CITY COUNCIL MAKING FINDINGS
AND APPROVING A GENERAL PLAN AMENDMENT TO MODIFY
THE LAND USE DESIGNATIONS ON THE WOODLAND GATEWAY PHASE II
PROJECT SITE**

FINDINGS

WHEREAS, the Woodland City Council adopted the Woodland General Plan in February 1996 (amended August 2002); and

WHEREAS, the applicant submitted an application in February 2007 for an Annexation, Rezoning, and General Plan Amendment.

WHEREAS, the Project, including the General Plan Amendment, was analyzed in the Woodland Gateway Phase II Project Environmental Impact Report (EIR); and

WHEREAS, on July 7, 2011, the Planning Commission held a duly noticed public hearing on the proposed General Plan Amendment and recommended approval to the City Council; and

WHEREAS, on July 8, 2011, the City Council Notice of Public Hearing for the Project was duly noticed and posted; and

WHEREAS, on July 19, 2011, the City Council certified the Woodland Gateway Phase II EIR and adopted a Mitigation Monitoring and Reporting Plan; and

WHEREAS, on July 19, 2011, the City Council opened the public hearing at which it received a report from City Staff, oral and written testimony from the public, and deliberated on the project. At the conclusion of its deliberations, the City Council took a vote and adopted this resolution to approve the project, as revised by the City Council during its deliberations; and

WHEREAS, these Findings are based on the City's General Plan, the City's Zoning Ordinance, and the information submitted to the City Council at its July 19, 2011 meeting, both written and oral, as reflected in the minutes of such meetings together with the documents contained in the file for the Woodland Gateway Phase II Project (hereafter the "Record").

NOW, THEREFORE, on the basis of the above findings of fact and the entire Record, the City Council makes the following findings regarding the General Plan Amendment to modify the project site's existing land use designation of Urban Reserve to the designations as shown in Exhibit A of this resolution, in support of the recommended approvals:

1. **The proposed project conforms to the provisions and standards of the General Plan** in that the proposed amendment is internally consistent with all other provisions of the General Plan and does not conflict with any of the previously adopted Goals, Policies, and Programs of the General Plan; and
2. **The proposed Amendment is necessary to implement the goals and objectives of the General Plan** in that it will further implement the City of Woodland Vision. In addition, the General Plan Amendment does not allow for an increase or decrease in the intensity of development as outlined in the General Plan; rather modifies the land use designation locations on the site.
3. **The proposed Amendment will not be detrimental to the public interest, convenience, and general welfare of the City** in that the Amendment will result in a logical placement of land uses consistent with the overall intent of the General Plan.
4. **The proposed project will not cause environmental damage** in that the project is entirely within the scope of the certified Woodland Gateway Phase II EIR which included findings of fact for significant impacts and a statement of overriding considerations for significant and unavoidable impacts. The amendment does not substantially change the intent or impact of any of the Goals, Policies, and Programs within the General Plan.
5. The proposed General Plan Amendment will not require changes to or modifications of any other plans that the City Council adopted before the date of this resolution.

BE IT FURTHER RESOLVED THAT, on the basis of the foregoing Findings and the entire Record, the City Council hereby approves the various amendments to the General Plan to designate the Project site as shown in Exhibit A of this resolution.

PASSED AND ADOPTED by the City Council of the City of Woodland at a meeting held on the 19th day of July, 2011 by the following vote:

AYES:

NOES:

ABSENT:

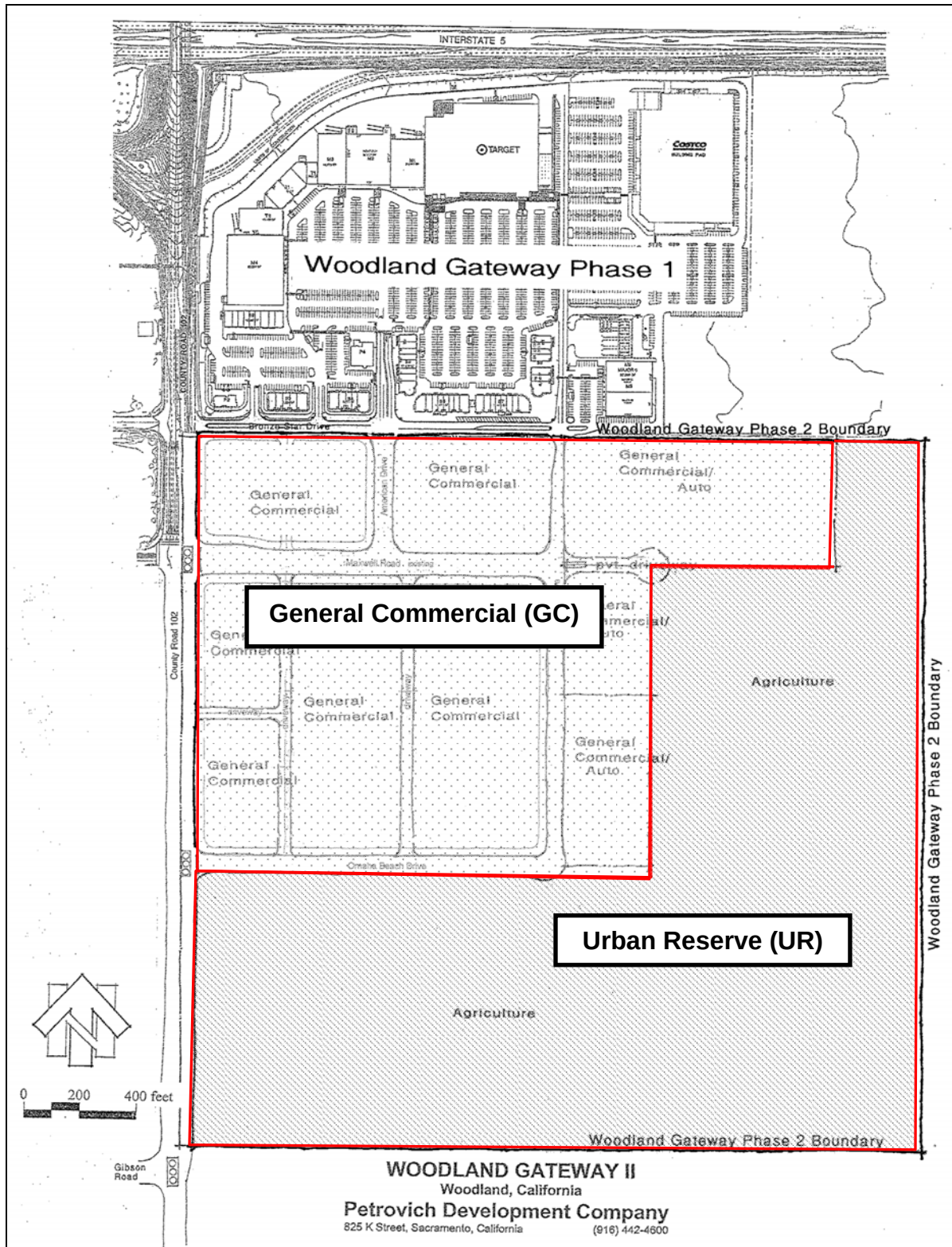
ABSTAIN:

Art Pimentel, Mayor

Attest:

Ana Gonzalez, City Clerk

EXHIBIT A
General Plan Amendment – Proposed Land Use Designations



ATTACHMENT E

RESOLUTION APPROVING THE GENERAL PLAN AMENDMENT TO MODIFY THE ACCEPTABLE LEVEL OF SERVICE (LOS) FROM C TO D FOR CR 102 FROM MAXWELL AVENUE SOUTH TO THE CITY LIMITS

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY OF WOODLAND CITY COUNCIL MAKING FINDINGS
AND APPROVING A GENERAL PLAN AMENDMENT TO MODIFY
THE ACCEPTABLE LEVEL OF SERVICE (LOS) FROM C TO D FOR CR 102 FROM
MAXWELL AVENUE SOUTH TO THE CITY LIMITS**

FINDINGS

WHEREAS, the Woodland City Council adopted the Woodland General Plan in February 1996 (amended August 2002); and

WHEREAS, the applicant submitted an application in February 2007 for an Annexation, Rezoning, and General Plan Amendment.

WHEREAS, the Project, including the General Plan Amendment, was analyzed in the Woodland Gateway Phase II Project Environmental Impact Report (EIR); and

WHEREAS, on July 7, 2011, the Planning Commission held a duly noticed public hearing on the proposed General Plan Amendment and recommended approval to the City Council; and

WHEREAS, on July 8, 2011, the City Council Notice of Public Hearing for the Project was duly noticed and posted; and

WHEREAS, on July 19, 2011, the City Council certified the Woodland Gateway Phase II EIR and adopted a Mitigation Monitoring and Reporting Plan; and

WHEREAS, on July 19, 2011, the City Council opened the public hearing at which it received a report from City Staff, oral and written testimony from the public, and deliberated on the project. At the conclusion of its deliberations, the City Council took a vote and adopted this resolution to approve the project, as revised by the City Council during its deliberations; and

WHEREAS, these Findings are based on the City's General Plan, the City's Zoning Ordinance, and the information submitted to the City Council at its July 19, 2011 meeting, both written and oral, as reflected in the minutes of such meetings together with the documents contained in the file for the Woodland Gateway Phase II Project (hereafter the "Record").

NOW, THEREFORE, on the basis of the above findings of fact and the entire Record, the City Council makes the following findings regarding the General Plan Amendment to modify the acceptable LOS from C to D for CR 102 from Maxwell Avenue south to the City limits, in support of the recommended approvals:

- 1. The proposed project conforms to the provisions and standards of the General Plan** in that the proposed amendment is internally consistent with all

other provisions of the General Plan and does not conflict with any of the previously adopted Goals, Policies, and Programs of the General Plan; and

2. **The proposed Amendment is necessary to implement the goals and objectives of the General Plan** in that it will further implement the City of Woodland Vision. In addition, the General Plan Amendment does not allow for an increase or decrease in the intensity of development as outlined in the General Plan; rather modifies the acceptable LOS for CR 102 from Maxwell Avenue south to the City limits.
3. **The proposed Amendment will not be detrimental to the public interest, convenience, and general welfare of the City** in that LOS D is already the acceptable LOS on CR 102 north of Maxwell Avenue and the modification is simply an extension for the remainder of CR 102 to the City limits.
4. **The proposed project will not cause environmental damage** in that the project is entirely within the scope of the certified Woodland Gateway Phase II EIR which included findings of fact for significant impacts and a statement of overriding considerations for significant and unavoidable impacts. The amendment does not substantially change the intent or impact of any of the Goals, Policies, and Programs within the General Plan.
5. The proposed General Plan Amendment will not require changes to or modifications of any other plans that the City Council adopted before the date of this resolution.

BE IT FURTHER RESOLVED THAT, on the basis of the foregoing Findings and the entire Record, the City Council hereby approves the various amendments to the General Plan to designate the Project site as shown in Exhibit A of this resolution.

PASSED AND ADOPTED by the City Council of the City of Woodland at a meeting held on the 19th day of July, 2011 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Art Pimentel, Mayor

Attest:

Ana Gonzalez, City Clerk

ATTACHMENT F

ORDINANCE APPROVING THE DEVELOPMENT AGREEMENT

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL
OF THE CITY OF WOODLAND
APPROVING THE CITY OF WOODLAND DEVELOPMENT AGREEMENT
CONCERNING THE WOODLAND GATEWAY PHASE II PROJECT**

The City Council of the City of Woodland does ordain as follows:

SECTION 1. Purpose and Authority. The purpose of this ordinance is to approve the City of Woodland Development Agreement concerning the Woodland Gateway Phase II project between the City of Woodland and the Petrovich Development Company, in the form attached hereto and incorporated herein (the "Development Agreement"). This ordinance is adopted pursuant to Government Code section 65867.5 and other applicable law.

SECTION 2. Findings. The City Council finds and determines as follows:

a. On July 7, 2011, the Woodland Planning Commission conducted a duly noticed public hearing in accordance with applicable law, and recommended that the City Council approve the Development Agreement.

b. The City Council has conducted a duly noticed public hearing in accordance with applicable law, and now desires to approve the Development Agreement.

c. The City Council has evaluated the Development Agreement and the City General Plan and has determined that the Development Agreement is consistent with the General Plan.

d. On July 19, 2011, the City certified the EIR pursuant to CEQA for the Woodland Gateway Phase II project, which included the development project that is the subject of the Development Agreement.

SECTION 3. Agreement Approval. The City Council hereby approves the Development Agreement in the form attached hereto (See Exhibit A), authorizes and directs the City Manager to execute the Development Agreement on behalf of the City, and authorizes and directs the City Clerk to record a copy of the Development Agreement with the Yolo County Recorder within ten days of the date of the passage of this ordinance.

SECTION 4. This ordinance shall take effect 30 days after its final passage.

SECTION 5. Within 15 days from the date of passage of this ordinance, the City Clerk shall post a copy of it in at least three public places in the City.

INTRODUCED by the City Council on the 19th day of July, 2011.

____ PASSED AND ADOPTED by the City Council of the City of Woodland on the
____ day of _____, 2011, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Art Pimentel, Mayor

Attest:

Ana Gonzalez, City Clerk

I hereby certify that the foregoing is a true and correct copy of City of Woodland Ordinance No. _____, which ordinance was duly introduced, adopted and posted pursuant to law.

Ana Gonzalez, City Clerk

EXHIBIT A
DEVELOPMENT AGREEMENT

ATTACHMENT G

FINAL EIR PLANNING COMMISSION STAFF REPORT

PROJECT TITLE:	Woodland Gateway Phase II – Annexation, General Plan Amendments, Rezoning, and Development Agreement – the proposed annexation of a 154-acre site, a General Plan Amendment to change the Urban Reserve (UR) designation to General Commercial for 61.3 acres of the site, a General Plan Amendment to change the LOS requirement from C to Do on CR 102 from Maxwell Avenue south to the City Limits, Rezoning for 61.3 acres to General Commercial (C-2) and 92.7 acres of Agriculture (A-1), and Development Agreement. Analysis is at a programmatic/policy level with additional applications and discretionary approval required at the time of development.
LOCATION:	The project site is located outside the City of Woodland city limits at the northeastern corner of the intersection of County Road (CR) 24/East Gibson Road and CR 102.
APPLICANT:	Petrovich Development Company 825 K Street, Suite 300 Sacramento, California 95814
OWNER:	Woodland Development Company, LLC
PROJECT PLANNER:	Cindy Gnos, AICP, Contract Planner
STAFF RECOMMENDATION:	Recommend City Council Approval
REPORT FOR:	Planning Commission – July 7, 2011
ENVIRONMENTAL REPORT:	Draft and Final Environmental Impact Report (SCH #2009102009) for Woodland Gateway Phase II.
PARCEL SIZE:	154 acres (Assessor’s Parcel Numbers 027-300-29, -30, -31, and -32)
CURRENT YOLO COUNTY GENERAL PLAN DESIGNATION:	Agriculture (AG)
CURRENT CITY OF WOODLAND GENERAL PLAN DESIGNATION:	Urban Reserve (UR)
CURRENT COUNTY ZONING:	Agriculture (A-1)
EXISTING LAND USES:	Agricultural

FLOOD ZONE: Zone AE (areas within the 100-year floodplain), Flood Insurance Rate Map (FIRM), Panel 440 of 725, Community Number 060426, revised April 2, 2002

STREET ACCESS: Maxwell Road, CR 102, and Gibson Road

ADJACENT LAND USES AND ZONING:

Adjacent Land	Land Use	Zoning
North	Woodland Gateway Commercial Center	Highway Commercial/Planned Development Overlay (EOZ – C-H/P-D)
South	Existing Farmland	N/A
East	Woodland Water Pollution Control Facility (WPCF)	Open Space Zone (O-Z)
West	Existing Residential Development	Single Family Zone/Planned Development Overlay (R-1/P-D)

PENDING/POTENTIAL ACTIONS: The Planning Commission recommends that the City Council take the following actions:

1. Adopt the attached Resolution No. _____, certifying the Program EIR, adopting the Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Woodland Gateway Phase II project, and approving the project (Attachment A);
2. Adopt the attached Resolution No. _____, approving the application for annexation of the 154-acre Woodland Gateway Phase II project site to the City of Woodland (Attachment B).
3. Adopt the attached Ordinance No. _____, approving the rezoning of 61.3 acres to General Commercial (C-2) and 92.7 acres to Agriculture (A-1) for the Woodland Gateway Phase II project site (Attachment C).
4. Adopt the attached Resolution No. _____, approving a General Plan Amendment to modify the land use designation on the Woodland Gateway Phase II project site from Urban Reserve (UR) to 61.3 acres of General Commercial (GC) (Attachment D).
5. Adopt the attached Resolution No. _____, approving a General Plan Amendment to modify the acceptable level of service (LOS) from C to D for CR 102 from Maxwell Avenue south to the City Limits (Attachment E).
6. Adopt the attached Ordinance No. _____, approving the City of Woodland Development Agreement concerning the Woodland Gateway Phase II project (Attachment F).

PROJECT SITE DESCRIPTION: The Woodland Gateway Phase II project site encompasses approximately 154 acres and is located outside the City of Woodland city limits at the northeastern corner of the intersection of County Road (CR) 24/East Gibson Road and CR 102. The site is undeveloped.

BACKGROUND: An application was submitted in February 9, 2007 which included a request for a General Plan Amendment, Prezone, and Annexation. The City of Woodland released a

Notice of Preparation (NOP) for the Draft EIR for a 30-day review from October 1, 2009 to November 2, 2009. In addition, a public scoping meeting was held on October 21, 2009 for further discussion and comments regarding the Draft EIR. A Notice of Availability of the Draft EIR was distributed from April 8, 2010 to May 24, 2010 to applicable public agencies, responsible agencies, and interested individuals. It should be noted that the public comment period for the Draft EIR was extended for an additional 45 days to July 8, 2010. In addition, a public meeting was held before the Planning Commission on May 20, 2010 in order to receive verbal comments on the Draft EIR.

In response to public comments received on the Draft EIR, the applicant revised the proposed project description. Annexation of the 154-acre site is still proposed, but the acreage proposed for General Commercial uses was reduced to 61.3 acres and the remaining 92.7 acres of the site was proposed for agricultural purposes, to continue the existing use. The changes to the project description since the Draft EIR was published are reflected in the Final EIR.

PROJECT PROPOSAL: The applicant proposes Annexation of the 154-acre site, a General Plan Amendment, Prezoning, and Development Agreement for future development of General Commercial and Agricultural uses. The General Plan Amendment includes redesignation of 61.3 acres of the site for General Commercial development (general commercial, retail, and auto uses) and prezoning of the site to General Commercial (C-2). The remaining 92.7 acres of the project site will remain designated Urban Reserve with a prezoning to Agriculture (A-1) to maintain the existing use. The 61.3-acre commercial site would accommodate up to 340,000 square feet (s.f.) of future commercial development plus sites for three auto dealerships (typically 25,000 square feet each) to expand and complement the existing Gateway I retail center. The applicant is also requesting a General Plan Amendment to allow LOS D on County Road 102 from Maxwell Drive, south to the City Limits. The specifics of the commercial development are not included as part of the application and the entitlements are policy-level approvals. Detailed project design approvals would be required at the time of development of the site as part of a subsequent application(s). The site plan provided is for illustrative purposes only to identify the locations of the commercial and agricultural designations. Detailed site plans will be part of subsequent applications.

PENDING/POTENTIAL ACTION: The Planning Commission is recommending action to the City Council on the following entitlements:

1. Certification of the Program EIR, adoption of the Findings of Fact and Statement of Overriding Considerations, and approval of the Mitigation Monitoring and Reporting Program;
2. Annexation of 154 acres into the City of Woodland;
3. General Plan Amendment to redesignate 61.3 acres from Urban Reserve to General Commercial (GC) development;
4. General Plan Amendment to modify the acceptable level of service (LOS) from C to D for CR 102 from Maxwell Avenue south to the City Limits;
5. Prezoning of 61.3 acres of the site to General Commercial (C-2) and 92.7 acres to Agriculture (A-1); and
6. Development Agreement.

APPLICABLE LAWS, CODES, AND ORDINANCES: The project is subject to the following laws, codes, and ordinances:

- The California Environmental Quality Act (CEQA);
- The City of Woodland General Plan;
- The City of Woodland Zoning Ordinance; and
- The Yolo County Local Agency Formation Commission (LAFCO) rules, policies, and standards.

PUBLIC NOTIFICATION: Notification 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. The following two methods of public notice were used:

1. Legal notice was published in the Woodland Daily Democrat on or before June 27, 2011; and
2. Notices were mailed to all property owners within 1,000 feet of the project site on June 27, 2011.
3. CD copies of the Final EIR were mailed to all Draft EIR commenters on June 27, 2011.

Copies of the staff report for the public hearing on the proposed project have been on file at the City Hall Annex since July 1, 2011.

PREVIOUS ACTION TAKEN: A General Plan Petition Review was considered by the Planning Commission in December 2006. At that time, the Planning Commission accepted the proposal for further processing with the direction that extensive studies were required and no implications were made regarding approval of the project.

ENVIRONMENTAL ASSESSMENT STATUS: An EIR is prepared when an agency determines, based upon substantial evidence, that a project may have a significant effect on the environment. After considering the final EIR in conjunction with making findings, the City may decide whether or how to approve or carry out the project. The City cannot approve the project unless the project will not have a significant effect on the environment or (1) the significant effects have been eliminated or substantially lessened where feasible, and (2) determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to overriding concerns.

The City of Woodland released an NOP for the Draft EIR for a 30-day review from October 1, 2009 to November 2, 2009. In addition, a public scoping meeting was held on October 21, 2009 for further discussion and comments regarding the Draft EIR. The Draft EIR is an informational document intended to disclose the environmental consequences of approving and implementing the Woodland Gateway Phase II project. A Notice of Availability of the Draft EIR was distributed from April 8, 2010 to May 24, 2010 to applicable public agencies, responsible agencies, and interested individuals. It should be noted that the public comment period for the Draft EIR was extended for an additional 45 days to July 8, 2010. In addition, a public meeting

was held before the Planning Commission on May 20, 2010 in order to receive verbal comments on the Draft EIR.

The Draft EIR assessed the proposed project at a programmatic level, which included the Annexation, General Plan Amendments, Rezoning, and Development Agreement. Because these are policy-level approvals, specific detailed site plans and users are not included in the application. In order to analyze the potential impacts, the Draft EIR analyzed the impacts at the applicant's proposed maximum buildout potential of 808,000 square feet of retail uses, three hotels, one site down restaurant, three fast food restaurants, 80,000 square feet of auto uses, and 100,000 square feet of office.

Seventeen comment letters were received during the open comment period on the Draft EIR for the proposed project. In addition, verbal comments were received during the May 20, 2010 Planning Commission Draft EIR comment hearing. All comment letters, as well as responses to the letters, are included in the Final EIR, per CEQA Guidelines Section 15132. The Final EIR consists of the Draft EIR, any revisions to the Draft EIR necessitated by public comments, and responses to the comments received on the Draft EIR.

In response to public comments received on the Draft EIR, the applicant revised the proposed project description, as noted previously. The revisions reduce the acreage of future development from the entire 154-acre site to 61.3 acres of future commercial and auto development. Accordingly, this would also reduce the maximum buildout potential to 340,000 square feet of retail uses and sites for three auto dealerships. The remaining 92.7 acres would remain in the existing agricultural use. Any future development of the 92.7 acres would require a General Plan Amendment and Rezone.

Because the changes to the maximum development scenario proposed and identified in the General Plan Amendment and Rezoning were determined in the Final EIR to not result in the identification of any new significant environmental impacts or a substantial increase in the severity of an environmental impact, the Final EIR does not contain "significant new information," and recirculation of the Draft EIR is not required prior to approval (State CEQA Guidelines section 15088.5).

The Draft EIR determined that the following impacts of the project would be significant and unavoidable. Some impacts are reduced by mitigation, but not to a level of less-than-significant. Details of the impacts and the proposed mitigation can be found in the EIR.

- Impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses;
- The proposed project, in conjunction with future plans, would contribute to the loss of Prime Farmland;
- Under Existing Plus Project conditions, PM peak hour traffic volumes on study roadways would increase, resulting in unacceptable LOS at six locations under the 2-Access Alternative and at four locations under the 3-Access Alternative;
- Under Existing Plus Project conditions, AM and PM peak hour traffic volumes would increase resulting in unacceptable LOS at nine intersections;

- Under Cumulative (Year 2020) Plus Project conditions, AM and PM peak hour traffic volumes at study intersections would increase resulting in unacceptable LOS at 14 locations;
- The proposed project would cumulatively increase the AM and PM peak hour traffic volumes on study freeway locations, resulting in unacceptable LOS at two locations under both the 2-Access Alternative and the 3-Access Alternative;
- Operational impacts resulting in long-term increases of criteria air pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Cumulative contribution to climate change;
- Cumulative contribution to regional air quality conditions, including resulting in a cumulatively considerable net increase of any criteria pollutant for which the project is non-attainment under applicable federal or State ambient air quality standards;
- The proposed project, in combination with other cumulative development, would convert undeveloped land to urban uses, resulting in the loss of general wildlife habitat for resident and migratory species;
- Impacts related to the physical deterioration and urban decay of retail centers in Downtown Woodland, East of Downtown, and East of I-5; and
- Impacts related to the physical deterioration and urban decay of retail centers in County Fair Mall, West Woodland, and East Street Corridor.

Accordingly, when determining whether to approve the proposed project, the City is required to balance the applicable economic, legal, social, technological, or other benefits, including regional-wide or statewide environmental benefits, of the proposed project against the foregoing unavoidable environmental risks. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh the unavoidable consequences, the adverse environmental effects may be considered “acceptable” (State CEQA Guidelines section 15093(a)).

The State CEQA Guidelines further require that when a lead agency approves a project despite its significant and unavoidable environmental consequences that the City state its specific reasons in support of its actions in writing (*Id.* at 15093(b)). In satisfaction of this requirement, a statement of overriding considerations has been prepared and is attached to the resolution certifying the EIR.

REVIEW AGENCY COMMENTS: The application was circulated for review by City departments and responsible agencies.

STAFF ANALYSIS: A summary of the City of Woodland policies, regulations, and key issues impacting this project is provided below for Planning Commission consideration.

GENERAL PLAN CONSISTENCY

The proposed project includes:

- Annexation of the entire 154-acre site;
- Rezoning of 61.3 acres to General Commercial (C-2) and 92.7 acres to Agriculture (A-1);

- General Plan Amendment to redesignate 61.3 acres of the project site from Urban Reserve (UR) to General Commercial (GC) development;
- General Plan Amendment to modify the acceptable level of service (LOS) from C to D for CR 102 from Maxwell Avenue south to the City limits; and
- Development Agreement.

Consistency with the policies of the City of Woodland was analyzed for the proposed project in the EIR.

Goal 1.J of the City of Woodland General Plan is to maintain land as Urban Reserve for consideration for future development. Specifically, Policy 1.J.2 considers the appropriateness of development of Urban Reserve lands based on various factors, such as availability of land, location, flooding, market and economic feasibility, water supply, circulation, buffering around wastewater treatment plant, public services, impacts to biological resources, and air quality implications. The proposed project was determined to comply with Policy 1.J.2 due to the following:

- Land designated as Urban Reserve located to the northeast and the south of the site would remain with development of the proposed project. In addition, the reduction of the size of future commercial development proposed by the applicant will leave an additional 92.7 acres of land designated Urban Reserve.
- The proposed project is a regional commercial development at a major interchange (I-5 and CR 102) adjacent to an existing commercial development.
- The Urban Decay Chapter of the EIR identifies mitigation measures to ensure minimal impacts on the existing retail centers and Downtown Woodland. Mitigation measures include funding a fair share of an Implementation Strategy for the Downtown Specific Plan as well as a Retail Strategic Plan for other underperforming centers. It should be noted that the reduction in the maximum buildout of the proposed project could also reduce the urban decay impacts.
- The proposed project would include implementation of the mitigation measures related to flooding and drainage included in the Hydrology and Water Quality chapter of the EIR.
- The groundwater supply for the City of Woodland is sufficient for the proposed project in addition to full City of Woodland buildout in the year 2026.
- The Urban Decay Chapter of the EIR identifies mitigation measures to ensure an adequate rate of absorption. Mitigation measures include funding a fair share of an Implementation Strategy for the Downtown Specific Plan as well as a Retail Strategic Plan for other underperforming centers. It should be noted that the reduction in the maximum buildout of the proposed project could also reduce the urban decay impacts.
- The proposed project includes mitigation measures that ensure the compatibility with the existing WPCF and relocation is not necessary. The mitigation requires a half-mile buffer between development and the WPCF. It should be noted that the proposed project reduction in acreage results in the development being outside the half-mile buffer.

- Adequate water supply exists to serve the proposed project. The first building developed on the project site will be required to provide a well or alternative measures to provide adequate water and fire flow until the surface water project is completed.
- Circulation patterns and improvements have been considered and mitigation measures have been included to ensure the project is consistent with this policy.
- The proposed project is located directly west of the WPCF and would be compatible with the existing City infrastructure.
- The Public Services and Utilities Chapter of the EIR includes mitigation measures to ensure that odors related to the WPCF would not cause a significant impact and consistency with this policy.
- Implementation of mitigation measure in the Public Services and Utilities Chapter of the EIR would ensure adequate public services and consistency with this policy.
- Mitigation measures included in the Biological Resources Chapter of the EIR would ensure consistency with this policy related to biological resources.
- The Air Quality, Climate Change, and Odors Chapter of the EIR includes mitigation measures to ensure project's consistency with this policy.

Please refer to Table 4.1-4 in Chapter 4.1, Land Use and Agricultural Resources, of the Draft EIR for a detailed discussion of the project's consistency with the City of Woodland General Plan policies. In addition to the City of Woodland General Plan policies, because the project would require an annexation of the site from Yolo County to the City of Woodland, the policies of Yolo County and the Yolo County LAFCO were evaluated in the EIR as well. Overall, the proposed project would be compatible with surrounding land uses and consistent with local policies, with implementation of mitigation measures addressed in the EIR.

Although future development is only anticipated on the northern 61.3 acres of the site, annexation of the entire 154-acre site is necessary in order to avoid the creation of an island. The existing roadway to the WPCF, located south of the project site, is within the City limits; therefore, without the incorporation of the southern 92.7 acres, the project would create an island, which would be inconsistent with City and LAFCO policies. It should be noted that an island currently exists surrounded by the roadway, WPCF, and the City-owned future regional park; however, the island is not worsened by the proposed annexation. The project applicant will submit all necessary information to LAFCO as part of the annexation application. The City and County will enter into a tax agreement prior to LAFCO issuing a Certificate of Filing.

The EIR determined that the Maxwell Avenue to Gibson Road and the Gibson Road to Heritage Parkway segments of CR 102 would operate at LOS D conditions, which would be a potentially significant impact. However, with approval of the General Plan Amendment (i.e., changing CR 102 LOS threshold from C to D for CR 102 from Maxwell Avenue south to the City limits), an impact would not result. The City of Woodland General Plan identifies LOS C as the threshold LOS throughout the City, except at intersections located within one-half mile of a freeway or in the downtown core

where LOS D is acceptable. The updated Yolo County General Plan potentially allows LOS D for CR 102 outside the City limits. Therefore, CR 102 has a LOS D from Maxwell to one-half mile north of I-5 and south of the City limits. The proposed General Plan Amendment would make CR 102 have a consistent LOS D standard within the City. It should also be noted that most cities which are going through General Plan Updates are considering and adopting a LOS D threshold to reduce right-of-way requirements, among other reasons. LOS D rather than C at intersections could mean an increase in delay of up to 20 seconds at a signalized intersection and up to 10 seconds at an unsignalized intersection.

Table 1, below, depicts the existing commercial uses in Woodland, including the number of acres zoned for commercial uses, the number of s.f. of commercial buildings currently vacant, and the number of acres zoned for commercial uses that are currently vacant.

Table 1		
Existing Commercial Uses in the City of Woodland		
Land Zoned for Commercial Uses		844 acres
Vacant Commercial Square Footage		253,834 s.f. ¹
Vacant Commercial-Zoned Land		276.4 acres total
	C-2 Zone	53.7 acres
	C-2/P-D Zone	16.2 acres
	C-3 Zone	53.6 acres
	CBD Zone	72.9 acres
	C-H Zone	9.8 acres
	EOZ-C-H/P-D Zone	27.3 acres
	ESD Zone	42.8 acres
¹ As of 2009.		
Sources: Personal Communication with the City of Woodland Community Development Department; Environmental & Planning Systems, Inc., <i>Woodland Gateway Phase II Market and Urban Decay Analysis</i> , February 2010.		

Table 2, below, depicts the commercial uses in the Gateway Phase I project, including the total number of s.f. of commercial uses that were approved for the project, the number of s.f. of commercial uses that are currently built out, and the number of s.f. of commercial buildings that are currently vacant on the Gateway Phase I project site.

Table 2	
Gateway Phase I Project Commercial Uses	
Approved	525,000 s.f.
Currently Built Out	391,400 s.f.
Vacant Constructed Commercial Buildings	7,145 s.f.
Source: Personal Communication with Petrovich Development Company.	

Table 3, below, depicts the proposed maximum potential buildout of the reduced project, as proposed by the applicant.

Table 3	
Gateway Phase II Project Commercial Uses	
Proposed Retail Uses	360,000 s.f.
Proposed Auto Uses	3 dealerships (approximately 75,000 s.f.)
Source: Personal Communication with Petrovich Development Company.	

CONSISTENCY WITH SACRAMENTO AREA COUNCIL OF GOVERNMENTS PREFERRED BLUEPRINT SCENARIO

The Sacramento Area Council of Governments (SACOG) Board of Directors adopted their Preferred Blueprint Scenario in December 2004. The Preferred Blueprint Scenario is intended to develop and assess guiding principles for the long-term growth of the region, which includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties. According to SACOG's *Blueprint's Impact on the Region and Residents' Quality of Life*, "As its core goal, the Blueprint aims to support governments with high-quality data and modeling tools so that decisions regarding future growth and its effects on quality of life issues, such as traffic congestion and air pollution could be made with the best information available."¹ In addition, according to SACOG, "The Preferred Blueprint Scenario depicts a way for the region to grow through the Year 2050 in a manner generally consistent with the adopted Blueprint Growth Principles."²

The Blueprint Growth Principles address transportation choices, mixed-use developments, compact development, housing choice and diversity, use of existing assets, quality design, and natural resources conservation. Woodland Gateway Phase II project would be consistent with the Preferred Blueprint Scenario, including the following Blueprint Growth Principles:

1. Transportation Choices: Developments should be designed to encourage people to sometimes walk, ride the bus, ride light rail, take the train or carpool. Use of Blueprint growth concepts for land use and right-of-way design will encourage use of these modes of travel and the remaining auto trips will be, on average, shorter.
2. Mixed-Use Developments: Buildings, homes and shops, entertainment, office and even light industrial uses near each other can create active, vital neighborhoods. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in close proximity). These types of projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other separated land uses, on the other hand, lead to the need to travel more by auto because of the distance

¹ Sacramento Area Council of Governments, *Special Report: Blueprint's Impact on the Region and Residents' Quality of Life*, April 2010.

² Sacramento Area Council of Governments, <http://www.sacregionblueprint.org/adopted>.

between uses. Mixed land uses can occur at many scales. Examples include: a housing project located near an employment center, a small shopping center located within a residential neighborhood, and a building with ground floor retail and apartments or condominiums on the upper floor(s).

3. Compact Development: Creating environments that are more compactly built and use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips.
4. Housing Choice and Diversity: Providing a variety of places where people can live – apartment, condominiums, townhouses, and single family detached homes on varying lot sizes – creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of special concern for the people with very low-, low-, and moderate-income, often our teachers, other public employees and professionals, as well as retail employees, service workers and other people for whom finding housing close to work is challenging. By providing a diversity of housing options, more people have a choice.
5. Use of Existing Assets: In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels (for example, more development on the site of a low-density retail strip shopping center), or redevelopment can make better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings, denser clustering of buildings in suburban office parks, and joint use of existing public facilities such as schools and parking garages.
6. Quality Design: The design details of any land use development - such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets) - are all factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place.
7. Natural Resources Conservation: This principle encourages the incorporation of public use open space (such as parks, town squares, trails, and greenbelts) within development projects, over and above state requirements; along with wildlife and plant habitat preservation, agricultural preservation and promotion of environment-friendly practices such as energy efficient design, water conservation and stormwater management, and shade trees to reduce the ground temperatures in the summer. In addition to conserving resources and protecting species, this principle improves overall quality of life by providing places for everyone to enjoy the outdoors with family outings and by creating a sense of open space.

The project is the expansion of an existing regional commercial development (Gateway Phase I). As such, implementation of the project would result in the development of underutilized parcels within an urbanized area (the project site is located within the City

of Woodland's existing Urban Limit Line) and would not create development that is isolated from existing commercial and residential uses.

The project applicant will be required to prepare a Master Conditional Use Permit (CUP), which will include a site plan and architectural review, and will create design standards for alternative transportation, pedestrian and bicycling access, site plans, and architectural review. In addition, as discussed in Chapter 3, Responses to Comments, of the Final EIR, the commercial center would be designed in accordance with the City's Community Design Standards in order to maintain an architectural style that preserves and maintains the City's small-town qualities and agricultural heritage. Furthermore, as indicated in Chapter 3, Project Description, of the Draft EIR, the design of any proposed buildings and architectural elements would have to comply with the following: (1) the City of Woodland General Plan; (2) the City of Woodland Community Design Guidelines; and (3) the architectural character of the Woodland Gateway Phase I development. Based on the foregoing, the proposed project would be required to meet all of the City design standards and policies, and would be reviewed by the Planning Commission to ensure compliance.

Mitigation measures applied to the proposed project require fair-share contribution to providing transit service and identification of specific locations for sheltered transit stops. In addition, the mitigation requires bicycle and pedestrian facilities along public roadways and the project's main driveway. Air quality and greenhouse gas mitigation measures require emission reduction methodologies that include energy efficient buildings and site design to take advantage of shade, sun and landscaping, as well as other options.

DEVELOPMENT AGREEMENT

The Woodland Gateway Phase II project requires the approval of a Development Agreement. The Development Agreement for the project focuses on issues such as uses on the project site, site/building design, urban decay, sustainability (including solar and "green" components), traffic, bicycle/pedestrian/transit, parking, water/storm drain/sewer, and public art.

DEVELOPMENT STANDARDS

Design Standards: Development of the project site is not included as part of the application and the entitlements are policy-level approvals only. Detailed project design approvals would be required at the time of development of the site as part of a subsequent application(s). Future development on the project site is subject to the design requirements set forth in City's General Plan and Community Design Standards. As noted in the Development Agreement, a Master Conditional Use Permit will be required. As part of that application, a list of uses and design guidelines will be submitted. At the time of the specific project review, key design elements will be evaluated including architecture of the new development, site layout, as well as landscaping.

Mitigation Monitoring and Reporting Program (MMRP): The California Environmental Quality Act (CEQA) provides that when an agency approves a project for

which mitigation is required, that agency must adopt a MMRP that ensures the mitigation measures will be implemented. The MMRP includes those mitigation measures identified in the EIR that are the responsibility of the lead agency to implement. The Woodland Gateway Phase II MMRP is contained in Chapter 4 of the Final EIR and as Exhibit B of Attachment A, Resolution Certifying the EIR, of this staff report.

Follow-up CEQA Review: Each individual project application must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared. If a later application would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. If the agency finds no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR and no new environmental document would be required. All mitigation of the program EIR must be applied to the proposed project.

ZONING ORDINANCE CONSISTENCY

Because the project site is located outside the City limits, the City of Woodland does not currently have a zoning designation for the site. The current Yolo County zoning designation is Agriculture (A-1). Rezoning of 61.3 acres of the site to General Commercial (C-2) and 92.7 acres to Agriculture (A-1) is proposed as part of the project. The A-1 zoning is intended to maintain the existing agricultural uses on the related portion of the project site. Rezoning of C-2 is in order to accommodate up to 340,000 s.f. of future commercial development. The C-2 zone allows a variety of retail, auto, food sale, office, and other general commercial uses. The A-1 zone is intended to preserve agricultural use, preserve land suited for eventual development in other uses, and provide appropriate areas for certain predominately open uses of land which are not harmful to agricultural uses.

Future development on the project site would be subject to design approvals by the City to ensure consistency with local design standards, codes, and ordinances. A Master Conditional Use Permit would be required for the first future development project on the site, which would include a list of uses and design guidelines. All subsequent projects on the site would be required to comply with the Master Conditional Use Permit.

CONSISTENCY WITH OTHER LAND USE PLANS

The project site does not fall within the planning area of any other relevant specific plans, area plans, redevelopment plans, airport land use plans, or other such adopted land use plans of the City.

RECOMMENDATION: Staff recommends approval of the project by making an affirmative motion as follows:

MOTION #1 I move that the Planning Commission make a recommendation to the City Council for the approval of the Woodland Gateway Phase II project based on the identified Findings of Fact by recommending the following actions:

1. Adopt the attached Resolution No. _____, certifying the Program EIR, adopting the Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Woodland Gateway Phase II project, and approving the project (Attachment A);
2. Adopt the attached Resolution No. _____, approving the application for annexation of the 154-acre Woodland Gateway Phase II project site to the City of Woodland (Attachment B);
3. Adopt the attached Ordinance No. _____, approving the rezoning 61.3 acres to General Commercial (C-2) and 92.7 acres Agriculture (A-1) for the Woodland Gateway Phase II project site (Attachment C);
4. Adopt the attached Resolution No. _____, approving a General Plan Amendment to modify the land use designation on the Woodland Gateway Phase II project site from Urban Reserve (UR) to General Commercial (GC) for the 61.3 acre portion of the site (Attachment D);
5. Adopt the attached Resolution No. _____, approving a General Plan Amendment to modify the acceptable level of service (LOS) from C to D for CR 102 from Maxwell Avenue south to the City Limits (Attachment E).
6. Adopt the attached Ordinance No. _____, approving the City of Woodland Development Agreement concerning the Woodland Gateway Phase II project (Attachment F).

OR

Should the Commission decide to deny the project, the motion should be made as follows:

MOTION #2 I move that the Planning Commission recommend denial of the Woodland Gateway Phase II project, based on the identified Findings of Fact (specify findings)

ATTACHMENTS:

- A. Resolution Certifying the Program EIR and adopting Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (included as Exhibits to the Resolution)
- B. Resolution Approving the Annexation
- C. Ordinance Approving the Rezoning
- D. Resolution Approving the General Plan Amendment Related to Land Use Designations
- E. Resolution Approving a General Plan Amendment Related to LOS
- F. Ordinance Approving the Development Agreement

Final EIR distributed under separate cover.

ATTACHMENT H

RESPONSES TO COMMENTS

	RESPONSES TO COMMENTS
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Responses to Comments includes responses to each of the comment letters submitted following the July 7, 2011 Planning Commission hearing regarding the Woodland Gateway Phase II Final EIR. Each bracketed comment letter is followed by numbered responses to each bracketed comment.

Letter 1

LAFCO

*Yolo County Local Agency Formation Commission
625 Court Street, Suite 203, Woodland, CA 95695
lafco@yolocounty.org (email) www.yololafco.org (web)
(530) 666-8048 (office)*

July 7, 2011

Dave Sanders
Chair
City of Woodland Planning Commission
300 First Street
Woodland, CA 95695

Dear Mr. Sanders:

1-1

The Yolo Local Agency Formation Commission (LAFCO) received the Notice of Public Hearing for the Woodland Gateway Phase II Project and related items on June 24, 2011. The applicant proposes annexation of 154 acres, 61.3 of which would be rezoned and designated General Commercial (C-2) in the City's General Plan and 92.7 of which would be rezoned Agricultural (A-1). There is no indication of a General Plan

1-2

amendment for the agriculturally rezoned land. The proposed project revisions raise several questions and issues with regard to inconsistent land use actions and annexation of agricultural land.

1-3

The proposed agricultural rezoning is not consistent with the City's General Plan designation of Urban Reserve; zoning and development plans are required to be consistent with the General Plan. LAFCO law specifies that the Commission should base decisions for annexation proposals on the City's general plan and rezoning. If these land use actions are not compatible, Government Code Section 56375 and the Yolo LAFCO's Standards of Evaluation specify that development plans for annexation should be based on the City's General Plan.

1-4

Yolo LAFCO will have to defer to the Urban Reserve Designation in the City's General Plan for land use considerations; however, the Commission cannot make required determinations with respect to potential service needs and impacts based on this designation. Urban reserve is a term used by the City of Woodland to identify areas that

COMMISSIONERS

* Public Member Olin Woods, Chair *
* County Member Matt Rexroad, Vice Chair *
* City Members Stephen Souza, Skip Davies * County Member Don Saylor *

ALTERNATE COMMISSIONERS

* Public Member Robert Ramming * City Member Bill Kristoff * County Member Jim Provenza *

STAFF

* Interim Executive Officer Elisa Carvalho *
* Commission Clerk Terri Tuck * Commission Counsel Robyn Truitt Drivon *

Letter 1

Cont'd

July 7, 2011

1-4
Cont'd

it anticipates using for urban development; however, it provides no indication of what type of development is anticipated.

1-5

Even if the City's agricultural prezoning and the General Plan were consistent, annexation of agricultural land is in conflict with the principles of LAFCO state mandates and Yolo LAFCO policies. Annexation of land to a City supposes urban development. Government Code Section 56377(b) states "development of existing vacant or nonprime agricultural lands for urban uses within the existing jurisdiction of a local agency or within the sphere of influence of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open-space lands for non-open-space uses which are outside of the existing jurisdiction of the local agency or outside of the existing sphere of influence of the local agency." This section implies that the area within a City or other jurisdiction is to be for development, not agriculture or major open space.

1-6

Any annexation of agricultural land is discouraged; however, if the applicant insists on annexation of agricultural land, LAFCO staff would recommend a permanent easement be placed on the property to ensure that development does not occur on the property and that it is clearly set aside for agriculture.

1-7

If the intention is to develop 92.7 acres at a later time, then annexation of that property may be premature. According to Yolo LAFCO's Agricultural Conservation Policy, LAFCO will consider the "likelihood that all or a substantial portion of the subject land will develop within a reasonable period of time for the project's size and complexity" (page 5) in considering annexation of prime agricultural lands. The applicant may want to consider annexing just the 61.3 acres of general commercial land into the City. The applicant would have to do a lot line adjustment with the County, separating the commercial and agriculture properties into two separate parcels as the Commission disfavors boundaries that split lines of assessment or legal parcel boundaries (Yolo LAFCO Standards of Evaluation, page 4).

1-8

Annexation and development of land will require agriculture mitigation for all prime land. The revised Final EIR states in the Response to Comment 5-2 that the "mitigation measure is intended to mitigate for the loss of agricultural land for the commercial acreage only" (page 3-63). The Commission prefers that mitigation measures consistent with the Agricultural Conservation Policy be in place at the time a proposal is filed with the Commission. If the agricultural property is intended for development at a later time, the Commission may require an adopted ordinance or resolution from the City "requiring the applicant to have the mitigation measure in place before the issuance of either a grading permit, a building permit, or final map approval" (Agricultural Conservation Policy, page 9) for prime agricultural land on the entire 154 acre site.

1-9

Additionally, agricultural mitigation is required for all prime agricultural land, whether or not it is actively farmed. The Draft EIR Revised Mitigation Measure 4.1-3 states: "for the General Commercial portion of the project (61.3 acres), the project applicant shall dedicate in perpetuity an agricultural conservation easement at a ratio of 1:1 of 'active'

July 7, 2011

1-9
Cont'd

agricultural acreage" (page 3-63). The Yolo LAFCO Conservation Policy requires mitigation of all prime agricultural land. Agricultural land is defined as an area that is zoned or designated in the general plan for agriculture.

1-10

According to the Final EIR, the applicant revised the proposed project in response to public comments received on the Draft EIR. If the initial analysis did not satisfactorily address all issues associated with the initial project, then it is assumed that additional analysis would have to be done on the 92.7 acres of agricultural land when additional development is planned. This approach may violate the CEQA rule that discourages segmenting or piecemealing of projects into small parts to avoid full disclosure of environmental impacts.

1-11

Yolo LAFCO staff appreciates the opportunity to continue to comment on the Woodland Gateway Phase II Project and Final EIR and looks forward to working with the City of Woodland to continue to address issues concerning incompatible land use actions and annexation of agriculturally zoned land, which include considerations regarding future development, agricultural mitigation, and additional environmental analysis.

Please contact me if you have additional questions.

Sincerely,



Elisa Carvalho
Interim Executive Officer

Attachments:

Yolo LAFCO Agricultural Conservation Policy
Yolo LAFCO Standards of Evaluation

RESOLUTION 2007-07
YOLO COUNTY LOCAL AGENCY FORMATION COMMISSION
(STANDARDS OF EVALUATION OF ANNEXATION, EXCLUSION, FORMATION,
CHANGE OF ORGANIZATION AND REORGANIZATION PROPOSALS)

WHEREAS, the concept of the local agency formation commission established by State law is based on the belief that the structure of local government in California should be determined and effected on a local or regional basis rather than be determined and imposed by the government at the State level; and

WHEREAS, Section 56301 of the Government Code specifies that among the purposes of a local agency formation commission are discouraging urban sprawl, preserving open-space and prime agricultural lands, efficiently providing government services, and encouraging the orderly formation and development of local governmental agencies based upon local conditions and circumstances; and

WHEREAS, the Yolo County Local Agency Formation Commission places a high priority on the preservation of agricultural land in Yolo County and also promotion or maintenance of social and economic mix in Yolo County communities; and

WHEREAS, Section 56375(g) of the Government Code authorizes the Yolo County Local Agency Formation Commission to adopt procedures and standards for the evaluation of proposals for the creation of cities or special districts as well as proposals for the annexation and detachment of territory to and from local agencies within the County; and

WHEREAS, such standards for evaluation of proposals can also serve as guidelines for the use by the communities and the County in organizing their governmental structures to cope with present and future growth; and

WHEREAS, from time-to-time, this Commission has adopted standards for evaluation of various proposals; and

WHEREAS, Government Code §56668(o) now mandates that a LAFCO consider the extent to which the proposal will promote environmental justice (as defined therein) when reviewing a proposal; and

WHEREAS, this Commission wishes to amend its current Standards of Evaluation to incorporate and address the requirements of Government Code §56668(o), as set forth below.

NOW, THEREFORE, BE IT IS HEREBY FOUND, ORDERED AND RESOLVED by the Yolo County Local Agency Formation Commission as follows:

1. Each of the foregoing recitals is true and correct.
2. The following standards are adopted for the evaluation of proposals for a change of organization or reorganization of local agencies:

A. Choice of Entity

1. The provision of municipal services in highly urbanized areas by cities rather than by counties or special districts is favored.
2. The further development of single purpose autonomous districts is disfavored.
3. The formation of multi-purpose special districts contiguous to existing cities is disfavored.
4. The creation of a multiplicity of small cities is disfavored.
5. Accommodating additional growth within, or through the expansion of, the boundaries of those local agencies which can best accommodate and provide necessary governmental services and housing for persons and families of all incomes in the most efficient manner feasible is favored.

B. Duplication of Authority

The inclusion of territory within a city in one or more districts with common powers, or within two or more districts with common powers, is disfavored. The Commission shall determine whether an application violates the policy set forth in the preceding sentence. If the determination is in the affirmative, the Commission shall provide each affected city or district an opportunity to express its views to the Commission.

C. Territory to be Included

1. The division of existing identifiable communities is disfavored, but at the same time the inclusion of heterogeneous economic and social interests within the same entity is favored.
2. The division of existing communities identifiable on the basis of appreciable social, economic, or other factors is disfavored.
3. The division of existing commercial districts is disfavored.
4. The inclusion of contiguous or nearby urban areas within the same entity is favored.
5. The inclusion of separate existing contiguous or nearby communities identifiable on the basis of appreciable, social, economic, or other factors is favored.
6. Consistency with current spheres of influence is favored.
7. Conformity with appropriate city or county general and specific plans is favored.
8. The location of boundary lines of areas proposed for annexation to cities or districts so as to promote productivity and preservation of agricultural land is favored.
9. Proposals which result in significant or serious operational or economic

problems or disruptions of existing services in remaining adjacent territory are disfavored.

D. Economic Feasibility of Proposed Formations

1. If the proposal is for the formation of a new agency, the proponents shall demonstrate the economic feasibility of the proposed formation, taking into account both the assessed valuation of the subject territory and any other sources of revenue, compared to the type and cost of the services proposed to be provided. Any economic feasibility study shall include and address the following considerations:
 - a. Infrastructure needs or deficiencies.
 - b. Growth and population projections for the affected area.
 - c. Financing constraints and opportunities.
 - d. Cost avoidance opportunities.
 - e. Opportunities for rate restructuring.
 - f. Opportunities for shared facilities.
 - g. Government structure options, including advantages and disadvantages of consolidation or reorganization of service providers.
 - h. Evaluation of management efficiencies.
 - i. Local accountability and governance.
2. A proposal for the formation of a new agency shall also be accompanied by an analysis of the availability and economic feasibility of obtaining the proposed services from other private and public agencies.

E. Future Service

1. In evaluating a proposal, the Commission shall consider not only present service needs of the area under consideration, but shall also consider future services which may be required to take care of future growth or expansion.
2. If a proposal is submitted to extend services into a previously unserved unincorporated area or to create a new service provider with the power or authority to extend services to urban type development in a previously unserved unincorporated area, the Commission will review the proposal to ensure that it is consistent with the policies set forth in State law and local LAFCO policies.

F. Description, Service Plan and Timetable Required

Any proposal to shall be accompanied by a service plan and extension of services and completion of any related development project.

G. Terms or Conditions

1. Any term or condition recommended for the Commission to impose pursuant to §5688.5.5 et seq. must be presented by a statement in writing that includes a description of each proposed term and condition.
2. If the term or condition is proposed by an affected public agency, the statement in writing must be signed by the chief legislative or administrative officer of the agency.
3. If the term or condition is proposed by a proponent, it must be signed by one of the proponents.
4. In the absence of protest, the Commission shall evaluate the proposed terms and conditions on the basis of the written statement
5. In the case of a protest that is not resolved at the public hearing, the Commission may direct the Executive Officer to negotiate with the opposing parties and may also authorize independent evaluation of issues involved in the dispute.

H. Boundaries

1. **Definiteness**
 - a. Boundary descriptions of territory included in any proposal shall be definite and certain.
 - b. If the Commission determines that the boundary is indefinite or uncertain, it shall refer the proposal back to the proponents and require the proponents to submit a reviewed boundary description at the public hearing which is certified by the County Surveyor as being definite and certain.
2. **Preparation by County Surveyor**
If the Commission requires the inclusion of territory in addition to that proposed in an application, it may direct the County Surveyor to prepare a new boundary description.
3. **Boundaries: Splitting Lines of Assessment**
Boundaries that split lines of assessment or legal parcel boundaries are disfavored.
4. **Boundaries: Course**
Boundaries which follow existing political boundaries, and natural or manmade features such as rivers, lakes, railroad tracks, roads and freeways are favored.
5. **Boundaries: Islands, Strips, Corridors**
Boundaries which create islands, strips, or corridors are disfavored.
6. **Boundaries: Streets**

- a. Boundary lines of areas proposed for annexation to cities or districts, which include, where possible, land abutting both sides of a given street or right of way within the same entity are favored.
- b. When a boundary must follow a street or highway, the boundary will include the complete right of way for the entire street or highway.

I. Pre-Zoning

Any proposal for the annexation of territory to a city shall be accompanied by the city's general plan and pre-zoning for that territory, including the planned and probable use of the territory based upon the general plan and pre-zoning designations.

J. Regional Housing

Yolo County LAFCO encourages all pertinent agencies, both public and private, to collaborate on effective solutions to introduce more affordable housing into the County, including more housing for farm workers.

A proposal's effect on a city or cities and the County's ability to achieve their respective fair shares of the regional housing needs as determined by the Sacramento Area Council of Governments (SACOG) shall be considered. In such consideration, the Commission shall review all relevant information presented to it, including but not be limited to, the following:

- 1. The agency's regional housing needs allocation as determined by SACOG;
- 2. Whether the affected agency has recently updated (within five years) the housing element of its general plan;
- 3. Whether the affected agency has a certified housing element in its general plan;
- 4. Whether the agency has an inclusionary housing ordinance that meets the minimum standard of the SACOG Affordable Housing Compact;
- 5. The degree to which the agency has zoned adequate amounts and quality of land for housing;
- 6. The degree to which development within the agency has met that agency's its "low income" and "very low income" housing targets as determined by SACOG;
- 7. Whether an agency had recently changed the affected territory's zoning from residential to a non-residential use;
- 8. The extent to which the territory to be annexed will advance, or inhibit, the principles, goals, objectives, policies, and standards of the agency's housing element;
 - a. Whether the territory to be annexed to a city will reduce another jurisdiction's ability to meet its housing element;

- b. Whether the proposal will advance or inhibit the agency's and other agencies' jobs/housing balance; and
- c. In cases where the territory to be annexed will be used for non-residential purposes, whether said territory was designated for housing by another agency.

K. Water and Water Availability

1. For any proposal that entails the provision of water services, the timely availability of water supplies adequate for projected needs will be evaluated as specified in Government Code §§ 56668(k) and 65352.5.
2. The applicant will provide information that addresses the factors set forth in Government Code §65352.5(c).
3. The applicant will also provide sufficient information for the Commission to determine that adequate services, facilities, and improvements can be provided and financed by the agency responsible for the provision of water services, including but not limited to:
 - a. A "will serve" letter from the agency dated within six (6) months of the date of the Commission's consideration of the proposal; or
 - b. An agreement between the developer and the agency sufficient for the agency to provide water services.
4. In evaluating the annexing agency's capacity to provide water, the Commission shall take into account the agency's ability to acquire the resources necessary to provide this service, including but not limited to securing water rights.
5. Annexation to an agency that has a cease and desist order, water connection moratorium, or similar service limitation preventing it or directing it not to issue additional water connections is disfavored.
6. The Commission may waive any of the foregoing requirements on a case-by-case basis if it determines there is a public health or safety threat that justifies the extension of water service.

L. Environmental Justice

The extent to which the proposal will promote environmental justice shall be considered. As used in this subdivision, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services.

M. Property Tax Transfer Negotiations

Property tax exchange negotiations must be completed and filed with the Executive Officer before a Certificate of Filing may be issued.

N. Justification

Any interested party may show justification for a proposal which violates the

criteria set forth in this Resolution.

O. Use of Standards

In the evaluation of a proposal, the Commission shall consider these Standards for Evaluation, the Agricultural Conservation Policy, the Land Evaluation and Site Assessment model, any applicable sphere of influence, and any other criteria and requirements as may be adopted by the Commission from time-to-time, the requirements and criteria set forth in the Local Government Reorganization Act of 2000 (as it may be amended from time-to-time), including but not limited to Section 56668, any relevant information concerning the proposal, the environmental review document, the Executive Officer's report, presentations of all interested parties at the public hearing, and any other relevant information as may be submitted to the Commission in connection with its consideration of the proposal.

3. This Resolution supersedes and replaces Resolution No. 2005-13, and those provisions (if any) of any other resolution in conflict herewith.

PASSED AND ADOPTED by the Yolo County Local Agency Formation Commission, County of Yolo, State of California, on the 10th day of December, 2007, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

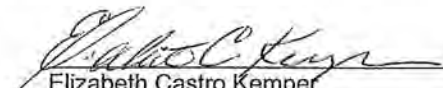

Olin Woods, Chair

Approved as to form:


Stephen Nocita, Commission Counsel

CERTIFICATION

I hereby certify that the foregoing resolution adopting the Standards of Evaluation was duly and regularly introduced, passed and adopted by the Yolo County Local Agency Formation Commission at a regular meeting of said Commission held on the 10th day of December, 2007.


Elizabeth Castro Kemper
Executive Officer

Resolution No. 2007-07

Adopted December 10, 2007

Yolo County Local Agency Formation Commission

Agricultural Conservation Policy **6-25-07**



Sunflower Field, Yolo County, California

LAFCO

Yolo County Local Agency Formation Commission
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COUNTY OF YOLO
LOCAL AGENCY FORMATION COMMISSION
AGRICULTURAL CONSERVATION POLICY
(Adopted by Minute Order 94-4 Amended by Minute Orders 2002-25,
2003-03, 2003-41, 2005-05, 2005-56, 2006-02, and 2007-25)

I. Legislative Mandate

- A. California Government Code §56377 mandates LAFCO consider the following factors:
 - 1. In reviewing and approving or disapproving proposals which could reasonably be expected to induce, facilitate, or lead to the conversion of existing open-space lands to uses other than open-space uses, the commission shall consider all of the following policies and priorities:
 - a. Development or use of land for other than open-space uses shall be guided away from existing prime agricultural lands in open-space use toward areas containing non-prime agricultural lands, unless that action would not promote the planned, orderly, efficient development of an area.
 - b. Development of existing vacant or non-prime agricultural lands for urban uses within the existing jurisdiction of a local agency or within the sphere of influence of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open-space lands for non-open-space uses which are outside of the existing jurisdiction of the local agency or outside of the existing sphere of influence of the local agency.
- B. Given the direction outlined by the California Legislature in Government Code section 56377, the Yolo County LAFCO adopts the following policies in respect to the conversion of agricultural land to urban uses. This policy is meant to apply both to city and special district changes of organization when urban development is the ultimate goal.

II. Policy Statement

- A. Agriculture is a vital and essential part of the Yolo County economy and environment. Agriculture shapes the way Yolo County residents and visitors view themselves and the quality of their lives. Accordingly, boundary changes for urban development should only be proposed, evaluated, and approved in a manner which, to the fullest extent feasible, is consistent with the continuing growth and vitality of agriculture within the county.

III. Policy Guidelines

- A. To promote the policy statement, proposals shall be reviewed based on the following considerations:
 - 1. Existing developed areas should be maintained and renewed.
 - 2. Vacant land within developed areas should be developed before agricultural land is annexed for non-agricultural purposes.
 - 3. Land substantially surrounded by existing agency boundaries should be annexed before other lands.
 - 4. Urban development should be restricted in agricultural areas. For example, agricultural land should not be annexed for non-agricultural purposes when feasible alternatives exist.
 - 5. The continued productivity and viability of agricultural land surrounding existing communities should be promoted, by preventing the premature conversion of agricultural land to other uses and, to the extent feasible, minimizing conflicts between agricultural and other land uses.
 - 6. Development near agricultural land should not adversely affect the economic viability or constrain the lawful, responsible practices of the agricultural operations.
- B. In considering the completeness and appropriateness of any proposal, the Executive Officer and this Commission may require proponents and other interested parties to provide such information and analysis as, in their judgment, will assist in an informed and reasoned evaluation of the proposal in accordance with this policy.
- C. No change of organization shall be approved unless it is consistent with the Spheres of Influence of all affected agencies.
- D. Where feasible, non-prime land should be annexed before prime land.
- E. A land's current zoning, pre-zoning or land use designation is one of the factors the Commission will consider in determining whether mitigation will be required for the loss of agricultural land. A land's zoning, pre-zoning or designation in the city's or County's general plan does not automatically exempt it from mitigation.
- F. The Commission encourages local agencies to adopt policies that result in efficient, coterminous and logical growth patterns within their general plan and sphere of influence areas and that encourage protection of prime agricultural land in a manner that is consistent with this Policy.
- G. The Commission encourages the maintenance of agricultural inter-city buffers between the cities. The Commission encourages the cities and the County to formalize and strengthen existing, but non-binding, agreements maintaining agricultural buffers.

- H. The Commission encourages local agencies to identify the loss of prime agricultural land as early in their processes as possible, and to work with applicants to initiate and execute plans to mitigate for that loss, in a manner that is consistent with this Policy, as soon as feasible. Local agencies may also adopt their own agricultural conservation policies, consistent with this Policy, in order to better meet their own circumstances and processes.
- I. Unless otherwise provided in this Policy, the provisions of this Policy shall apply to all proposals requiring approval by the Yolo County Local Agency Formation Commission, including but not limited to, any proposal for approval of a change of organization, reorganization, or out-of-agency service agreement.
- J. This Policy applies to proposals of both public agencies and private parties. However, the Commission recognizes that there are significant differences between public agencies and private parties. In light of those differences, in some circumstances it may not be appropriate to require mitigation for the loss of prime agricultural land as would otherwise be required by this Policy.

A fundamental difference is that public agencies are generally responsible to the electorate, while private parties are not. Public agencies are also generally required to provide Constitutionally or statutorily (or both) mandated services. In addition, a public agency is generally required, by law or policy considerations, to locate its facilities within its boundaries, while a private party has no such constraints.

Public agencies are also generally subject to Constitutional or statutory constraints (or both) on their ability to raise revenues. Public agencies often experience increases in demand for services that are not (and often cannot) be accompanied by equivalent increases in revenues. In light of these and other fiscal constraints that are currently imposed upon public agencies, a mitigation requirement could result in an additional cost to a public agency that it is unable to recoup by increasing its revenues, which in turn could impair the agency's ability to provide its Constitutionally and statutorily mandated services.

In addition, unlike private parties, public agencies are often exempt from the land use controls and regulations of other public agencies, despite the fact that the activities of the former occur within the boundaries of the latter. Although a public agency might request input from other local agencies, it is not necessarily bound by or required to follow their local planning requirements. As a result, a public agency's development or construction activities may not be subject to the same degree of control as a private party, and it might not learn of a mitigation requirement until after it has completed significant portions of the planning processes that are required by law.

Based upon the foregoing factors, the Commission concludes that, in the case of proposals that are undertaken exclusively for the benefit of a public agency, the Commission should review the applicability of the mitigation requirements set forth in this Policy on a case-by-case basis to determine the appropriateness of requiring mitigation in any particular case.

IV. Policy Standards and Implementation

- A. Detachment of prime agricultural lands and other open space lands shall be encouraged if consistent with the sphere of influence for that agency.
- B. Annexation of prime agricultural lands shall not be approved unless the following factors have been considered:
 - 1. There is insufficient marketable, viable, less prime land available in the subject jurisdiction for the proposed land use.
 - 2. The adoption and implementation of effective measures to mitigate the loss of agricultural lands, and to preserve adjoining lands for agricultural use to prevent their premature conversion to other uses. Such measures may include, but need not be limited to: the acquisition and dedication of farmland, development rights, open space and conservation easements to permanently protect adjacent and other agricultural lands within the county; participation in other development programs (such as transfer or purchase of development rights); payments to responsible, recognized government and non-profit organizations for such purposes; the establishment of open space and similar buffers to shield agricultural operations from the effects of development.
- C. Annexation for land uses in conflict with an existing agricultural preserve contract shall be prohibited, unless the Commission finds that it meets all the following criteria:
 - 1. The area is within the annexing agency's sphere of influence.
 - 2. The Commission makes findings required by Government Code Section 56856.5.
 - 3. The parcel is included in an approved city specific plan.
 - 4. The soil is not categorized as prime.
 - 5. Mitigation for the loss of agricultural land has been secured at least at a 1:1 ratio of agricultural easements for the land lost.
 - 6. There is a pending, or approved, rescission for the property that has been reviewed by the local jurisdictions and the Department of Conservation.
 - 7. The property has been non-renewed if still awaiting rescission approval.

- D. Less prime agricultural land generally should be annexed and developed before prime land is considered for boundary changes. The relative importance of different parcels of prime agricultural land shall be evaluated based upon the following (in a descending order of importance):
1. Soil classification shall be given the utmost consideration, with Class I or II soil receiving the most significance, followed by the Storie Index Rating.
 2. Consideration shall also be given to the land's economic viability for continued agricultural use.
- E. LAFCO will approve a change of organization which will result in the conversion of prime agricultural land in open space use to other uses only if the LAFCO finds that the proposal will lead to planned, orderly, and efficient development. The following factors shall be considered:
1. Contiguity of the subject land to developed urban areas.
 2. Receipt of all other discretionary approvals for changes of boundary, such as rezoning, environmental review, and service plans as required by the Executive Officer before action by LAFCO. If not feasible before LAFCO acts, the proposal can be made contingent upon receipt of such discretionary approvals within not more than one (1) year following LAFCO action.
 3. Consistency with existing planning documents of the affected local agencies, including a service plan of the annexing agency or affected agencies.
 4. Likelihood that all or a substantial portion of the subject land will develop within a reasonable period of time for the project's size and complexity.
 5. The availability of less prime land within the sphere of influence of the annexing agency that can be developed, and is planned and accessible, for the same or a substantially similar use.
 6. The proposal's effect on the physical and economic viability of other agricultural operations. In making this determination, LAFCO will consider the following factors:
 - a. The agricultural significance of the subject and adjacent areas relative to other agricultural lands in the region.
 - b. The existing use of the subject and adjacent areas.
 - c. Whether public facilities related to the proposal would be sized or situated so as to facilitate the conversion of adjacent or nearby agricultural land, or will be extended through or adjacent to, any other agricultural lands which lie between the project site and existing facilities.

- d. Whether natural or man-made barriers serve to buffer adjacent or nearby agricultural land from the effects of the proposed development.
- e. Provisions of the General Plan's open space and land use elements, applicable growth management policies, or other statutory provisions designed to protect agriculture. Such provisions may include, but not be limited to, designating land for agriculture or other open space uses on that jurisdiction's general plan, adopted growth management plan, or applicable specific plan; adopting an agricultural element to its general plan; and acquiring conservation easements on prime agricultural land to permanently protect the agricultural uses of the property.
- f. The establishment of measures to ensure that the new property owners shall recognize the rights of adjacent property owners conducting agricultural operations and practices in compliance with the agricultural zone in accordance with the Right to Farm Ordinance adopted by the Yolo County Board of Supervisors.

F. Agricultural Mitigation

- 1. Except as expressly noted in subsection 8 and 9 below, annexation of prime agricultural lands shall not be approved unless one of the following mitigations has been instituted, at not less than a 1:1 replacement ratio:
 - a. The acquisition and dedication of farmland, development rights, and agricultural conservation easements to permanently protect adjacent and other agricultural lands within the County.
 - b. The payment of fees that are sufficient to fully fund the acquisition and maintenance of such farmland, development rights or easements. The per acre fees shall be specified by a Fee Schedule or Methodology, which may be periodically updated at the discretion of the Commission (Refer to the Yolo County LAFCO "Payment In Lieu Fee Methodology").
 - c. Any such measures must preserve prime agricultural property of reasonably equivalent quality and character that would otherwise be threatened, in the reasonably foreseeable future, by development and/or other urban uses.
- 2. The loss of fewer than twenty (20) acres of prime agricultural land generally shall be mitigated by the payment of in lieu fees as mitigation rather than the dedication of agricultural conservation easements. The loss of twenty (20) acres or more of prime agricultural land generally may be mitigated either with the payment

- of in lieu fees or the dedication of agricultural conservation easements. In all cases, the Commission reserves the right to review such mitigation on a case-by-case basis.
3. If an applicant provides agricultural easements to satisfy this requirement, the easements must conform to the following characteristics:
- a. The land used to mitigate the loss of prime agricultural land must also be prime agricultural land as defined in this Policy and the Cortese-Knox-Hertzberg Act (Government Code 56000 et. seq.).
 - b. In addition, it must also be of reasonably equivalent quality and character as the mitigated land as measured using both of the following methodologies:
 - (i). Average Storie Index – The USDA calculation methodology will be used to calculate the average Storie Index score. The mitigating land's average Storie Index score shall be no more than 10% less than the mitigated land's average Storie Index score.
 - (ii). Land Equivalency and Site Assessment ("LESA") Model – The LESA calculation shall be in accordance with the methodology adopted by this Commission. The mitigating land's LESA score shall be no more than 10% below the mitigated land's LESA score
4. As a general rule, the Commission will not accept, as mitigation required by this Policy, an agricultural conservation easement or property that is "stacked" or otherwise combined with easements or property acquired for habitat conservation purposes, nor for any other purposes that are incompatible with the maintenance and preservation of economically sound and viable agricultural activities and operations. The Commission retains the discretion to make exceptions on a case-by-case basis, based upon the following criteria:
- a. Whether the applicant made a good-faith effort to mitigate separately for the loss of habitat in accordance with the Yolo County Habitat/Natural Community Conservation Plan process but such efforts were infeasible, and
 - b. Whether the proposed "stacked" mitigation for the loss of prime agricultural land and habitat involves one of the following, whichever results in the greatest acreage of preserved land:
 - (i). Mitigation at a ratio of no less than 2:1 for the loss of prime agricultural soils; or

- (ii). Mitigation at a ratio of no less than 1:1 for the loss of all agricultural lands in the proposal area; or
 - (iii). The property subject to the agricultural conservation easement is larger than the proposal area, meets the conditions specified in this Policy, and encompasses a complete field, legal parcel, or farm line.
5. The presence of a home on land that is subject to an agricultural conservation easement is generally incompatible with the maintenance and preservation of economically sound and viable agricultural activities and operations on that land. The presence or introduction of a home may diminish the value of the agriculture conservation easement as mitigation for the loss of prime agricultural land. Consequently, an agricultural conservation easement will generally not be accepted as mitigation for the loss of prime agricultural land if the easement permits the presence of a home, except an existing home that has been present on the proposed easement for at least twenty-five (25) years, or construction of a comparable replacement for such a home.
- Exceptions to this section of the Policy may be granted by the Commission on a case-by-case basis if the homesite is less than two acres and if the applicant can provide sufficient evidence that a homesite on the agriculture conservation easement is necessary to further the goals of maintaining and preserving economically sound and viable agricultural activities and operations on that easement.
6. LAFCO favors the use of a local non-profit agricultural conservation entity or the regional branch of a nationally recognized non-profit agricultural conservation entity as the easement holder.
- The Commission will use the following criteria when approving the non-profit agricultural conservation entity for these purposes:
- a. Whether the entity is a non-profit organization that is either based locally or is a regional branch of a national non-profit organization whose principal purpose is holding and administering agricultural conservation easements for the purposes of conserving and maintaining lands in agricultural production;
 - b. Whether the entity has a long-term proven and established record for holding and administering easements for the purposes of conserving and maintaining lands in agricultural production;
 - c. Whether the entity has a history of holding and administering easements in Yolo County for the foregoing purposes;

- d. Whether the entity has adopted the Land Trust Alliance's "Standards and Practices" and is operating in compliance with those Standards; and
- e. Any other information that the Commission finds relevant under the circumstances.

A local public agency may be an easement co-holder if that agency was the lead agency during the environmental review process.

LAFCO also favors that applicants transfer the easement rights or in lieu fees directly to the recognized non-profit agricultural conservation entity in accordance with that entity's procedures.

The Commission retains the discretion to determine whether the agricultural conservation entity identified by the applicant and the local lead agency has met the criteria delineated above.

- 7. The Commission prefers that mitigation measures consistent with this Policy be in place at the time that a proposal is filed with the Commission. The loss of prime agricultural land may be mitigated before LAFCO action by the annexing city, or the County of Yolo in the case of a district annexation, provided that such mitigation is consistent with this Policy. LAFCO will use the following criteria in evaluating such mitigation:
 - a. Whether the loss of prime agricultural land was identified during the project's or proposal's review process, including but not necessarily limited to review pursuant to the California Environmental Quality Act;
 - b. Whether the approval of the environmental documents included a legally binding and enforceable requirement that the applicant mitigate the loss of prime agricultural land in a manner consistent with this Policy; and
 - c. Whether, as part of the LAFCO application, an adopted ordinance or resolution was submitted confirming that mitigation has occurred, or requiring the applicant to have the mitigation measure in place before the issuance of either a grading permit, a building permit or final map approval for the site.
- 8. As noted in III(J) of this Policy, the Commission has concluded that, in the case of proposals that are undertaken exclusively for the benefit of a public agency, the Commission should review the applicability of the mitigation requirements set forth in this Policy on a case-by-case basis to determine the appropriateness of requiring mitigation in any particular case.

In making such a determination, the Commission will consider all relevant information that is brought to its attention, including but not limited to the following factors:

- a. Whether the public agency had any significant, practical option in locating its project, including locating the project on non-prime or less prime agricultural land.
- b. Whether the public agency is subject to or exempt from the land use regulations of another public agency.
- c. Whether the public agency identified the loss of agricultural land as an environmental impact during the project's review, including but not limited to California Environmental Quality Act review, and, if so, whether it adopted a "Statement of Overriding Considerations" for that impact.
- d. When the public agency learned of the agricultural conservation mitigation requirements of the Commission's Policy or that of another public agency (whether or not it was subject to that agency's land use control).
- e. Whether the public agency could reasonably have allocated or obtained sufficient revenues to provide for some or all of the mitigation required by this Policy if it had learned of that requirement before submitting its proposal to this Commission.
- f. Whether the public good served by the public agency's proposal clearly outweighs the purposes served by this Policy and its mitigation requirements.
- g. Whether the proposal is necessary to meet the immediate needs of the public agency.

If the Commission determines that it is not appropriate to require mitigation for the loss of agricultural land resulting from a public agency's proposal, or to require less mitigation than otherwise prescribed by this Policy, it shall adopt findings, and a statement of overriding considerations if applicable, supporting that determination.

9. Mitigation shall not be required for the annexation of less than five (5) acres of land if the Commission finds that the land:
 - a. scores in the fourth tier of the Yolo LAFCO Land Evaluation and Site Assessment (LESA) Model; and
 - b. is "infill" as defined in this Policy; and
 - c. has not been used for active agriculture purposes in the previous 20 years.

V. DEFINITIONS - Except where noted, the following definitions are not defined in the California Government Code Sections 56000 et seq.

AFFECTED LOCAL AGENCY - any agency which contains, or would contain, or whose sphere of influence contains, any territory within any proposal or study to be reviewed by LAFCO (Government Code Section 56014).

AGRICULTURAL LAND - areas within which the primary zoning or general plan designation is AG, AP, or AE, or any other agricultural zone.

FEASIBLE - capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, legal, social, and technological factors (Government Code Section 56038.5).

INFILL LAND - property surrounded, or substantially surrounded, by urban uses or incorporated or special district boundaries.

PRIME AGRICULTURAL LAND - "land, whether a single parcel or contiguous parcels, which has not been developed for a use other than an agricultural use and which meets any of the following qualifications:

- a. Land that qualifies, if irrigated, for rating as Class I or Class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is currently irrigated, provided that irrigation is feasible.
- b. Land that qualifies for rating 80 - 100 Storie Index rating.
- c. Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Handbook on Range and Related Grazing Lands, July, 1967, developed pursuant to Public Law 46, December, 1935.
- d. Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars (\$400) per acre.
- e. Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred (\$400) per acre for three of the previous five calendar years.

(Government Code Section 56064)

URBAN DEVELOPMENT - a change of organization that contemplates or is likely to lead to the conversion of land from agricultural use to a primarily nonagricultural related use, generally resulting in the need for services such as sewer, water, fire protection, schools, drainage systems, and police protection.

COUNTY OF YOLO
LOCAL AGENCY FORMATION COMMISSION
AGRICULTURAL CONSERVATION POLICY
PAYMENT IN LIEU FEE METHODOLOGY

In lieu of the dedication of agricultural conservation easements that would otherwise be required by the Agricultural Conservation Policy, the Commission may permit the payment of fees as set forth in this Schedule to fully fund the acquisition and maintenance of farmland, development rights or agricultural conservation easements.

Per Acre Mitigation Fee

No less than 35% of the average per acre price for full and unencumbered fee title price in the last five (5) unimproved land purchases plus a five percent (5%) endowment of the cost of the easement, and the payment of the estimated transaction costs associated with acquiring an easement. The purchases must be within the general vicinity of the annexing entity and of a size equal to or greater than the total acreage of prime soils within the subject territory.

Payment of the In Lieu Fee is to be made directly to an agricultural conservation entity that meets the criteria set forth in Section IV(F)(6) of the Yolo County Local Agency Formation Commission's Agricultural Conservation Policy. The agricultural conservation entity receiving these funds must present to the Commission a letter stating its intention to use these funds for the acquisition of farmland, development rights or agricultural conservation easements in Yolo County whose prime soils are reasonably equivalent to the proposal area's soils and that the location of the easements will be within the general vicinity of the annexing entity and in an area within the County of Yolo that would otherwise be threatened, in the reasonably foreseeable future, by development and/or other urban uses.

Prepared by Yolo County LAFCO Staff
Updated by Yolo County LAFCO – January 23, 2006

Response to Comment 1-1

The comment contains information in regard to the description of the project and does not address the adequacy of the EIR.

Response to Comment 1-2

As discussed in the Staff Report, the project only requires one General Plan Amendment (GPA) for the 61.3 acres of land that would be rezoned General Commercial (C-2) and another GPA to modify the acceptable level of service (LOS) from C to D for County Road (CR) 102 from Maxwell Avenue south to the City limits. The project does not require a GPA for the 92.7 acres of land that would be rezoned Agricultural (A-1) because it will remain designated Urban Reserve (UR) (See Response to Comment 1-3, below).

Response to Comment 1-3

According to Appendix C of the Woodland General Plan Policy Document, A-1 and Open Space (O-S) are the allowed zoning districts under the Urban Reserve (UR) land use designation. The 92.7 acres of the site that would be rezoned A-1 are currently designated UR in the General Plan; therefore, the rezoning would be consistent and a General Plan Amendment is not required.

Response to Comment 1-4

The Draft EIR that was prepared for the Woodland Gateway Phase II project assessed the project at a programmatic level and, in order to analyze the potential impacts, the EIR analyzed the impacts at the applicant's proposed maximum buildout potential of 808,000 s.f. of retail uses, three hotels, one sit-down restaurant, three fast food restaurants, 80,000 square feet of auto uses, and 100,000 square feet of office uses. In response to public comments received on the Draft EIR, the applicant revised the proposed project description, which reduced the acreage of future development from the entire 154-acre site to 61.3 acres of future commercial and auto development. This also reduced the maximum buildout potential to 340,000 s.f. of retail uses and sites for three auto dealerships. Therefore, the maximum impacts in regard to potential service and infrastructure needs for the project were previously analyzed in the Draft EIR and the revised project would result in fewer impacts.

Response to Comment 1-5

The commenter states that "[...] annexation of agricultural land is in conflict with the principles of LAFCO state mandates and Yolo LAFCO policies." This comment describes a policy-related issue that will be addressed during the process of submitting the project's application for annexation to Yolo County LAFCO. The comment does not address the adequacy of the EIR.

Response to Comment 1-6

See Response to Comment 1-5.

Response to Comment 1-7

See Response to Comment 1-5.

Response to Comment 1-8

As discussed in Response to Comment 5-2 in Chapter 3, Responses to Comments, of the Final EIR, with the revisions to the project, the project now includes acreage (92.7 acres) designated for agricultural uses and fewer acres (61.3 acres) designated for commercial uses. Mitigation is only required for loss of agricultural land (or Prime Farmland) for the land that would be converted to commercial uses. The 92.7 acres that would be rezoned A-1 would remain in agricultural use and would not require mitigation. Should an application be submitted in the future for non-agricultural uses on the A-1 portion of the site, a rezone would need to be approved, further environmental analysis would need to be prepared, and further mitigation for agricultural land would be required.

Response to Comment 1-9

See Response to Comment 1-8.

Response to Comment 1-10

Although the applicant has revised the project, the changes do not result in any new significant environmental impacts or a substantial increase in the severity of an identified environmental impact. On the contrary, the revisions made to the project would decrease the acreage of land to be developed for commercial and retail uses and maintain the existing agricultural land uses on the remainder of the project site. Therefore, the revisions to the project would result in a decrease in the severity of environmental impacts identified in the Draft EIR, as the analysis of the project in the Draft EIR included the development of the entire 154-acre project site for commercial, office, and auto uses. Thus, the maximum (or worst-case) impacts of the project have already been analyzed. In addition, any future development application(s) for the portion of the project site that would be zoned A-1 would be required to undergo project-specific environmental analysis.

Response to Comment 1-11

The comment is a concluding comment and does not address the adequacy of the EIR.



Linda S. Adams
Acting Secretary for
Environmental Protection

California Regional Water Quality Control Board Central Valley Region

Katherine Hart, Chair

11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114
(916) 464-3291 • FAX (916) 464-4645
<http://www.waterboards.ca.gov/centralvalley>



Edmund G. Brown Jr.
Governor

7 July 2011

Letter 2

City of Woodland Planning Commission
Community Development Department
City Hall Annex
520 Court Street
Woodland, CA 95695

CERTIFIED MAIL
7010 3090 0001 4843 2657

COMMENTS TO NOTICE OF PUBLIC HEARING FOR THE DRAFT PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT, WOODLAND GATEWAY PHASE II PROJECT, YOLO COUNTY

2-1

Pursuant to the City of Woodland Planning Commission's 24 June 2011 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Notice of Public Hearing for the Draft Programmatic Environmental Impact Report* for the Woodland Gateway Phase II Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

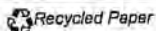
2-2

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

California Environmental Protection Agency



2-3

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

2-4

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

2-5

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed for the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916)557-5250.

2-6

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. Water Quality Certification must be obtained prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

2-7

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

**Letter 2
Cont'd**

Woodland Gateway Phase II Project
Yolo County

- 3 -

7 July 2011

2-7
Cont'd

Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.



Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

LETTER 2: GENEVIEVE SPARKS, CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

Response to Comment 2-1

The comment is an introductory comment and does not address the adequacy of the EIR.

Response to Comment 2-2

The comment indicates that the project is required to obtain a Construction Storm Water General Permit. The project will be required to comply with requirements in effect at the time of construction. The comment does not address the adequacy of the EIR and no further response is required.

Response to Comment 2-3

The comment indicates that the project is required to obtain Phase I and II Municipal Separate Storm Sewer System (MS4) Permits. The project will be required to comply with requirements in effect at the time of construction. The comment does not address the adequacy of the EIR and no further response is required.

Response to Comment 2-4

The comment indicates that the project is required to obtain an Industrial Storm Water General Permit. The project will be required to comply with requirements in effect at the time of construction. The comment does not address the adequacy of the EIR and no further response is required.

Response to Comment 2-5

The comment indicates that the project is required to obtain a Clean Water Act Section 404 Permit. The project will be required to comply with requirements in effect at the time of construction. The comment does not address the adequacy of the EIR and no further response is required.

Response to Comment 2-6

The comment indicates that the project is required to obtain a Clean Water Act Section 401 (Water Quality Certification) Permit. The project will be required to comply with requirements in effect at the time of construction. The comment does not address the adequacy of the EIR and no further response is required.

Response to Comment 2-7

The comment indicates the Regional Water Quality Control Board's Waste Discharge Requirements for projects. The comment does not address the adequacy of the EIR.

From: Dino Gay [mailto:dinogay@sbcglobal.net]
Sent: Wednesday, July 06, 2011 11:54 AM
To: David Sanders; Steve Barzo; Myriam Gonzalez; Fred Lopez; Patricia Murray; seth@wurzelconsulting.com; Rex Peters; RPeters
Cc: Cindy Norris
Subject: Communication for the Planning Commission

Letter 3

Commissioners,

Consider this "official" communication to the planning commission... meaning it should be included as part of the public record and that you have been made fully aware of the city's continued favoritism toward Paul Petrovich. Considering your decision to deny the New Woodland Partners annexation of their 22 acres adjacent to the Gateway II proposal, it will be very interesting to know your reasoning should you decide to recommend annexing the 154 acres. Pay close attention to what staff tells you and what staff chooses not to tell you. You might also ask for an explanation of why Cindy Gnos mislead you during your last meeting in her "attempt" to answer Myriam's question about the two emails I sent you.

Dino Gay
Woodland

This following is from the Woodland Record and is part of this communication:

Woodlanders will be watching the planning commission's recommendation for Petrovich's Gateway II

According to the City of Woodland, there are 844 acres of land currently zoned for commercial uses in the city limits. Within those areas, there exists vacant commercial space (buildings) totaling 253,834 sq. ft. Also, there are 276.4 acres zoned for commercial use that are vacant.

And yet staff wants to annex 154 acres of zoned agriculture land and open space to the City of Woodland. Staff wants to add 340,000 sq. ft. of commercial buildings to Woodland when there is 253,834 sq. ft. that is unused. Staff wants to annex 154 acres when there is 276.4 acres that has yet to be built upon. Why? Two words... Paul Petrovich.

Will the City of Woodland Planning Commission continue along this path of favoritism for this developer? Or will the commission truly represent what most Woodland voters want and put an end to this collusion?

Of course, the city council will have the final say, but the commission has the chance to wean themselves from city staff's tunnel vision and say NO to an unnecessary annexation. Can Steve Barzo, David Sanders, Myriam Gonzalez, Fred Lopez, Pat Murray, Seth Wurzel and Rex Peters finally burst the Petrovich bubble? Woodlanders already know that city councilman Art Pimentel told the Woodland Record on April 11, 2010, that he wants to annex those 154 acres. "Yes," he said, "I support annexing the property to the City of Woodland. That needs to happen." So it will be up to the commissioners to lay a foundation to convince the four other council members to also say NO to Petrovich.

The most glaring and obvious reasons why the commission should recommend denial of the

annexation are based on its decision made on October 21, 2010. That evening the commission denied the New Woodland Partners annexation of 22 acres that is adjacent to not only Gateway I (owned by Petrovich), but also adjacent to the Gateway II project. Why on earth would the commission now annex 154 acres when 22 acres next to it does not meet their standards? Why? Again, only two words will be able to explain such an action should it occur... Paul Petrovich. See the Woodland Record articles "[City ignores Brown Act by refusing to say why it wants 22-acre parcel adjacent to Gateway Center](#)," "[Planning commission should not be fooled by staff gloss-overs](#)" and "[Gateway II revisions before commission](#)."

Staff claims annexation is necessary to avoid "island"

Aside from staff's self-imposed blinders to the reasons of denying the New Woodland Partners, they (largely "consultant" Cindy Gnos of Raney Raney Planning and Management who worked on both Gateway I and its "unbiased" EIR) have come up with an absurd reason for annexation... to avoid the creation of an island.

From the staff report: "Although future development is only anticipated on the northern 61.3 acres of the site, annexation of the entire 154-acre site is necessary in order to avoid the creation of an island."

There is already an "island" without a Gateway II annexation. The city has already approved such a configuration with the annexation of Gateway I. There is nothing in municipal code or state law that suggests a city must configure the city a certain way to avoid "islands." By the way, the existing "island" is created by the city parcel that is used for the sewer facility. This "island" amounts to no more than a mirage for the city staff and officials who have persistently and consistently compromised good municipal planning for the benefit of... you guessed it, Paul Petrovich.

Woodlanders will certainly be watching the planning commission meeting scheduled for 6:30 pm on Thursday, July 7. r email was from the minutes from the New Woodland Partners, in case you wanted to see that. It has no bearing on what we're doing tonight. And most of the blog was just a copying of the staff report that you have before you tonight."

3-1

LETTER 3: DINO GAY, RESIDENT

Response to Comment 3-1

The comment is intended to be informative to the Planning Commission and does not address the adequacy of the EIR.

Letter 4

Woodland City Manager
300 First Street, Woodland, California
(mark.deven@cityofwoodland.org)

Re: Objections To Approval Of Final EIR Certification For Gateway 2 Project

Mark:

4-1

Please soon forward to Chairperson David Sanders and other Planning Commission members this 7 page memorandum of itemized objections to proposed Woodland Planning Commission approval of EIR final certification for the proposed Gateway 2 development project, to be considered at a special meeting on July 7, 2011.

4-2

(a) I strongly object to the very brief timeline of municipal consideration of this matter. California Environmental Quality Act (CEQA) Guideline, 14 CCR 15088(b), requires a minimum of 10 days between the release of (potentially) final Environmental Impact Report (EIR) certification documents and a relevant hearing, regarding notification of commenting public agencies. Individuals submitting comments may be notified at municipal discretion; and apparently, such notification was not accomplished.

Research indicates that only the bare minimum of 10 days notice has been provided.

For this quite prominent matter, oddly enough, such an already very brief notification process has been unduly abridged, through being scheduled within what amounts to a four-day national holiday (July 4), leaving only six days of practical (work-day) notification, including the actual hearing date.

There exists no reasonable basis / excuse for substantially abbreviating this already very brief process. Jamming through final certification action on this EIR in such a way is unreasonable, unwise and improper.

Such municipal / developer conduct raises concerns that this schedule represents an attempt to curtail both the general public's and public agencies' fair opportunities to properly review, scrutinize and offer rebuttal and collateral arguments regarding the substantial documentation within this key EIR being proposed for final certification.

I request the Planning Commission consider the serious ramifications of such an abuse of important legal process and, unless final EIR certification is denied, take action that this final certification hearing be continued for a period of 60 days.

Objections To EIR Certification Of Gateway 2 Project (July 6, 2011) page 2

4-3

(b) I object to the inadequate nature of notification being used regarding existing residential neighborhoods (Southeast Area Specific Plan) nearby this revised project. It demands extensive roadway modifications, would greatly contribute to significantly diminished roadway service (LOS) levels, and will also become a major source of noise and lighting impacts, as well as greenhouse-gas impacts within the eastern

**Letter 4
Cont'd**

4-3
Cont'd

sector of a (large) directly adjacent, residential development project. Significant and unavoidable impacts of this revised project will likely be pronounced and irreversible noise, lighting, greenhouse-gas and traffic impacts upon adjacent residential areas.

Routine (generalized) notice practices using a 300 foot radius is obviously insufficient to afford proper notice to Southeast Area residents and property owners of this huge project. Inadequate municipal efforts have been made to inform residents of areas proximate to this project and subject to its various significant and irreversible impacts.

Continuing this scheduled final certification hearing for 60 days would better allow residents under potential impacts from this revised project a fair opportunity for notice and to express their views and concerns regarding these perpetual project impacts upon adjacent residential neighborhoods.

(c) I object to the absence of any consideration of alternatives to the presently revised project, which was not one of the (regular EIR) alternatives related to the originally proposed project and represents a significant alteration of its dimension and scope.

We are here: "confronted with a case where the physical description or scope of the project has changed (Cf. *Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.*; 42 Cal.3d 429 [orientation of amphitheater changed after adoption of final EIR.] [.]") (*Laurel Heights Improvement Assoc. v. Regents of University of California*; (1993) 6 Cal.4th 1112.)

This final EIR: "does more than 'clarify' or 'amplify' the draft EIR; indeed, it includes precisely the type of 'substantial changes' that require recirculation." (*Laurel Heights, supra*, Justice George concurring and dissenting.)

4-4

The revised project creates: "significant new information" relevant to this EIR process (*Sutter Sensible Planning, Inc. v. Board of Supervisors* (1981) 122 Cal.App.3d 813, 822, 823)), plainly requiring full recirculation of the revised project within an adequate analysis and evaluation of: "a reasonable range of alternatives," including "off-site" alternatives (PRC 21092.1; 14 CCR 15.088.5, 15126.6; *Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1179 ["We find no authority or rationale for an inflexible rule that availability of other sites must always be considered or that it never be considered. Situations differ; [] It is necessary to examine the particular situation presented to determine whether the availability of other feasible sites must be considered in the EIR."].

Objections To EIR Certification Of Gateway 2 Project (July 6, 2011) page 3

"By codifying the 'significant new information' language of *Sutter, supra*[,] the Legislature apparently intended to reaffirm the goal of meaningful public participation in the CEQA review process." (*Laurel Heights, supra*, 6 Cal.4th 1112.)

The revised project necessitated a "fundamental reorganization" of the draft EIR. (*Ibid.*, text related to footnote 18.) "[C]onsideration of a reasonable range of feasible

alternatives is required to foster informed decision making and public participation." (*Ibid.*, at majority opinion conclusion.)

"The level of specificity of an EIR is determined by the nature of the project and the 'rule of reason' [citation], rather than any semantic label accorded to the EIR." (*Al Larson Boat, Inc. v. Board of Harbor Commissioner* (1993) 18 Cal.App.4th 729, 741-742; quoting *Laurel Heights Improvement Association v. Regents of University of California* (1988) 47 Cal.3d 376, 399 - 407.)

The California Supreme Court (*Laurel Heights, supra*, 47 Cal.3d 376) strongly emphasizes the need to include a discussion of potentially feasible project alternatives within the text of an EIR, even where the operating assumption of the approving agency is that significant impacts will eventually be substantially lessened or avoided by the imposition of mitigation measures alone.

Subsequent Supreme Court opinion (*Laurel Heights, supra*, 6 Cal.4th 1112) holds that: "[T]he addition of new information to an EIR after the close of the public comment period is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantive environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. [R]ecirculation is required [] when the new information added to an EIR discloses: [] a new substantial environmental impact resulting from the project or from a new mitigation measure proposed to be implemented[,] a feasible project alternative or mitigation measure that clearly would lessen the environmental impacts of the project, but which the project proponents decline to adopt."

A "new substantial environmental impact" clearly exists in the proposed annexation of 92 acres of land proposed to be zoned: "Agricultural," contrary to the General Plan (designating "Urban Reserve"). Final EIR material fails to address this inconsistency.

Dissimilarity between these zoning designations gives rise to vagueness and conflict for environmental policymaking. For example, the Local Agency Formation Commission's (LAFCO's) task of approving this annexation is made uncertain because of inconsistent land use designations, as well as because municipal annexations are most usually related to zoning land for a specifically intended use or purpose, rather than to annex and zone 92 acres as "Agricultural," inconsistent with the General Plan and without any currently practical or intended use.

Objections To EIR Certification Of Gateway 2 Project (July 6, 2011) page 4

On another level, the revised project, not being included within prior alternatives to the originally proposed project (upon which the draft EIR was circulated), plainly assumes the planning posture of a mitigation measure. Discussion within the final EIR material supports this view, although failing to analyze and interpret its relevant adequacy, or providing "a meaningful opportunity" for relevant public comment through recirculation.

4-4
Cont'd

Thus, the final EIR material is fatally flawed. (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1120; [No analysis done on whether option is a feasible mitigation measure].

"[A] new substantial environmental impact resulting from [] a new mitigation measure proposed to be implemented[.]" exists within this planning posture of the revised project as mitigation measure, including its proposed inclusion of 92 acres of agricultural land within city limits. No public comment is elicited on this key subject.

A "feasible project alternative [] that clearly would lessen the environmental impacts of the project, but which the project proponents decline to adopt[.]" exists in properly considering whether to virtually double the size of the Gateway Center, when feasible "off-site" alternatives related to commercial land use, dispersed throughout this community, may likely produce environmentally superior results.

At 154 acres, the original project appeared seemingly insusceptible to any serious consideration of being dispersed through proposed "off-site" alternatives, enormously concentrating a relatively unusual intensity of retail-commercial uses (within ~200 acres, including Gateway Center) vastly elevating various environmental impacts and implicating extensive mitigation measures, as well as raising concerns about genuine feasibility and sustainability.

Revised to contain only 42 acres of general commercial zoning, this new project must now be analyzed and considered in light of potential alternatives representing a better, more variously advantageous dispersal of commercial-retail zoning within this municipality (various potential infill sites, as well as eventual annexation and development of land just north of the city.).

Northern Woodland, in general, currently lacks enough convenient access to standard, retail-commercial uses, inducing significant cross-town motor-vehicle traffic, elevating greenhouse-gas emissions. Adequate consideration, within this final EIR process, of some durable reservation of future commercial zoning, extending services within northern Woodland as well as to various infill sites, is imperative.

This final EIR totally fails to describe and analyze potential ("off-site") alternatives to the revised project which may well involve a much more balanced dispersal of retail-commercial uses within this municipality, its sphere of influence / urban boundary. This revised project (EIR) must now be recirculated to overcome this grave infirmity.

Objections To EIR Certification Of Gateway 2 Project (July 6, 2011) page 5

"[L]egal duties imposed by CEQA are to be strictly enforced[.]" (*Mira Monte Homeowners Assoc. v. County of Ventura* (1985) 165 Cal.App.3d 359,366), and "CEQA must be interpreted in such a manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." (*Friends of Mammoth v. Board of Supervisors* (1972) 8 Cal.3d 247, 259)

4-5

(d) I object to the inadequate and improper manner of mitigation analysis for serious

Letter 4
Cont'd

4-5
Cont'd

impacts of urban decay caused by the revised project. Mitigation in the form of limited contributions of funding for: a new Retail Strategic Plan, Implementation Strategy For Downtown Specific Plan (DSP), market-studies / urban-decay analyses regarding a Master CUP, property reuse analyses, etc., is insufficient and improperly conceived.

Instead of sound municipal policy predicated proper development of this community, here commercial development interests / projects offer slim mitigation through assisting with the creation of basic policymaking tools and programs which should already be in place to properly manage such commercial development projects.

This planning approach to such key development, which virtually exhausts realistically significant, future retail-commercial zoning opportunities within this community, has: the cart before the horse / the horse already out of the barn, etc. -- causing elevated urban decay, which is then to be studied and better understood -- rather than avoided.

Studying exacerbated urban decay caused by approval of this revised project and then seeking to mitigate it may truly become mitigation funding, misplaced and disordered.

Another inadequate aspect of this mitigation analysis related to urban decay involves an absence of any relevant specificity of the statement that commercial zoning within the revised project: "will primarily consist of regional retail uses that do not include [] uses that would compete with Downtown Woodland."

No adequate definition is offered for: "regional retail uses;" while, there remains enough commercial diversity within the revised project for such competing commercial uses to surely become inevitable, or else land within the project become chronically idle due to a complex process of purported "performance standards."

This final EIR mitigation analysis concludes that (despite mitigation) significant and irreversibly deleterious impacts to Downtown Woodland (and other locations) are projected to occur from development of the revised project. This conclusion clearly supports objection (c); since, sufficient consideration of "off-site" alternatives to this revised project may indeed indicate viable options to reduce / eliminate / balance serious impacts related to this proposed vast expansion of commercial zoning.

The final EIR materials fail to comprehensively and successfully analyze and address the complex circumstances involved with the viability of commercial-retail zoning and

Objections To EIR Certification Of Gateway 2 Project (July 6, 2011) page 6

uses throughout this community, especially related to the city's core areas.

4-6

(e) I object to the revised project potentially inducing commercial development of the entire 154 acres of the original project, even further entrenching a retail-commercial satellite-zone at this city's edge, engendering an adverse and unsustainable nature of community development.

4-6
Cont'd

92 acres of annexed land proposed to remain in agricultural zoning is within the city boundary and proximate to its water-treatment facilities. Development of the 62 acres portion of the original 154 acre project, being proposed by the revised project, is obviously the most feasible area, since related serious odor problems rise in severity with increasing proximity to these municipal facilities.

The revised project obviously and unavoidably inclines future zoning of the remaining 92 acres toward some form of added commercial uses, as residential development values significantly decrease. This potential impact is significant and totally ignored within final EIR materials.

Additionally, LAFCO responses have raised the question of the adequacy of the revised project's current rate of mitigation for conversion of prime agricultural land (1/1) and suggested consideration of the nature of policy adopted by the City of Davis, which includes a mitigation rate of 2/1. These responses were inadequately analyzed and addressed by final EIR materials.

Perhaps, the reason for strangely maintaining an agricultural zoning designation, in conflict with the General Plan, is for the developer to avoid paying mitigation costs for conversion of the entire 154 acres of the originally proposed project.

(f) I object to EIR certification material addressing the zoning of land for auto-related uses within the revised project, in that it strongly implies auto dealerships located in downtown Woodland will relocate to within the revised project.

There is absolutely no realistic possibility that any such dynamic will ever occur. This assertion is based on first-hand information about relevant circumstances.

If proponents of the revised project possess any evidence that local auto dealerships will relocate to it, as portrayed within final EIR materials, let them produce evidence. Otherwise, this spurious claim must be rejected and salient consequences for the project must be analyzed and articulated -- within a recirculated EIR.

4-7

Therefore, I further object to final EIR certification of the revised project on the basis of the extreme likelihood that the zoning of roughly a third of it (20 / 62 acres), initially being proposed / intended for auto-related uses, will very soon prove to be infeasible and a conversion of these 20 acres to some other form of commercial-retail use will

Objections To EIR Certification Of Gateway 2 Project (July 6, 2011) page 7

surely become inevitable.

Mitigation analysis totally fails to address this quite robust issue (although relevant information is within the public sphere), and final EIR materials for this revised project are thus substantially inadequate.

On this basis alone, instant EIR for the revised project clearly must be recirculated.

Letter 4
Cont'd

4-7
Cont'd

Having a third (1 / 3) of the total land involved in developing this revised project be in this kind of (vague, limbo-like) condition vividly argues for due planning caution.

Respectfully yours,

Bobby Harris

cc: City of Woodland Mayor and City Council Members, relevant municipal staff and media.

#####

LETTER 4: BOBBY HARRIS, RESIDENT

Response to Comment 4-1

The comment is an introductory comment and does not address the adequacy of the EIR.

Response to Comment 4-2

Contrary to what Mr. Harris states in Comment 4-2, the City provided notice in accordance with the Government Code (which requires that notice be published at least 10-days in advance of the public hearing), the California Environmental Quality Act (which requires that responses to public agency comments be provided at least 10-days prior to certifying the EIR), and the City's Municipal Code. The specific dates that notice was given are as follows:

- Legal notice was published in the Woodland Daily Democrat on or before June 27, 2011 (10 days before today's hearing);
- Notices were mailed to all property owners within 1,000 feet of the project site on June 27, 2011 (10 days before today's hearing); and
- CD copies of the Final EIR were mailed to all Draft EIR commenters on June 27, 2011 (10 days before today's hearing and well in advance of the date when the City Council will consider certification of the EIR).

Thus, abuse of any legal process has not occurred, and continuing the final certification hearing for a period of 60 days would not be necessary.

Response to Comment 4-3

As stated in Response to Comment 4-2, above, notices were mailed to all property owners within 1,000 feet of the project site. The minimum radius required is 300 feet. Thus, the City exceeded the minimum noticing requirements in this regard. As a result, a fair opportunity for residents to express their views and concerns has been given, and continuing the scheduled final certification hearing for 60 days would not be necessary.

Response to Comment 4-4

The revised project description is similar to the Reduced Intensity Alternative, which was analyzed in the Draft EIR. Given that the revised project description contemplates an even smaller commercial component than was evaluated in the Reduced Intensity Alternative, the revised project description would have even fewer environmental impacts. Given that the revised project description is not considerably different from other alternatives analyzed in the Draft EIR, the revised project description does not trigger recirculation under State CEQA Guidelines section 15088.5(a)(3).

It should be noted that recirculation of the Draft EIR was not required for the following reasons:

- The changes to the project description would not result in any new significant environmental impacts or a substantial increase in the severity of an environmental impact. Thus, the Final EIR does not contain “significant new information,” and recirculation of the Draft EIR is not required. (State CEQA Guidelines § 15088.5.)
- While the changes to the project description were “new information,” they were not significant because the EIR was not changed in a way that deprived the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (State CEQA Guidelines § 15088.5(a).) As stated above, the reduced project footprint would not result in new significant impacts or a substantial increase in the severity of environmental impacts. In fact, impacts would be reduced from the levels disclosed in the EIR. Moreover, members of the public have a meaningful opportunity to comment on the revised project description at the Planning Commission and City Council public hearings.
- The commenter claims that a new significant impact would result from the revised project description because of an inconsistency between the proposed A-1 zoning designation and the existing UR General Plan land use designation. However, as demonstrated in the General Plan/Zoning Consistency Matrix (Appendix C of the *Woodland General Plan Policy Document*), the A-1 and UR designations are actually fully consistent. Thus, there would be no impact in this regard.
- Finally, as indicated in Chapter 6, Alternatives, of the Draft EIR, there are no suitable alternative off-site locations within the City of Woodland to accommodate the proposed project. (Draft EIR, p. 6-3 to 6-4).

Response to Comment 4-5

Urban decay impacts were analyzed in Chapter 4.11 of the Draft EIR. The EIR concluded that the following impacts related to urban decay would be significant and unavoidable: impacts related to the physical deterioration and urban decay of retail centers in Downtown Woodland, East of Downtown, and East of I-5; and impacts related to the physical deterioration and urban decay of retail centers in County Fair Mall, West Woodland, and East Street Corridor. Mitigation was identified to help fund policy-level analyses related to the Downtown Specific Plan. The Draft EIR notes that the mitigation would not reduce the impacts to a less-than-significant level. It should be noted that when determining whether to approve the proposed project, the City is required to balance the applicable economic, legal, social, technological, or other benefits, including regional-wide or statewide environmental benefits, of the proposed project against the foregoing unavoidable environmental risks. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh the unavoidable consequences, the adverse environmental effects may be considered “acceptable” (State CEQA Guidelines section 15093(a)).

Response to Comment 4-6

The commenter notes that, as development moves closer to the City's wastewater treatment facilities, impacts related to odors would become more severe. The project, as proposed would not locate sensitive uses in the near vicinity of the wastewater treatment facilities and, as required by Mitigation Measure 4.3-5 (Chapter 4.3, Air Quality, Climate Change, and Odors) of the Draft EIR, the project applicant must demonstrate that a 0.5-mile buffer will be provided between the project site and the headworks of the City's wastewater treatment facilities, as well as between the project site and the Erskine pond. Should development be proposed within either of these 0.5-mile buffers, the project applicant must submit an updated Evaluation of Odor Impacts from Wastewater Treatment Facilities on the Proposed Gateway II Project and, if the updated study determines that a potentially significant impact would occur, the applicant must either pay the project's fair share of the improvements that would be necessary to reduce impacts related to odors from the headworks and the ponds or construct the improvements, pursuant to the updated Evaluation of Odor Impacts from Wastewater Treatment Facilities on the Proposed Gateway II Project and be eligible for reimbursement. In addition, at this time, it is entirely speculative to assume that the 92.7 acres of the project site that would be zoned A-1 would later be zoned for commercial uses.

The commenter also raises questions in regard to the adequacy of the project's current rate of mitigation for agricultural land. As discussed in Response to Comment 1-8, mitigation is only required for loss of agricultural land (or Prime Farmland) for the land that would be converted to commercial uses. The 92.7 acres that would be rezoned A-1 would remain in agricultural use and would not require mitigation. Should an application be submitted in the future for non-agricultural uses on the A-1 portion of the site, a rezone would need to be approved, further environmental analysis would need to be prepared, and further mitigation for agricultural land would be required.

Response to Comment 4-7

The comment is speculative regarding the potential for auto-related uses on the project site. Should the applicant propose development that is inconsistent with the analysis in the EIR, additional analysis will be conducted.

California Clean Energy Committee

July 7, 2011

Ms. Cindy A. Norris, Principal Planner
Woodland Community Development Department
520 Court Street
Woodland, California 95695

Re: Comments on the Draft Environmental Impact Report
Woodland Gateway Phase II
SCH No. 2009 102009

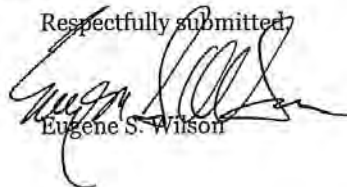
Dear Ms. Norris:

5-1

I sent you a notice on August 10 and subsequently confirmed it in a phone conversation that the address for notices is as indicated below. However, the notice of today's hearing was sent to the old address. Would you please make the individual who is sending notices aware of the correct address.

Additional documents for the record are attached.

Respectfully submitted,



Eugene S. Wilson

California Clean Energy Committee | 3502 Tanager Avenue, Davis, CA 95616-7531
Voice: 530-756-6141 | Facsimile: 530-756-5930

Ms. Cindy A. Norris, Principal Planner
July 7, 2011
Page 2

SUPPLEMENTAL APPENDICES

5-2

- Appendix 50 U.S. Green Building Council, Toyota Motor Sales South Campus Office Development, Torrance, California.
- Appendix 51 SunPower, Case Study: Macy's Go Solar and Improves Energy Efficiency in 28 California Stores with SunPower.
- Appendix 52 SunPower, Case Study: FedEx Goes Solar with SunPower.
- Appendix 53 U.S. Green Building Council, USGBC Project Profile, Office Depot, Austin, TX.
- Appendix 54 U.S. Green Building Council, USGBC Project Profile: Emeryville Marketplace, Emeryville, California.
- Appendix 55 U.S. Green Building Council, USGBC Project Profile, Jackson Square Redevelopment Initiative.
- Appendix 56 SunPower, Tiffany's Saves \$450,000 Annually with SunPower.
- Appendix 57 U.S. EPA. Measuring the Air Quality and Transportation Impacts of Infill Development (November, 2007).
- Appendix 58 California Energy Commission, Energy Aware Planning Guide.
- Appendix 59 City of San Jose, Envision San Jose 2040, Section 3.4 Air Quality (June, 2011).
- Appendix 60 R. Ewing, R. Pendall, D. Chen, Measuring Sprawl and Its Impact.
- Appendix 61 Todd Litman, Evaluating Transportation Land Use Impacts: Considering the Impacts, Benefits and Costs of Different Land Use Development Patterns (April 15, 2011).
- Appendix 62 Land Use Subgroup of the California Climate Action Team. LUSCAT Submission to CARB Scoping Plan on Local Government, Land Use and Transportation (April 8, 2008).
- Appendix 63 Urban Land Institute, Land Use and Driving: The Role Compact Development can Play in Reducing Greenhouse Gas Emissions (2010).
- Appendix 64 Yolo County, Transportation Impact Study Guidelines.

5-2
Cont'd

Ms. Cindy A. Norris, Principal Planner
July 7, 2011
Page 3

- Appendix 65 National Transportation Research Board, NCHRP Report 616: Multimodal Level of Service Analysis for Urban Streets.
- Appendix 66 U.S. EPA, Parking Cash Out: Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters (Mar. 2005).
- Appendix 67 Yolo County Planning & Public Works Department, Yolo County Climate Action Plan: A Strategy for Smart Growth Implementation, Greenhouse Gas Reduction, and Adaptation to Global Climate Change (Woodland, CA: 2010).
- Appendix 68 Governor of the State of California, Executive Order S-3-05 (June 2005).
- Appendix 69 Urban Land Institute, SB 375 Impact Analysis Report (June, 2010).
- Appendix 70 U.S. EPA, Reducing Urban Heat Islands: Compendium of Strategies.
- Appendix 71 California Department of Public Health and the Public Health Institute, Public Health Impacts of Climate Change in California: Community Vulnerability Assessments and Adaptation Strategies.
- Appendix 72 City of San Jose, Envision San Jose 2040, Section 3.2 Transportation (June, 2011).

Response to Comment 5-1

The comment indicates that the Public Notice for the Planning Commission hearing was sent to the incorrect address. The comment has been noted, and the City will ensure that any future notices or correspondences to the California Clean Energy Committee shall be addressed to 3502 Tanager Avenue, Davis, CA 95616-7531. The comment does not address the adequacy of the EIR.

Response to Comment 5-2

Comment 5-2 is a list of all supplemental appendices to the appendices provided with the California Clean Energy Committee's comment letter regarding the Woodland Gateway Phase II Draft EIR. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 50 is the U.S. Green Building Council document: *Toyota Motor Sales South Campus Office Development, Torrance, California*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 51 is a SunPower case study titled *Macy's Go Solar and Improves Energy Efficiency in 28 California Stores with SunPower*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 52 is another SunPower case study. This case study is titled *FedEx Goes Solar with SunPower*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 53 is the U.S. Green Building Council document: *USGBC Project Profile, Office Depot, Austin, TX*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 54 is the U.S. Green Building Council document: *USGBC Project Profile: Emeryville Marketplace, Emeryville, California*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 55 is the U.S. Green Building Council document: *USGBC Project Profile, Jackson Square Redevelopment Initiative*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 56 is a SunPower document titled *Tiffany's Saves \$450,000 Annually with SunPower*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 57 is the U.S. EPA's document: *Measuring the Air Quality and Transportation Impacts of Infill Development*, dated November 2007. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 58 is the California Energy Commission's document: *Energy Aware Planning Guide*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 59 is the City of San Jose's document titled *Envision San Jose 2040, Section 3.4 Air Quality*, dated June 2011. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 60 is the document *Measuring Sprawl and Its Impact*, prepared by R. Ewing, R. Pendall, and D. Chen. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 61 is the document *Evaluating Transportation Land Use Impacts: Considering the Impacts, Benefits and Costs of Different Land Use Development Patterns*, by Todd Litman, dated April 15, 2011. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 62 is the Land Use Subgroup of the California Climate Action Team document: *LUSCAT Submission to CARE Scoping Plan on Local Government, Land Use and Transportation*, dated April 8, 2008. A complete copy of the appendices is available at the City

of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 63 is the Urban Land Institute document titled *Land Use and Driving: The Role Compact Development an Play in Reducing Greenhouse Gas Emissions*, dated 2010. The document does not address the adequacy of the EIR.

Appendix 64 is Yolo County's *Transportation Impact Study Guidelines*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 65 is the National Transportation Research Board's *NCHRP Report 616: Multimodal Level of Service Analysis for Urban Streets*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 66 is the U.S. EPA document: *Parking Cash Out: Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters*, dated March 2005. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 67 is the Yolo County Planning & Public Works Department's *Yolo County Climate Action Plan: A Strategy for Smart Growth Implementation, Greenhouse Gas Reduction, and Adaptation to Global Climate Change* for Woodland, CA, dated 2010. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 68 is the Governor of the State of California *Executive Order S-3-05*, dated June 2005. The document does not address the adequacy of the EIR.

Appendix 69 is the Urban Land Institute *SB 375 Impact Analysis Report*, dated June 2010. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 70 is the U.S. EPA's document: *Reducing Urban Heat Islands: Compendium of Strategies*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 71 is the California Department of Public Health and the Public Health Institute document: *Public Health Impacts of Climate Change in California: Community Vulnerability Assessments and Adaptation Strategies*. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

Appendix 72 is the City of San Jose's *Envision San Jose 2040, Section 3.2 Transportation*, dated June 2011. A complete copy of the appendices is available at the City of Woodland Community Development Department for review. The comment does not specifically discuss how the documents relate to the proposed project or the adequacy of the EIR. Therefore, a detailed response cannot be provided.

ATTACHMENT I

ERRATA TO THE FEIR

ERRATA TO FINAL EIR REVISIONS TO THE DRAFT EIR TEXT

The Woodland Gateway Phase II Final EIR included two typographical errors within the Revisions to the Draft EIR Text chapter. These typographical errors are corrected in these Errata to Revisions to the Draft EIR Text.

2. EXECUTIVE SUMMARY

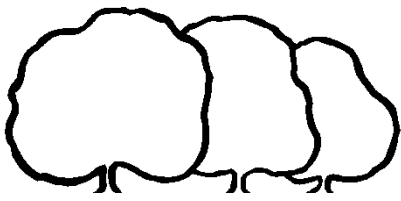
Page 2-20 of Table 2-1 within Chapter 2, Revisions to the Draft EIR Text, of the Final EIR is hereby revised as follows:

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
	PS	4.2-2(g) <u>Maxwell Avenue / American Drive</u>	SU <u>LS</u>

In addition, page 2-80 of Table 2-1 within Chapter 2, Revisions to the Draft EIR Text, of the Final EIR is hereby revised as follows:

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.11-2 <u>4.9-2</u> Impacts related to an	PS	4.9-2 Prior to approval of Improvement Plans for the first	LS

These revisions are for clarification purposes and do not change the analyses presented in the Draft EIR or the Final EIR.



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Select Delegate for the Annual League of California Cities Conference

Report in Brief

The City Council is asked to consider who will represent the City as voting delegate to the Annual League of California Cities Conference in September. While this Conference affords Woodland the opportunity to vote on resolutions of importance to cities, the City is committed to reducing expenditures associated with travel and conferences. Therefore, it is recommended that only one voting member be authorized to attend at City expense.

Staff recommends that the City Council designate Council member Marble as the voting delegate representing the City at the Annual Conference of the League of California Cities to be held in San Diego from September 21-23, 2011.

Background

Each year the Council is asked by the League of California Cities to designate a voting delegate and an alternate to cast the City's vote at the general business session of the League's annual conference. Each City regardless of size has one vote at the business session where resolutions on a variety of topics are presented for action. Adopted resolutions become the League program of action for the coming year and in many instances result in legislation being introduced. The designation must be received by the League no later than August 26, 2011.

Discussion

It is important for the City to remain active and engaged in the League of California Cities and designate a Council member to act on behalf of the City at the annual conference. The League will be involved in several critical issues affecting California cities this year, including the State budget, the pension reform and various issues associated with public safety and infrastructure. The designated representative will be asked to vote on League resolutions that will form the legislative platform for these issues and many others that will impact California cities.

Council member Marble has been the most active Council member in activities associated with the League. These activities include presidency of the Sacramento Valley Division, membership on the Public Safety Policy Committee, involvement in various Board level policy discussions on matters of critical importance to California cities. These activities provide Woodland with a voice as issues which impact cities are developed by the League.

Given the City's current fiscal constraints, staff believes only one Council member should be designated as the City's voting representative and attend the League's annual conference in San Francisco. Council member Marble's significant involvement in the League makes him well qualified to fulfill this role at the annual conference September 21-23, 2011.

Fiscal Impact

The annual conference attendance costs for one Council member have been included in the FY 2011 General Fund budget.

Public Contact

Posting of the City Council agenda.

Recommendation for Action

Staff recommends that the City Council designate Council member Marble as the voting delegate representing the City at the Annual Conference of the League of California Cities to be held in San Francisco from September 21-23, 2011.

Prepared by: Ana Gonzalez
City Clerk

Mark G. Deven
City Manager

Enclosure: League Memo and Conference Form

Council Action Advised by August 26, 2011

June 9, 2011

TO: Mayors, City Managers and City Clerks

RE: DESIGNATION OF VOTING DELEGATES AND ALTERNATES
League of California Cities Annual Conference – September 21–23, San Francisco

The League's 2011 Annual Conference is scheduled for September 21-23 in San Francisco. An important part of the Annual Conference is the Annual Business Meeting (*at the closing General Assembly*), scheduled for 2:30 p.m., Friday, September 23, at the San Francisco Moscone West Convention Center. At this meeting, the League membership considers and takes action on resolutions that establish League policy.

In order to vote at the Annual Business Meeting, your city council must designate a voting delegate. Your city may also appoint up to two alternate voting delegates, one of whom may vote in the event that the designated voting delegate is unable to serve in that capacity.

Please complete the attached Voting Delegate form and return it to the League's office no later than Friday, August 26, 2011. This will allow us time to establish voting delegate/alternates' records prior to the conference.

Please note the following procedures that are intended to ensure the integrity of the voting process at the Annual Business Meeting.

- **Action by Council Required.** Consistent with League bylaws, a city's voting delegate and up to two alternates must be designated by the city council. When completing the attached Voting Delegate form, please attach either a copy of the council resolution that reflects the council action taken, or have your city clerk or mayor sign the form affirming that the names provided are those selected by the city council. Please note that designating the voting delegate and alternates **must** be done by city council action and cannot be accomplished by individual action of the mayor or city manager alone.
- **Conference Registration Required.** The voting delegate and alternates must be registered to attend the conference. They need not register for the entire conference; they may register for Friday only. To register for the conference, please go to our website: www.cacities.org. In order to cast a vote, at least one person must be present at the Business Meeting and in possession of the voting delegate card. Voting delegates and alternates need to pick up their conference badges before signing in and picking up

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-more-

JUN 20 2011

CITY CLERK'S OFFICE

the voting delegate card at the Voting Delegate Desk. This will enable them to receive the special sticker on their name badges that will admit them into the voting area during the Business Meeting.

- **Transferring Voting Card to Non-Designated Individuals Not Allowed.** The voting delegate card may be transferred freely between the voting delegate and alternates, but *only* between the voting delegate and alternates. If the voting delegate and alternates find themselves unable to attend the Business Meeting, they may *not* transfer the voting card to another city official.
- **Seating Protocol during General Assembly.** At the Business Meeting, individuals with the voting card will sit in a separate area. Admission to this area will be limited to those individuals with a special sticker on their name badge identifying them as a voting delegate or alternate. If the voting delegate and alternates wish to sit together, they must sign in at the Voting Delegate Desk and obtain the special sticker on their badges.

The Voting Delegate Desk, located in the conference registration area of the San Francisco Moscone West Convention Center, will be open at the following times: Wednesday, September 21, 8:30 a.m. – 6:00 p.m.; Thursday, September 22, 7:30 a.m. – 4:00 p.m.; and September 23, 7:30–10:00 a.m. The Voting Delegate Desk will also be open at the Business Meeting on Friday, but not during a roll call vote, should one be undertaken.

The voting procedures that will be used at the conference are attached to this memo. Please share these procedures and this memo with your council and especially with the individuals that your council designates as your city's voting delegate and alternates.

Once again, thank you for completing the voting delegate and alternate form and returning it to the League office by Friday, August 26th. If you have questions, please call Mary McCullough at (916) 658-8247.

Attachments:

- 2011 Annual Conference Voting Procedures
- Voting Delegate/Alternate Form



1400 K Street, Suite 400 • Sacramento, California 95814
Phone: 916.658.8200 Fax: 916.658.8240
www.cacities.org

Annual Conference Voting Procedures 2011 Annual Conference

1. **One City One Vote.** Each member city has a right to cast one vote on matters pertaining to League policy.
2. **Designating a City Voting Representative.** Prior to the Annual Conference, each city council may designate a voting delegate and up to two alternates; these individuals are identified on the Voting Delegate Form provided to the League Credentials Committee.
3. **Registering with the Credentials Committee.** The voting delegate, or alternates, may pick up the city's voting card at the Voting Delegate Desk in the conference registration area. Voting delegates and alternates must sign in at the Voting Delegate Desk. Here they will receive a special sticker on their name badge and thus be admitted to the voting area at the Business Meeting.
4. **Signing Initiated Resolution Petitions.** Only those individuals who are voting delegates (or alternates), and who have picked up their city's voting card by providing a signature to the Credentials Committee at the Voting Delegate Desk, may sign petitions to initiate a resolution.
5. **Voting.** To cast the city's vote, a city official must have in his or her possession the city's voting card and be registered with the Credentials Committee. The voting card may be transferred freely between the voting delegate and alternates, but may not be transferred to another city official who is neither a voting delegate or alternate.
6. **Voting Area at Business Meeting.** At the Business Meeting, individuals with a voting card will sit in a designated area. Admission will be limited to those individuals with a special sticker on their name badge identifying them as a voting delegate or alternate.
7. **Resolving Disputes.** In case of dispute, the Credentials Committee will determine the validity of signatures on petitioned resolutions and the right of a city official to vote at the Business Meeting.



CITY: _____

**2011 ANNUAL CONFERENCE
VOTING DELEGATE/ALTERNATE FORM**

Please complete this form and return it to the League office by Friday, August 26, 2011. Forms not sent by this deadline may be submitted to the Voting Delegate Desk located in the Annual Conference Registration Area. Your city council may designate one voting delegate and up to two alternates.

In order to vote at the Annual Business Meeting (General Assembly), voting delegates and alternates must be designated by your city council. Please attach the council resolution as proof of designation. As an alternative, the Mayor or City Clerk may sign this form, affirming that the designation reflects the action taken by the council.

Please note: Voting delegates and alternates will be seated in a separate area at the Annual Business Meeting. Admission to this designated area will be limited to individuals (voting delegates and alternates) who are identified with a special sticker on their conference badge. This sticker can be obtained only at the Voting Delegate Desk.

1. VOTING DELEGATE

Name: _____

Title: _____

2. VOTING DELEGATE - ALTERNATE

Name: _____

Title: _____

3. VOTING DELEGATE - ALTERNATE

Name: _____

Title: _____

PLEASE ATTACH COUNCIL RESOLUTION DESIGNATING VOTING DELEGATE AND ALTERNATES.

OR

ATTEST: I affirm that the information provided reflects action by the city council to designate the voting delegate and alternate(s).

Name: _____ E-mail: _____

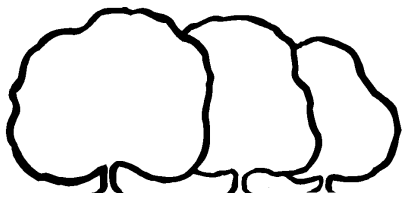
Mayor or City Clerk _____ Phone: _____
(circle one) (signature)

Date: _____

Please complete and return by Friday, August 26 to:

League of California Cities
ATTN: Mary McCullough
1400 K Street
Sacramento, CA 95814

FAX: (916) 658-8240
E-mail: mccullom@cacities.org
(916) 658-8247



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Memorandum of Understanding for the Yolo Emergency Services
Program

Report in Brief

On November 2, 2010, the City Council adopted Resolution No. 5141 to affirm the Council's support for the vision statement, values, ground rules and guiding documents for the exploration of shared service opportunities between local/public entities in Yolo County. Executive level staff in each agency began the exploration of the shared services opportunities with the study of regional consolidation of fire protection and joint operation of an Office of Emergency Services (OES) heading the list of priorities.

The need to reach a decision on the OES program generated by the potential loss of funding and the quick identification of mutual interests among the participating organizations allowed that shared service opportunity to advance to a conceptual agreement within a relatively short timeframe. Through the collaboration of the four incorporated Yolo cities, the County, Yolo Housing Authority and the Yocha Dehe Wintun Nation, a Memorandum of Understanding has been developed that will enable a separate OES program, referred to as Yolo Emergency Services, to remain in operation during FY 2012 and into the future.

Staff recommends that the City Council adopt Resolution No. _____, approving the Memorandum of Understanding between the between the County of Yolo, the Cities of Davis, West Sacramento, Winters and Woodland, the Yocha Dehe Wintun Nation and Yolo County Housing Authority and authorize the Mayor to execute the MOU as described herein.

Background

Since the onset of the current recessionary economy, it has become imperative for the City of Woodland as well as all local governments to revise the way they conduct business and deliver services. In Yolo County, the city managers of Woodland, Davis, Winters and West Sacramento, the County Chief Administrative Officer and other allied organizations committed to reviewing opportunities to share services. This commitment was formalized through a concept called the Yolo Shared Services program. The concept is fairly simple and straight forward: the combined resources

of the four cities, County and other allied local governments could be used more efficiently and effectively if viewed from a regional service delivery perspective.

In order to make a formal policy statement that each agency will commit to the Yolo Shared Services program, the local government managers agreed to schedule consideration of a resolution to support the program by their respective elected officials. The resolution developed for this purpose endorsed the vision, values and ground rules summarized in the program and committed each organization to “Explore Implementation of Shared Services”. The actual implementation would require the full evaluation of the identified opportunity, discussion with all stakeholders including employees and citizens who would receive the services and final approval of a contract or similar agreement by the elected officials.

On November 2, 2010, the Woodland City Council adopted Resolution No. 5141 to affirm policy level support for the Yolo Shared Service Program. Executive level staff began the exploration of shared service opportunities that initially focused on a study of regional fire protection and joint operation of an Office of Emergency Services (OES) heading the list of priorities.

The regional fire consolidation study is in progress. Through the collaboration of the cities of Woodland, Davis, and West Sacramento and UC Davis, a consultant was engaged to review the opportunity and provide a feasibility report as the first phase of the project. A draft report has been completed and is under review by the city managers and the University. When this draft is finalized, the information will be shared with the respective city councils, University officials, firefighters within each agency and the community.

The joint operation of the OES rose to the top of the priority list due to the imminent loss of funding from the County. In 2010, the Yocha Dehe Wintun Nation provided approximately \$160,000 to maintain OES after the County stated that funding for the program was uncertain. While supportive of OES, the commitment from the Nation was not intended to be a permanent solution. In recognition of this fact, County staff began discussion of the joint operation of OES with city managers, the Nation and Yolo County Housing Authority in early 2011.

The discussion included a review of alternative options for maintaining a County OES. It is important to note that the Standardized National Incident Management System (NIMS) which all Yolo local governments have adopted as required by Federal law requires an Operational Area to coordinate emergency services in the event of a disaster. The County has maintained a separate OES to fulfill this purpose. However, other counties have fulfilled this role by assigning the duty to their Sheriff’s departments. The Yolo local government partners also reviewed an alternative that would have placed the program within the Yolo County Sheriff’s Department under the management of sworn staff. After careful review of the alternatives, the Yolo partners agreed to maintain the separate OES. This decision was primarily based on the continuity of the existing service, a commitment to providing additional services as part of the new structure and collaborative governance that will be implemented through a steering committee composed of key staff from each agency.

In order to formalize the commitment to the joint operation of the OES, a Memorandum of Understanding has been developed for the approval of each partner. The MOU is included as Attachment No. 1. Attachments No. 2 and No. 3 summarize the Scope of Service and funding formula for the new program. Finally, Attachment No. 4 is Resolution No. ____ that approves the MOU and authorizes the Mayor to execute the document on behalf of the City of Woodland.

The following section of the report will summarize the key elements of the Yolo Emergency Services Program.

Discussion

The following information represents the scope of services available to signatory agencies and jurisdictions based on the Yolo Emergency Services Memorandum of Understanding. This summary serves to highlight the range of available emergency management services, activities, and assistance available to the participating members. It is anticipated that this list represents a sample of the services available through the program and does not include other services rendered to the partners which may yet to be identified and agreed upon following adoption of the MOU.

Emergency Planning

OES produces emergency response and recovery plans and procedures for the County of Yolo and for the Yolo Operational Area. These plans/procedures are designed to standardize and coordinate emergency response to a variety of threats affecting the Operational Area. Planning for jurisdiction-specific emergency management plans would be coordinated through the local leadership, with an emphasis on local needs and issues. OES is also able to develop response plans reflective of emerging threats, both for individual jurisdictions as well as the Operational Area.

Emergency Management Grant Administration

County OES functions as the designated Administering Agency for federal grants for the Yolo Operational Area. Current federal grant programs being administered on behalf of the Operational Area include the Homeland Security Grant Program (HSGP) and the Emergency Management Performance Grant (EMPG). In addition, OES works closely with local, state, and federal partners in the identification, application for and eventual administration of additional funding sources to enhance collective emergency management within the Operational Area.

Training

County OES currently administers a comprehensive EOC staff development program which is available to MOU member jurisdictions and agencies. Additionally, OES staff may conduct customized training sessions for MOU members as requested. Given the City's reduction in the Public Safety area in order to maintain the Council's desire to provide a balance of services, this service is considered to be a very significant benefit.

Exercise and Evaluation

County OES administers a comprehensive exercise development, presentation and evaluation program designed to test and enhance all levels of emergency management response and recovery. This service would be available to MOU members as requested. Similar to training, the availability of this service is a significant benefit to the City.

Risk Assessment and Threat Analysis

County OES has a developed risk assessment capability that can identify, analyze, track and communicate threats to all levels of the Operational Area. This capability is linked to local, state, and federal situation assessment networks and has the capacity to deliver advanced, real time, and theoretical products to the Operational Area and members of the MOU.

Preparedness Education and Outreach

County OES is equipped to provide a wide variety of public and organizational preparedness education and outreach programs to MOU member jurisdictions. This service will educate Woodland residents and could also be utilized to assist large Woodland business with preparedness planning.

Communication and Warning Systems

County OES currently maintains or utilizes a variety of communications and warning systems designed to provide reliable and redundant capabilities in the event of a major disaster. One example is the Reverse 911 system that would notify resident and business owners in an area affected by a disaster to evacuate.

Disaster Service Worker (DSW) Registration

For MOU member jurisdictions, OES maintains a uniform method of registering volunteers as Disaster Service Workers, will administer a central database of all registered DSWs, and can prepare appropriate identification for each new registered DSW. OES ensures compliance with state workers compensation regulations as they pertain to DSW registration.

Liaison and Coordination

County OES functions as the designated liaison between Operational Area jurisdictions and local, state, and federal government agencies, as well as multiple community-based service and support organizations including. Typical examples include the California Emergency Management Agency, Federal Emergency Management Agency and American Red Cross.

Response and Recovery Operations

Through the established Yolo County Emergency Management System, OES administers, maintains, and coordinates the functioning of a dedicated emergency operations center (EOC). This EOC serves the unincorporated areas of the county and functions as the central point of coordination for the Operational Area when two or more jurisdictions are impacted during a major emergency.

Special Projects and Programs

County OES has developed and maintains an active environment enriched by innovation and collaboration among all segments of the community. Special services and programs available to MOU members might include Community Emergency Response Team mobilization and integration.

Emergency Operations Consulting and Support

OES can provide client-specific consulting services for MOU member jurisdictions upon request. As an example, a member organization may seek support in reviewing the functionality of its Emergency Operations Center or Post Event Performance Review.

It is important to note that the range of services described herein may be modified depending on the needs of each jurisdiction. In addition, the County Administrative Officer has already formed a Steering Committee that has met and will continue to meet following the expected approval of each participating agency. Given the level of resources available, staff believes the joint operation of the OES through the Yolo Emergency Services Program provides an excellent level of emergency services for Woodland and the entire Yolo County area.

Fiscal Impact

The cost to the City of Woodland to be a partner in the Yolo Emergency Services Program as described herein is \$32,413 for FY 2012. This cost will be split between the General Fund at 50% (\$16,207) and each utility enterprise fund at 25% (\$8,103). There are sufficient funds available within each of the funds to fulfill this critical need.

Attachment No. 3 is the Yolo Emergency Services funding formula. As is often the case in collaborative ventures, developing a funding formula that meets the needs of each jurisdiction and is relatively fair is a mixture of art and science. The notes at the bottom of the chart explain the funding formula which assumes some baseline costs, factors in population and provides some consideration for smaller agencies. Staff believes the funding is fairly and evenly split between the largest agencies of Woodland, Davis, West Sacramento and Yolo County. The Yocha Dehe Wintun Nation, despite its relatively small population, has agreed to assume a larger share of the funding.

Public Contact

Posting of the City Council agenda.

Alternative Recommendations

1. Adopt Resolution No. _____, approving the Memorandum of Understanding between the County of Yolo, the Cities of Davis, West Sacramento, Winters and Woodland, the Yocha Dehe Wintun Nation, and Yolo County Housing Authority and authorize the Mayor to execute the MOU as described herein.
2. Cease further consideration of the Yolo Emergency Services Program and direct staff to meet the need for emergency services planning through the resources remaining within the City organization.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Mark G. Deven
City Manager

Attachment No. 1: Yolo Emergency Services Memorandum of Understanding
Attachment No. 2: Yolo Emergency Services Scope of Services
Attachment No. 3: Yolo Emergency Services Funding Formula
Attachment No. 4: Resolution No. _____

MEMORANDUM OF UNDERSTANDING

YOLO EMERGENCY SERVICES (YES)

THIS AGREEMENT, made and entered into this _____ day of _____, 2011, by and between the County of Yolo, a Political Subdivision of the State of California, acting by and through its Board of Supervisors, hereinafter referred to as "County," the Cities of Davis, West Sacramento, Winters and Woodland, municipal corporations of the State of California, the Yocha Dehe Wintun Nation, a sovereign, federally recognized Indian Tribe located in the Capay Valley, County of Yolo, State of California (Tribe), and Yolo County Housing (Housing), collectively referred to herein as the "Parties."

WHEREAS, County and Parties have adopted the Standardized Emergency Management System pursuant to the provisions of Division 2, Title 19 of the California Government Code; and

WHEREAS, County and Parties have adopted the National Incident Management System pursuant to the provisions of the President's Homeland Security Directive-5 (Management of Domestic Incidents); and

WHEREAS, County and Parties have presently existing a well-established Emergency Operations Plan, and a presently existing, well-established Emergency Organization functioning under the County Director of Emergency Services pursuant to Section 4-1.01 of the Yolo County Code; and

WHEREAS, it would be naturally advantageous to the Parties hereto to have the County's Office of Emergency Services perform certain functions for the Parties;

NOW, THEREFORE, in consideration of the covenants and agreements herein contained, it is mutually agreed, in accordance with the terms and provisions of the California Emergency Services Act (Title 2, Division 1, Chapter 7 of the Government Code), as follows:

I. LIAISON

All Parties agree to appoint a person, at staff level, as a liaison to Yolo Emergency Services, hereinafter referred to as YES. The employee(s) who is (are) assigned to act as liaison to YES shall not be an employee of YES. The personnel management of such employee is the responsibility of the assigning party.

II. SERVICES

County shall cause the County Emergency Services Director, and other County Officers and employees subject to his direction and control, to perform in coordination with and at the request of the Parties, during the term of this Agreement those functions identified in Exhibit A (Scope of Services Statement).

III. INDEMNIFICATION

Each Signatory Agency to this Agreement shall protect, indemnify, and hold harmless the other Signatory Agencies to this Agreement, their respective officers, officials, employees, volunteers, and agents from and against any and all liability, loss, expense, including attorneys fee, or claims for injury or damages arising out of the performance of this Agreement and resulting from the negligent or intentional acts or omissions of the Signatory Agency, its officers, officials, employees, volunteers, or agents.

MOU
YOLO EMERGENCY SERVICES (YES)

IV. COMPENSATION

PARTIES agree to pay County a fee as set forth in the schedule attached hereto as Exhibit B.

V. TERMS

The Parties agree to the development of a long term organizational model and governance structure within the first 180 days of this Agreement. This Agreement shall commence on the date of execution by the Parties and remain in effect until terminated by any Party. Any Party may terminate this Agreement after giving one fiscal year written notice. The rights and obligations of the withdrawing party shall terminate at the end of the County fiscal year after the date of notice.

IN WITNESS WHEREOF, County of Yolo, acting by and through its Board of Supervisors, and the Cities of **Davis, West Sacramento, Winters and Woodland**, acting by and through their Councils, **the Yocha Dehe Wintun Nation**, acting by and through its Tribal Council, together with **Yolo County Housing**, acting by and through its Board of Commissioners, have caused this Agreement to be executed as of the dates set forth below.

COUNTY OF YOLO,
A Political Subdivision of the State of
California,

Dated: _____

By _____

Matt Rexroad, Chair, Board of Supervisors

CITY OF DAVIS,
A Municipal Corporation of the State of
California,

Dated: _____

By _____

(Title)

CITY OF WEST SACRAMENTO,
A Municipal Corporation of the State of California,

Dated: _____

By _____

(Title)

CITY OF WINTERS,

Dated: _____

MOU
YOLO EMERGENCY SERVICES (YES)

A Municipal Corporation of the State of California,

By _____

(Title)

CITY OF WOODLAND,
A Municipal Corporation of the State of California,

Dated: _____

By _____

(Title)

YOCHA DEHE WINTUN NATION,
A federally recognized Indian Tribe,

Dated: _____

By _____

(Title)

YOLO COUNTY HOUSING,

Dated: _____

By _____

(Title)

Attest:

By _____

(Title)

Approved as to form

Robyn Truitt Drivon, County Counsel

YOLO EMERGENCY SERVICES MEMORANDUM OF UNDERSTANDING SCOPE OF SERVICES

Background

The following represents the scope of services available to agencies and jurisdictions participating in the collaborative emergency management shared services agreement. This attachment to the inter-governmental Memorandum of Understanding (MOU) serves to highlight the scope of services available to the participating MOU members, under the terms of the agreement. It is anticipated that this list may be further refined following future collaborative discussions on program governance and specific member needs.

Emergency Planning

OES will support MOU members by providing direct support to the development and maintenance of jurisdictional and agency-specific emergency management plans and documents. Plans, guidelines, and operating procedures will be designed to meet or exceed local, state, and federal planning requirements. Planning for jurisdiction-specific emergency management plans would be coordinated through the local leadership, with an emphasis on local needs and issues. Emergency management plans and documents include:

- Emergency Operations Plans (EOP)
Local Multi-Hazard Mitigation Plan (LHMP) - Complete Hazard Mitigation plan review for all MOU members
- Incident-specific response plans
- Special events public safety planning
- Disaster recovery plans

Emergency Management Grant Administration

County OES will function as the designated Administering Agency for federal grants for the Yolo Operational Area and MOU partners. Current federal grant programs being administered on behalf of the Operational Area include the Homeland Security Grant Program (HSGP) and the Emergency Management Performance Grant (EMPG).

- The Operational Area is responsible for the overall grant management of California's State Homeland Security Grant Program (SHSGP), Law Enforcement Terrorism Prevention Program LETPP)
- It is the OA responsibility to provide timely grant reimbursements to sub-grantees, monitor, manage, audit and create fiscal reports of Homeland security Grant Program

Training

County OES currently administers a comprehensive EOC staff development program that will be available to MOU member jurisdictions and agencies. OES staff may conduct customized training sessions for MOU members as requested. Training subjects include:

- Emergency Operations Center (EOC) staff development
- Standardized Emergency Management System (SEMS)
- National Incident Management System (NIMS)
- Incident Command System (ICS)
- Individual and group disaster preparedness
- Local senior officials briefing and orientation

Exercise & Evaluation

County OES will administer for MOU members a comprehensive exercise development, presentation, and evaluation program designed to test and enhance all levels of emergency management response and recovery. The following products:

- Coordinate and manage the development of all-hazard, performance-based drills, seminars, and exercises
- Coordinate and facilitate the exercise planning process
- Coordinate and facilitate the presentation of periodic all-hazard drills and exercises designed to evaluate emergency response and recovery functions
- Coordinate and manage the post-event analysis and reporting of exercise activity, to include the identification of program gaps and development of appropriate corrective action strategies
- Administer the completion and submission of all documentation for state and federal exercise compliance, in accordance with established Homeland Security Exercise and Evaluation Program (HSEEP) guidelines

Risk Assessment & Threat Analysis

County OES will assist MOU members with the identification, analysis, tracking, and communication of all real, potential, and emerging threats. Capabilities offered to MOU members will include:

- Development of comprehensive jurisdiction-based risk assessments
- Real-time monitoring of actual and emerging threats
- Coordinate liaison for MOU members with local, state, and federal intelligence and situational assessment resources, including the exchange of operationally sensitive and time dependent data
- Development of long-range and emerging risk assessments for MOU members

Preparedness Education and Outreach

County OES will provide the following public and organizational preparedness education and outreach programs to MOU member jurisdictions:

- Locally specific public all-hazard preparedness presentations
- Presentation of government staff disaster preparedness training and orientation
- Distribution of all-hazard preparedness literature and documentation
- Guidance on jurisdictional Continuity of Operations planning
- Protective measures surveys and assessments for MOU members
- Attendance at public safety and preparedness events

Alert and Warning

County OES can initiate emergency and precautionary alerts and warnings for MOU members utilizing a variety of communications and notification systems designed to provide reliable and redundant capabilities in the event of a major disaster. Systems available to MOU members through OES include:

- Reverse 9-1-1 telephonic warning system
- Emergency Alert System (EAS)
- Radio Amateur Civil Emergency Service (RACES)
- Operational Area Satellite Information System (OASIS)
- OES situation conference calls
- OA point of contact for Cal EMA dedicated teleconferencing system
- OES situation and operation conference calls

Disaster Service Worker (DSW) Registration

For MOU member jurisdictions, OES will maintain and administer a uniform method of registering volunteers as Disaster Service Workers, including a central database of all registered DSWs, and can prepare appropriate identification for each new registered DSW. OES ensures compliance with state workers compensation regulations as they pertain to DSW registration.

Liaison & Coordination

County OES will function as the designated liaison between MOU members and other Operational Area organizations and local, state, and federal government agencies, as well as multiple community-based service and support organizations.

Response & Recovery Operations

OES will provide direct support to MOU member jurisdictions and agencies pertaining to organizing for and conducting all-hazard emergency response and recovery operations, including coordinated functioning of a dedicated emergency operations center (EOC). EOC services available to members of the MOU include:

- Direct support and guidance for local jurisdiction EOC activation and staffing

- Direct support for coordinated information, communication, and resource management functions
- Direct coordination of public disaster recovery services
- Coordinated support of post-disaster public assistance centers activation

Special Projects and Emergency Management Support

County OES is prepared to provide the following special services and emergency management support to MOU members:

- Integrated Incident Management Team
- Critical infrastructure identification and risk analysis
- Review of available, and recommendation for implementation of emerging technologies designed to enhance local emergency management
- Emergency management sustainability and interoperability improvements
- Community Emergency Response Team (CERT) mobilization and integration
- Emergency management program branding and communication
- Historical and biographical reviews of local emergency events
- Emergency management program gap analysis and needs assessments
- Best practice resources and informational referrals
- Evaluation of state and federal emergency management regulations
- Local government disaster council organization and support
- Jurisdictional emergency management resolutions
- EOC design and function
- Emergency management readiness supply and equipment procurement evaluation and recommendation
- Post-event performance review and analysis

**Yolo Emergency Services Memorandum of Understanding
Funding Formula**

Funding Formula: Baseline & Population									
Contributor	Baseline Funding	Juris Pop	Pop Percent	Funding by Population	Contributor Sub-Total	OA Coord Factor	Contributor Total	Percent of Gap Funding	
<i>Yolo County 2010 Population:</i>		200,849							
Yolo Co Housing	\$ 10,000.00	N/A	0.00%				\$ 10,000.00	5.59%	
Winters	\$ 10,000.00	6,624	3.30%				\$ 10,000.00	5.59%	
Subtotals:	\$ 20,000.00	6,624	3.30%				\$ 20,000.00	11.18%	
Davis	\$ 10,000.00	65,622	32.67%	\$ 29,475.00	\$ 39,475.00	\$ (2,500.00)	\$ 36,975.00	20.65%	
West Sac	\$ 10,000.00	48,744	24.27%	\$ 21,886.00	\$ 31,886.00	\$ (2,500.00)	\$ 29,386.00	16.41%	
Woodland	\$ 10,000.00	55,468	27.62%	\$ 24,913.00	\$ 34,913.00	\$ (2,500.00)	\$ 32,413.00	18.10%	
Yocha Dehe	\$ 10,000.00	N/A	0.00%	\$ 21,808.00	\$ 31,808.00	\$ (2,500.00)	\$ 29,308.00	16.37%	
Yolo County	\$ 10,000.00	24,391	12.14%	\$ 10,956.00	\$ 20,956.00	\$ 10,000.00	\$ 30,956.00	17.29%	
Subtotals:	\$ 50,000.00	194,225	96.70%	\$ 109,038.00	\$ 159,038.00		\$ 159,038.00	88.82%	
TOTALS:	\$ 70,000.00	200,849	100.00%	\$ 109,038.00	\$ 159,038.00		\$ 179,038.00	100.00%	
Notes:	1	\$10,000 baseline contribution for all agencies							
	2	\$159,038 - \$50,000 (baseline for Davis, West Sacramento, Woodland, County and Tribe) = \$109,038							
	3	\$109,038/5 = \$21,808 applied to Yocha Dehe as population impact factor							
	4	\$109,038 - \$21,808 (Yocha Dehe population impact factor) = \$87,230							
	5	\$87,230 x percent of population (200,849 minus Winters) for County, Davis, West Sacramento and Woodland							
	6	\$10,000 applied to County as representative of OA Coordination responsibility							
	7	Tribal, Davis, West Sacramento and Davis totals reduced by \$2,500 as a result of County assuming OA Coord charge							

Resolution No. ___ ___

A Resolution of the City Council of the City of Woodland Approving the Memorandum of Understanding Between the County of Yolo, Cities of Davis, West Sacramento, Winters and Woodland, Yocha Dehe Wintun Nation and Yolo County Housing Authority and Authorizing the Mayor to Execute the MOU on Behalf of the City.

WHEREAS, all local governmental and public school entities in Yolo County have been impacted by unprecedented reductions in revenues; and

WHEREAS, these reductions in revenues have made it increasingly difficult to maintain even basic levels of services; and

WHEREAS, maximizing public resources by sharing between entities where appropriate and feasible is a logical and necessary step if services are to be retained at reasonable levels; and

WHEREAS, the City of Woodland is committed to providing the best possible level of emergency services to the community in the most efficient manner feasible; and

WHEREAS, the Yolo Emergency Services Program has been developed in a collaborative manner in order to provide emergency management services; and

WHEREAS, the County of Yolo, cities of Davis, West Sacramento, Winters and Woodland, Yocha Dehe Wintun Nation and Yolo County Housing Authority have developed a Memorandum of Understanding to implement the Yolo Emergency Services Program in a collaborative manner.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Woodland hereby approves the Memorandum of Understanding and authorizes the Mayor to execute the document on behalf of the City.

PASSED AND ADOPTED by the City Council this ___th day of _____, 2011, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

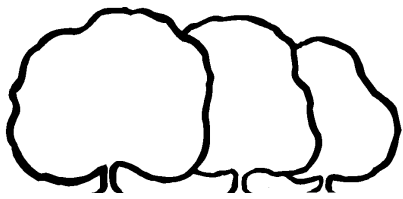
Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Waste Management Contract Extension

Report in Brief

Waste Management of Woodland (Waste Management) provides solid waste and street sweeping services for the City pursuant to the terms of the 2007 franchise agreement between the City and the company, which extends through December 31, 2015. Waste Management representatives have proposed extending the existing franchise agreement to allow for increased certainty in long-term planning processes and amortization of their fleet conversion to compressed natural gas. Public Works staff members, advised by an independent consultant, have held several discussions with Waste Management about terms of a potential franchise agreement extension. Following several rounds of discussion, the City and Waste Management representatives agreed that it would be in the interest of both the City and Waste Management to maintain current levels of service and extend the franchise agreement for a 10-year term with the addition of several new terms as summarized in this report and presented in the attached amended and restated agreement.

Staff recommends that the City Council approve the Amended and Restated Agreement between USA Waste of California, Inc., dba Waste Management of Woodland, for Solid Waste, Recyclables, Green Waste, and Street Sweeping Services dated July 1, 2011.

Background

Waste Management provides trash, recycling, yard refuse (green waste) collection, and street sweeping services for the City pursuant to the terms of the 2007 franchise agreement between the City and the company. Waste Management services approximately 13,200 residential accounts, 900 commercial accounts, and 100 temporary debris box accounts per month in Woodland and provides Citywide street sweeping on a weekly basis.

Waste collection and street sweeping operations require a significant investment in vehicles, equipment, and workforce. Municipalities benefit from a service provider's ability to invest in and maintain an up-to-date fleet and facilities; provide dependable and consistent services, schedules, and service levels; and establish community roots. For these reasons, contracts for these services typically extend over several years. The City's current franchise agreement extends through 2015. Pursuant to Section 23C-4-5(f) of the Municipal Code, the City Council may grant extensions of the

agreement “upon such terms and conditions as the council may deem to be in the best public interest.”

Discussion

Waste Management has worked in close cooperation with City staff to meet community solid waste program needs. Collaborative and high-quality waste services are essential both to meeting basic public health and welfare needs and to helping the City meet various state requirements. These include the mandate to divert at least 50% of the community’s waste through recycling and other waste-reduction programs; requirements to ensure that oil, paint, batteries, electronics, medical sharps, and other hazardous wastes are diverted from the landfill waste stream and disposed of appropriately; and the directive to transition residents to using green waste totes, for which the City and Waste Management have cooperatively developed educational outreach materials and coordinated processes and which the parties have worked in concert to implement over the past 4 years.

Last year, the City initiated an independent performance review of Waste Management to ensure that the company was meeting all its contractual obligations and to gauge its performance in comparison with industry standards. R3 Consulting Group (R3), a firm that specializes in management consulting services for solid waste and water/wastewater utilities, conducted the review between June and November 2010. As reported to the City Council on December 14, the results of the review were very favorable.

The review was extensive and substantially looked at all areas of Waste Management’s execution of the solid waste agreement. The review included:

- On-site and Field Observations
- Franchise Agreement Compliance
- Collection and Street Sweeping Operations Review
- Management and Administration Review
- Vehicle and Equipment Maintenance Repair and Replacement Review
- Customer Service Review
- Monthly, Quarterly, and Annual Report Accuracy Assessment
- Peer Company Comparison
- Financial Compliance Assessment
- Sampling/Testing of all Information and Records for Billing and Financial Transactions

After this comprehensive review of the full range of the company’s operations, R3 determined that the company has materially complied with the provisions of the franchise agreement, verified that the company is fulfilling the financial terms of the agreement, and confirmed the accuracy of the company’s waste disposal and diversion reporting. Some minor areas for performance improvements were identified, and Waste Management has worked with the City to implement operational changes to realize these improvements.

Waste Management approached City staff in 2010 to discuss extending the existing franchise agreement to allow for increased certainty in its long-term planning processes. Given the City's overall satisfaction with the company's services and the potential for the City to use this opportunity to revisit agreement terms, City staff this spring entered into discussions with Waste Management about a potential franchise agreement extension. The City engaged R3, at Waste Management's expense, to advise City staff in these talks.

City and Waste Management staff agreed that current service levels should be maintained, with only minor modifications. Following several rounds of discussion, the parties agreed on the following new terms:

- Franchise fee increase from 12% to 15%
- One-time franchise extension payment of \$1 million from Waste Management to the City
- 10-year extension of the agreement, through December 31, 2025
- Two performance reviews directed by City staff: one by 2016, the second by 2021, with rights to terminate the agreement based on findings of unsatisfactory performance
- Customer rate freeze for 1 year (2012) except for a pass-through of any landfill rate increase, which would be factored into the 2013 customer rates
- Annual rate adjustments to continue to be based on annual changes in the consumer price index (CPI), with the cap on the CPI increased from 3% to 4%, or increased to 5% based on achievement of the following percentages of commercial accounts subscribing to recycling services: 2013, 50%; 2014-15, 60%; 2016-17, 65%; 2018 to end of contract, 70% (to help ensure that the City meets its current and future waste diversion requirements)
- Fleet converted to compressed natural gas (CNG) vehicles during the term of the agreement
- 2011 rates established as base rates below which future rates would not drop
- Allowance of a fuel surcharge on drop boxes (i.e., roll-off services)
- Waste Management designated the exclusive provider of commercial recycling services, including construction and demolition (C&D) debris recycling (self-haul, donations, and selling of recyclables would remain exceptions), subject to City Council approval of corresponding Municipal Code changes
- Cooperative development of guidelines for minimum commercial services

These terms have been incorporated into an amended and revised franchise agreement, which is attached to this report for City Council consideration. The document also incorporates a number of corrections, clarifications, updates, reorganization, and refinements of terms of the 2007 franchise agreement.

Staff believes the revised and amended franchise agreement will maintain excellent solid waste services at reasonable costs for Woodland residents and property owners. By providing certainty to Waste Management, the company has the opportunity to amortize long term reinvestment in their

business assets and provide additional income to the City. As stated during the May 24 Council Budget Workshop and on June 21 when the preliminary FY 2012 budget was adopted, the additional income has been factored into City revenue estimates.

Fiscal Impact

The proposed franchise agreement extension will result in a one-time payment of \$1 million to the City and increased revenues from franchise fees. At the current level of services and number of customer accounts, the additional 3% in franchise fees would provide the City with approximately \$285,000 in additional annual revenues. The revenue described herein will help the City to maintain a balanced 10-year Financial Plan for the General Fund.

Public Contact

Posting of the City Council agenda and of the agenda of the June 6, 2011 Solid Waste Committee meeting.

Council Committee Recommendation

The City Council Solid Waste Committee was briefed on the proposed franchise agreement extension on June 6. The committee recommended approval of the proposed extension terms.

Alternative Courses of Action

1. Approve the Amended and Restated Agreement between USA Waste of California, Inc., dba Waste Management of Woodland, for Solid Waste, Recyclables, Green Waste, and Street Sweeping Services dated July 1, 2011.
2. Provide staff with direction to modify terms of a franchise agreement extension.
3. Direct staff not to extend the franchise agreement and to continue to operate pursuant to the terms of the 2007 agreement.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1

Prepared by: Roberta Childers
Environmental Resource Analyst

Reviewed by: Gregor G. Meyer
Public Works Director

Mark G. Deven
City Manager

Attachments: Amended and Restated Agreement between the City of Woodland and USA Waste of California, Inc., dba Waste Management of Woodland, for Solid Waste, Recyclables, Green Waste, and Street Sweeping Services, Dated July 1, 2011

AMENDED AND RESTATED AGREEMENT
BETWEEN THE CITY OF WOODLAND
AND
USA WASTE OF CALIFORNIA, INC.,
DBA WASTE MANAGEMENT OF WOODLAND,
FOR SOLID WASTE, RECYCLABLES,
GREEN WASTE, AND STREET SWEEPING SERVICES

DATED JULY 1, 2011

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**AGREEMENT
BETWEEN THE CITY OF WOODLAND
AND
USA WASTE OF CALIFORNIA, INC.,
DBA WASTE MANAGEMENT OF WOODLAND,
FOR SOLID WASTE, RECYCLABLES, GREEN WASTE,
AND
STREET SWEEPING SERVICES**

FRANCHISE AGREEMENT

THIS FRANCHISE AGREEMENT is made and entered into this 1st day of July 2011, between the City of Woodland, (hereinafter “the City”) and USA Waste of California Inc., dba Waste Management of Woodland (hereinafter “the Company”). Unless otherwise specified in this Agreement, any action authorized, or required to be taken by the City may be taken by the City Council (hereinafter “Council”) or by an official or agent designated by the Council.

RECITALS

The Legislature of the State of California, by enactment of California Public Resources Code Sections 40000 et seq. and California Public Resources Code Section 49300, declares that it is within the public interest to authorize and require local agencies to make adequate provision for Solid Waste handling within their jurisdictions.

The Council has determined that the public health, safety and well being of its residents requires that Solid Waste collection and disposal, including, but not limited to, the frequency of collection, the means of collection and the transportation, scope, charges and fees, location, and extent of such services, be provided by an exclusive contract.

The City desires to secure comprehensive recycling services for all Solid Waste generators within the City.

The Council, having determined that the Company by demonstrated experience, reputation, and capacity is qualified to exclusively provide for the collection of Solid Waste, Recyclables, and Green Waste within the corporate limits of the City and to transport such materials to places of disposal or processing, desires that the Company be engaged to perform such services on the terms and conditions set forth in this Agreement.

The City must comply with the Source Reduction and Recycling and Household Hazardous Waste elements required of it pursuant to the California Integrated Waste Management Act of 1989.

NOW, THEREFORE, intending to be legally bound, the parties agree as follows:

1. DEFINITIONS

For the purposes of this Agreement, the following words or phrases shall have the following meanings.

AB 939. AB 939 means the California Integrated Waste Management Act of 1989 (Division 30 of the California Public Resources Code), as amended, supplemented, superseded, and replaced from time to time.

Agreement. Agreement means this Franchise Agreement between the City and the Company for Solid Waste, Recyclables, Green Waste, and Street Sweeping Services, including all attachments and future amendments.

Alley. Alley means a public or private way giving access to the rear of lots or buildings.

Applicable Law. Applicable Law means all laws, regulations, rules, orders, judgments, decrees, permits, approvals, or other requirement of any governmental agency having jurisdiction over the collection, handling, processing, and disposition of Solid Waste, Recyclables, Green Waste, and Street Sweeping that are in force on the Effective Date and as they may be enacted, issued, or amended during the term of this Agreement.

Bin or Front-Load Bin. Bin or Front-Load Bin means a receptacle provided by the Company for Commercial Customers and electing Multiple-Family Dwellings and Mobile Home Parks which is picked up by Collection trucks by means of a front-loading apparatus.

Bulky Waste. Bulky Waste means large items of Solid Waste such as appliances, furniture, branches, and other oversize wastes whose large size precludes or complicates their placement in containers or handling by normal collection, processing, or disposal methods, but excluding Excluded Waste; items larger than five cubic yards or heavier than 500 pounds; and items of excessive size or density, such as engine blocks, spas, boats, and trailers.

Cart. Cart means an industry standard receptacle for disposal of residential Solid Waste, Green Waste, and Recyclables, in a range of sizes, including approximately 35, 64, and 96-101 gallons. A Cart has wheels, a handle for ease of movement, and a tight-fitting, attached lid and is designed to be dumped manually or mechanically into a Solid Waste collection vehicle.

City. City means the City of Woodland in the State of California.

City Charges. City Charges means any charges that the City includes in the Rates in addition to the Company Service Fee to cover City-related programs, administrative costs, and/or other expenses.

City Representative. City Representative means the Public Works Director, or designee, unless otherwise specified by the City Manager.

Collection, Service, or Collection Service. Collection, Service, or Collection Service means all or any part of the activities involved in the Collection of Solid Waste, Green Waste, and/or Recyclable Materials specified in this Agreement and their transportation to a Designated Disposal Site, Recyclables Processing Facility, or Green Waste Processing Facility.

Commercial Customer. Commercial Customer means a Customer that receives Commercial Service, including, but not limited to, those Multiple-Family Dwellings and Mobile Home Park Customers that use Bin, Debris Box or Compactor Service.

Commercial Premises. Commercial Premises means all industrial, manufacturing, and warehouse establishments; wholesale and retail stores; service establishments; professional offices; other business establishments; government facilities; schools; and construction sites.

Commercial Recycling. Commercial Recycling means the collection, processing, and marketing of those Recyclable Materials that are collected from Commercial Customers under this Franchise.

Commercial Service. Commercial Service means Bin, Debris Box, Compactor or Cart Service provided under this Franchise to Commercial Premises and Bin, Debris Box or Compactor service provided to Multiple-Family Dwellings and Mobile Home Parks.

Compactor. Compactor means a compacting unit that loads a detachable or non-detachable Bin or Debris Box. The detachable or non-detachable Bin or Debris Box serves as a receptacle of Solid Waste and has a capacity of one (1) cubic yard or larger.

Company. Company means USA Waste of California, Inc., a Delaware corporation, doing business as Waste Management of Woodland.

Company Service Fee. Company Service Fee means the compensation provided to the Company for Services performed pursuant to this Agreement.

Construction and Demolition Debris or C&D Debris. Construction and Demolition Debris or C&D Debris means waste building materials, packaging, and rubble resulting from construction, remodeling, repair, and demolition operations on pavements and on houses, commercial buildings, and other structures, but not including any Excluded Waste.

Council. Council means the City Council of the City of Woodland.

CPI Adjustment. CPI Adjustment means the annual adjustment of Rates as specified in Section 7.3.1.

Curbside. Curbside means that part of a residential property, within five feet of the Public Street or Alley without blocking sidewalks, driveways, or on-street parking. If extraordinary circumstances preclude such a location, Curbside shall be considered a placement suitable to the Customer, convenient to the Company's equipment, and mutually agreed to by the Customer and the Company.

Customer. Customer means an individual or entity that receives any Services provided by the Company. Customer shall also mean the person, organization, or corporation receiving Services to which billing statements are sent. Customer also means those generators of Recyclable Materials in the City to whom the Company provides Collection Service under this Agreement.

Debris Box. Debris Box means a receptacle for Solid Waste and C&D Debris having a capacity of greater than six (6) cubic yards that is picked up in its entirety by a dedicated truck for emptying at a separate location. Also known as a roll-off box or drop box.

Designated Disposal Site. The Designated Disposal Site means a transfer station or sanitary landfill designated by the City for delivery of Solid Waste collected by the Company under this Agreement.

Disposal. Disposal means the final disposition of Solid Waste collected by the Company, whether occurring at the Designated Disposal Site or after subsequent delivery to a different facility.

Disposal Fees. Disposal Fees means the charges imposed by a Designated Disposal Site or Green Waste Processing Facility.

Effective Date. Effective Date means July 1, 2011, the date that Franchise Services shall commence under this Agreement.

Electronic Waste or E-Waste. Electronic Waste or E-Waste means waste containing or consisting of electronic devices and components, such as computers, monitors, terminals, computer cards and components, computer peripheral devices, main frame computers, keyboards, mice, printers and scanners, mini-systems, power supply units, servers, connectors/cables, storage discs, consumer electronics, printed circuit boards, televisions, chips and components, cellular and other phones, telecommunications equipment, and fax machines and copiers, but not including Excluded Waste.

Excluded Waste. Excluded Waste means Hazardous Waste; Medical and Infectious Waste; volatile, corrosive, biomedical, infectious, biohazardous, and toxic substances or material; waste that the Company reasonably believes would, as a result of or upon disposal, be a violation of local, state, or federal law, regulation, or ordinance, including land use restrictions or conditions; waste that cannot be disposed of in Class III landfills; waste that in Company's reasonable opinion would present a significant risk to human health or the environment, cause a nuisance, or otherwise create or expose the Company or the City to potential liability; and Special Waste. Excluded Waste does not include de

minimis volumes or concentrations of waste of a type and amount normally found in residential Solid Waste after implementation of programs for the safe collection, recycling, treatment, and disposal of Household Hazardous Wastes in compliance with Sections 41500 and 41802 of the California Public Resources Code.

Franchise. Franchise means the rights granted to the Company under the terms and conditions of this Agreement.

Franchise Fee. Franchise Fee means an amount paid to the City by the Company for the right to provide Services. The amount shall be calculated as a percentage of all revenues collected by the Company resulting from exclusive and non-exclusive Services provided by the Company within the City of Woodland, but excluding revenue from sales of Recyclable Materials, as further stipulated in Section 3.7 of this Agreement.

Franchise Materials. Franchise Materials means all Solid Waste, Recyclable Materials, and Green Waste, including C&D Debris, generated in the City and included within the Franchise.

Franchise Revenues. Franchise Revenues is defined in Section 3.7.1.

Franchise Services. Franchise Services means all of the duties and obligations of the Company hereunder as stated in this Agreement.

Garbage. Garbage means Solid Waste as defined herein.

Green Waste. Green Waste means all tree and plant trimmings, grass cuttings, dead plants, weeds, leaves, branches, and similar plant materials, but not including Excluded Waste, palm material, or items longer than five (5) feet or with a diameter greater than six (6) inches.

Green Waste Processing Facility. Green Waste Processing Facility means a facility used by the Company for handling, processing, and preparing collected Green Waste for marketing.

Hazardous Waste. Hazardous Waste means a waste, or combination of wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may do either of the following:

- (1) Cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness.
- (2) Pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of, or otherwise managed. (California Public Resources Code Section 40141.)

Household Hazardous Waste. Household Hazardous Waste shall have the meaning set forth in Title 14, California Code of Regulations, Section 18502 or successor laws and regulations as may be amended from time to time.

HDPE (High Density Polyethylene). HDPE means a recyclable plastic that includes, but is not limited to, milk jugs.

Inaccessible Area. Inaccessible Area means any road or alley that does not allow safe access, turn-around, or clearance for standard Collection vehicles.

Litter/Recycling Receptacles. Litter/Recycling Receptacles means the public litter/recycling containers located in the downtown area of the City as specified in ATTACHMENT 3 attached hereto, as well as all future additions specified by the City and mutually agreed to by the Company.

Low Income. As of the Effective Date, Low Income means income for a household of a size and in the amount specified below, measured by adjusted gross income as reported on the Residential Customer's federal income tax return for the most recent period for which a return is required to have been filed:

Household Size:	Adjusted Gross Income
1 Person	<\$36,800
2 People	<\$42,050
3 People	<\$47,300
4 People	<\$52,550
5 People	<\$56,750
6 People	<\$60,950
7 People	<\$65,150
8 People	<\$69,350

The income levels in the preceding table shall be adjusted from time to time to reflect the Area Median Income for Yolo County.

Medical and Infectious Waste. Medical and Infectious Waste means biomedical waste generated at residences in excess of legal limits or at hospitals, public or private medical clinics, dental offices, research laboratories, pharmaceutical industries, blood banks, mortuaries, veterinary facilities, and other similar establishments.

Mobile Home Park. Mobile Home Park means a site at which mobile home spaces are rented for residential use. Mobile Home Parks, at the Owner's request, may be provided with Residential Service using Carts or with Commercial Service using Bins, Debris Boxes or Compactors.

Monthly Remittance. Monthly Remittance means the monthly payment made to the City for the Franchise Fee and any other payments due by the Company to the City as required by this Agreement.

Multiple-Family Dwelling. Multiple-Family Dwelling means any building or structure, or portion thereof, used for residential purposes and having three (3) or more distinct living units. Multiple-Family Dwellings, at the Owner's request, may be provided with Residential Service using Carts or with Commercial Service using Bins, Debris Boxes or Compactors.

Owner. Owner means the person, organization, or corporation holding legal title to the real property constituting the premises to which any Service is provided, and the same as "consumer" as set forth in Section 23C-1-16 of the Woodland Municipal Code. For the purposes of provisions in this Agreement pertaining to the sending of notices, billings, or other communications by the Company to an Owner, the Company may regard as Owner the person, organization, corporation, or other entity shown in the records of the assessor of Yolo County or as may be indicated by documents recorded in the office of the recorder of Yolo County.

Parking Lot. Parking Lot means a municipal paved public parking area as specified in ATTACHMENT 4 attached hereto, as well as any future addition specified by the City.

Parties. Parties means the City and the Company.

PET (Polyethylene, Terephthalate). PET means a recyclable plastic that includes, but is not limited to, 2-liter soda bottles.

Private Drive. Private Drive means a privately owned or maintained way serving fewer than four residences or serving fewer than one residence for every 100 yards of distance.

Private Road. Private Road means a privately owned or maintained way that allows for access by a small wheel-base service truck and which serves four or more residences.

Processing or Process. Processing or Process means treatment, sorting, or other activities intended to improve the market value of a Recyclable or Green Waste.

Public Street. Public Street means a public way used for public travel.

Rates. Rates means the Company Service Fees plus any City Charges for Franchise Service billed and collected by the Company from each Customer receiving Service under this Franchise.

Recycle, Recycling, or Recycled. Recycle, Recycling, or Recycled means the process of separating, collecting, sorting, cleansing, treating, reconstituting, or otherwise processing materials that are or would otherwise be disposed of in a landfill and returning them to the economic mainstream in the form of raw material for new, reused, or reconstituted products which meet the quality standards necessary to be used in the marketplace.

Recycling Container. Recycling Container means a Recycling Cart or other wheeled container, Front-Load Bin, or other container owned by the Company that is suitable for on-site collection, storage, and set-out of Recyclables. Recycling Containers include the public Litter/Recycling Receptacles located in the downtown area as specified in ATTACHMENT 3 attached hereto, as well as all future additions specified by the City.

Recyclable Materials or Recyclables. Recyclable Materials or Recyclables means those materials that may be separated on a commercially reasonable basis from Solid Waste and returned to the economic mainstream in the form of raw material for new, reused, or reconstituted products which meet the quality standards necessary to be used in the marketplace. Subject to mutually agreed revision by the Parties, Recyclable Materials or Recyclables include, newspaper (including inserts, coupons, and store advertisements), corrugated cardboard, mixed waste paper (including office paper, computer paper, magazines, junk mail, catalogs, Kraft bags and Kraft paper, paperboard, egg containers, phone books, brown paper, grocery bags, colored paper, construction paper, envelopes, legal pad backings, shoe boxes, and cereal and other similar food boxes), glass containers (including colored glass bottles and jars), aluminum (including beverage containers, foil, food containers, and small scrap metal), plastic milk and juice containers, steel or tin cans, small scrap metal, PETE and HDPE plastic containers (natural and colored), used motor oil and oil filters, and any other commercially viable recyclable materials mutually agreed to by the Company and the City, but excluding food waste.

Recyclables Processing Facility. Recycling Processing Facility means a facility used for handling, processing, and preparing collected Recyclable Materials for marketing.

Recycling Program. Recycling Program means an effort by the City and the Company to offer convenient and affordable Recycling opportunities to all residents and commercial entities of the City.

Refuse. Refuse means waste material intended for Disposal, but not including Excluded Waste, and has the same meaning as Solid Waste.

Residential Customer. Residential Customer means a Customer that receives Residential Service, including those Multiple-Family Dwellings and Mobile Home Park Customers that use Cart Service.

Residential Recycling. Residential Recycling means the collection, processing, and marketing of those Recyclable Materials that are collected from Residential Customers under this Franchise.

Residential Service. Residential Service means Collection Service normally provided under this Franchise to all Single-Family Residences and those Multiple-Family Dwellings and Mobile Home Parks that receive Cart Service.

Self Haul. Self Haul means the transport of Solid Waste, Recyclables, Green Waste, or C&D Debris from a residence or Commercial Premises, where the waste being generated

is taken directly to an authorized landfill, transfer station, Recyclables Processing Facility, or Green Waste Processing Facility. The transport must be accomplished by the Customer, Owner, or person or entity that generates the Solid Waste, Recyclables, Green Waste, or C&D Debris and may not be transported by a company, agent, or other third party hired for such use.

Service Area. Service Area means the jurisdictional boundary of the City, including all areas hereafter annexed or otherwise added to the territorial limits of the City.

Service Rate. Service Rate is defined in Section 7.

Signature Date. Signature Date means the date of execution of this Franchise Agreement by both Parties.

Single-Family Residence. Single-Family Residence means any one-unit house or mobile home, and any building or structure, or portion thereof, that is used for residential housing purposes and has two (2) or fewer distinct living units.

Solid Waste. Solid Waste means and includes all forms of residential and commercial waste generated within City limits and intended for Disposal. Solid Waste as defined in California Public Resources Code, Section 40191 and regulations promulgated thereunder and without limitation includes all putrescible and nonputrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, dewatered, treated, or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid or semisolid wastes, and other discarded solid and semisolid wastes. Excluded from the definition of Solid Waste are Excluded Waste, Recyclable Materials, Green Waste, and C&D Debris. Notwithstanding any provision to the contrary, "Solid Waste" may include de minimis volumes or concentrations of waste of a type and amount normally found in residential solid waste after implementation of programs for the safe collection, recycling, treatment, and disposal of Household Hazardous Waste in compliance with Sections 41500 and 41802 of the California Public Resources Code.

Special Services. Special Services means specific service-related activities such as lock, gate, and long-walk services provided by the Company to Customers for which the Company may charge an additional Company Service Fee.

Special Waste. Special Waste means flammable waste; waste transported in a bulk tanker; liquid waste; sewage sludge; pollution control process waste; residue and debris from the cleanup of a hazardous material spill or release of chemical substances, commercial products, or any other Special Wastes; contaminated soil, waste, residue, debris, and articles from the cleanup of a site or facility formerly used for the generation, storage, treatment, Recycling, reclamation, or Disposal of any other Special Wastes; dead animals; manure; waste water; explosive substances; and radioactive substances.

State. State means the State of California.

Street Sweeping. Street Sweeping means the cleaning of curb or guttered City streets, including gutters adjacent to landscaped medians or other medians as shown in ATTACHMENT 4, using a mechanical regenerative air or other City-approved sweeper.

Ton. Ton means 2,000 pounds.

Transport. Transport means the hauling of Solid Waste or Green Waste to a Designated Disposal Site, of Recyclables to a Recyclables Processing Facility, and of Green Waste to a Green Waste Processing Facility.

Uncontrollable Circumstances. Uncontrollable Circumstances means any acts of god, such as landslides, lightning, fires, storms, floods, pestilence, freezing, and earthquakes; explosions; sabotage; civil disturbances; acts of a public enemy; wars; blockades; riots; eminent domain; condemnation or other taking; or other events of a similar nature, not caused or maintained by the City or the Company, which event is not reasonably within the control of the Party claiming the excuse from its obligations due to such event, to the extent such event has a material adverse effect on the ability of a Party to perform its obligations thereunder. Events which could have been prevented by reasonable precautions, including compliance with agreements and Applicable Law, shall not be considered an Uncontrollable Circumstance. Labor unrest, including but not limited to, strike, work stoppage or slowdown, sickout, picketing, or other concerted job action lawfully conducted by the Company's employees or lawfully directed at the Company or a subsidiary are not considered Uncontrollable Circumstances, but shall excuse performance to the extent provided in Section 9.6.

Universal Waste. Universal Waste means any waste matter which the State of California classifies as 'universal waste,' including, but not limited to, items and materials listed in 22 CCR 66261.9, as it may be amended, as well as any items listed below not classified by the State of California as 'universal waste.' Universal Waste includes, but is not limited to, the following:

- E-Waste;
- Batteries (except automobile batteries);
- Thermostats;
- Lamps with fluorescent tubes, high intensity discharge lamps, sodium vapor lamps, and other lamps with hazardous waste characteristics;
- Cathode ray tubes;
- Aerosol cans;
- Mercury-containing items, including light switches, pressure gauges, and thermometers;

- Appliances, devices, and other objects containing electronic components, including (but not limited to) computers, computer monitors, cellular telephones, copiers, fax machines, DVD players, VCRs, and televisions; and
- Prescription and non-prescription drugs, not including controlled substances.

2. REPRESENTATIONS AND WARRANTIES OF THE COMPANY

The Company, by acceptance of this Franchise, represents and warrants that:

- A. Existence and Powers. The Company is duly organized and validly existing as a corporation under the laws of the State of California, with full legal right and power to enter into and perform its obligations under this Agreement.
- B. Company Authorization and Binding Obligation. The Company has the authority to enter into and perform its obligations under this Agreement. The Company or its authorized representative has taken all actions required by law and its governing documents to authorize the execution of this Agreement. The persons signing this Agreement on behalf of the Company warrant and represent that they have authority to do so. This Franchise constitutes the legal, valid, and binding obligation of the Company.
- C. No Conflict. Neither the execution nor the delivery by the Company of this Franchise nor the performance by the Company of its obligations hereunder: (1) conflicts with, violates, or results in a breach of any law or governmental regulation applicable to the Company; (2) conflicts with, violates, or results in a breach of any term or condition of any judgment, decree, agreement (including, without limitation, the certificate of incorporation of the Company), or instrument to which the Company is a party or by which the Company or any of its properties or assets are bound, or constitutes a default under any such judgment, decree, agreement, or instrument; or (3) will result in the creation or imposition of any encumbrance of any nature whatsoever upon any of the properties or assets of the Company.
- D. No Litigation. There is no action, suit, or other proceeding as of the Signature Date of the Agreement, at law or in equity, or to the best of the Company's knowledge, any investigation, before or by any court or governmental authority, pending or threatened against the Company which may materially and adversely affect the validity or enforceability of this Franchise or any such agreement or instrument entered into by the Company in connection with the transactions contemplated hereby, or which could materially and adversely affect the ability of the Company to perform its obligations hereunder, or which would have a material adverse effect on the financial condition of the Company or its parent company.
- E. No Legal Prohibition. The Company has no knowledge of any Applicable Law in effect on the Signature Date which would prohibit the performance by the Company of this Franchise and the transactions contemplated hereby.

F. The Company's Investigation. The Company has made an independent investigation (satisfactory to it) of all conditions and circumstances surrounding the Agreement, the City's needs, and the Company's ability to provide Services. The Company has relied solely on its own investigation of the City, its Customers, and service needs in preparing its proposal and entering into this Agreement.

G. Information Supplied by the Company. The information supplied by the Company in all submittals made in connection with negotiation and execution of this Agreement, including all materials in the ATTACHMENTS of this Agreement and all representations and warranties made by the Company throughout this Agreement, are true, accurate, correct, and complete in all material respects on and as of the Effective Date of this Agreement.

H. Representatives of the Company. The Company has designated in writing a responsible officer who shall serve as the representative of the Company and who shall have authority in all daily operational matters related to the Agreement. The City may rely upon action taken by such designated representative as action of the Company.

I. Contingency Plan. The Company shall submit to the City within thirty (30) days of the Effective Date of this Agreement a written "Contingency Plan" demonstrating the Company's specific arrangements to provide vehicles and personnel and to maintain uninterrupted Service during mechanical breakdowns, and strikes.

J. Rules and Regulations. The Company hereby agrees to observe and comply with the operating rules and regulations of the Designated Disposal Site, including without limitation those governing delivery procedures, receiving hours, vehicle and waste inspection, Hazardous Waste screening, litter control, and safety measures.

3. GRANT OF EXCLUSIVE AGREEMENT AND REQUIREMENT OF MANDATORY SERVICES

3.1 GRANT OF FRANCHISE. The City hereby grants to the Company, for the term hereinafter set forth, the exclusive right and privilege to provide Street Sweeping services, and to collect and transport to any legally authorized landfill or other disposal site or sites all Solid Waste, Green Waste, and Recyclables, including C&D Debris and Debris Box materials, generated, kept, and/or accumulated within the City limits as those limits, unless otherwise exempt from Collection pursuant to the terms and conditions of this Agreement.

3.2 MANDATORY COLLECTION. The City hereby agrees and covenants to the Company that it will at all times during the term of this Agreement require by ordinance or otherwise that all Single-Family Residence, Multiple-Family Dwellings, Mobile Home Parks and Commercial Premises within the City which generate Solid Waste shall be required to have mandatory service from Company pursuant to the exclusive franchise granted in this Agreement, with the exception of those certain Customers exempted from Service requirements as provided in

Section 3.5 and those Customers who comply with Section 23C-4-3 of the Woodland Municipal Code. At any time on or after July 1, 2012, the City may require Commercial Customers generating a minimum volume determined by the City of Solid Waste or more each week to receive mandatory Recycling Service. Company understands and agrees that the Council may decline to require or otherwise modify mandatory Recycling Service for Commercial Customers in its sole and complete discretion.

3.3 **SELECTION OF DISPOSAL SITE.** The City shall have the right to select the Designated Disposal Site. Initially, the Designated Disposal Site is Yolo County Central Landfill for Solid Waste. The City may change the Designated Disposal Site at any time, with ninety (90) days' written notice to the Company. Should the change in site increase the Company's cost of Transport, Processing, and/or Disposal, the Company's Rates shall be adjusted as described in Section 7.3.2.

3.4 **COMPANY RESPONSIBILITY.** The Company hereby accepts and assumes responsibility to perform and fulfill all the terms, covenants, conditions, and obligations required under this Agreement. The Company agrees to perform all of its obligations under this Agreement for the term hereof. The Company shall furnish all the labor and equipment necessary for the Collection and Disposal of all Solid Waste, and for the Collection, Processing, and Transport of all C&D Debris, Recyclables, and Green Waste, and for the provision of Street Sweeping, subject to the terms, conditions, and provisions of this Agreement.

3.5 **EXCEPTIONS TO FRANCHISE**

3.5.1 Excepted Services. The following services are expressly excluded from this Franchise, but the revenue collected by the Company derived therefrom shall be included in calculating Franchise Fees:

1) Before January 1, 2012, the collection of Recyclable Materials from Commercial Premises, including C&D Debris, where at least ninety (90) percent of each load is actually Recycled, and not disposed of. Beginning January 1, 2012, and continuing through the remaining term of this Agreement, the Collection of all Recyclable Materials will be a Franchise Service and therefore will no longer be excluded from this Agreement.

2) Rental, lease, or sale of Compactors, provided that the Company shall have the exclusive right to provide hauling services for Compactors unless used exclusively for the collection of Self Haul materials or for the collection, before January 1, 2012, of Recyclable Materials, including C&D Debris, where at least ninety (90) percent of each load is actually Recycled, and not disposed of. Beginning January 1, 2012, and continuing through the remaining term of this Agreement, the Collection of

Recyclable Materials, including C&D Debris, will be a Franchise Service and therefore will no longer be excluded from this Agreement.

3) Self Haul of Solid Waste, Recyclables, or Green Waste, whereby materials are delivered by a Residential or Commercial Customer directly to a disposal or processing facility using the Customer's own equipment. Customers cannot subcontract any portion of the Self Haul to any entity other than the Company.

3.5.2 Exempt Materials. The Company shall not have the exclusive right and privilege to collect the following materials. However, the granting of this Franchise shall not preclude an Owner, resident, or commercial entity from contracting for the categories of materials described below to be delivered to, collected and/or transported by the Company or others, provided that nothing in this Franchise is intended to or shall be construed to excuse any person from obtaining from the City any authorization which is otherwise required by law:

1) Until January 1, 2012, Recyclable Materials, including C&D Debris, generated at Commercial Premises in which at least ninety (90) percent of each load is actually Recycled, and not disposed of. Beginning January 1, 2012, and continuing through the remaining term of this Agreement, all Recyclable Materials will be Franchise Materials and therefore will no longer be excluded from this Agreement unless they meet the exemption criteria in Section 3.5.2(2) or Section 3.5.2(3).

2) Recyclable Materials donated or sold by Residential Customers or Commercial Customers to any party of their choice.

3) Materials which would otherwise constitute Franchise Materials that are removed from a premise by a company as an incidental part of a gardening, landscaping, tree trimming, cleaning, maintenance, construction, or similar service offered by that company rather than as a waste hauling service. This provision does not allow the hauling of materials by any business hired for the purposes of yard, garage, or building cleanup and removal of debris.

The Company's exclusive Franchise in this Agreement shall not include governmental entities if and to the extent the City has no legal power to include them in the exclusive Franchise. The provisions of this Franchise shall not preclude or prohibit the City or any officer or employee thereof or any employee of the State, or any governmental subdivision thereof, from collecting, removing, and disposing of Solid Waste from the City or State facilities.

3.6 TERM OF AGREEMENT

The term of this Agreement shall be for the period commencing on July 1, 2011, and ending on December 31, 2025.

3.7 FEES

- 3.7.1 City Franchise Fee. Fifteen percent (15%) of all revenues collected by the Company resulting from exclusive and non-exclusive Services provided by the Company within the City of Woodland, including, but not necessarily limited to, fees collected during the calendar year pursuant to the Rates established in Section 7.3 of this Agreement (as those Rates may be modified, replaced, or adjusted) and other fees charged by the Company that are not regulated by the City, but excluding revenue from sales of Recyclable Materials ("Franchise Revenues"), shall be paid by the Company to the City as a Franchise Fee.
- 3.7.2 Franchise Fee Payment. The Franchise Fee shall be computed and paid on the basis of the Company's total cash receipts each month derived from Services provided in Woodland. The Company shall remit the Franchise Fee as part of the Monthly Remittance. If the Company fails to pay the entire amount of compensation due the City through error or otherwise, the difference due the City shall be paid by the Company within thirty (30) days from discovery of the error or determination of the correct amount. In addition, the Company shall pay interest on any underpayment at the rate of ten percent (10%) per annum. Any overpayment to the City through error or otherwise shall be offset against the next payment due from the Company without interest. Acceptance by the City of any payment due under this Section shall not be deemed to be a waiver by the City of any breach of this Agreement, nor shall the acceptance by the City of any such payments preclude the City from later establishing that a larger amount was actually due, or from collecting any balance due to the City. In case of dispute between the City and the Company regarding any amounts due, the Company shall pay the undisputed portion of the amount claimed by the City as due and notify the City in writing at the time of payment as to any payment that is paid under protest, specifying the basis of its claim of overpayment.
- 3.7.3 Audits. The relevant books and records of the Company shall be subject to audit and inspection for the purpose of reviewing billing operations, accounts receivable and customer service, by either Party, its auditors or other agents, at any reasonable time upon reasonable notice. Such audit or inspection shall take place at a City facility, if reasonably practicable, or at a Company facility in Yolo County. The City shall initially bear the cost of such audit. If such audit discloses a material breach of this Agreement or an underpayment of the Franchise Fees or other sums due under this

Agreement in excess of five percent (5%) of the amount which should have been paid, the Company shall promptly tender to the City the amount of such underpayment, together with interest at the rate of ten percent (10%) computed from the date of underpayment, and shall further reimburse the City for the entirety of its audit costs, including, without limitation, auditor's costs and expenses, internal costs and expenses, and legal and other third party expenses. If such audit discloses an underpayment of less than five percent (5%), the Company shall promptly repay such underpayment, together with interest at the rate of ten percent (10%) computed from the date of underpayment, and the City shall bear the costs of the audit. If such audit discloses an overpayment, the City shall promptly repay such underpayment and the City shall bear the costs of the audit.

3.7.4 One-Time Payment. In addition to any other payments or other remuneration to the City required under this Agreement, the Company shall pay the City the sum of One Million Dollars (\$1,000,000) on or within sixty (60) days of the Signature Date.

3.8 GROWTH IN ACCOUNTS

The Company shall provide service to all existing or new Customers within the City limits requiring or requesting Service during the term of Agreement, unless Service is requested for an Inaccessible Area.

3.9 ANNEXATION

The City shall promptly provide written notice to the Company regarding any geographic area that has been or will be annexed to or de-annexed from the City. If such notice is given, the provisions of the Agreement shall apply to the annexation, and the Company shall provide Services to Customers in the geographic area no later than 14 days after receiving the written notice, unless otherwise directed by the City.

3.10 TITLE TO SOLID WASTE, RECYCLABLES, AND GREEN WASTE

All Solid Waste, Recyclables, and Green Waste collected pursuant to this Agreement shall remain the property of the Customer until such time as it is collected for disposal. It is expressly understood that all Solid Waste, Recyclables, and Green Waste collected under this Franchise becomes the property of the Company upon Collection, subject to the requirement of delivery of Solid Waste to the Designated Disposal Site. The Company is hereby granted the right to retain, dispose of, and otherwise use such Franchise Materials, or any part thereof, in any fashion or for any lawful purpose desired by Company, and to retain any benefit or profit resulting therefrom. Solid Waste Refuse which is disposed of at a

Designated Disposal Site shall become the property of the owner or operator of the Designated Disposal Site once deposited there by the Company.

3.11 CONDITIONS TO EFFECTIVENESS OF AGREEMENT

This Agreement shall not become effective and the City shall not be obligated to permit this Agreement to become effective and to perform the undertakings provided for in this Agreement unless each and all of the conditions set out below are satisfied, or waived, in written form and in whole or in part by the City. Waiver of any of the following as a condition to the effectiveness of this Agreement will not preclude the City from pursuing any claim or breach of this Agreement. This Section may supersede the Effective Date of this Agreement.

3.11.1 Accuracy of Representations. The representations and warranties made by the Company in this Agreement and in its proposal are true and correct on and as of the Signature Date.

3.11.2 Verification of Insurance Coverage and Faithful Performance Bond. On or before the Effective Date, the Company shall submit, to the satisfaction of the City, endorsements of insurance coverage and faithful performance bond.

3.11.3 Absence of Litigation. There is no litigation pending on the Signature Date in any court challenging the award or execution of this Agreement or seeking to restrain or enjoin its performance, or which may affect the Company's ability to perform under the terms of this Agreement. The Company shall notify the City in writing within thirty (30) days of any litigation which may in any way affect its performance of Franchise Services under this Agreement.

4. SERVICES OF COMPANY

4.1 SERVICES PROVIDED BY COMPANY

The Company may require separate written contracts to be negotiated between the Company and Customers generating Special Waste. The Company shall, in accordance with the terms of this Agreement, Applicable Law, and best industry practices, provide all labor, materials, facilities, services, and equipment necessary to:

- Collect, Transport, and Dispose of all Solid Waste;
- Collect, Transport, Process, Recycle, and market all set-out Recyclables and Green Waste in the Service Area;
- Provide Street Sweeping Services;
- Provide public education, reporting, and other requirements, as well as Customer Services within the City. The following Sections describe these services.

4.2 SOLID WASTE COLLECTION

- 4.2.1 Single-Family Residence Service. The Company shall, once per week, collect the Solid Waste which has been placed in Solid Waste Carts at Single-Family Residences within the City and placed at Curbside prior to the Company's normal weekly collection time, provided that in no event shall the Company be required to collect any additional Solid Waste placed at Curbside which is not placed in a Cart. The Company shall provide Carts sufficient to provide the level of Service requested by each Customer. The Company, without expense to the City or Customer, shall provide a Solid Waste Cart to a new Residential Customer that has no such container within five (5) working days after notice, of, or request for, Service, or in the case of annexations, within fourteen (14) days of the annexation effective date.
- 4.2.2 Commercial, Multiple-Family Dwelling, and Mobile Home Park Service. The Company shall furnish or provide Carts, Bins, Compactors or Debris Boxes for use in Collection, as appropriate, to all Multiple-Family Dwellings, Mobile Home Parks, and Commercial Premises which generate Solid Waste within the City. The size of the receptacles and the frequency of their collection (which shall not be less than once a week) shall be determined by contract between the Customer and the Company. The Company, without expense to the City or Customer, and within five (5) working days after notice, shall provide a Solid Waste receptacle sufficient to provide the requested level of Service to a new Commercial Customer that has no such container. Bins, Compactors and Debris Boxes shall be placed on hard surface locations which are accessible to the Company. Use of Bins, Compactors or Debris Boxes by Customers may be exclusive or shared as set forth in said contract between the Customer and the Company. Receptacles supplied by the Company shall, at all times, be maintained by the Company in a well-kept appearance. Front-load Bins, Compactors and Debris Boxes must be maintained with lids. Customers shall be responsible for sanitation and deodorizing of such Bins, Compactors and Debris Boxes, provided, however, the Company shall provide in its rental contracts for a Bin, Compactor or Debris Box cleaning service to be performed at the request of the Customer for a fee specified in such contract.
- 4.2.3 Cleanup. The Company shall be responsible for cleanup of any Solid Waste dropped or spilled by its employees or agents during collection or transport.
- 4.2.4 Company-Assisted Service. The Company shall provide backyard Service at the existing Cart Service Rate for those Residential Customers physically unable to place Carts at Curbside for Collection. See Section 5.1.5.

- 4.2.5 Free City Service. The Company shall provide free Solid Waste Collection Service for all City-owned, City-leased, or City-rented municipal parks, offices, and facilities.
- 4.2.6 Hours of Collection. Collection Service of all Carts, Bins, Compactors and Debris Boxes in Residential Service areas and from Commercial Premises adjacent to Residential Service areas shall not start before 6:00 a.m. or continue after 6:00 p.m., subject to change by resolution of the Council. However, the hours of Collection may be extended temporarily as a result of extraordinary circumstances or conditions with the prior consent of the City Representative.
- 4.2.7 Residential Cart Replacement. The Company, without expense to the City or the Customer, and within seventy-two (72) hours after notice, shall provide one replacement every four (4) years of lost or stolen Carts, shall provide one replacement per year for graffiti-“tagged” Carts, and shall replace Carts damaged due to normal wear and tear within the time frame of one Collection cycle. The Company shall maintain records of lost, stolen, damaged and graffiti-“tagged” Carts by specific address. The Company may charge for additional replacement Carts based on the actual cost of the Carts and their delivery.

4.3 RECYCLING

- 4.3.1 Residential Recycling. The Company shall Collect, Process, Recycle, and Transport Recyclables listed in ATTACHMENT 1 from all Residential Customers, including those Multiple-Family Dwellings and Mobile Home Park Customers that use Cart Service. In no event shall the Company be required to collect any Recyclables placed at Curbside which are not placed in the Cart. The Company shall not be required to collect Recyclables from a Cart if the Recyclables are commingled with Solid Waste or Green Waste. In the event the Recyclables and Solid Waste are commingled to the extent that they cannot easily be separated by the Company or the nature of the material renders the Recyclable Materials contaminated, the Company will leave the material in the Recycling Cart and will leave a non-collection notice explaining the reason for non-Collection of the Recyclables. The Company shall provide Residential Customers with Residential Carts and educational information within five (5) days of notice of, or request for, Service, or in the case of annexations, within fourteen (14) days of the annexation effective date. The Company shall provide and distribute to each Residential Customer one (1) such Cart, but, upon request of the resident and as needed, will provide additional such Carts at no additional charge.
- 4.3.2 Commercial Recycling. The Company shall Collect, Process, and Transport Recyclables listed in ATTACHMENT 1 from all Commercial

Premises that participate in Recycling Service, provided, however, that in the event any Recycling Container contains more than 10% non-recyclables, the Recycling Container will be treated as containing Solid Waste and the Customer will be charged at the applicable rate for Solid Waste. The Company will develop and implement quality assurance procedures to monitor the Recycling performance of Commercial Customers. The Commercial Premises on-site Recycling Program may be required of Commercial Customers meeting the criteria set forth in the Woodland Municipal Code beginning July 1, 2012, and will be available to all other Multiple-Family Dwellings with three (3) units or more. For those Commercial Customers not subject to the requirements of the Woodland Municipal Code, Servicing Commercial Premises will be dependent upon the Owner's or manager's willingness to participate, and upon provision of a proper site to locate Recycling Containers. The Company shall provide approved Recycling Containers to each participating Commercial Premises. Recycling Containers shall be provided within fifteen (15) working days of sign-up and Owner's or manager's provision of a proper site. Recycling Containers shall be sited in accordance with all policies and regulations of the City.

- 4.3.3 Cleanup. The Company shall be responsible for cleanup of any Recyclables dropped or spilled by its employees or agents during Collection or Transport.
- 4.3.4 Company-Assisted Service. The Company shall provide backyard Service at the existing Cart Service Rate for those Customers physically unable to place Carts at Curbside for Collection. See Section 5.1.5.
- 4.3.5 Free City Service. The Company shall provide free Recyclables Collection for all City-owned, City-leased, or City-rented municipal parks, offices, and facilities.
- 4.3.6 Hours and Schedule of Collection. To the maximum extent possible, Collection of Recyclables from all Residential Customers shall be made on a regular schedule on the same day as Solid Waste Collection. Collection from Commercial Premises shall be made on a regular schedule. Collection Service in Residential Service areas and from Commercial Premises adjacent to Residential Service areas shall not start before 6:00 a.m. or continue after 6:00 p.m., subject to change by resolution of the Council. However, the hours of Collection may be extended temporarily as a result of extraordinary circumstances or conditions with the prior consent of the City Representative.
- 4.3.7 Residential Recycling Cart Replacement. The Company, without expense to the City or the Customer, and within seventy-two (72) hours after notice, shall provide one replacement every four (4) years of lost or stolen

Recycling Carts, one replacement per year for graffiti-“tagged” Carts, and shall replace Carts damaged due to normal wear and tear within the time frame of one Collection cycle. The Company shall maintain records of lost, stolen, damaged and graffiti-“tagged” Carts by specific addresses. The Company may charge for additional replacement Recycling Carts based on the actual cost of the Carts and their delivery.

- 4.3.8 Construction and Demolition Debris. The Company shall encourage builders and demolition companies (“Construction Companies”) to source-separate their C&D Debris for future Recycling. The Company will develop and distribute educational materials for Construction Companies with regard to recycling of C&D Debris. The educational materials will be distributed in coordination with the issuance of building permits in the manner to be provided in the City ordinance. Prior to disposal, the Company shall have the right to salvage Recyclables from C&D Debris collected pursuant to this Agreement and to retain funds derived therefrom.
- 4.3.9 Curbside Oil Program. At the request of a Residential Customer, the Company will collect used oil filters and motor oil in sealed containers provided by the Company and distributed to Customers at their request, without surcharge. The Company will, where reasonably feasible, provide for Recycling or reprocessing of the used oil filters and motor oil. The Company will bear the expense for containers or other program materials up to \$7,500 during each calendar year, but will thereafter have no further obligation to provide such services for the remainder of the calendar year unless agreed to in writing by City and Company, provided that the Company will continue to provide such services for used oil filters and motor oil in sealed containers provided by the Customer if they are of a quality and suitability at least equal to those previously provided by the Company and otherwise in compliance with Applicable Law.
- 4.3.10 On-Call Residential Pick-Ups. The Company shall collect E-waste and Universal Waste from Residential Customers on an on-call basis for a fee to be paid by the Customer in an amount to be agreed upon by the Customer and the Company.
- 4.3.11 Recycling Coordinator. The Company will employ a full-time Recycling coordinator whose primary responsibility will be to coordinate Recycling activities with the City, including activities such as establishing Recycling goals, developing educational and promotional materials, and performing Recycling audits of Commercial Customers. The City and the Company will develop in cooperation with one another measurable goals for the Company’s Recycling Program and for the Recycling coordinator. The Recycling coordinator’s primary responsibility will be to provide services for the City though he or she may also provide services to other cities or

entities served by the Company so long as they do not interfere with his or her assignments on behalf of the City. The Company may supplement the services of the Recycling coordinator with the services of other employees of the Company who have skills and experience useful for the City's efforts regarding waste reduction, waste diversion, Recycling, and Customer education about Services. The Recycling Coordinator will have lead responsibility for all such tasks. Approximately 40 hours per week of assistance on the foregoing tasks shall be provided by the Company, with the Recycling coordinator providing most of the program support, provided, however, supplemental personnel shall be provided as needed to meet the City's 40 hours of program requirements.

4.4 GREEN WASTE

- 4.4.1 Residential Green Waste Collection. The Company shall Collect, Transport, and Process Green Waste set out in Carts and in piles at residences, as described herein and prescribed by Section 23C-4-16 of the Woodland Municipal Code. Residential Customers will not be able to opt out of Green Waste Services. The Company shall provide Residential Customers with Green Waste Carts and educational information about Green Waste Service within five (5) days of notice of, or request for, Service, or in the case of annexations, within fourteen (14) days of the annexation effective date.
- 4.4.2 Commercial Green Waste Collection. Subscribing to Green Waste Service will be optional for Commercial Customers. The Customer seeking the Service must contact the Company to initiate the Service, and Service will be provided only to those Commercial Premises that are located in areas where the Company is already providing such Service to residences and to which the City agrees to extend the Service.
- 4.4.3 Cleanup. The Company shall be responsible for cleanup of any Green Waste dropped or spilled by its employees or agents during Collection or Transport.
- 4.4.4 Company-Assisted Service. The Company will provide backyard Service at the existing Cart Service Rate for those Customers physically unable to place Carts at Curbside for Collection. See Section 5.1.5.
- 4.4.5 Free City Service. The Company shall provide free Green Waste Collection for all City-owned, City-leased, or City-rented municipal parks, offices, and facilities.
- 4.4.6 Hours and Schedule of Collection. To the maximum extent possible, Collection of Green Waste Carts from all Residential Customers and subscribing Commercial Customers shall be made on a regular weekly

schedule on the same day as Solid Waste Collection. Collection of street piles in accordance with the schedule established in Section 4.4.8. Collection Service of Carts and street piles shall not start before 6:00 a.m. or continue after 6:00 p.m., subject to change by resolution of the Council. However, the hours of Collection may be extended temporarily as a result of extraordinary circumstances or conditions with the prior consent of the City Representative.

4.4.7 Cart Replacement. The Company, without expense to the City or the Customer, and within seventy-two (72) hours after notice, shall provide one replacement every four (4) years of lost or stolen Green Waste Carts, shall provide one replacement per year for graffiti-“tagged” Green Waste Carts, and shall replace Green Waste Carts damaged due to normal wear and tear within the time frame of one Collection cycle. The Company shall maintain records of lost, stolen, damaged and graffiti-“tagged” Green Waste Carts by specific address. The Company may charge for additional replacement Green Waste Carts based on the actual cost of the Carts and their delivery. Customers will be able to make a change in size or number of Green Waste Carts once every twelve (12) months at no additional cost.

4.4.8 Street Pile Collection. When and where allowed, Green Waste piles must be located in front of the property where the material originated just beyond the gutter line as prescribed by Section 23C-4-16 of the Woodland Municipal Code. The Company will not be required to provide Collection of Green Waste piles that contain palm material or items longer than five (5) feet or with a diameter greater than six (6) inches. The Company shall provide Collection of Green Waste placed in the street in accordance with the following schedule:

- During November 1 through January 31 (“Leaf Season”), the Company will provide weekly street pile Collection Services in addition to weekly Cart Collection Services.
- During February 1 through October 31 (“Non-Leaf Season”), the Company will provide street pile Collection Services once per month in addition to weekly Cart Collection Services.

The Company may deviate from this schedule only during leaf season in the fall or the heaviest pruning month in the spring, as mutually agreed upon by the City and the Company. The Company shall notify the City within twenty-four (24) hours when Green Waste Services have been delayed. The Company and the City shall direct participating Customers to place grass clippings into Carts year round. Grass clippings may not be placed in the gutters for street collection at any time.

- 4.4.9 Christmas Tree Collection. The Company shall collect Christmas trees at Curbside on the regular day of street pile Collection Service each year from December 26 through February 1.
- 4.4.10 Public Outreach Program. City and Company staff will prepare and distribute a color-coded map and calendar each year to inform Customers of the schedule for Collection of Green Waste street piles. The map and calendar will be available on both the Company's and the City's website and in printed form.
- 4.4.11 Subcontracting of Services. Notwithstanding anything to the contrary in this Agreement, the Company may subcontract any and all elements of the Green Waste and Christmas tree Collection Services required by this Agreement with the consent of the City. Such consent will not be unreasonably withheld. In any such subcontract, the Company will remain responsible for quality and execution of all terms of this agreement.
- 4.4.12 Non-Collection Due to Contamination. The Company shall not be required to collect Green Waste if it is commingled with Solid Waste or Recyclables. In the event the Green Waste is commingled with non-Green Waste materials to the extent that they cannot easily be separated by the Company, the Company will leave the Green Waste uncollected and will leave a non-collection notice explaining the reason for non-Collection.

4.5 STREET SWEEPING

- 4.5.1 Frequency and Extent of Sweeping. Company shall provide weekly Street Sweeping Service City-wide. Street Sweeping Service will be provided on all arterials and collectors, in the Alleys and Parking Lots identified in ATTACHMENT 4. Street Sweeping Service for medians, as shown in ATTACHMENT 4, will be provided monthly.
- 4.5.2 Sweeping Schedule. The Company shall coordinate the collection of Green Waste with Street Sweeping in order to minimize Customer complaints about Green Waste residue. In no event shall the streets be swept later than twenty-four (24) hours after Green Waste Collection. The Company shall deviate from this schedule only during the heavy leaf and pruning seasons if Green Waste Collection is delayed. The Company shall notify the City within twenty-four (24) hours when Street Sweeping Services have been delayed.
- 4.5.3 Use of City Water. The Company may use City water from local fire hydrants, and will spray this water to minimize airborne dust while sweeping. The City will inform the Fire Department that the City has provided authorization to the Company to utilize the fire hydrants. The Company will measure or estimate the amount of water used during Street

Sweeping, and the cost of the water will be paid from the City “Solid Waste Fund.”

4.5.4 Subcontracting of Services. Notwithstanding anything to the contrary in this Agreement, the Company may subcontract any and all elements of the Street Sweeping Services required by this Agreement with the consent of the City. Such consent will not be unreasonably withheld. In any such subcontract, the Company will remain responsible for quality and execution of all terms of this agreement.

4.5.4 Additional Services. Company shall provide 200 hours of additional Street Sweeping Services annually to the City. The Street Sweeping hours may be exchanged for other services based on the rates in ATTACHMENT 2.

4.6 SPECIAL EVENT SERVICES

The Company shall provide, upon request from the City, free Solid Waste and Recycling Services for the “Stroll through History” and “Holiday Parade” special events, and, in addition, up to \$10,000 per year of free Solid Waste and Recycling Services for all other City-sponsored special events within the City limits, including the provision without charge of an adequate number of separate temporary containers for Solid Waste and Recyclables for each event. In addition, the Company shall provide, upon a joint request from the City and the event organizers and free of charge, up to 150 temporary containers annually for the collection of Recyclables at non-City-sponsored special events, including removal at no charge of the Recyclables collected.

4.7 COLLECTION OF CONTAMINATED MATERIALS

Under no circumstances shall the Company’s employees knowingly collect Hazardous Waste or remove unsafe or poorly containerized Hazardous Waste from Customer premises. If the Company determines that material placed in a container for collection is Hazardous Waste, Excluded Waste, or other material that may not be legally accepted at the Designated Disposal Site, Recyclables Processing Facility, or Green Waste Processing Facility or that presents a hazard to Company employees, the Company shall have the right to refuse to accept such material. The Company shall leave a non-collection notice indicating the reason for refusing the material. The Company shall contact the generator and request that the generator arrange for proper disposal service. If the Hazardous Waste, Excluded Waste, or other objectionable material is identified at time of delivery to the Designated Disposal Site, Recyclables Processing Facility, or Green Waste Processing Facility and the generator cannot be identified, the Company shall be solely responsible for handling and arranging transport and disposition of the Hazardous Waste, Excluded Waste, or other objectionable material.

5. OTHER COMPANY REQUIREMENTS

5.1 GENERAL

- 5.1.1 Availability of Representatives. A responsible representative of the Company who is qualified to respond to public inquiries shall be available at the Company's office during office hours, excluding lunchtime closure, for communication with the City or the public.
- 5.1.2 Company-Provided Equipment. The Company shall provide an adequate number of waste collection receptacles and pieces of equipment for the Collection, Disposal, and Transportation Services for which it is responsible under this Agreement.
- 5.1.3 Community Bulky Items. The Company shall host a free annual community Bulky Waste, Universal Waste, and Household Hazardous Waste collection event. Collection of Universal Waste and Household Hazardous Waste may be waived at the City's discretion when collection of these materials is provided through other programs. The Company shall advertise the event through newspaper advertisements and articles, flyers, and bill inserts. Additionally, Customers may request Curbside Bulky Waste Collection from their residence for a fee as established in ATTACHMENT 2.
- 5.1.4 Collection on Holidays. If the day of collection on any given route falls on a holiday observed by the Designated Disposal Site to which the Company delivers the City's Solid Waste or Green Waste, the Company shall provide Collection Service for such route on the next workday following such holiday, thereby adjusting subsequent workdays that week.
- 5.1.5 Disabled Special Service. At no additional cost, the Company shall provide Special Service to Residential Customers who demonstrate that no person residing in their residence is able to move their Solid Waste, Green Waste, or Recycling Carts to Curbside or another designated collection location due to physical impairment. Collection shall be from the back porch, carport, or other outside storage location. The Company shall screen applicants (must be name shown on bill or rental agreement) and provide this Special Service only in cases of legitimate need. Disability may be established by a disability parking permit or license issued by the State of California or by submitting a note from a treating doctor. Eligibility for this Special Service shall be on an annual basis.
- 5.1.6 Private Drives and Inaccessible Areas. For residences on Private Drives or other Inaccessible Areas, the Company shall collect Refuse, Green Waste, and Recyclables on the nearest Public Street or Private Road connecting to the Private Drive or other Inaccessible Area.

- 5.1.7 Employees. The Company shall exercise reasonable care to hire responsible employees, to supervise the work of such employees, and to discipline and, if necessary, discharge an employee failing to meet reasonable standards for performance of work under this Agreement. The Company shall comply with applicable state and federal law pertaining to employment, including, but not limited to, applicable equal opportunity employment and affirmative action requirements.
- 5.1.8 Enforcement. The Company shall notify the City of illegal piles of Solid Waste, Recyclables, or Green Waste placed in the street within forty-eight (48) hours of the Company's observation of the materials. The City shall have primary responsibility for the collection of illegal Solid Waste or Recyclable Materials, but the Company shall reasonably cooperate with the City's request to assist with such collection to the extent the Company has suitable equipment and personnel in the neighborhood, such collection will not unreasonably interfere with the Company's performance of its responsibilities under this Agreement, and such collection will not require the Company to incur any excessive expense. The Company shall have responsibility for the collection of illegal Green Waste.
- 5.1.9 Manner of Collection. The Company shall perform all Collection Services in a quiet and courteous manner and ensure that all Carts are placed on the premises from which they were removed in an upright position, with lids closed, and within five (5) feet of where they were originally placed before collection.
- 5.1.10 Office Facilities. The Company shall establish and maintain at all times during the term hereof an office within the City limits or within one (1) mile of the City limits. The City shall establish an additional pay station at City Hall, at no cost to the Company, where Customers can drop off their payments for collection by the Company.
- 5.1.11 Public Information and Education. The City and the Company shall cooperatively design, prepare, implement, and operate at the Company's expense a public information and education program, and it shall aim to educate the public on the environmental and economic benefits of Recycling and resource conservation and provide Customers with information on increasing waste reduction and Recycling at their homes and businesses. The campaign shall be designed to increase community participation in waste diversion and recycling. The Company shall not be obligated to spend more than \$15,000 annually for the campaign, and the campaign shall be designed to ensure that the Company's costs do not exceed that amount. The Recycling coordinator shall lead the campaign. The campaign shall be similar to the program previously provided by the Company in the City. The proposed annual campaign shall be submitted to the City Representative for approval by January 1 of each year, beginning

January 1, 2012. The campaign may include program initiation mailers, brochures, flyers, newsletters, bill inserts, and targeted notices; presentations; surveys; Recycling audits; or other forms of outreach. The campaign shall target particular types of waste materials, Customer groups, or locations within the Service Area where waste diversion improvements or program compliance enhancements can be maximized. Targets of outreach will be based on local trends and Recycling participation patterns as indicated through information obtained by City and Company staff. The program shall include quarterly distribution of the Company newsletter or other written materials to Customers provided as bill inserts; however, the costs of providing these quarterly materials shall not be included in the annual campaign budget of \$15,000. Information about the services provided by the Company shall also be included on a Company webpage. In addition, at least four months prior to initiating any new Service, or changing any existing Service, the Company shall submit a plan to the City for approval to provide additional public information related to the planned new Service or change. The Company shall accommodate commercially reasonable requests of the City and carry out the plan as approved by City.

- 5.1.12 Service Schedule: The Company shall provide electronic maps (which may be in “portable document format” or other similar format) identifying the schedule for Refuse, Recyclables, and Green Waste Collection and Street Sweeping Services. The electronic maps shall provide adequate detail for customers to identify specific service days for all locations within the Service Area. These maps shall also be available on the Company webpage.
- 5.1.13 Office Hours. The Company’s office hours shall be, at a minimum, from 8 a.m. to 5 p.m. daily, except for a lunch hour and Saturdays, Sundays, and holidays. A representative of the Company shall be available during office hours for communication with the public at the Company’s principal office.
- 5.1.14 Service Complaints. All Service complaints shall be directed to the Company. The Company shall respond to all complaints, other than missed pickups, within twenty-four (24) hours if the twenty-four (24) hour period ends during the office hours specified in Section 5.1.13 or, if it does not, on the next business day. The Company shall be responsible for the prompt and courteous attention to, and prompt and reasonable resolution of, all complaints and shall use its best efforts to resolve all such complaints within the two (2) business days next following the date on which such complaint is received. Complaints that cannot be reasonably resolved may be appealed to the City Manager or designee for final resolution.

- 5.1.15 Complaint Log. The Company agrees to maintain a log of all oral and written service complaints registered with the Company from Customers, Service recipients, or the public within the Service Area (“Complaint Log”). The Company shall record in the log all written and oral complaints, noting the name and address of complainant, date and time of complaint, nature of complaint, and nature and date of resolution. Such log shall be kept so that representatives of the City, upon request, may conveniently inspect it. The Company shall deliver, along with quarterly reports specified in Section 5.5 or otherwise upon request of the City, a summary of complaints by number and type and excerpts from the log reflecting action to date.
- 5.1.16 Missed Pickups. In the event of a missed pickup, the Company shall complete the pickup the same day if the complaint is received by 12:00 p.m. or by 12:00 p.m. the following day if the complaint is received after 12:00 p.m.
- 5.1.17 Liquidated Damages for Failure to Respond. The City Representative may levy a charge for failure to meet the requirements of this Agreement, pursuant to Section 9.1.
- 5.1.18 Service Response to Communication from the City. The Company shall respond, either verbally or by e-mail correspondence, to all requests made by the City within 48 hours.
- 5.1.19 Technical Working Group. Representatives from the Company and City will meet at least quarterly to discuss issues related to the Services provided in this Agreement (or proposed services, if necessary).
- 5.1.20 Telephone. The Company shall maintain a toll-free telephone system during office hours, which will have available service representatives sufficient to handle the volume of calls typically experienced by the Company. Customers must be able, with reasonable convenience, to reach the Company’s office by phone during office hours. The Company shall also maintain an after-hours toll-free telephone number for use during other than normal business hours. The Company shall have a representative, answering service, or voicemail system available at said after-hours toll-free telephone number during all hours other than normal office hours. Any recording shall advise callers to call 911 in the event of an emergency. The Company shall provide the City the means to contact the Company directly by telephone on a 24-hour basis in the event of an emergency. The Company shall establish and maintain the capability of responding to Customer telephone calls in Spanish as well as in English. The Company will investigate responding to telephone calls through Telecommunications Device for the Deaf (TDD) services. When TDD

services are available at the Company Customer Service Center, this service will be offered to residential customers.

5.1.21 Carts. The Company shall use only the following standard colors for all Carts: (a) gray with gray lid for Solid Waste, (b) gray with blue lid for Recyclable Materials, and (c) gray with brown lid for Green Waste.

5.2 CHANGE IN OPERATIONS/ADMINISTRATION OR SCHEDULE

The Company shall notify the City in writing of any material changes in, or to the operation to provide Franchise Services (e.g. vehicle routes, equipment type, crew size), administration (e.g., management), and schedule five (5) days in advance of the time such material change is implemented. Any changes to the Collection operation shall meet the Service requirements and performance standards and all other terms of this Agreement. In the case of changes to the Collection schedule, the Company must notify all affected Customers at least fourteen (14) days prior to any change in a Collection day. The Company shall not permit any Customer to go more than seven (7) days without service in connection with a Collection schedule change other than in the event of an Uncontrollable Circumstance.

In addition, the City may direct the Company to modify the Collection schedule in around schools and in other high traffic areas to avoid Collection during peak traffic hours, as determined by the City. The City shall endeavor to notify the Company at least three (3) days in advance of planned City-directed work, such as road or repair or utility upgrade projects, that may restrict access to streets where the Company is scheduled to perform Services. The City will, to the extent feasible, schedule such work to prevent Company Service interruptions or delays.

5.3 ACCUMULATION OF SOLID WASTE AND DUMPING

The Company shall direct its drivers to note the addresses of any location at which they observe significant or ongoing accumulation of Solid Waste or Green Waste that is not being delivered for Collection, and the address, or other location description, at which these materials have been dumped in an apparently unauthorized manner. The Company shall deliver the address or description to the City within forty-eight (48) hours of such observation.

5.4 MODIFICATIONS OR SCHEDULE CHANGE OF FRANCHISE SERVICES

Upon receiving a written request from the City, the Company shall provide reasonable modification of any Franchise Service subject to establishment of appropriate and mutually agreed-upon compensation for providing the service. Granting of any such modified Franchise Service shall be contingent upon Council approval of a modified Service Fee(s) and a corresponding modified Rate(s).

5.5 REPORTS

The Company shall provide the City with reports as deemed necessary by the City and at a frequency defined in this section. Reports will contain the information required by the City for compliance with AB 939 and for the City to measure the Company's performance of items in this Agreement, but will be limited to information directly attributable to the Collection Services provided under this Agreement. Such reports shall include, but will not be limited to, the Curbside oil collection program, Commercial Customer audits, and public education and outreach. The Company agrees to provide additional reports regarding its Collection Services as may be reasonably requested by the City to meet future reporting requirements of the City or the State of California. The City or a consultant to the City, on request, has the right to review the collection records of the Company at reasonable times and upon reasonable notice.

5.5.1 GENERAL

All reports shall be provided electronically in software acceptable to the City.

5.5.2 MONTHLY REPORTS

Monthly reports to the City shall be due on the 30th day of the month following the previous calendar month and shall include:

- 1) The number of Tons (gallons or numbers of filters), separately calculated, for Cart, Bin, Debris Box/Compactor Service (combined), Green Waste, and used oil and oil filters, collected and delivered to the Designated Disposal Site and/or Recyclables and Green Waste Processing Facilities.
- 2) The quantity of Green Waste Collected in Green Waste Carts for each route, average weight of Green Waste collected in the street for each route, and amount of debris collected for each route during Street Sweeping operations.
- 3) The Company Service Fee, the Franchise Fee and any other payments to the City, and Monthly Remittances.

5.5.3 QUARTERLY REPORTS

Quarterly reports to the City shall be due on the 30th day of the month following the previous calendar quarter and shall include:

- 1) Detailed review of the number and type of complaints received over the past quarter, including how they were resolved and the elapsed

time between receipt of the first complaint and final resolution of the complaint.

2) A summary narrative of problems encountered with Collection and Processing activities and actions taken. Information shall include the type and number of notification tags left at Customer locations for Customers with multiple violations; haul-or-call tags; instances of property damage or injury, poaching, or scavenging; significant changes in operation; market factors; and publicity conducted.

3) A summary of a log on praises and complaints and resolutions of complaints, including a summary of the type and number of complaints. The Company shall provide a record of all calls related to missed pickups and responses to such calls.

The quarterly report may include the monthly report that is due that month, in one document.

5.5.4 ANNUAL REPORTS

Annual reports to the City shall be due in both printed and electronic format on July 15th of each year, beginning July 15, 2011, and shall include:

1) Reviewed financial statements by an independent external auditor selected by the Company. The Company will pay all review costs.

2) A summary of the prior year's monthly Company Service Fee, Franchise Fee, any other payments to City, and Monthly Remittances.

3) Account data submitted electronically in software acceptable to the City (including, without limitation, Excel), including the number of accounts for each Service category.

4) Public education and information activities undertaken during the year, including distribution of bill inserts, Collection notification tags, community information and events, and other activities related to the provision of Collection Services. The report shall include a narrative assessment of the impact of these activities on Recycling and Green Waste participation and amounts collected from Single-Family Residences, Multiple-Family Dwellings, and Commercial Customers. An annual public education plan will be submitted to the City as described in Section 5.1.11.

5) The number of Tons, calculated separately, for Cart, Bin, Debris Box and Compactor Service collected and delivered to the Designated Disposal Site and/or the Recyclables and Green Waste Processing

Facilities. The number of Service accounts shall be indicated by Service classification level for Single-Family Residences, Multiple-Family Dwellings, and Commercial Customers. The information shall include the number of Bins, Debris Boxes, Compactors and Carts distributed by size and Customer type. This effort will include route/service verification by the Company prior to submittal of the information to the City.

The annual report may include the monthly and quarterly reports that are due in that month, in one document.

5.6 ADDITION OF NEW NON-FRANCHISE SERVICES

Upon receiving a written request from the City, the Company shall provide any other exclusive or non-exclusive services not covered by this Franchise, and that it is qualified to provide, including, but not limited to, assistance to the City in the event of natural disasters, subject to establishment of appropriate and mutually agreed upon compensation for providing the service. Granting of any such new service shall be contingent upon Council approval of a new Service Fee(s) and a corresponding new Rate(s) as provided in ATTACHMENT 2.

5.7 COMPANY VEHICLES

5.7.1 The Company shall at all times comply with all applicable rules, statutes, orders, and requirements adopted by any governmental agency with jurisdiction over air quality, including, but not limited to, the California Air Resources Board and Yolo-Solano Air Quality Management District. In addition to any indemnification obligations set forth elsewhere in this Agreement, the Company shall defend, indemnify, and hold harmless the City against any fines, penalties, losses, or claims arising out of the Company's failure to comply with this paragraph.

5.7.2 The Company shall, within eight (8) years of the Effective Date, replace its fleet with trucks that use compressed natural gas or low-sulfur diesel fuels or otherwise meet all applicable requirements imposed by the California Air Resources Board for new vehicles, provided, however, that this requirement shall not apply to trucks used on a part-time basis (such as leaf season trucks and roll-off trucks) and specialty trucks that are not readily available in these fuel-types. Notwithstanding the foregoing, the Company may use vehicles not meeting the criteria in the preceding sentence on a temporary basis, not to exceed thirty (30) days. Upon request from the City, the Company shall provide records of all collection vehicles in service in Woodland, including engine and chassis numbers.

5.7.3 All vehicles used by Company under this Agreement shall be registered with the Department of Motor Vehicles of the State of California, shall be kept clean and in good repair, shall be uniformly painted, and shall be

washed at least once every seven (7) calendar days. The Company's name, phone number, and vehicle number shall be prominently displayed on its vehicles.

- 5.7.4 The Company shall immediately clean up any fluids and/or waste spilled from Collection and/or Street Sweeping vehicles, and shall deploy and remove absorbent materials to the extent necessary to absorb all fluids. The Company shall provide the City with notice of any spill that the Company is required to provide to the State Office of Spill Prevention and Response or that the Company provides to Yolo County Environmental Health. Such notice shall be given to the City at the same time and in the same manner (whether oral, written or by other means) that it is provided to the State or Yolo County. When necessary, the Company shall apply a suitable cleaning agent to the street surface or shall employ hydraulic steam cleaning to provide adequate cleaning. Each of the Company's Service vehicles shall at all times be equipped with petroleum absorbent materials and a broom and shovel to be used for cleanup activities. The Company shall comply at all times with all recommendations or limitations concerning laden weight of collection vehicles established by the State of California or any government agency, and/or the vehicle manufacturer.

6. CONFIDENTIALITY

The City and the Company each acknowledge that the financial information provided by the Company to the City on this Agreement constitutes highly confidential, proprietary information, of which disclosure to the public would result in unfair competitive disadvantage to the Company, its parent Company and/or affiliated entities. The Company, its parent Company and/or such affiliated entities shall be entitled to injunctive relief to prevent such disclosure which is in excess of the disclosure the City is required to make under applicable state and federal laws and regulations. The City agrees to contest all attempts by third parties to obtain disclosure of such financial information that is not otherwise required to be disclosed by state and/or federal laws and regulations.

7. SERVICE RATES

The Company shall bill each Customer at the rates provided in ATTACHMENT 2 to this Amendment and as adjusted from time to time pursuant to this Agreement (the "Service Rates"). A 10% Rate discount shall be given to Low Income qualifying residents that sign up for such discount who select the single Solid Waste (Garbage) Cart option. The Company will fund a maximum of \$7,000 annually for the Low Income discount program. The City will screen resident applications to determine eligibility to receive such discount.

7.1 BILLING AND COLLECTION OF ACCOUNTS

The Company shall bill Customers for all Services. Solid Waste Collection billing shall be itemized separately from billing for Recycling Services and billing for Green Waste/Street Sweeping Services. Such billings may cover the periods and be collected by the methods hereinafter set forth.

- 7.1.1 Residential. Residential Customers may be billed for up to two (2) months in advance or based on arrears/advanced billing combinations implemented at the discretion of the Company. Payment shall be due at the end of such service period. If not paid when due, the bill may thereafter bear a late charge to be determined by the Company (subject to City approval) which shall be collectible along with the charge for service. If the bill is not paid within 60 days of billing, and after notice of delinquency has been sent to the Customer by the Company, the Company may initiate a lien procedure, under the City's authority, and pursuant to the provisions of the Woodland Municipal Code, which will result in placement of a lien on the property. See Section 7.1.6.
- 7.1.2 Commercial. Commercial Customers shall be billed monthly in advance. Payment with respect to each such bill shall be due on or before the 30th day following the end of the service period for which the bill is rendered; thereafter, the bill shall be considered delinquent, and the Company may charge interest not to exceed the maximum interest rate allowed by law for such time as the bill remains unpaid after the due date. If the bill is not paid within 60 days of billing, and after notice of delinquency has been sent to the Customer by the Company, the Company may terminate service to that Customer. Prior to and after doing so, the Company shall notify the City in writing.
- 7.1.3 Debris Box Service. Customers shall be billed in arrears. Payment with respect to each such bill shall be due on or before the 30th day following the end of the service period for which the bill is rendered; thereafter, the bill shall be considered delinquent, and the Company may charge interest not to exceed the maximum interest rate allowed by law for such time as the bill remains unpaid after the due date. If the bill is not paid within 60 days of billing, and after notice of delinquency has been sent to the Customer by the Company, the Company may terminate service to that Customer. Prior to and after doing so, the Company shall notify the City in writing. In addition, the Company may impose a fuel surcharge for Debris Box Service, as set forth in ATTACHMENT 2.
- 7.1.4 Disposal Fees. The Company shall assume responsibility for payment of Disposal Fees imposed by the Designated Disposal Site.

- 7.1.5 Special Services. The Company shall also receive fees for performance of Special Services as agreed upon in separate contracts between the Company and each Customer requesting such Special Service.
- 7.1.6 Lien Assistance. The Company shall provide all the required information to the City for parcels to be liened by June 10 of each year. This information shall be accurate and not require any research on the City's part regarding parcel Owner, address, etc. The Company is responsible for notifying the property Owner that a lien will be placed on the parcel by May 31 of each year. The Company will notify the City no later than June 30 of any valid payments received for parcels contained in the notice previously provided by the Company to the City. The City will provide the list of properties to be liened to the County.

7.2 MONTHLY BILLING STATEMENT AND REMITTANCE

For each month the Company shall prepare and provide to the City a monthly statement and a Monthly Remittance by the 30th day of the following month. The monthly statement shall include the following information and calculations for the Monthly Remittance:

- 7.2.1 Franchise Revenues. All Franchise Revenues received from Customers during that month for current and past due accounts are to be reported. Documentation shall be provided to support the report of Franchise Revenues.
- 7.2.2 City Charges. Documentation shall be provided to support the calculation of the total monthly City Charges.
- 7.2.3 Franchise Fee. The Company shall present the Franchise Fee calculations and the amount of the monthly Franchise fee obligation.

7.3 ADJUSTMENTS TO RATES

- 7.3.1 CPI Adjustment. The Service Rates (including all components of the Service Rates, including, for example, Disposal Fees) may be increased annually for a CPI Adjustment (as defined below) and such increase may be effective as of the first day of January of each calendar year, provided that no increase shall be imposed for calendar year 2012. This annual increase (hereinafter referred to as the "CPI Adjustment") shall be equal to the amount derived by multiplying (A) the previous Service Rate by (B) the percentage increase in the U.S. City Average Consumer Price Index for "All Urban Consumers" ("U.S.C.P.I.") during the most recent 12 month period for which the U.S.C.P.I. is available, subject to a maximum CPI Adjustment of 5%. The maximum CPI Adjustment shall be decreased to 4% for any year in which the Company has failed to achieve the

following participation rates in Commercial Recycling (provided that the City has implemented mandatory Recycling for Commercial Customers for the entire year in question), measured by the percentage of Commercial Customers that are subscribing to Recycling Services on June 30 of the year preceding the corresponding January CPI Adjustment: 2013 CPI Adjustment, 50% participation; 2014-2015 CPI Adjustment, 60% participation; 2016-2017 CPI Adjustment, 65% participation, 2018-2019 and all future CPI Adjustments, 70% participation.

7.3.2 Disposal Fee Adjustment. Subject to the provisions of Section 7.3.4 regarding the time for making such a request, the Service Rates shall be increased following an increase in the Disposal Fees. The Disposal Fee increase will be submitted at the time of the annual rate adjustment. The increase is subject to the provisions of Section 7.3.5 regarding the effective date of such increases and compensatory mechanisms for Disposal Fee increases for time periods prior to the effective date. Such increases shall be equal to the amount derived by multiplying (A) the portion of the previous Service Rate representing Disposal Costs by (B) the percentage increase in the Disposal Fees, and reducing that product (but not below zero) by an amount equal to the CPI Adjustment (or, if less, the change in the U.S.C.P.I. between the date of the most recent Disposal Fee increase and the most recent month for which the U.S.C.P.I. is available).

7.3.3 Special Service Rate Review Request. In addition to the CPI Adjustment and Disposal Fee Adjustment, the Service Rates may, upon written request of the Company, be further adjusted (a “Discretionary Adjustment”) for increased expenses associated with performance of the services hereunder. Company must provide financial statements covering franchised operations for the prior three (3) year period with any request for a Discretionary Adjustment. The financial statements shall be audited for requests that will increase aggregate Service Rates by more than 3% and otherwise shall be reviewed. The Council may approve or deny, in its sole discretion, any Discretionary Adjustment. The Company may request a Discretionary Adjustment due to any one or more of the following causes:

- 1) any change in law, statute, rule, regulation, ordinance, order or requirement of any federal, state, regional or local government that is effective after the Effective Date of this Agreement;
- 2) changes in disposal methods or sites mandated by any political body which may now or in the future have legal jurisdiction;
- 3) surcharges, fees, assessments or taxes levied by federal, state or local regulatory authorities or other governmental entities upon the collection or disposal of Solid Waste;

4) increases in costs resulting from a change in the location of the landfill or other Designated Disposal Site to which the Company is required to transport Refuse collected hereunder or a change to the Designated Disposal Site directed by the City; or

5) any other causes or reasons that are not within the reasonable control of the Company.

7.3.4 Rate Adjustment Procedure. The Company shall submit to the City a written request for a CPI Adjustment, Disposal Fee Adjustment, and/or Discretionary Adjustment, including a report detailing the increased expenses associated with performance of the Services hereunder due to any of the above enumerated causes. A request for a CPI Adjustment without any Discretionary Adjustment shall be submitted no later than October 1st of any given year, and a request for a CPI Adjustment that also requests a Discretionary Adjustment shall be submitted no later than September 1st of each year. A request for a Disposal Fee Adjustment shall be made by October 1st as part of the annual CPI rate adjustment following the City and Company receiving notification of a future increase in Disposal Fees. The Company's failure to submit a timely request shall constitute a waiver of the Company's rights to seek a rate adjustment for the following calendar year except to the extent that the City determines such failure does not materially prejudice the City's ability to give due consideration to and take action with respect to such request in the ordinary course of business so that any change in Service Rates may take effect on the following January 1. Within thirty (30) days after the Company provides the City with such request and report, the City shall notify the Company in writing as to whether the City accepts such information as complete or specifying any respect in which the City deems such information incomplete or deficient. Provided that adequate supporting information has been submitted by the Company, any requested CPI Adjustment shall be deemed approved and shall take effect on the following January 1st, and a requested Disposal Fee Adjustment shall be placed on the next Council agenda following submission of a request accompanied by adequate supporting documentation. Provided that adequate supporting information has been submitted by the Company, any requested Discretionary Adjustment shall be placed on the Council agenda for consideration following compliance, if required, with the Proposition 218 notice and hearing requirements. The Council shall not deny a requested Disposal Fee Adjustment unless the Council finds that adequate supporting information has not been submitted by the Company. The Council's discretion in this respect shall not be limited or otherwise affected by the fact that City staff may have deemed complete the information submitted by the Company. The City shall afford the Company a reasonable opportunity to supplement the information

provided with the request in the event the City staff or the Council determines that it is not complete.

Prior to any approval of a Discretionary Adjustment, the City may submit the proposed increase for such approval by the ratepayers as required by State law, provided, however, that the City shall not combine such submittal to the ratepayers with any other submission. Upon receipt of such approval, or after determination that a majority protest by ratepayers has not occurred which would defeat any such modification of rates, the City may consider the rate adjustment. In addition, the City shall have no obligation to grant a Discretionary Adjustment if written protests against the proposed Discretionary Adjustment are received from Owners of a majority of the affected parcels, pursuant to Section 6(a) of Article 13D of the California Constitution, if such provisions are applicable to the Discretionary Adjustment. The Company shall pay for the City's reasonable out-of-pocket costs incurred in submitting such proposed increase for approval as required by such provision and may include the payment in its request for a Discretionary Adjustment.

- 7.3.5 Effective Date of CPI Adjustments and Disposal Fee Adjustments. The CPI Adjustment and (if approved) the Disposal Fee Adjustment shall go into effect on January 1st. If the CPI Adjustment or Disposal Fee Adjustment is not approved and effective by January 1st, or if the City approves a Disposal Fee Adjustment less than that sought by the Company (except as provided above), the Company may submit the matter to dispute resolution as provided in Section 13, provided that the dispute resolution process shall recognize and take into consideration the Council's ability to reject in whole or in part a Disposal Fee Adjustment for which adequate supporting information has not been submitted by the Company. If approved, a Disposal Fee Adjustment shall include payment for time periods from the effective date of an increase in the Disposal Fees. The City may, in its reasonable discretion, make the Disposal Fee Adjustment by: (i) including payment therefore as part of a CPI Adjustment or Discretionary Adjustment, (ii) permitting the Company to charge a temporary surcharge, or (iii) such other method as is reasonably calculated to permit the Company to receive the full Disposal Fee Adjustment.
- 7.3.6 Effective Date of Discretionary Adjustments. The City Council may, in its sole discretion, select the effective date of any Discretionary Adjustment, including determining whether a Discretionary Adjustment shall have retroactive effect.
- 7.3.7 AB 939 Fee. The City may adjust the City Charges to cover increased costs of compliance with AB 939, in which case the Company will remit

to the City a fee in the amount collected by the Company from its Customers pursuant to such increase.

7.3.8 2011-2012 Rate Freeze. Notwithstanding anything in this section to the contrary, no Service Rate shall be adjusted for any CPI Adjustment, Disposal Fee Adjustment, and/or Discretionary Adjustment on January 1, 2012 or any time until January 1, 2013. Moreover, Company shall receive no CPI Adjustment or Discretionary Adjustment for 2011-2012. However, provided Company otherwise complies with the provisions of this section, Company shall receive, on January 1, 2013, the Disposal Fee Adjustment it would have received on January 1, 2012 but for the provisions of this subsection. This Disposal Fee Adjustment for 2011-2012 shall be in addition to any Disposal Fee Adjustment the Company is entitled to for 2012-2013. The Company will compute the amount of revenue lost by virtue of the failure to receive the Disposal Fee Adjustment to which it would otherwise have been entitled had the adjustments been made on July 1, 2011, and July 1, 2012, as originally scheduled (18 months of lost revenue for the July 1, 2011 increase and six months of lost revenue for the July 1, 2012 increase) by rate category and add a one-time adjustment to the January 1, 2013 rates calculated to recover in full the amount of that lost revenue as part of the Service Rates charged for services performed in 2013. This one-time adjustment will be terminated effective January 1, 2014. Support for all calculations will be provided to the City for approval.

7.3.9 Rate Floor. Notwithstanding anything in this section to the contrary, no Service Rate shall be decreased below the applicable rate set forth in ATTACHMENT 2.

7.4 DISPUTE RESOLUTION

In the event of a dispute regarding the annual CPI Adjustment or Disposal Fee Adjustment or the computation thereof, any dispute regarding Company's reimbursement for extraordinary costs, the dispute shall be submitted to the City Council for reasonable resolution. The Rates in effect at the time such dispute is referred to the City Council shall remain in effect pending resolution of such dispute by the City Council.

Any such Rate adjustment to which the Company may be entitled or that the Company may otherwise receive shall include payment for time periods from the effective date of an increase in Disposal Fees or, if the increase is not for an increase in Disposal Fees, the date on which the Company initiates its request for such Rate adjustment (the "Retroactive Adjustment"). The City may, in its reasonable discretion, make the Retroactive Adjustment by: (i) including payment therefor as part of the Rate adjustment, (ii) permitting the Company to charge a temporary surcharge, or (iii) such other method as is reasonably calculated to permit the Company to receive the full Retroactive Adjustment. If the Rate adjustment is not approved or if the City approves an adjustment

less than that sought by the Company, the Company may submit the matter to dispute resolution as provided in Section 11.

8. INDEMNITY, INSURANCE

8.1 INDEMNIFICATION OF THE CITY

The Company agrees to and shall indemnify, defend with counsel acceptable to the City, and hold harmless the City, its officers, officials, employees, volunteers, agents and assigns from and against any and all damages (whether special, general or punitive), loss, liability, fines, penalties, forfeitures, claims, demands, actions, proceedings or suits (whether administrative or judicial), in law or in equity, of every kind and description (including, but not limited to, injury to and death of any person and damage to property, strict liability, product liability, or for contribution or indemnity claimed by third parties), arising or resulting from or in any way connected with: (i) the operation of the Company, its agents, employees, affiliates and subcontractors, in performing or failing to perform this Agreement; (ii) the failure of the Company, its agents, employees, affiliates and subcontractors to comply in all respects with Applicable Laws, ordinances and regulations, and/or applicable permits and licenses; (iii) the acts of Company, its officers, employees, agents, affiliates and subcontractors in performing services under this Agreement for which strict liability is imposed by law; and (iv) the processing, marketing, and end use of Recyclable Materials and Green Waste. The foregoing indemnity shall apply only to the extent such loss, liability, penalty, forfeiture, claim, demand, action, proceeding, suit, injury, death or damage is not caused by the negligence of the indemnities.

8.2 AB 939

To the extent permitted by Public Resources Code Section 40059.1, and to the extent noncompliance is caused by the Company's breach of or noncompliance with a provision of this Agreement, the Company agrees to protect and defend the City, with counsel selected by the City, and to indemnify and hold harmless the City from and against all fines or penalties imposed by the State of California if the waste diversion goals specified in the California Public Resources Code are not met by the City with respect to the Solid Waste collected by the Company under this Agreement. If, following written demand by the City, the Company fails to indemnify the City from and against such fines or penalties, the City may make a claim against the bond established pursuant to Section 8.5 for amounts owed by the Company pursuant to this Section 8.2, and the Company shall replenish the bond so that the principal amount is restored to \$300,000.

8.3 HAZARDOUS SUBSTANCES INDEMNIFICATION

The Company shall indemnify, defend with counsel acceptable to the City, protect and hold harmless the City, its officers, officials, employees, agents, assigns and any successor or successors to the City's interest from and against all claims, damages (including but not limited to special, consequential, natural resources and punitive

damages), injuries, response mediation and removal costs, losses, demands, debts, liens, liabilities, causes of action, suits, legal or administrative proceedings, interest, fines, charges, penalties, and attorney and expert fees for the adverse party and expenses (including but not limited to attorney's and expert witness fees and costs incurred in connection with defending against any of the foregoing or in enforcing this indemnity) of any kind whatsoever paid, incurred or suffered by, or asserted against, the City or its officers, officials, employees, or agents arising from or attributable to the negligence or willful misconduct of Contractor in handling Hazardous Waste either knowingly or under circumstances in which a reasonable person would or should have known that Hazardous Waste was being handled. The foregoing indemnity is also intended to operate as an Agreement pursuant to Section 107(e) of CERCLA, 42 U.S.C. Section 9607(c) and California Health and Safety Code Section 25364, to defend, insure, protect, hold harmless and indemnify the City from liability.

8.4 INSURANCE SCOPE AND LIMITS

The Company shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Company, its agents, representatives, employees or subcommands. With respect to General Liability, Errors & Omissions and Pollution and/or Environmental Impairment Liability coverage shall be maintained for a minimum of five (5) years after the latter of the expiration or termination of the Agreement and any amendment or extension, which continuing coverage may be maintained through continuous policy renewals. The maintenance of claims made against any insurance required of the Company shall not be considered a waiver by City of any claim or liabilities it may have against the Company.

8.4.1 Minimum Scope of Insurance. Coverage shall be at least as broad as:

- 1) Insurance Services Office form number GO 0002 (Ed. 1/73) covering comprehensive General Liability and Insurance Services Office form number GO 0404 covering Broad Form Comprehensive General Liability; or Insurance Services Office Commercial General Liability coverage ("Occurrence" form CG 0001.) or substantially equivalent coverage.
- 2) Insurance Services Office form number CA 0001 (Ed. 1/78), covering Automobile Liability, code 1 (any auto) and endorsement CA 0025 or equivalent.
- 3) Worker's Compensation Insurance as required by the State of California and Employer's Liability Insurance.
- 4) Pollution and/or Environmental Impairment Liability and/or Errors & Omissions.

- 8.4.2 Minimum Limits of Insurance. The Company shall maintain limits no less than:
- 8.4.3 General Liability: \$5,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
- 8.4.4 Automobile Liability: \$3,000,000 combined single limit per accident for bodily injury and property damage.
- 8.4.5 Worker's Compensation and Employer's Liability: \$1,000,000 each accident, \$1,000,000 policy limit bodily injury or disease, \$1,000,000 each employee bodily injury by disease.
- 8.4.6 Pollution and/or Environmental Impairment Liability and/or Errors and Omissions: \$3,000,000 each occurrence/\$10,000,000 policy aggregate covering liability arising from the release of waste materials and/or irritants, contaminants or pollutants. Such coverage shall, if commercially available, without involvement of the City, automatically broaden in its form of coverage to include legislated changes in the definition of waste materials and/or irritants, contaminants or pollutants. The policy shall stipulate this insurance is primary and no other insurance carried by the City will be called upon to contribute to a loss suffered by the Company hereunder and waive subrogation against the City and other additional insureds. [UNDER REVIEW]
- 8.4.7 Deductible and Self-Insured Retentions. The deductibles or self-insured retentions for the General Liability and Automobile Liability policies are \$0 and for the Pollution Liability policy are \$5 million, which are for the account of the Company, shall be the sole responsibility of the Company and shall be maintained at that level by the Company during the term of this Agreement.
- 8.4.8 Other Insurance Provisions. The policies are to contain, or be endorsed to contain, the following provisions:
- 1) Automobile liability and general liability: The City, its officers, officials, employees and volunteers are to be covered as additional insureds with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the Company; and with respect to liability arising out of work or operations performed by or on behalf of the Company, including materials, parts or equipment furnished in connection with such work or operations.

2) The Company's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, agents and volunteers, but only with respect to liabilities arising out of the services provided by the Company under this Agreement. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Company's insurance and shall not contribute with it.

3) Each insurance policy required by this clause shall be occurrence-based, or an alternate form as approved by the City and shall be endorsed to state that coverage shall not be canceled by the insurance company except after thirty (30) days prior written notice has been given to the City. Pollution coverage may be claims made.

4) The Company's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurance company's liability.

5) The Automobile Liability policy shall be endorsed to add the Motor Carrier Act endorsement (MCS-90) and/or other endorsements required by federal or state authorities or substantially equivalent coverage.

6) Worker's Compensation and Employers Liability Coverage. The insurance company shall agree to waive all rights of subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by the Grantee for the City.

7) All Coverages. Each insurance policy required by this clause shall be occurrence-based or an alternate form as approved by the City and endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City. Pollution coverage may be claims made.

8.4.9 Acceptability of Insurance Company. Insurance is to be placed with insurance companies with a current A.M. Best's rating of no less than A: VII if admitted. If pollution and/or Environmental Impairment and/or errors and omissions coverage's are not available from an "Admitted" insurer, a Non-Admitted insurance company may write the coverage with the City's permission. A Non-Admitted company shall be an A.M. Best's rating of A: X or higher.

8.4.10 Verification of Coverage. The Company shall furnish the City with endorsements effecting coverage required by this clause or certificates evidencing such coverage. The endorsements or certificates are to be

signed by a person authorized by that insurance company to bind coverage on its behalf. All endorsements or certificates are to be received and approved by the City before work commences.

8.4.11 Subcontractors. The Company shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

8.4.12 Other Provisions. Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officers, officials, agents, employees and volunteers. The City, its officers, officials, agents, employees and volunteers shall be named as additional insured's on all policies.

8.5 FAITHFUL PERFORMANCE BOND

Within thirty (30) days of execution of this Agreement, the Company shall file with the City a bond, payable to the City, in a form acceptable to the City, securing the Company's faithful performance of each and every one of its obligations under this Agreement. The performance bond shall become ATTACHMENT 5 to this Agreement. The principal sum of the bond shall be \$300,000. The bond shall be executed as surety by a corporation authorized to issue surety bonds in the State of California, with a financial condition and record of service satisfactory to the City. The bond shall be in a form specified by the City Representative. Alternatively, the Company may deposit a letter of credit or open a certificate of deposit in the name of the City to be held to secure this faithful performance. The performance bond shall remain in force for the duration of this Agreement. The Company shall pay the premium for the bond. If, following written demand by the City, the Company fails to pay amounts owed by the Company to the City pursuant to this Agreement, the City may make a claim against the bond established pursuant to this Section 8.5 for such amounts, and the Company shall replenish the bond so that the principal amount is restored to \$300,000.

8.6 REVOCATION OF PREVIOUS AGREEMENTS.

This Agreement, rather than any preceding Agreements between the City and the Company, shall govern with respect to the Company and City rights, duties and obligations relating to this Franchise. Upon execution of this Agreement, all previous Agreements shall terminate and be of no further force and effect except with respect to covenants therein for acts and omissions occurring prior to the date of termination.

8.7 COMPLIANCE WITH APPLICABLE LAW AND CITY ORDINANCE.

Company agrees that it will comply with all Applicable Law and those provisions of the Woodland Municipal Code which are applicable to the work or business in which it is herein franchised, and with any and all amendments to such applicable provisions during the term hereof, but only to the extent they are not inconsistent with or do not conflict with the terms and conditions of this Agreement without regard to this Section 8.7.

9. BREACH, DEFAULT AND REMEDIES

9.1 LIQUIDATED DAMAGES

In the event that the Company fails to perform reasonably any of the Company's obligations under this Agreement, other than due to an Uncontrollable Circumstance, the Company shall be in breach of this Agreement. The Parties recognize that if the Company fails in such performance, the City and residents of the City will suffer damages and that it is and will be impractical and extremely difficult to ascertain and determine the exact amount of damages which the City and residents will suffer. Therefore, without prejudice to the City's right to treat uncorrected non performance as an event of default, the Parties agree that the following liquidated damage amounts represent a reasonable estimate of the amount of such damages, provided, however, that the City may not assert a claim for both actual damages and liquidated damages with respect to same act or omission. Upon delivery of written notice to the Company, the City may impose liquidated damages upon the Company, in addition to any other available remedies the City may have as outlined in ATTACHMENT 6.

The City may determine the occurrence of events giving rise to liquidated damages through the observation of its own employees or representative, or by investigation of Customer complaints.

Prior to assessing liquidated damages, the City shall give the Company notice of its intention to do so. The notice shall include a brief description of the incident or non-performance. The Company may review (and copy at its own expense) all information in the possession of the City relating to the incident or non-performance. The Company may, within ten (10) days after receiving the notice, request a meeting with the City. If a meeting is requested, the City Representative or his/her designee shall hold it. The Company may present evidence in writing and through testimony of its employees and others relevant to the incident or non-performance. The City Representative or designee shall provide the Company with a written explanation of his or her determination on each incident or non-performance prior to authorizing the assessment of liquidated damages. The assessment of liquidated damages issued by the City shall appear on the next monthly statement and the Company shall, at its own expense, remit to the City damages specified in said assessment as part of the Monthly Remittance.

9.2 EVENTS OF DEFAULT

Each of the following, if material, shall constitute an event of default (“Event of Default”) hereunder, in each case subject to any applicable cure rights, including without limitation the cure rights provided in the final paragraph of this Section 9.2:

- 9.2.1 Failure to Correct Breach. The Company fails to correct any breach within the applicable Cure Period (as defined below).
- 9.2.2 Misrepresentation. The Company makes a material misrepresentation to the City in this Agreement or in the statements or materials submitted to the City by the Company in connection with this Agreement as of the time the representation or disclosure is made.
- 9.2.3 Result of Performance Review. The Company makes any material breach of this Agreement as determined in a Performance Review conducted pursuant to and subject to the provisions of Section 10, which breach is not cured during the applicable Cure Period.
- 9.2.4 Seizure or Attachment of Equipment. There is a seizure or attachment (other than a prejudgment attachment) of, or levy affecting possession on, the operating equipment of the Company, including without limit its vehicles, maintenance or office facilities, or any part thereof of such proportion as to impair the Company’s ability to perform under this Agreement and which cannot be released, bonded, or otherwise lifted within forty-eight (48) hours excluding weekends and the City approved holidays.
- 9.2.5 Company Bankruptcy. The Company files a voluntary petition for debt relief under any applicable bankruptcy, insolvency, debtor relief, or other similar law now or hereafter in effect, or consents to the appointment of or taking of possession by a receiver, liquidator, assignee (other than as a part of a transfer of equipment no longer useful to the Company or necessary for this Agreement), trustee (other than as security for an obligation under a deed of trust), custodian, sequestrator (or similar official) of the Company for a part of the Company’s operating assets or any substantial part of the Company’s property, or shall make any general assignment for the benefit of the Company’s creditors, or shall fail generally to pay the Company’s debts as they become due.
- 9.2.6 Court Order or Decree. Any court having jurisdiction enters a decree or order for relief in respect of the Company, in any involuntary case brought under any bankruptcy, insolvency, debtor relief, or similar law now or hereafter in effect, or the Company consents to or fails to oppose any such proceeding, or any such court enters a decree or order appointing a receiver, liquidator, assignee, custodian, trustee, sequestrator (or similar

official) of the Company or for any part of the Company's operating equipment or assets, or order the winding up or liquidation of the affairs of the Company.

- 9.2.7 Failure to Provide Performance Assurances. The Company fails to provide commercially reasonable assurances of performance as required under Section 9.7 or fails to maintain the Faithful Performance Bond as specified in Section 8.5.
- 9.2.8 Failure to Notify City. The Company fails to notify the City in a timely manner of any receipt of notice of violation or official communication from those regulatory agencies regulating Solid Waste, Recyclables, and Green Waste Collection, Transport, Processing, or Disposal activities, including, but not limited to, California Department of Resources Recycling and Recovery, Yolo County, the Yolo-Solano Air Quality Management District, and the Central Valley Regional Water Quality Control Board.
- 9.2.9 Lapse of Financial Requirement. There is a lapse of any insurance or bond required under this Agreement.
- 9.2.10 Regulatory Violation. The Company violates any orders or filings of any regulatory body having jurisdiction over Company relative to this Agreement, provided the Company may contest any such orders or filings by appropriate proceedings conducted in good faith, in which case no breach of the Franchise and this Agreement shall be deemed to have occurred.
- 9.2.11 Cessation of Services. The Company ceases to provide Collection, Transportation, Processing, or Recycling Services as required under this Agreement for a period of two (2) consecutive days or more, for any reason within the control of Company, subject to the provisions of Section 9.6.
- 9.2.12 Failure to Meet Payment or Reporting Requirements. The Company fails to make any payment required under this Agreement and/or refuses to provide City with required information, reports, and/or records in a timely manner as provided for in the Agreement.
- 9.2.13 Unremedied Acts or Omissions. The Company commits any act or omission which violates the terms, conditions, or requirements of this Agreement, AB 939 or any Applicable Laws and which is not corrected or remedied within the time set in the written notice of the violation or, if the Company cannot reasonably correct or remedy the breach within the time set forth in such notice, the Company should fail to commence to correct

or remedy such violation within the time set forth in such notice and diligently effect such correction or remedy thereafter.

9.2.14 Cure Rights. Notwithstanding any other provision of this Section 9 to the contrary, the City shall provide the Company with reasonable notice of and a reasonable opportunity to cure any breach of this Agreement during the time periods set forth below (the “Cure Period”). Any breach that is timely cured by Company shall not be determined to constitute an Event of Default. The Company shall begin cure of any breach or default as soon as it becomes aware of the breach or default, whether discovered by the Company or through notice from the City. Upon becoming cognizant of the default, the Company shall proceed to cure such default as follows:

- 1) Immediately, if the default is such that in the determination of the City, the health, safety, or welfare of the public is endangered thereby; or
- 2) Within thirty (30) days of giving or receiving notice of default, provided that if the nature of the default is such that it will reasonably require more than thirty (30) days to cure, the Company shall have such additional time as is reasonably needed to expeditiously complete a cure. During any default cure period, the Company shall provide the City weekly written status of progress in curing such default.

9.3 RIGHT TO TERMINATE UPON DEFAULT

Upon an Event of Default by the Company, the City shall have the right to terminate this Agreement, subject to review as provided in Section 11.

9.4 POSSESSION OF PROPERTY UPON TERMINATION

In the event of termination for default, the City shall have the right to take possession of any and all of the Company’s land, equipment, records relating to provision of services including, but not limited to, Customer lists and route maps, and other property used or useful in the Collection, Processing, and Transport of Solid Waste, Recyclables, or Green Waste in the provision of Services under this Agreement, and the billing and collection of fees for these Services and to use such property. The City shall pay reasonable compensation to the Company for the temporary use of such land, equipment, and other property. The City shall have the right to retain the possession of such property until other suitable arrangements can be made for the provision of Solid Waste, Recyclables, or Green Waste Services that may include the award of an Agreement to another waste hauling company. The Company shall furnish the City with immediate access to all of its business records related to its route maps, schedules, and billing of accounts for Services. The City’s right to take possession of such portion of Company’s land, equipment, and other property shall continue only for the period of time necessary to make alternative arrangements for the Collection, Transport and Disposal of Solid Waste, Recyclable Materials or Green Waste, which period shall not exceed a maximum of ninety (90) days.

9.5 CUMULATIVE SPECIFIC PERFORMANCE

The City's right to terminate the Agreement under Section 9.3 and to take possession of the Company's properties under Section 9.4 is not exclusive, and the City's termination of the Agreement shall not constitute an election of remedies. Instead, all remedies provided for in this Agreement shall be in addition to any and all other non-duplicative legal and equitable rights and remedies which the City may have under law or as otherwise provided in this Agreement.

By virtue of the nature of this Agreement, the urgency of timely, continuous, and high-quality service, the lead time required to effect alternative service, and the rights granted by the City to the Company, the remedy of damages for a breach hereof by the Company is inadequate and the City shall be entitled to injunctive relief.

9.6 EXCUSE FROM PERFORMANCE

- 9.6.1 Excuse from Performance. The Parties shall be excused from performing their respective obligations hereunder in the event they are prevented from so performing by Uncontrollable Circumstances beyond the control of and not the fault of the Party claiming excuse from performance hereunder.

Labor unrest, including but not limited to strike, work stoppage or slowdown, sickout, picketing, or other concerted job action lawfully conducted by the Company's employees or lawfully directed at the Company, or a subsidiary, shall not constitute an excuse from continuing to provide a reasonably satisfactory level of performance during the pendency thereof, but the Company shall not be required to adhere strictly to the specific requirements of this Agreement regarding routes, collection times or similar matters; provided, however, that: (i) in no event shall more than nine (9) days elapse between pickups for Residential Customers, (ii) pickup delays for Commercial Customers shall not exceed one (1) day, and (iii) all Customers shall receive at least 24 hours' notice of deviations from collection routes or times. The terms of this paragraph shall not excuse the Company's compliance with its obligations under applicable law, but the City will not claim or assert that the Company is in breach of this Agreement with respect to such labor unrest so long as it complies with the requirements of this paragraph.

- 9.6.2 Inexcuse from Performance. None of the following shall be considered an excuse from performance: (a) general economic conditions, interest or inflation rates, or currency fluctuation or changes in the cost of fuel, commodities, supplies or equipment; (b) changes in the financial condition of the Company or any of its subsidiaries or subcontractors affecting their ability to perform their obligations; (c) the consequences of errors, neglect or omissions by the Company or any subcontractors; (d) any failure or inability of the Company or of any subcontractors or supplier to furnish

labor, materials, service or equipment for any reason; (e) equipment failure; or (f) changes in market prices for, or the unavailability of markets for, the sale or purchase of Recyclable Materials or Green Waste.

9.6.3 Notice. The Party claiming excuse from performance shall, within two (2) days after such party has notice of such cause, give the other Party notice of the facts constituting such cause, efforts undertaken by the Company to attempt to perform this Agreement, the estimated timelines for such performance, and asserting its claim to excuse under this Section 9.6, provided, that failure to give such notice shall not eliminate the excuse from performance except to the extent the other Party shall have been prejudiced by such failure.

9.6.4 Waiver of Damages. In the event that either party duly and validly exercises its rights to termination and damages under this Agreement, the parties hereby waive any claim against each other for any damages sustained thereby, except for any due and valid counterclaims or other claims on account of any breach of this Agreement.

9.7 RIGHT TO DEMAND ASSURANCES OF PERFORMANCE

If the Company is: (i) the subject of any labor unrest including work stoppage or slow down, sickout, picketing or other concerted job action; (ii) appears in the reasonable judgment of the City to be unable to regularly pay its bills as they become due; or (iii) is the subject of a civil or criminal investigation, charge, judgment or order entered by a federal, state, regional or local agency for violation of a law relating to performance under this Agreement, and the Council believes in good faith that the Company's ability to perform under the Agreement has thereby been placed in substantial jeopardy, the City may, at its option and in addition to all other remedies it may have, demand from the Company reasonable assurances of timely and proper performance of this Agreement, in such form and substance as the Council believes in good faith is reasonably necessary in the circumstances to evidence continued ability to perform under the Agreement.

9.8 THE CITY'S RIGHT TO PERFORM UPON DEFAULT

9.8.1 City's Right to Perform. In addition to any and all other legal or equitable remedies, in the event that the Company, for any reason whatsoever, fails, refuses or is unable to perform any Franchise Service at the time and in the manner provided in this Agreement, for a period of more than seventy-two (72) hours, and if, as a result thereof, should Solid Waste, Recyclable Materials, or Green Waste accumulate in City to such an extent, in such a manner, or for such a time that such failure, refusal or inability persists and the City Representative should find that such accumulation endangers or menaces the environment, public health, safety or welfare, then the City shall have the right, but not the obligation, without payment to the Company upon twenty-four (24) hours prior notice to the Company to do

either one or both of the following at Company's sole expense: (i) cause to be performed such services with other personnel without liability to the Company; (ii) take possession of any or all of the Company's land, equipment and other property used or useful in providing one or more of the Franchise Services and to provide one or more of the Franchise Services.

9.8.2 Notice. Notice of the Company's failure, refusal or neglect to perform one or more Franchise Services may be given orally by telephone to the Company at its principal office and shall be effective immediately. Written confirmation of such oral notification shall be sent to the Company within twenty-four (24) hours of the oral notification.

9.8.3 Company's Cooperation. The Company further agrees that in such event:

1) It shall fully cooperate with the City to affect the transfer of possession of property to the City for the City's use.

2) It shall, if the City so requests and to the extent feasible, keep in good repair and condition all of such property, provide all motor vehicles with fuel, oil and other service, and provide such other service as may be necessary to maintain said property in operational condition.

9.8.4 Not a Taking by the City. The City's exercise of its contractual rights under this Agreement: (i) does not constitute a taking of private property for which compensation must be paid; (ii) shall not create any liability on the part of the City to the Company; and (iii) does not exempt the Company from the indemnity provisions of Sections 8.1, 8.2, and 8.3, which are meant to extend to circumstances arising under this Section to the extent the circumstances are the result of the Company's acts or omissions.

9.8.5 Limited Possession of Company's Property. The City's right to so perform services otherwise required of Company hereunder and to so take possession of such portion of Company's land, equipment and other property shall continue only for the period of time during which Company fails, refuses or is unable to collect, transport and dispose of Solid Waste, Recyclable Materials, or Green Waste which it is required by this Agreement to so collect, transport and dispose, and shall cease at such time as Company is ready and able to perform its obligations hereunder. To the extent caused by the Company's failure, refusal or inability to perform any Franchise Service as provided in Section 9.8.1, the City's costs of and damages related to operating such equipment, land, and other property or retaining the services of an alternative service provider, as reduced by any revenues received or savings realized by the City from such operations and City's or the alternative service provider's

performance of the Services, may be an element of the City's damages claim against the Company to the extent otherwise permitted by this Agreement and subject to the Company's indemnification obligations under Section 8.1 of this Agreement.

10. PERFORMANCE REVIEW

The City may require one "Performance Review" of the Company prior to December 31, 2015 and one additional Performance Review during the remainder of the term of this Agreement, but without waiving any other rights the City may have to monitor and review the Company's performance under this Agreement. The City shall give the Company notice of its intent to conduct the "Performance Review" not later than 30 days prior to the start of the Performance Review. The Performance Review shall be conducted as set forth below.

10.1 Scope of Performance Review. The Performance Review shall:

- 10.1.1 Be performed by a qualified firm under contract to the City. The City shall select the qualified firm with input from the Company.
- 10.1.2 Be limited to matters reasonably related to the Company's performance of its obligations under the Agreement.
- 10.1.3 Be conducted in a manner that ensures the confidentiality of the Company's trade secrets including, without limitation, financial information.
- 10.1.4 Be conducted in consultation with the Company and in a manner that does not unduly interfere with the Company's operations or business activities.
- 10.1.5 Subject to the foregoing, address all appropriate areas which may include, but are not limited to the following areas, and shall provide specific recommendations, as appropriate, for improvement in each area, namely (in each case only to the extent relating to the performance of the Company's obligations under the Agreement):
 - 1) Compliance with the terms of this Agreement and Applicable Laws.
 - 2) Overall organizational structure and management systems and procedures.
 - 3) Efficiency of collection operations, including an analysis of routes, schedules and the impact of Franchise requirements.
 - 4) Staffing practices, including the deployment of management and supervisory personnel.

- 5) Financial management practices, including the Company's billing and collection system and its policies with regard to uncollected Customer accounts.
- 6) Employee job and safety training, and management of Hazardous Waste.
- 7) Procedures for receiving and resolving Customer complaints and concerns.
- 8) Procedures for the maintenance, safety check, and replacement of equipment.
- 9) Utilization, safety, and suitability of facilities, equipment, and personnel.
- 10) Comparison with practices of businesses deemed similar to the Company with respect to operations similar to those required by the Agreement for jurisdictions similar to the City. The Company shall supply adequate information on operations for other jurisdictions that it deems comparable including, but not limited to, for each category of Service Rates charged, number of customers, annual revenues line item costs and profit.

Upon receipt of City's notice of intent to conduct each of the two Performance Reviews permitted during the term of this Agreement and prior to the start of each Performance Review, the Company shall immediately pay to the City's Solid Waste Fund \$50,000 to be expended for purposes as determined by the City in its discretion. This payment is in lieu of any obligation of the Company to pay any and all of the City's costs in connection with the Performance Review or any liability of the Company for such costs. The Company shall have no obligation to make any payment with respect to any other Performance Review.

The Company shall cooperate fully with the Performance Review, and provide within thirty (30) days of request, all operational, financial and other information reasonably necessary for purposes of conducting the Performance Review. If the City concludes that the Company has unreasonably failed to cooperate or provide reasonably necessary information, then the City and the Company shall meet and confer in good faith in an effort to agree on a resolution of the dispute. If the parties are unable to agree on the informal resolution or cure of the breach within ten (10) business days, the City shall have the right to terminate this Agreement if:

- 1) following the ten-day meeting period above, the City shall have given written notice to the Company specifying that a particular default or defaults exist which will, unless corrected, constitute a material breach of this Agreement on the part of the Company, and

2) the Company fails to correct such default or fails to take reasonable steps to commence to correct the same within ten (10) days from the date of the notice given by the City and the Company thereafter fails to diligently continue to take reasonable steps to correct such default.

10.2 Changes to Operations. In conjunction with the review of a particular Performance Review, the City reserves the right to require changes to the Company's operations to the extent not in compliance with the requirements of the Agreement, or to modify the Company's Service Fees pursuant to Sections 7.3 and 7.4, but not to a level that would reduce Company's after-tax profit rate below the rate for calendar year 2010 as reported in the Company's reviewed financial statements for its Woodland operations and measure consistently therewith.

10.3 Determination of Default. If, after the City has reviewed the results of a particular Performance Review, including problem areas, frequency of occurrence, recommended improvements and compliance therewith, and has considered any evidence presented by the Company in connection therewith, the City determines that the Company is in material breach of this Agreement and that the Company's performance has denied the City the practical realization of the principal benefits contemplated by the Agreement, then the City and the Company shall meet and confer in good faith in an effort to agree on a resolution of the performance issues. If the parties are unable to agree on the informal resolution or cure of the performance issues within ten (10) business days, the City shall have the right to terminate this Agreement, subject to the provisions of Sections 9.2 and 9.3, if:

10.3.1 Following the ten-day meeting period above, the City shall have given written notice to the Company specifying that a particular default or defaults exist which will, unless corrected, constitute a material breach of this Agreement on the part of the Company, and

10.3.2 The Company fails to correct such default or fails to take reasonable steps to commence to correct the same within ten (10) days from the date of the notice given by the City and the Company thereafter fails to diligently continue to take reasonable steps to correct such default.

11. DISPUTE RESOLUTION

11.1 REFERENCE OF DISPUTE

Except as provided in Section 7.4, any dispute seeking damages and any dispute seeking other legal or equitable relief, including but not limited to specific enforcement of any provision hereof, shall be heard and determined as provided below in this Section 11.

11.2 DISPUTE RESOLUTION PROCEDURES.

- 11.2.1 Negotiations. In the event that any dispute may arise, the Parties shall first seek to resolve any disputes by negotiations between a senior executive of the Company and the City Manager (the “Senior Executives”).
- 11.2.2 Notification. When a party believes there is a dispute relating to the Agreement, the Party will give the other Party written notice of the dispute.
- 11.2.3 Meeting among Senior Executives. The Senior Executives shall meet at a mutually acceptable time and place within thirty (30) days after the date of the notice to exchange relevant information and to attempt to resolve the dispute. If a Senior Executive intends to be accompanied at a meeting by an attorney, the other party’s Senior Executive shall be given at least three (3) business days’ notice of such intention and may also be accompanied by an attorney.
- 11.2.4 Confidentiality. All negotiations are confidential and shall be treated as compromise and settlement negotiations under the State of California Rules of Evidence.
- 11.2.5 City Council. If the dispute has not been resolved within thirty (30) days after the date of the notice of a dispute, or if the party receiving such notice fails or refuses to meet within such time period, either party may submit the dispute to the Council for resolution by making written request to the Council within forty-five (45) days after the date of notice of a dispute. The Council shall consider the dispute at a meeting to be held within thirty (30) days following receipt of such request.
- 11.2.6 Litigation. If a dispute has not been resolved to the satisfaction of the parties within sixty (60) days after the written submission to the Council, then either party may initiate litigation in the courts of the State of California, which shall have exclusive jurisdiction over such disputes. The exclusive venue for such disputes shall be Yolo County.

11.3 INTERIM MEASURES

Notwithstanding the requirements for alternative dispute resolution procedures (such as negotiation and submission to the Council), either Party may apply to the courts of the State of California for equitable relief, including temporary restraining orders, injunctions, attachments and conservation orders in appropriate circumstances.

11.4 COSTS AND ATTORNEY'S FEES

In the event of any action or litigation to enforce this Agreement, for interpretation or construction of this Agreement, or on account of any default under or breach of this Agreement, the nonprevailing party to such action, arbitration or litigation covenants and agrees to pay to the prevailing Party therein, in addition to all other relief, all costs and expenses, expressly including, but not limited to, reasonable attorneys' fees incurred by such prevailing party in connection with such action or litigation, including, but not limited to, any appeal thereof, which costs, expenses and attorneys' fees shall be included in and as a part of any judgment rendered in such action or litigation.

11.5 PUNITIVE DAMAGES

Penal, punitive, treble, multiple, consequential, incidental or similar damages may not be recovered or awarded.

12. INDEPENDENT CONTRACTOR

It is expressly understood and agreed that the Company shall perform all work and services described herein as an independent contractor and not as an officer, agent, servant or employee of the City; that the Company shall have the exclusive control over the details of the services and work performed hereunder and all persons performing the same; that the Company shall be solely responsible for the acts and omissions of its officers, agents, employees, contractors and subcontractors, if any; and that nothing herein shall be construed as creating a partnership or joint venture between the City and the Company. Neither the Company nor its officers, employees, agents or subcontractors shall obtain any rights to retirement benefits, workers' compensation benefits or any other benefits which accrue to City employees.

13. DRIVING SURFACE DAMAGE

The Company is responsible for damage to driving surfaces where Carts, Bins, Debris Boxes, or Compactors serviced by the Company are located on public or private property, other than ordinary wear and tear, when the City or a Customer can demonstrate that the damage is the result of vehicles exceeding the maximum weight limits allowed by Applicable Law or the Company's negligent operation of vehicles. The Company shall provide to the City or any Customer upon request such records as the Company possesses concerning weight limits and loaded weights of the Company's vehicles.

14. RIGHT OF ENTRY

To the extent that the City possesses the authority to grant such right, the Company shall have the right, until receipt of written notice revoking permission to pass is delivered to the Company, to enter or drive on any private street, court, place, easement or other private property for the purpose of Collecting or Transporting Solid Waste for the Owner of the private street, easement, or property, or his/her lawful occupant.

15. LAW TO GOVERN

It is understood and agreed by the Parties hereto that the laws of the State of California shall govern the rights, obligation, duties, and liabilities of the Parties to this Agreement and shall govern the interpretation of this Agreement.

16. FEES AND GRATUITIES

The Company shall not, nor shall it permit any agent, employee or subcontractor employed by it to, request, solicit, demand or accept, either directly or indirectly, any compensation or gratuity for the collection of materials otherwise required to be collected under this Agreement, other than acceptance by drivers of holiday gifts offered by customers of a reasonable value .

17. AMENDMENT

Except for rate adjustments made pursuant to Section 7.3, this Agreement may be amended or modified only by a written agreement duly authorized and executed by both the City and the Company.

18. ASSIGNMENT

“Assignment” means: (i) a sale, exchange or other transfer of this Agreement, the Company’s rights hereunder, or substantially all of the Company’s assets dedicated to service under this Agreement to a third party; (ii) a sale, exchange or other transfer of thirty (30) percent or more of the outstanding common stock of the Company; (iii) any reorganization, consolidation, merger re-capitalization, stock issuance or re-issuance, voting trust, pooling Agreement, escrow arrangement, liquidation or other transaction to which the Company or any of its shareholders is a party which results in a change of ownership or control of thirty (30) percent or more of the value or voting rights in the stock of the Company; and (iv) any combination of the foregoing (whether or not in related or contemporaneous transactions) which has the effect of any such transfer or change of ownership, provided that the effect of such occurrence is to change control of the Company or responsibility for this Agreement to an entity that is not controlled by Company’s ultimate parent entity (as defined on the Effective Date of this Agreement in 16 CFR § 801.1(a)(3)). For purposes of this Section, the term “proposed assignee” shall refer to the proposed assignee(s) or other successor(s) in interest pursuant to the assignment. If the Company is a subsidiary of another corporation or business entity, any “Assignment,” as defined above, by the parent company or corporation shall be considered an Assignment by the Company, provided, however, that no such occurrence shall constitute an “Assignment” if, following such occurrence, the surviving ultimate parent entity is owned by a large, fluid aggregation of shareholders where no shareholder owns more than ten percent (10%) of the voting securities of the surviving ultimate parent entity (excluding, however, any such shareholder that prior to such transaction owned 10% or more of the voting securities of the ultimate parent entity of Company).

Notwithstanding any other provision of this Section 18, reorganizations, mergers, consolidations, sales of equity or assets or similar transactions between or among entities owned by the same ultimate parent, including but not limited to the Company and regardless of which entity is the survivor, do not constitute an Assignment.

The Company acknowledges that this Agreement involves rendering a vital service to the City's residents and businesses, and that the City has relied upon the Company's representation of its experience and financial resources in qualifying the Company to perform the services under this Agreement. Except as provided in this Section, the Company shall not make an Assignment to any other person or entity without the prior written consent of the City. Any such Assignment without the consent of the City shall be void and the attempted Assignment shall constitute a material breach of this Agreement. Under no circumstances shall the City be required to consider any proposed Assignment if the Company has committed an Event of Default at any time during the period of consideration. The sole standard for the City's consent to any Assignment shall be whether the Company (or, if applicable, a new entity succeeding to the rights, duties and obligations of Company under this Agreement), after the Assignment, has sufficient financial and operational capability to adequately and faithfully render the services called for in this Agreement for the remaining term of the Agreement. In no event shall the City's consent be withheld on the basis of personal taste, convenience or sensibility or because of City's desire for better or different commercial terms than those contained in this Agreement.

If the Company requests the City's consideration of and consent to an Assignment, the City may deny or approve such request as provided in this Section 18. The City need consider no request by the Company for consent to an Assignment unless and until the Company has met the following requirements:

- 1) The Company shall pay the City its reasonable expenses for attorney's fees and investigation costs to investigate the suitability of any proposed assignee, and to review and finalize any documentation required as a condition for approving any such Assignment.
- 2) The Company shall furnish the City with audited financial statements of the proposed assignee's operations for the immediately preceding five (5) operating years.
- 3) The Company shall furnish the City with satisfactory proof that the proposed assignee has the demonstrated technical and financial capability to perform all Franchise Services, including:
 - a. That the proposed assignee has at least 10 years of Solid Waste management experience on a scale equal to or exceeding the scale of operations conducted by Company under this Agreement.

- b. In the last five (5) years, the proposed assignee has not received any citations or other censure from any State, federal or local laws and the assignee has provided City with a complete list of such citations and censures.
 - c. The proposed assignee has at all times conducted its operations in an environmentally safe and conscientious fashion.
 - d. The proposed assignee conducts its Solid Waste management practices in accordance with sound Solid Waste management practices in full compliance with all federal, State and local laws regulating the collection and Disposal of Solid Waste, including Hazardous Wastes.
 - e. The assignee's office that serves as the location for managing the City's Franchise Services is within 100 miles of the City, as determined by estimating the distance on a map by drawing a straight line between the City Hall and the assignee's office. The assignee has a Customer service and bill payment office within the City and at least one additional pay station in the City.
 - f. Assignee has experience in billing Customers for a city of comparable size to City of Woodland in which the company has provided residential and Commercial Service, and has successfully performed the billing and collection services for a minimum of five years for Residential and Commercial Customers.
 - g. Letters of credit, lines of credit, or other financial assurances that confirm the assignee's financial ability to perform the Agreement, and the City may require changes to the insurance coverages provided in this Agreement (including without limitation insurance products, coverage limits, deductibles and self-insured retentions) as appropriate in view of the assignee's financial capability and to confirm the assignee's financial ability to perform all Franchise Services and its other responsibilities under this Agreement.
 - h. Any other information required by City to ensure the proposed assignee can fulfill the terms of this Agreement in a timely, safe and effective manner.
- 4) Any application for an Assignment shall be governed by the following conditions:
- a. Any application for an Assignment shall be made in a manner prescribed by the City Representative. The application shall include an Assignment fee in an amount to be set by resolution of

the Council to cover the cost of all direct and indirect administrative expenses including consultants and attorneys, necessary to adequately analyze the application, a reasonable share of any fees or payments paid to Company by the entity seeking to take over this Agreement, and to reimburse the City for all direct and indirect expenses. In addition, the Company shall reimburse the City for any and all additional costs related to the Assignment requested and not covered by the Assignment fee. Bills shall be supported with evidence of the expense or cost incurred. The applicant shall pay such bills within (30) days of receipt.

- b. The Assignment fees are over and above any Franchise Fees specified in the Agreement.

If the City consents to an Assignment at the point of transition, the Company shall cooperate with the City and subsequent contractor(s) or subcontractor(s) to assist in an orderly transition which shall include the Company providing route lists and billing information. If any entity succeeds to the rights, duties and obligations of the Company under this Agreement in conformity with the terms of this Section 18 (including with the City's consent, where required), such new entity shall assume all of the rights, duties and obligations of the Company under this Agreement arising following the Assignment and the City shall release the Company of all obligation and liability under this Agreement arising subsequent to the date of the Assignment.

The Company shall not delegate or subcontract its obligations under this Agreement to any other person or entity without the prior written consent of the City, other than a delegation or subcontract to an affiliate of the Company.

19. NOTICES

All notices, demands, requests, consents or other communications which this Agreement contemplates or authorizes, or requires or permits either party to give to the other (other than those that the context makes clear are to be delivered to the City Representative or the Company Representative), shall be in writing and shall be personally delivered or sent by registered or certified mail, postage prepaid, return receipt requested, addressed to the respective party as follows:

To City:	City of Woodland 300 First Street Woodland, CA 95695 Attention: City Manager
With Copies to:	Best Best & Krieger, LLP 400 Capitol Mall, Suite 1650 Sacramento, CA 95814

	Attention: Andrew Morris, Esq.
	City of Woodland 655 N. Pioneer Avenue Woodland, CA 95776 Attention: Public Works Director
	City of Woodland 42929 County Road 24 Woodland, CA 95776 Attention: Environmental Resource Analyst
To COMPANY:	Waste Management of Woodland 1324 Paddock Place Woodland, CA 95776 Attention: District Manager
Copy to:	USA Waste of California, Inc. Area Vice President 11931 Foundation Place, Suite 200 Gold River, CA 95670

or to such address as either party may from time to time designate by notice to the other given in accordance with this Section. Such notice shall be deemed effective on the date personally served or, if mailed, three (3) business days from the date such notice is deposited in the mail.

20. SEVERABILITY

If any provision of this Agreement shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such provision shall not affect the validity and enforceability of any of the remaining provisions of this Agreement.

21. GOOD FAITH AND EXERCISE OF OPTIONS

Parties will exercise of any approval, disapproval, consent, option, discretion, election, opinion or choice under this Agreement, make a requirement under this Agreement or interpret this Agreement (“Discretionary Action”) reasonably. Parties will exercise their rights and remedies in good faith in accordance with Applicable Law. Any referee, court or other decision-maker must find the party’s exercise to be reasonable. The terms and conditions in this paragraph 21 shall not limit the City’s discretion with respect to its consideration of or decision to grant or not to grant a request for a Discretionary Adjustment pursuant to Section 7.3.3.

22. EXECUTION OF AGREEMENT

Notwithstanding any provision of this Agreement, rule of construction, or presumption of law to the contrary, this Agreement shall be void and of no force and effect if an authorized representative of the Company has not executed the Agreement on the fifteenth (15th) calendar day after execution by the City's authorized representative.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed as of the day and year first above written.

“CITY”	“COMPANY”
CITY OF WOODLAND a Municipal corporation of the State of California By: _____ City Manger	USA WASTE OF CALIFORNIA, INC. a Delaware corporation By: _____ Area Vice President
APPROVED AS TO FORM: By: _____ City Attorney	

ATTACHMENT 1. RECYCLABLES

Paper

Cardboard
Boxboard or chipboard (e.g., shoe boxes, tissue boxes, cereal boxes)
Newspaper
Magazines, catalogs, and glossy paper
Paper bags
Telephone books
Paper packaging or containers
Egg cartons
Junk mail
Phone books and soft cover books
Envelopes (labels or windows okay)
Office paper (all colors)
Shredded paper in clear bags

Plastic

All containers accepted (#1-7)
Bottles and jugs
All colors – lids/caps removed
Rinsed and empty
Tubs and containers (e.g., yogurt, margarine)
Plastic bags (stuff several bags inside each other)
Buckets and crates
Toys (e.g., plastic tricycles)
Clamshell trays and deli containers
Plant pots (no ceramic)
Laundry baskets

Glass

Bottles and jars (labels okay)
All colors, lids removed

Metal

Aluminum cans
Tin and steel cans
Clean aluminum pans and foil
Empty aerosol cans
Small scrap
Pots, pans, and utensils
Loose lids from jars

This definition may be amended from time to time by agreement of the parties. In no event shall “Recyclables” include Hazardous Waste.

ATTACHMENT 2. REFUSE, RECYCLING, GREEN WASTE AND SWEEPING RATES

CITY OF WOODLAND DEBRIS (RO) BOX RATES**

Box Size	Haul Rate	State Manadated Fees	1/1/2011	Maximum Weight
15 Yards	\$ 154.46	\$ 3.90	\$ 158.36	Concrete, Dirt, and Wood only
20 Yards	\$ 204.51	\$ 5.20	\$ 209.71	4,000 Pounds
25 Yards	\$ 255.78	\$ 6.50	\$ 262.28	5,000 Pounds
30 Yards	\$ 306.60	\$ 7.80	\$ 314.40	6,000 Pounds
40 Yards	\$ 408.84	\$ 10.40	\$ 419.24	8,000 Pounds
50 Yards	\$ 497.27	\$ 13.00	\$ 510.27	10,000 Pounds

State Mandated Fee

Per yard times 4.3 weeks/month \$ 0.26

Compactor Rate

Per Yard \$ 18.64

** Rates will be CPI adjusted pursuant to the contract.

Debris Box Fuel Surcharge

The attached fuel surcharge rate table will be applied to only the Debris Box line of business and will be calculated based on the cost of fuel on a monthly basis. This will be a line item on the customer's monthly bill.

Debris (RO) Box Collection Fuel Surcharge Table

DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %
\$ 0.65		\$ 1.35	2.43	\$ 1.83	4.84	\$ 2.27	7.26	\$ 2.71	9.68	\$ 3.15	12.16	\$ 3.59	14.57
\$ 0.66	0.06	\$ 1.40	2.48	\$ 1.84	4.90	\$ 2.28	7.32	\$ 2.72	9.74	\$ 3.16	12.16	\$ 3.60	14.58
\$ 0.67	0.11	\$ 1.41	2.53	\$ 1.85	4.95	\$ 2.29	7.37	\$ 2.73	9.79	\$ 3.17	12.21	\$ 3.61	14.63
\$ 0.68	0.17	\$ 1.42	2.59	\$ 1.86	5.01	\$ 2.30	7.43	\$ 2.74	9.85	\$ 3.18	12.27	\$ 3.62	14.69
\$ 0.69	0.22	\$ 1.43	2.64	\$ 1.87	5.06	\$ 2.31	7.48	\$ 2.75	9.90	\$ 3.19	12.32	\$ 3.63	14.74
\$ 1.00	0.28	\$ 1.44	2.70	\$ 1.88	5.12	\$ 2.32	7.54	\$ 2.76	9.96	\$ 3.20	12.38	\$ 3.64	14.80
\$ 1.01	0.33	\$ 1.45	2.75	\$ 1.89	5.17	\$ 2.33	7.59	\$ 2.77	10.01	\$ 3.21	12.43	\$ 3.65	14.85
\$ 1.02	0.39	\$ 1.46	2.81	\$ 1.90	5.23	\$ 2.34	7.65	\$ 2.78	10.07	\$ 3.22	12.49	\$ 3.66	14.91
\$ 1.03	0.44	\$ 1.47	2.86	\$ 1.91	5.28	\$ 2.35	7.70	\$ 2.79	10.12	\$ 3.23	12.54	\$ 3.67	14.96
\$ 1.04	0.50	\$ 1.48	2.92	\$ 1.92	5.34	\$ 2.36	7.76	\$ 2.80	10.18	\$ 3.24	12.60	\$ 3.68	15.02
\$ 1.05	0.55	\$ 1.49	2.97	\$ 1.93	5.39	\$ 2.37	7.81	\$ 2.81	10.23	\$ 3.25	12.65	\$ 3.69	15.07
\$ 1.06	0.61	\$ 1.50	3.03	\$ 1.94	5.45	\$ 2.38	7.87	\$ 2.82	10.29	\$ 3.26	12.71	\$ 3.70	15.13
\$ 1.07	0.67	\$ 1.51	3.08	\$ 1.95	5.50	\$ 2.39	7.92	\$ 2.83	10.34	\$ 3.27	12.76	\$ 3.71	15.18
\$ 1.08	0.72	\$ 1.52	3.14	\$ 1.96	5.56	\$ 2.40	7.98	\$ 2.84	10.40	\$ 3.28	12.82	\$ 3.72	15.24
\$ 1.09	0.78	\$ 1.53	3.19	\$ 1.97	5.61	\$ 2.41	8.03	\$ 2.85	10.45	\$ 3.29	12.87	\$ 3.73	15.29
\$ 1.10	0.83	\$ 1.54	3.25	\$ 1.98	5.67	\$ 2.42	8.09	\$ 2.86	10.51	\$ 3.30	12.93	\$ 3.74	15.35
\$ 1.11	0.89	\$ 1.55	3.30	\$ 1.99	5.72	\$ 2.43	8.14	\$ 2.87	10.56	\$ 3.31	12.98	\$ 3.75	15.40
\$ 1.12	0.94	\$ 1.56	3.36	\$ 2.00	5.78	\$ 2.44	8.20	\$ 2.88	10.62	\$ 3.32	13.04	\$ 3.76	15.46
\$ 1.13	0.99	\$ 1.57	3.41	\$ 2.01	5.83	\$ 2.45	8.25	\$ 2.89	10.67	\$ 3.33	13.09	\$ 3.77	15.51
\$ 1.14	1.06	\$ 1.58	3.47	\$ 2.02	5.89	\$ 2.46	8.31	\$ 2.90	10.73	\$ 3.34	13.16	\$ 3.78	15.67
\$ 1.15	1.10	\$ 1.59	3.52	\$ 2.03	5.94	\$ 2.47	8.36	\$ 2.91	10.78	\$ 3.35	13.20	\$ 3.79	15.62
\$ 1.16	1.16	\$ 1.60	3.58	\$ 2.04	6.00	\$ 2.48	8.42	\$ 2.92	10.84	\$ 3.36	13.26	\$ 3.80	15.68
\$ 1.17	1.21	\$ 1.61	3.63	\$ 2.05	6.05	\$ 2.49	8.47	\$ 2.93	10.89	\$ 3.37	13.31	\$ 3.81	15.73
\$ 1.18	1.27	\$ 1.62	3.69	\$ 2.06	6.11	\$ 2.50	8.53	\$ 2.94	10.95	\$ 3.38	13.37	\$ 3.82	15.79
\$ 1.19	1.32	\$ 1.63	3.74	\$ 2.07	6.16	\$ 2.51	8.58	\$ 2.95	11.00	\$ 3.39	13.42	\$ 3.83	15.84
\$ 1.20	1.38	\$ 1.64	3.80	\$ 2.08	6.22	\$ 2.52	8.64	\$ 2.96	11.06	\$ 3.40	13.48	\$ 3.84	15.90
\$ 1.21	1.43	\$ 1.65	3.85	\$ 2.09	6.27	\$ 2.53	8.69	\$ 2.97	11.11	\$ 3.41	13.53	\$ 3.85	15.95
\$ 1.22	1.49	\$ 1.66	3.91	\$ 2.10	6.33	\$ 2.54	8.75	\$ 2.98	11.17	\$ 3.42	13.59	\$ 3.86	16.01
\$ 1.23	1.54	\$ 1.67	3.96	\$ 2.11	6.38	\$ 2.55	8.80	\$ 2.99	11.22	\$ 3.43	13.64	\$ 3.87	16.06
\$ 1.24	1.60	\$ 1.68	4.02	\$ 2.12	6.44	\$ 2.56	8.86	\$ 3.00	11.28	\$ 3.44	13.70	\$ 3.88	16.12
\$ 1.25	1.65	\$ 1.69	4.07	\$ 2.13	6.49	\$ 2.57	8.91	\$ 3.01	11.33	\$ 3.45	13.75	\$ 3.89	16.17
\$ 1.26	1.71	\$ 1.70	4.13	\$ 2.14	6.55	\$ 2.58	8.97	\$ 3.02	11.39	\$ 3.46	13.81	\$ 3.90	16.23
\$ 1.27	1.76	\$ 1.71	4.18	\$ 2.15	6.60	\$ 2.59	9.02	\$ 3.03	11.44	\$ 3.47	13.86	\$ 3.91	16.28
\$ 1.28	1.82	\$ 1.72	4.24	\$ 2.16	6.66	\$ 2.60	9.08	\$ 3.04	11.50	\$ 3.48	13.92	\$ 3.92	16.34
\$ 1.29	1.87	\$ 1.73	4.29	\$ 2.17	6.71	\$ 2.61	9.13	\$ 3.05	11.55	\$ 3.49	13.97	\$ 3.93	16.39
\$ 1.30	1.93	\$ 1.74	4.35	\$ 2.18	6.77	\$ 2.62	9.19	\$ 3.06	11.61	\$ 3.50	14.03	\$ 3.94	16.45
\$ 1.31	1.98	\$ 1.75	4.40	\$ 2.19	6.82	\$ 2.63	9.24	\$ 3.07	11.66	\$ 3.51	14.08	\$ 3.95	16.50
\$ 1.32	2.04	\$ 1.76	4.46	\$ 2.20	6.88	\$ 2.64	9.30	\$ 3.08	11.72	\$ 3.52	14.14	\$ 3.96	16.56
\$ 1.33	2.09	\$ 1.77	4.51	\$ 2.21	6.93	\$ 2.65	9.35	\$ 3.09	11.77	\$ 3.53	14.19	\$ 3.97	16.61
\$ 1.34	2.15	\$ 1.78	4.57	\$ 2.22	6.99	\$ 2.66	9.41	\$ 3.10	11.83	\$ 3.54	14.25	\$ 3.98	16.67
\$ 1.35	2.20	\$ 1.79	4.62	\$ 2.23	7.04	\$ 2.67	9.46	\$ 3.11	11.89	\$ 3.55	14.30	\$ 3.99	16.72
\$ 1.36	2.26	\$ 1.80	4.68	\$ 2.24	7.10	\$ 2.68	9.52	\$ 3.12	11.94	\$ 3.56	14.36	\$ 4.00	16.78
\$ 1.37	2.31	\$ 1.81	4.73	\$ 2.25	7.15	\$ 2.69	9.57	\$ 3.13	11.99	\$ 3.57	14.41		
\$ 1.38	2.37	\$ 1.82	4.79	\$ 2.26	7.21	\$ 2.70	9.63	\$ 3.14	12.05	\$ 3.58	14.47		

DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %	DOE avg. at Least (\$/gallon)	WM Surcharge %
\$ 4.01	16.83	\$ 4.44	19.20	\$ 4.87	21.68	\$ 5.30	24.23	\$ 5.73	26.90	\$ 6.16	28.88	\$ 6.59	31.07
\$ 4.02	16.89	\$ 4.45	19.25	\$ 4.88	21.62	\$ 5.31	23.68	\$ 5.74	26.35	\$ 6.17	28.71	\$ 6.60	31.08
\$ 4.03	16.94	\$ 4.46	19.31	\$ 4.89	21.67	\$ 5.32	24.04	\$ 5.75	26.40	\$ 6.18	28.77	\$ 6.61	31.13
\$ 4.04	17.00	\$ 4.47	19.36	\$ 4.90	21.73	\$ 5.33	24.09	\$ 5.76	26.46	\$ 6.19	28.82	\$ 6.62	31.19
\$ 4.05	17.05	\$ 4.48	19.42	\$ 4.91	21.78	\$ 5.34	24.15	\$ 5.77	26.51	\$ 6.20	28.88	\$ 6.63	31.24
\$ 4.06	17.11	\$ 4.49	19.47	\$ 4.92	21.84	\$ 5.35	24.20	\$ 5.78	26.57	\$ 6.21	28.93	\$ 6.64	31.30
\$ 4.07	17.16	\$ 4.50	19.53	\$ 4.93	21.89	\$ 5.36	24.26	\$ 5.79	26.62	\$ 6.22	28.99	\$ 6.65	31.35
\$ 4.08	17.22	\$ 4.51	19.58	\$ 4.94	21.95	\$ 5.37	24.31	\$ 5.80	26.68	\$ 6.23	29.04	\$ 6.66	31.41
\$ 4.09	17.27	\$ 4.52	19.64	\$ 4.95	22.00	\$ 5.38	24.37	\$ 5.81	26.73	\$ 6.24	29.10	\$ 6.67	31.46
\$ 4.10	17.33	\$ 4.53	19.69	\$ 4.96	22.06	\$ 5.39	24.42	\$ 5.82	26.79	\$ 6.25	29.15	\$ 6.68	31.52
\$ 4.11	17.38	\$ 4.54	19.75	\$ 4.97	22.11	\$ 5.40	24.48	\$ 5.83	26.84	\$ 6.26	29.21	\$ 6.69	31.57
\$ 4.12	17.44	\$ 4.55	19.80	\$ 4.98	22.17	\$ 5.41	24.53	\$ 5.84	26.90	\$ 6.27	29.26	\$ 6.70	31.63
\$ 4.13	17.49	\$ 4.56	19.86	\$ 4.99	22.22	\$ 5.42	24.59	\$ 5.85	26.95	\$ 6.28	29.32	\$ 6.71	31.68
\$ 4.14	17.55	\$ 4.57	19.91	\$ 5.00	22.28	\$ 5.43	24.64	\$ 5.86	27.01	\$ 6.29	29.37	\$ 6.72	31.74
\$ 4.15	17.60	\$ 4.58	19.97	\$ 5.01	22.33	\$ 5.44	24.70	\$ 5.87	27.06	\$ 6.30	29.43	\$ 6.73	31.79
\$ 4.16	17.66	\$ 4.59	20.02	\$ 5.02	22.39	\$ 5.45	24.75	\$ 5.88	27.12	\$ 6.31	29.48	\$ 6.74	31.85
\$ 4.17	17.71	\$ 4.60	20.08	\$ 5.03	22.44	\$ 5.46	24.81	\$ 5.89	27.17	\$ 6.32	29.54	\$ 6.75	31.90
\$ 4.18	17.77	\$ 4.61	20.13	\$ 5.04	22.50	\$ 5.47	24.86	\$ 5.90	27.23	\$ 6.33	29.59	\$ 6.76	31.96
\$ 4.19	17.82	\$ 4.62	20.19	\$ 5.05	22.55	\$ 5.48	24.92	\$ 5.91	27.28	\$ 6.34	29.65	\$ 6.77	32.01
\$ 4.20	17.88	\$ 4.63	20.24	\$ 5.06	22.61	\$ 5.49	24.97	\$ 5.92	27.34	\$ 6.35	29.70	\$ 6.78	32.07
\$ 4.21	17.93	\$ 4.64	20.30	\$ 5.07	22.66	\$ 5.50	25.03	\$ 5.93	27.39	\$ 6.36	29.76	\$ 6.79	32.12
\$ 4.22	17.99	\$ 4.65	20.35	\$ 5.08	22.72	\$ 5.51	25.08	\$ 5.94	27.45	\$ 6.37	29.81	\$ 6.80	32.18
\$ 4.23	18.04	\$ 4.66	20.41	\$ 5.09	22.77	\$ 5.52	25.14	\$ 5.95	27.50	\$ 6.38	29.87	\$ 6.81	32.23
\$ 4.24	18.10	\$ 4.67	20.46	\$ 5.10	22.83	\$ 5.53	25.19	\$ 5.96	27.56	\$ 6.39	29.92	\$ 6.82	32.29
\$ 4.25	18.15	\$ 4.68	20.52	\$ 5.11	22.88	\$ 5.54	25.25	\$ 5.97	27.61	\$ 6.40	29.98	\$ 6.83	32.34
\$ 4.26	18.21	\$ 4.69	20.57	\$ 5.12	22.94	\$ 5.55	25.30	\$ 5.98	27.67	\$ 6.41	30.03	\$ 6.84	32.40
\$ 4.27	18.26	\$ 4.70	20.63	\$ 5.13	22.99	\$ 5.56	25.36	\$ 5.99	27.72	\$ 6.42	30.09	\$ 6.85	32.45
\$ 4.28	18.32	\$ 4.71	20.68	\$ 5.14	23.05	\$ 5.57	25.41	\$ 6.00	27.78	\$ 6.43	30.14	\$ 6.86	32.51
\$ 4.29	18.37	\$ 4.72	20.74	\$ 5.15	23.10	\$ 5.58	25.47	\$ 6.01	27.83	\$ 6.44	30.20	\$ 6.87	32.56
\$ 4.30	18.43	\$ 4.73	20.79	\$ 5.16	23.16	\$ 5.59	25.52	\$ 6.02	27.89	\$ 6.45	30.25	\$ 6.88	32.62
\$ 4.31	18.48	\$ 4.74	20.85	\$ 5.17	23.21	\$ 5.60	25.58	\$ 6.03	27.94	\$ 6.46	30.31	\$ 6.89	32.67
\$ 4.32	18.54	\$ 4.75	20.90	\$ 5.18	23.27	\$ 5.61	25.63	\$ 6.04	28.00	\$ 6.47	30.36	\$ 6.90	32.73
\$ 4.33	18.59	\$ 4.76	20.96	\$ 5.19	23.32	\$ 5.62	25.69	\$ 6.05	28.05	\$ 6.48	30.42	\$ 6.91	32.78
\$ 4.34	18.65	\$ 4.77	21.01	\$ 5.20	23.38	\$ 5.63	25.74	\$ 6.06	28.11	\$ 6.49	30.47	\$ 6.92	32.84
\$ 4.35	18.70	\$ 4.78	21.07	\$ 5.21	23.43	\$ 5.64	25.80	\$ 6.07	28.16	\$ 6.50	30.53	\$ 6.93	32.89
\$ 4.36	18.76	\$ 4.79	21.12	\$ 5.22	23.49	\$ 5.65	25.85	\$ 6.08	28.22	\$ 6.51	30.58	\$ 6.94	32.95
\$ 4.37	18.81	\$ 4.80	21.18	\$ 5.23	23.54	\$ 5.66	25.91	\$ 6.09	28.27	\$ 6.52	30.64	\$ 6.95	33.00
\$ 4.38	18.87	\$ 4.81	21.23	\$ 5.24	23.60	\$ 5.67	25.96	\$ 6.10	28.33	\$ 6.53	30.69	\$ 6.96	33.06
\$ 4.39	18.92	\$ 4.82	21.29	\$ 5.25	23.65	\$ 5.68	26.02	\$ 6.11	28.38	\$ 6.54	30.75	\$ 6.97	33.11
\$ 4.40	18.98	\$ 4											

CITY OF WOODLAND COMMERCIAL RATES**

Commercial Bin Rates

Size	Frequency/Week					
	1	2	3	4	5	6
1	\$ 64.89	\$ 106.38	N/A	N/A	N/A	N/A
1.5	\$ 81.31	\$ 137.06	\$ 192.31	N/A	N/A	N/A
2	\$ 98.30	\$ 165.94	\$ 233.66	\$ 301.28	\$ 369.01	\$ 436.22
3	\$ 125.95	\$ 219.43	\$ 312.71	\$ 383.73	\$ 499.52	\$ 592.99
4	\$ 158.03	\$ 278.76	\$ 399.61	\$ 520.28	\$ 652.84	\$ 761.89
6	\$ 206.22	\$ 371.33	\$ 543.45	\$ 756.21	\$ 945.24	\$ 1,154.60

Commercial Bin Recycling

All sizes - per month/per bin \$ 26.96

State Mandated Fee

Per yard times 4.3 weeks/month \$ 0.26

Additional Weekly Front-Load Commercial Services:

Dismount and Push Charge per Bin Serviced Per Week	\$ 5.54
Key Charge per Bin Serviced per Week	\$ 6.58
Enclosure Charge per Bin Serviced per Week	\$ 7.27
Gate Service Charge per Bin Serviced per Week	\$ 7.27
Long Walk per Bin Serviced per Week	\$ 17.38
Maximum Additional Weekly Charges per Bin Serviced per Week	\$ 22.51
Scout Truck (Container Truck) container pull out	\$ 31.40
Per Yard surcharge for customers pre-compacting trash	\$ 19.24

Additional One Time Front-Load Commercial Charges:

Overloaded Container for First Cubic Yard, No Dismount Required	\$ 6.53
Overloaded Container for Each Cubic Yard in excess of 1	\$ 2.37
No Dismount Required	
Additional Pickup, 1 Cubic Yard Bin	\$ 38.99
Additional Pickup, 1.5 Cubic Yard Bin	\$ 40.18
Additional Pickup, 2 Cubic Yard Bin	\$ 41.34
Additional Pickup, 3 Cubic Yard Bin	\$ 43.73
Additional Pickup, 4 Cubic Yard Bin	\$ 45.89
Additional Pickup, 6 Cubic Yard Bin	\$ 50.78

Additional Trip to Customer Location at Customer Request	\$ 26.16
3 Yard Temporary Commercial Bin	\$ 154.26

Note:

Additional disposal fees for non-standard items (box springs, tires, televisions, etc) charged by Yolo County or City designated landfill will be charged to the customer when it is possible to identify the customer in violation.

**** Rates will be CPI adjusted pursuant to the contract.**

CITY OF WOODLAND RESIDENTIAL RATES**

Garbage Rates/Residential

1/1/2011

Carts

35 Gallons	\$	10.93
64 Gallons	\$	12.59
101 Gallons	\$	22.09
Backyard service - no medical justification	\$	5.44
Extra bag pickup	\$	2.08
Extra cart pickup	\$	6.48

Garbage Rates/Commercial

Carts

1-64 Gallon	\$	24.72
1-96 Gallon	\$	31.11

Yard Refuse/Street Sweeping

Small Lot ~~

0 - 5,000 Sq. Ft.	\$	10.10
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Carts

1-96 Gallon	\$	13.10
2-96 Gallon	\$	13.10
3-96 Gallon	\$	16.24
4-96 Gallon	\$	16.24
Each additional cart after 4	\$	3.18

Street Sweeping (only)

Type

Residential\Condominium	\$	4.15
Apartments\Mobile Home Parks (per unit)	\$	2.25
Commercial	\$	6.85

Recycling

Residential Curbside	\$	1.48
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State Mandated Fee

Per Household	\$	0.73
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Bulky Waste Pickup

Limited to 5 cubic yards - per pickup rate	\$	67.21
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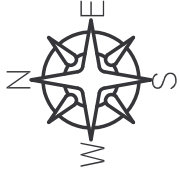
**** Rates will be CPI adjusted pursuant to the contract.**

~~The small lot rate applies only to those Customers who qualified for this rate before July 1, 2007, and who were grandfathered in under this rate. Current small lot rate Customers who choose to have one Cart will continue to pay the rate of \$10.10 per month (as adjusted pursuant to Section 7.3) until the property is sold or unless they choose to have additional Carts. A new property Owner would not be eligible for the small lot rate and would instead be charged according to the Cart rate (e.g., \$13.10 for 1-2 Carts) as adjusted pursuant to Section 7.3. Similarly, if a current small lot rate Customer opts for more than one Cart, the Customer will be charged the regular Cart rate.

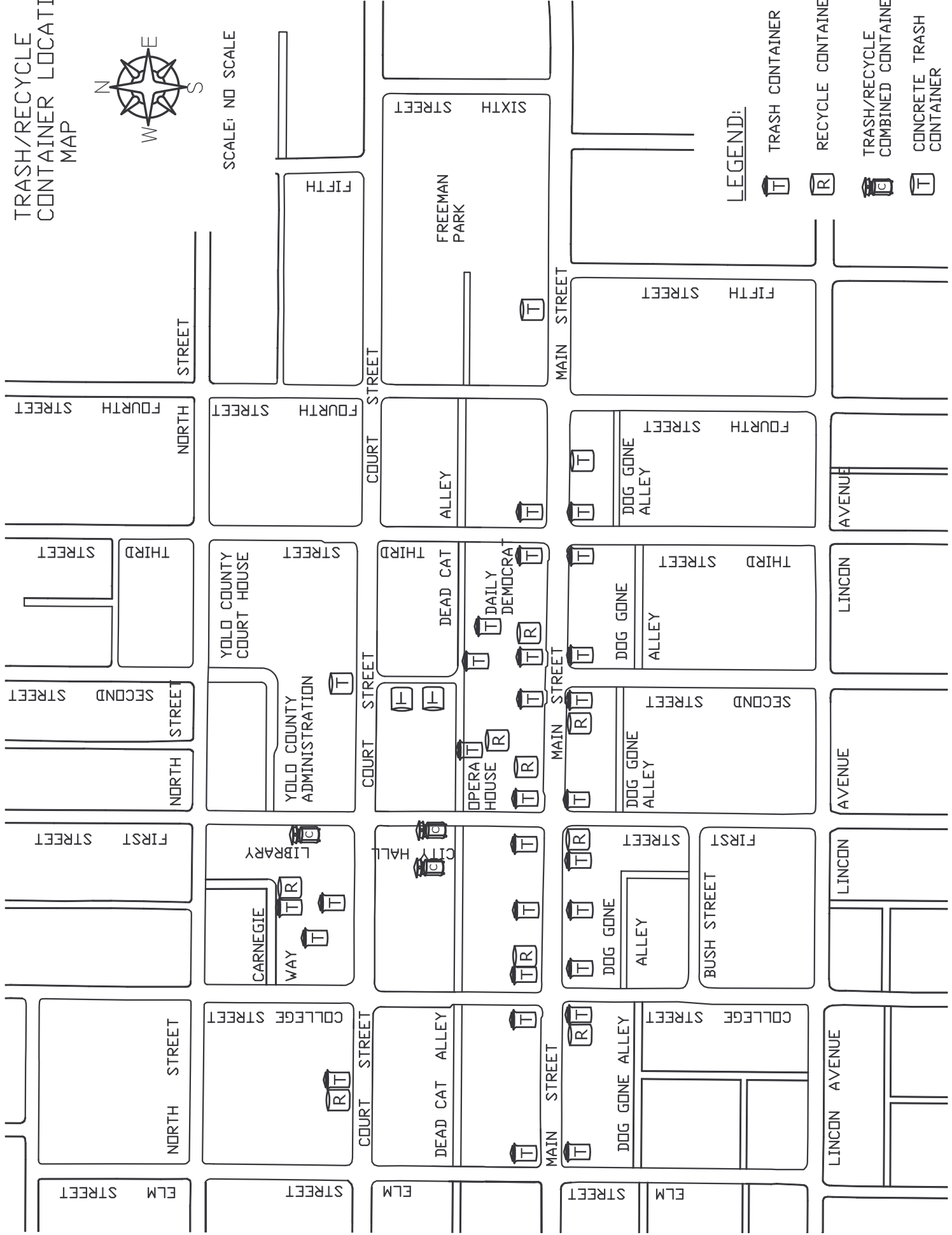
ATTACHMENT 3. LITTER/RECYCLING RECEPTACLES

TO BE
EMPTIED ONCE EACH WEEK

TRASH/RECYCLE CONTAINER LOCATION MAP



SCALE: NO SCALE

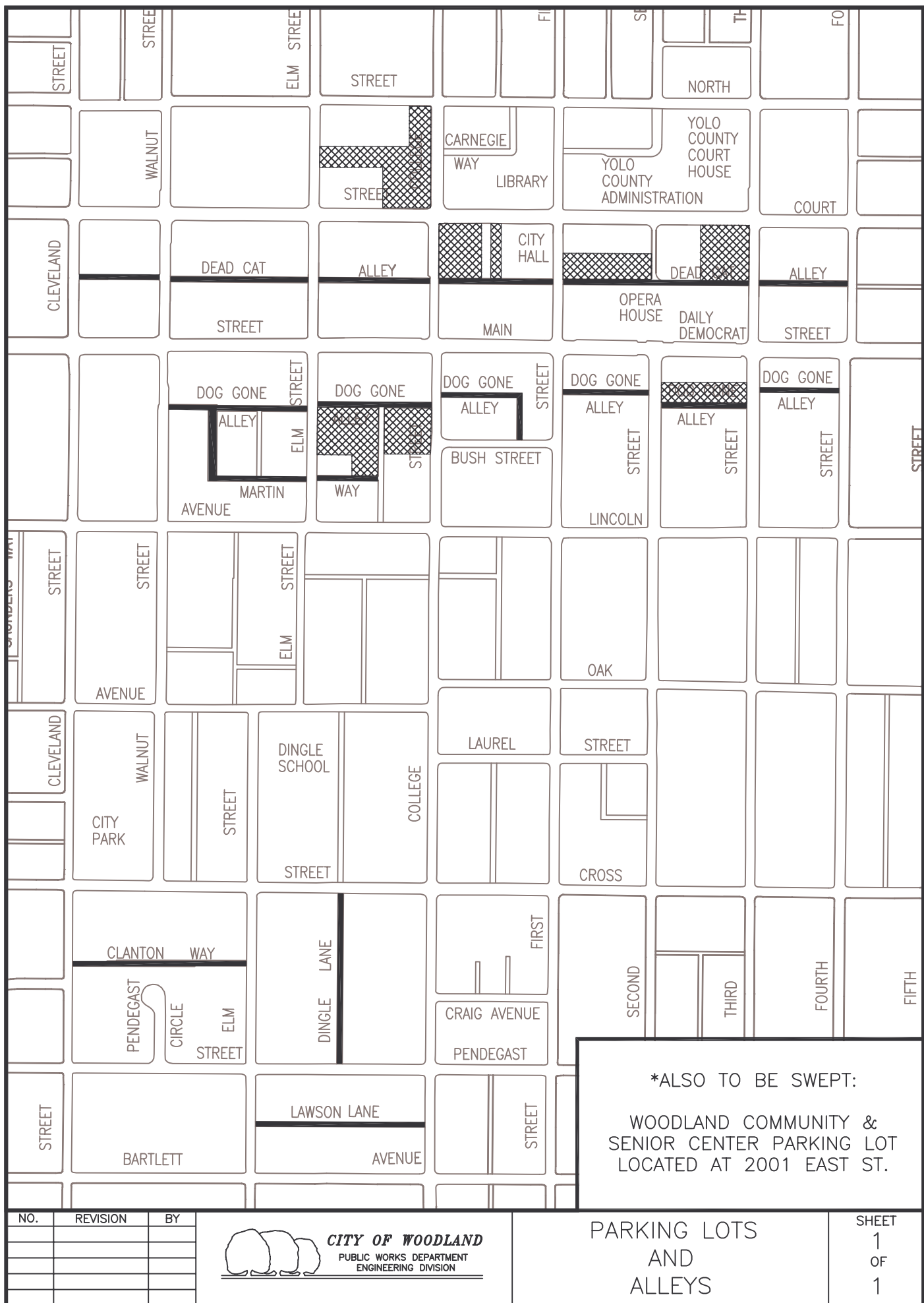


LEGEND:

- TRASH CONTAINER
- RECYCLE CONTAINER
- TRASH/RECYCLE COMBINED CONTAINER
- CONCRETE TRASH CONTAINER

ATTACHMENT 4. PARKING LOTS AND ALLEYS

PARKING LOTS, ALLEYS, AND MEDIANS TO BE SWEEPED



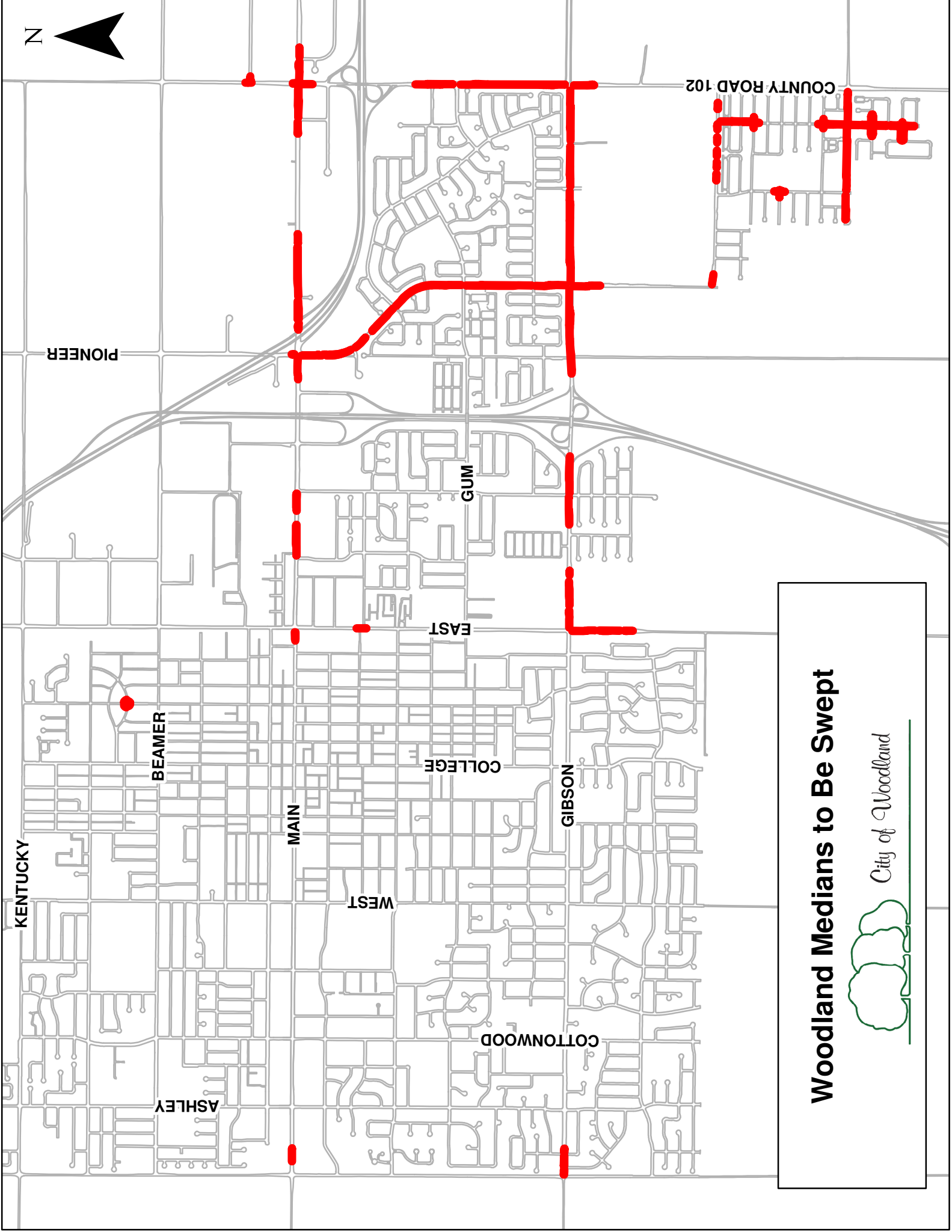
NO.	REVISION	BY



CITY OF WOODLAND
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

PARKING LOTS
AND
ALLEYS

SHEET
1
OF
1



Woodland Medians to Be Swept



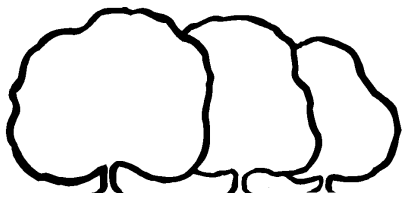
ATTACHMENT 5. COMPANY FAITHFUL PERFORMANCE BOND

ATTACHMENT 6. LIQUIDATED DAMAGES.

Liquidated Damages. In the event that the Company fails to perform fully any of the Company's obligations under this Agreement, other than due to an Uncontrollable Circumstance, the Company shall be in breach of this Agreement. Upon delivery of written notice to the Company and subject to the terms of this Attachment 6, the City may impose liquidated damages upon the Company, in addition to any other available remedies the City may have as outlined in ATTACHMENT 6.

1. Failure to correct a missed pickup within the specified times, which exceeds ten (10) such failures annually: \$50.00 per occurrence; each additional 24-hour working day period: \$100.00.
2. Failure to provide Carts, Bins, Debris Boxes, Compactors or other Collection containers to Service Recipient within seven days of the Customer's request for service, which exceeds ten (10) such failures annually: \$100.00 per day starting on day 8.
3. Failure to deliver collected Solid Waste to the Designated Transfer Station or Disposal Facility, which exceeds five (5) such failures annually: \$1,000 per incident.
4. Failure to repair or replace any Cart, Bin, Debris Box, Compactor or other Collection container, when so required by this Agreement, which exceeds ten (10) such failures annually: \$25.00 per occurrence.
5. Undertaking collection operations during hours outside of allowable collection hours, which exceeds ten (10) such failures annually: \$50.00 per incident.
6. Failure to clean up spillage or litter during Franchise collection activity, which exceeds fifteen (15) such failures annually: \$25.00 per occurrence.
7. Failure to take commercially reasonable steps to resolve a legitimate billing complaint within seven (7) working days from the complaint: \$100.00 per occurrence.
8. Failure to tag materials not collected due to contamination or inappropriately setout, which exceeds fifteen (15) such failures annually: \$50.00 per occurrence.
9. Failure to remit Monthly Remittance to the City when due: \$100.00 per occurrence plus late fees of three-quarters of one percent per month for every month thereafter until paid.
10. Failure to maintain or submit documents and reports as required under the terms of this Agreement after ten days' notice: \$100.00 per incident per day.

Liquidated damages will be assessed only after the Company has been given the opportunity but failed to rectify, in a timely manner, the breach as described in this Agreement. Prior to assessing liquidated damages, the City shall give the Company notice of its intention to do so. The notice will include a brief description of the incident(s)/non-performance. The Company may review (and make copies at its own expense) all information in the possession of the City relating to incident(s)/non-performance. The Company may, within ten (10) days after receiving the notice, request a meeting with the City. The Company may present evidence in writing and through testimony of its employees and others relevant to the incident(s)/non-performance. The City will provide the Company with a written explanation of its determination on each incident(s)/non-performance prior to authorizing the assessment of liquidated damages.



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Fiscal Year FY12 – FY21 Capital Improvement Program and FY12 –
FY 14 Capital Budget

Report in Brief

A capital improvement program (CIP) is a blueprint for planning a community's capital expenditures and is one of the most important responsibilities of local government officials. The purpose of a CIP is to provide a method through which the City can take a planned and programmed approach to utilizing its financial resources in the most responsive and efficient manner to meet its service and facility requirements. The City's CIP is a balanced ten-year spending plan which was developed through a joint effort with all City departments and is designed to be as consistent as possible with respective Master Plans, the Major Projects Financing Plan (MPFP), Measure E spending plan and other Council adopted plans. The proposed Capital Budget is the first three years of the CIP and identifies the projects for which three-year capital appropriations are requested.

Staff recommends that the City Council review the ten-year CIP, including capital projects, revenue assumptions and anticipated financing and authorizes expenditures for the three year period beginning in FY 2012 and ending in FY 2014.

Background

On December 11, 2007, City Council discussed the City Manager's Implementation of Policy, Leadership and Management Initiatives which included a commitment to creating a balanced and sustainable ten-year financial plan. Consistent with that commitment, Council has adopted three ten-year CIP's with the most recent on June 22, 2010. It included total expenditures nearing \$207 million and approximately \$101 million in appropriations in the first three years.

The majority of the City's capital program is funded through a combination of development impact fees, Measure E and utility user fees. These revenue sources have been significantly impacted by the collapse of the housing market and subsequent financial crisis and economic recession. Staff has continued to pursue grant funding opportunities when possible where appropriate matching funds are available or there are no matching funds required.

In previous capital budgets, the City allocated resources based on a “pooled cash” approach, whereby project expenditures were covered by the pooled City-wide cash resources. Because the City implemented and expended money on various capital projects in advance of collecting the related development fees, several development fee funds reflect negative balances. The more significant internal borrowing balances anticipated at June 30, 2011 is reflected below:

Sewer Development:	\$ (9,495,896)
Police Development:	\$ (3,796,640)
Storm Drain Development:	\$ (1,316,538)
Park Development:	\$ (2,238,465)
Road Development:	<u>\$ (4,209,123)</u>
Total	<u>\$(21,056,662)</u>

Given these large beginning deficits, substantial slowdown in development, and the magnitude of reduced development fee revenues, the City is not able to fund necessary projects without some level of continued pooled cash borrowing. However, staff is striving to minimize the use of pooled cash by aligning the commitment of funds with the receipt of the associated revenues; this goal is considered to the extent possible in the ten-year CIP.

In addition to internal borrowing between capital funds, the City issued a significant amount of debt between 2002 and 2007 to fund construction of the Community & Senior Center and Sports Park, Fire Station 1 and expansion of the Wastewater Treatment Plant. Aggregate annual debt service payments for these bonds total \$5.39 million, of which \$4.11 million is required to be paid by development fees and the remaining \$1.28 million is an obligation of either Measure E or the sewer enterprise fund.

Even with relatively moderate development activity, meeting current debt service requirements will be challenging. Given the current level of development fee income combined with the reduced level of development activity, the Park, Fire and Wastewater Development Funds will not generate sufficient revenue from residential development to meet minimum debt service requirements. There is special concern regarding the Park Development Fee fund which grows to more than a \$13 million negative balance over the 10 year CIP. Depending upon the level of development that may occur, the City will need to rely on pooled cash borrowing to make the annual payments. Staff is looking at long term options to help deal with this issue and expect to have further discussion with Council over the coming months.

Discussion

Revision of the CIP has been a time intensive and comprehensive effort involving all City departments. Staff has undertaken a thorough examination of all requested projects with regard to timing and availability of financial resources for both implementation/construction of the project as well as continued maintenance and operations. Achieving a balanced three year budget and ten year

plan has been extremely difficult and has required delay of projects that are very important to the community. Of particular concern is the inability to program matching requirements for certain transportation related grants. Staff is not planning to apply for the upcoming SACOG grant funding program for either the Bike/Ped category or the Community Design category. Staff will seek to partner with other agencies such as Yolo County Transportation District, Yolo County and the City of Davis on projects of mutual interest. Additionally, staff will continue to evaluate the timing of projects and search for alternative funding sources during each update of the ten-year CIP.

The following assumptions were used in compiling the CIP:

Revenues

Development Fees: Based upon conversations with Spring Lake developers, Finance and Community Development staff revised the development projections necessary to determine the amount of resources available for capital projects. These projections are conservative and take into consideration the significant slow-down in the housing market and related development. The development assumptions are also consistent with those used in the City's Operations and Maintenance Budget approved June 21, 2011. The ten-year plan includes partial build-out of the Spring Lake Specific Plan area leaving approximately 1400 units to be built after 2021. Revenues have been calculated based on the development fees adopted February 1, 2011, and include an annual CPI escalation factor. Timing of residential development takes into consideration the fee deferral program that began on January 1, 2009. Given the constantly changing circumstances of both the economy and the active homebuilders, these projections will be revisited during each annual update of the CIP.

Enterprise Funds: The user fees for the Sewer Enterprise fund are based on the fees currently adopted by Council, adjusted annually by a CPI factor. The Water Enterprise fund revenue includes approved rate increases through FY 2013. The Storm Drain Enterprise fund assumes the General Fund will continue to subsidize the difference between annual revenues and necessary operations. Although rate studies for the water and sewer fees are in progress, rate increases beyond those previously approved by Council have not been projected. Included in the CIP are a number of utility projects that are considered critical projects although currently shown as Zero Impact Projects (ZIP) – Pending Rate Study. If future rate increases are approved, these projects will come back to Council for inclusion in the CIP.

Grants: Awarded grant funds are included as one-time funding sources in the Capital Budget. In the event of possible defunding of grants by the State, the project will either be placed on hold or alternative funding sources will be identified.

Debt Service/Operating Appropriations

Consistent with previous years, annual debt service requirements have been programmed to receive the highest priority of available cash within the Capital Budget. Operating appropriations consistent with the ten-year plans for the major funds have been included in determining the amount of cash available for capital projects.

Capital Projects

Projects included in the CIP are consistent with the various Council adopted Master Plans and the MPFP. Some of the projects included in the Measure E spending plan adopted by Council December 7, 2010 have been included in the CIP; however at this time the Library Expansion Project is still shown as an unfunded project pending identification of operating revenues. Additionally, funding for the Opera House Expansion is no longer shown within the Measure E allocations since funding was approved by the Redevelopment Agency. Each department prepared cost estimates for projects required by their respective programs, including phasing, timing and detailed project justifications and descriptions. The projects were reviewed by the City Manager, all senior staff members and various project proponents. The CIP assumes projects approved for FY 2011 have fully spent approved appropriations and/or will carry-over into future years.

Davis-Woodland Water Supply Project

City Council has received a number of reports regarding the Davis-Woodland Water Supply Project, including estimates of the City's share for funding the project, which is nearly \$200 million. The magnitude of this project is such that funding strategies will need to be explored, including significant multiple debt financings and substantial adjustment to the current utility user fees. The CIP includes two years of requested appropriations totaling more than \$20 million for Woodland's regional share of the project. The remainder of the regional project is currently unfunded pending updated project cost estimates and the results of the Water Rate Study. Local tank and pipeline projects related to surface water have been included totaling approximately \$5.8 million. Staff has included proceeds of approximately \$30 million of Tax Exempt Commercial Paper to cover the combined costs for the project, as well as the related annual debt service. Additionally, the CIP includes the new Surface Water Development Fee approved by Council in June.

Operating Budget Impacts

One of the many issues evaluated through the CIP process is the impact new projects may have on departmental operating budgets. These "hidden" costs can affect the ability to fully utilize the proposed facility and provide quality services. By addressing these costs at the outset of the process and including necessary enhancements in the operating budget, other important services will not be compromised in future years. Projects that were identified to have significant operating impacts that the City cannot currently afford were generally delayed and/or unfunded. Most significant of these is the Library Expansion project.

Unfunded Projects

As mentioned herein, the CIP attempts to maintain fund integrity and address future operating budget impacts. To meet these objectives, with particular focus on minimizing future General Fund burdens, certain projects have been moved "below the line" and are referred to as ZIP (Zero Impact Project) in the project detail sheets. These projects are not currently funded during the ten-year plan period pending further discussion, policy direction, or identification of alternative funding sources.

Given the high priorities associated with these projects, staff will need to develop alternatives for the City Council's consideration that will allow these projects to be moved up to a funded status in future annual CIP updates.

Fiscal Impact

If approved, the Capital Budget would appropriate approximately \$24.3 million in FY 2012, \$37.1 million in FY 2013 and \$14.6 million in FY 2014 for capital expenditures on projects identified in the attached schedules.

The CIP is in compliance with the City's Budget and Fiscal Policy in all areas except section 4.9: ***"Discontinue the practice of internal borrowing between enterprise and categorical funds; funding for capital projects must be determined based on the available resources within each fund to meet its cash payment or debt service requirements and strategies to balance each fund and implement fund integrity should be continued."*** As noted in the background section of the report, staff is making every effort to discontinue the practice of internal borrowing; however due to existing debt and the decline in the housing market, the City is unable to meet current obligations without some internal borrowing. Staff is looking at long term options to help deal with this issue and expect to have further discussion with Council over the coming months.

Public Contact

Posting of the City Council agenda.

Commission Recommendation

The ten-year CIP and Capital Budget were presented to the Planning Commission on June 16, 2011. The documents were found to be in conformance with the City's General Plan, per Government Code Section 65401.

Alternative Courses of Action

1. Review the ten-year CIP, including capital projects, revenue assumptions and anticipated financing and authorize expenditures for the three year period beginning in FY 2012 and ending in FY 2014.
2. Do not approve the ten-year CIP as presented and direct staff to make changes to revenues assumptions and/or projects for approval at a subsequent Council meeting.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

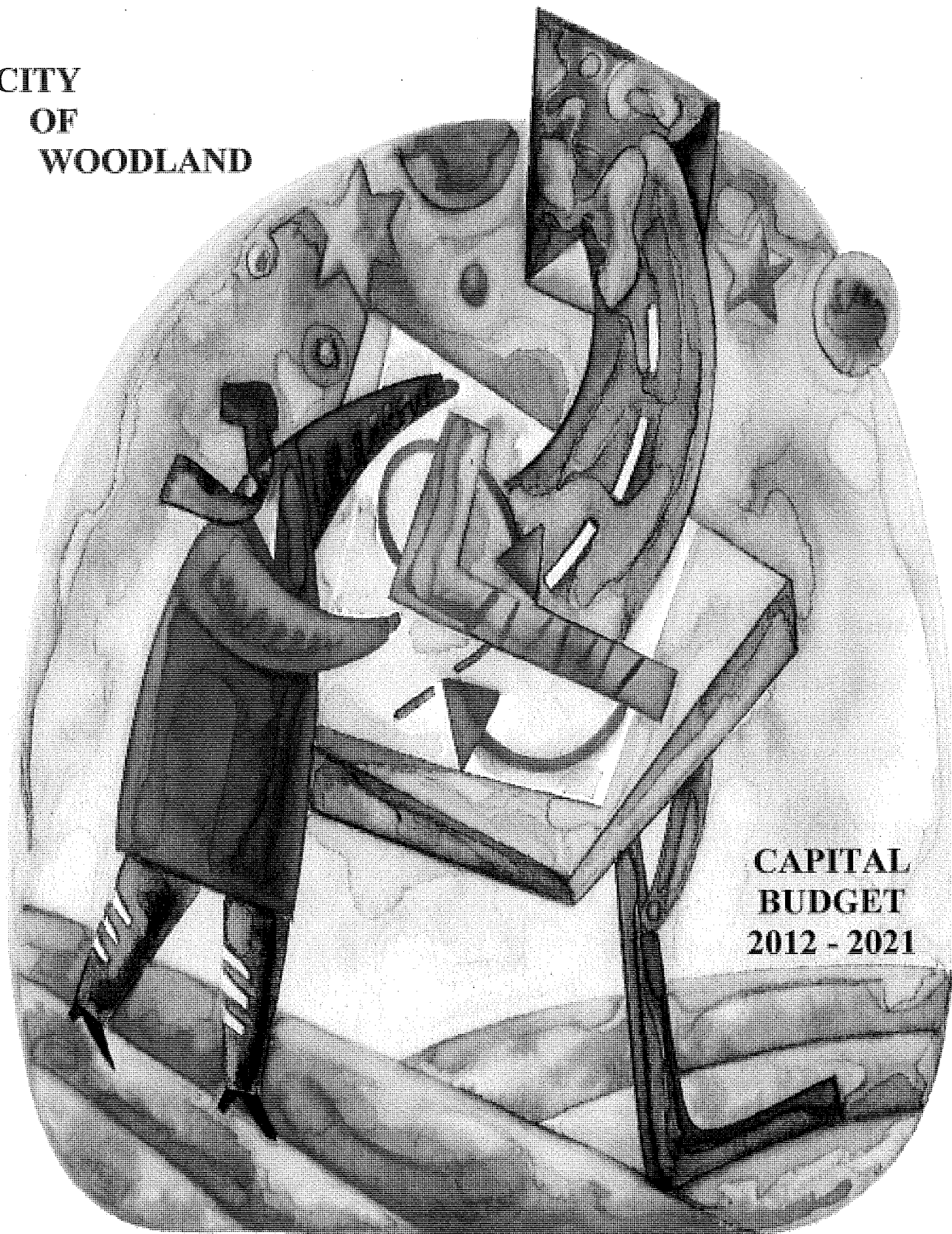
Prepared by: Lynn Johnson
Sr. Management Analyst

Reviewed by: Kimberly McKinney
Finance Officer

Mark G. Deven
City Manager

Attachments

**CITY
OF
WOODLAND**



**CAPITAL
BUDGET
2012 - 2021**

300 First St., Woodland, CA 95695
www.cityofwoodland.org

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ZIP-Unfunded

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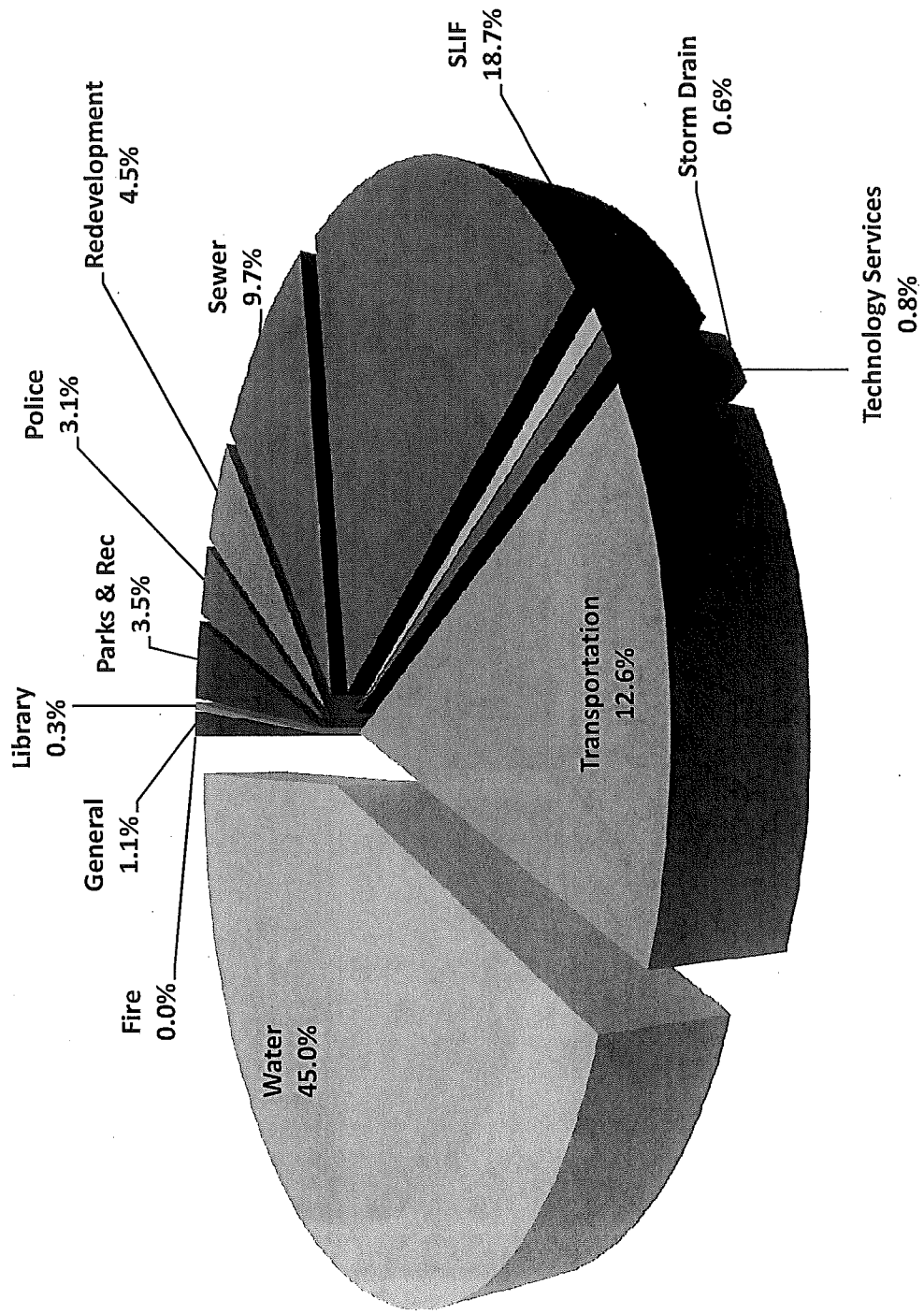
PROJECT APPROPRIATIONS SUMMARY

2011-12 Ten -Year Capital Improvement Program

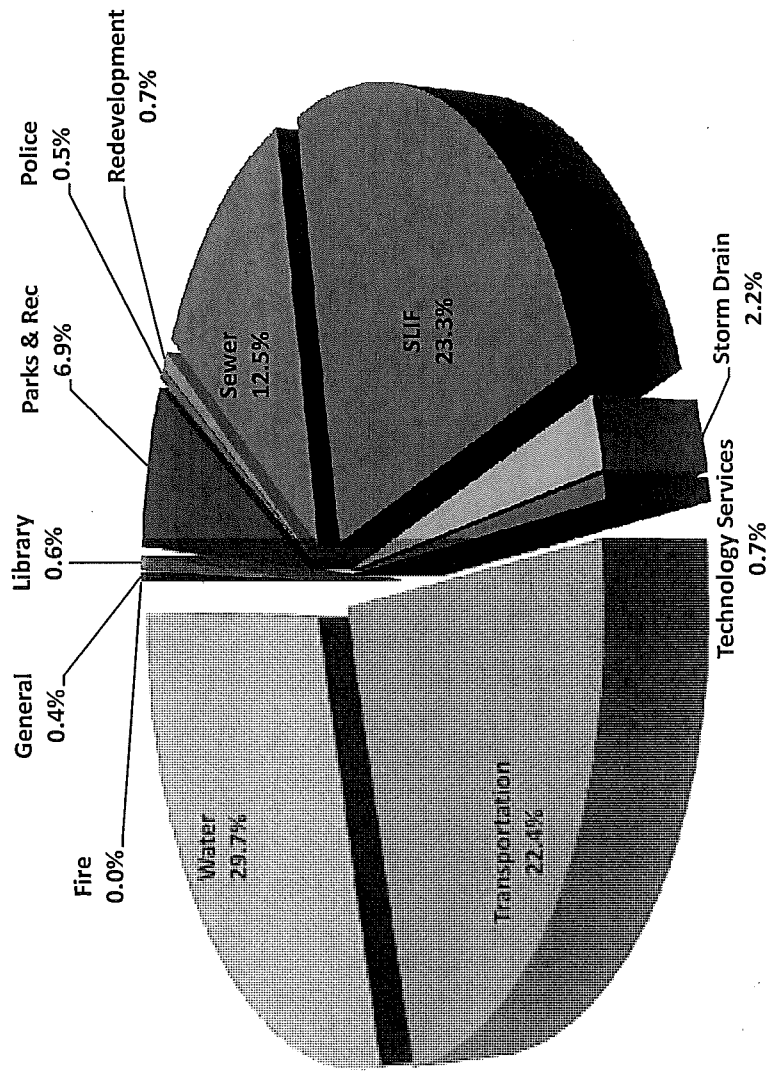
\$ in thousands

CLASSIFICATION	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
General	\$638	\$280	\$70	\$80	\$0	\$80	\$0	\$80	\$0	\$80	\$0
Library	\$203	\$85	\$85	\$269	\$85	\$85	\$85	\$85	\$85	\$85	\$85
Parks and Recreation	\$1,591	\$868	\$0	\$1,963	\$579	\$3,566	\$2,499	\$0	\$1,477	\$0	\$0
Redevelopment	\$75	\$1,105	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer	\$495	\$2,401	\$5,000	\$3,300	\$1,300	\$1,510	\$1,370	\$2,000	\$1,000	\$1,000	\$1,000
SLIF Infrastructure	\$6,385	\$4,632	\$7,723	\$1,732	\$1,063	\$1,572	\$11,238	\$2,889	\$831	\$5,406	\$0
Storm Drain	\$651	\$160	\$0	\$1,713	\$1,305	\$40	\$359	\$0	\$0	\$0	\$0
Technology Services	\$1,457	\$193	\$228	\$378	\$0	\$15	\$120	\$50	\$200	\$0	\$0
Transportation	\$23,223	\$3,116	\$1,917	\$4,629	\$4,060	\$5,834	\$7,115	\$5,110	\$3,840	\$105	\$40
Water	\$31,508	\$11,155	\$22,012	\$600	\$2,500	\$2,430	\$2,680	\$2,710	\$2,800	\$110	\$330
ZIP-Pending Rate Study	\$304	\$985	\$2,514	\$73,436	\$65,322	\$26,764	\$3,457	\$1,683	\$2,686	\$5,683	\$4,260
Grand Total	\$66,529	\$24,979	\$39,578	\$88,100	\$76,214	\$41,896	\$28,922	\$14,607	\$12,919	\$12,469	\$5,715

FY11-12 by Category As a % of Total CIP



Ten Year CIP by Category



2011-12 Capital Improvement Program

\$ in thousands

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
General											
☐ MPFP Annual Update 08-57											
Fund 510 - General City Development	\$104	\$80		\$80		\$80		\$80		\$80	
☐ Energy Efficiency and Community Block Grant 09-26											
Fund 329 ARRA	\$104	\$80	\$0	\$80	\$0	\$80	\$0	\$80	\$0	\$80	\$0
☒ Regulatory Closure of Old City Landfill (Regional Park site) 11-23											
Fund 250 - Solid Waste/Recycling	\$25	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL General	\$638	\$280	\$70	\$80	\$0	\$80	\$0	\$80	\$0	\$80	\$0

CIP: July 19, 2011

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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Library

☐ Library Material Collection
94-45

Fund 570 - Library Development

\$203	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85
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☐ Library Automation Project
LIB-001

Fund 570 - Library Development

\$203	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85
			\$184								

\$0	\$0	\$0	\$184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$203	\$85	\$85	\$269	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85
TOTAL	Library										

CIP: July 19, 2011

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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Parks and Recreation

☐ City Park Irrigation Project Phase 2

10-01

Fund 506 - Measure "E"

Proposition 50 Grant

\$1,066

\$536

\$525

\$331

\$1,591

\$868

\$0

\$0

\$0

\$0

\$0

\$0

\$0

\$0

\$0

☐ Clark Field

PR-019

Fund 506 - Measure "E"

\$1,300

\$0

\$0

\$0

\$1,300

\$0

\$0

\$0

\$0

\$0

\$0

\$0

☐ Miscellaneous Park Rehabilitation Projects: Phase 2

PR-021

Fund 506 - Measure "E"

\$663

\$0

\$0

\$0

\$663

\$0

\$0

\$0

\$0

\$0

\$0

\$0

☐ Miscellaneous Park Rehabilitation Projects: Phase 3

PR-022

Fund 506 - Measure "E"

\$650

\$0	\$0	\$0	\$0	\$0	\$0	\$650	\$0	\$0	\$0	\$0	\$0
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☐ SLSP Neighborhood Park - N1 - Land

PR-027

Fund 640 - SLIF Parks & Recreation

\$1,216

\$0	\$0	\$0	\$0	\$0	\$0	\$1,216	\$0	\$0	\$0	\$0	\$0
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☐ SLSP Neighborhood Park - N1 - Development

PR-028

Fund 541 - Quimby

Fund 540 - Parks & Recreation Develop

Fund 640 - SLIF Parks & Recreation

\$934

\$510

\$1,054

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,499	\$0	\$0	\$0	\$0
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☐ SLSP Neighborhood Park - N3 - Land

PR-029

Fund 640 - SLIF Parks & Recreation

\$1,477

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,477	\$0	\$0
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Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☐ SLSP Central Park - N4 - Land PR-031					\$579						
Fund 640 - SLIF Parks & Recreation											
☐ SLSP Central Park - N4 - Development PR-032											
Fund 541 - Quimby						\$603					
Fund 640 - SLIF Parks & Recreation					\$1,098						
TOTAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks and Recreation		\$0	\$0	\$0	\$0	\$1,701	\$0	\$0	\$0	\$0	\$0
		\$1,591	\$868	\$0	\$1,963	\$579	\$3,566	\$2,499	\$0	\$1,477	\$0

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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Redevelopment

☐ Downtown Streetscape Improvements

08-58

Fund 821 - Redevelopment Bond Fund

\$50 \$160

Fund 351- Transportation Grants

\$915

\$50 \$1,075 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ Pre-Engineering/Planning for RDA Projects

09-12

Fund 821 - Redevelopment Bond Fund

\$25 \$30 \$30

\$25 \$30 \$30 \$30 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

TOTAL Redevelopment \$75 \$1,105 \$30 \$30 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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Sewer

☐ Annual Sewer Repair and Replacement

08-21

Fund 220 - Sewer Enterprise

\$195	\$1,010	\$200	\$1,800	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
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☐ Treatment Plant Exp-Biosolids

10-11

Fund 220 - Sewer Enterprise

\$195	\$1,010	\$200	\$1,800	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
\$300	\$725	\$1,600	\$500	\$300	\$510	\$370	\$1,000				

☒ Oxidation Ditch Aeration Retrofit-Phase 1

12-02

Fund 220 - Sewer Enterprise

\$300	\$725	\$1,600	\$500	\$300	\$510	\$370	\$1,000	\$0	\$0	\$0	\$0
	\$500	\$3,200									

\$0	\$500	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☒ Headworks Concrete Repair 12-03											
Fund 220 - Sewer Enterprise		\$166									
	\$0	\$166	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
☐ Beamer Trunk Repair SAS-006											
Fund 220 - Sewer Enterprise			\$1,000								
	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$495	\$2,401	\$5,000	\$3,300	\$1,300	\$1,510	\$1,370	\$2,000	\$1,000	\$1,000	\$1,000

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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SLIF Infrastructure

☐ Spring Lake East Regional Pond Landscaping

06-12

SLIF

\$484

\$484	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ Pioneer Avenue, Gibson to Collector 4 (Slaven-Farmer's Central Road)

09-24

SLIF

\$55 \$1,400 \$2,940

\$55	\$1,400	\$2,940	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ County Road 25A Improvement: SR 113 to Harry Lorenzo Ave

09-25

Fund 682 - SLIF Roads

\$75 \$995

\$75	\$995	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☐ Pioneer Avenue from Farmers Central Rd to Heritage Pkwy 09-27							\$3,375				
Fund 682 - SLIF Roads	\$3,595	\$0	\$0	\$0	\$0	\$0	\$3,375	\$0	\$0	\$0	\$0
☐ Marston Drive between Parkland Ave and Harry Lorenzo Avenue 11-03											
Fund 682 - SLIF Roads	\$3,595	\$0	\$0	\$0	\$0	\$0	\$3,375	\$0	\$0	\$0	\$0
☐ Farmers Central Road between Harry Lorenzo Avenue and Pioneer Ave 11-04											
Fund 682 - SLIF Roads	\$0	\$426	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
☐ Parkland Avenue between Heritage Parkway and Marston 11-11											
Fund 682 - SLIF Roads	\$0	\$0	\$810	\$809	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$1,811	\$1,500								
	\$0	\$1,811	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CIP: July 19, 2011

PA - 10

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Heritage Parkway

SL-001

Fund 682 - SLIF Roads

Fund 560 - Fire Development

\$697

\$6

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$697	\$6	\$0	\$0	\$0
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☐ Gibson Road Pedestrian Path (between SR113 and Pioneer)

SL-002

Fund 682 - SLIF Roads

Fund 582 - Road Development

Fund 593 - Gibson Ranch Infrastructure

\$511

\$111

\$55

\$0	\$0	\$0	\$0	\$0	\$0	\$677	\$0	\$0	\$0	\$0	\$0
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☐ Road 102 Improvements south of Heritage Parkway

SL-003

Fund 682 - SLIF Roads

Fund 582 - Road Development

\$1,505

\$383

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,888	\$0
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☐ Beeghly Greenbelt

SL-007

Fund 682 - SLIF Roads

\$285

\$0	\$0	\$0	\$285	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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CIP: July 19, 2011

PA - II

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Harry Lorenzo Avenue between Gibson and Farmers Central Roads

SL-010

Fund 682 - SLIF Roads

\$550 \$547

\$0	\$0	\$0	\$0	\$550	\$547	\$0	\$0	\$0	\$0	\$0	\$0
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☐ Galvin Way Storm Drain

SL-012

Fund 681 - SLIF Storm Drain

\$88

\$0	\$0	\$0	\$88	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ Meikle between Heritage Parkway and Road 25A

SL-013

SLIF

\$300 \$100

\$300	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$0
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☐ Parkland Drive between Pioneer Avenue and Harry Lorenzo Avenue

SL-015

SLIF

\$2,294

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,294	\$0	\$0	\$0	\$0
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Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☐ Sports Park Drive and Matmor Road SL-016 SLIF	\$1,876						\$500				
☐ Marston Greenbelt and Path SL-017 Fund 682 - SLIF Roads	\$1,876	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$0
☐ Harry Lorenzo Avenue between Farmers Central and Parkland SL-018 Fund 682 - SLIF Roads	\$0	\$0	\$0	\$0	\$0	\$0	\$1,582	\$0	\$0	\$0	\$0
☐ SR113 Utility Crossings SL-019 SLIF	\$0	\$0	\$0	\$0	\$516	\$0	\$0	\$0	\$0	\$0	\$0
					\$2,448						
	\$0	\$0	\$2,448	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ County Road 25A between Promenade and Road 102

SL-020

Fund 682 - SLIF Roads

\$772

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$772	\$0	\$0	\$0	\$0
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☐ R&B Greenbelt

SL-021

SLIF

\$1,743

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,743	\$0	\$0	\$0	\$0
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☐ Parkland between Marston and County Road 25A

SL-022

Fund 682 - SLIF Roads

\$2,221

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,221	\$0	\$0	\$0
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☐ Harry Lorenzo Avenue between Parkland and Marston

SL-023

Fund 682 - SLIF Roads

\$362

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362	\$0	\$0	\$0
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CIP: July 19, 2011

PA - 14

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Offsite Spring Lake Sanitary Sewer Improvements

SL-025

SLIF

\$795

\$0	\$0	\$0	\$0	\$0	\$0	\$795	\$0	\$0	\$0	\$0	\$0
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☐ Harry Lorenzo Avenue between Marston and Road 25A

SL-026

SLIF

\$500 \$418

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$418	\$0
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☐ SR113/CR 25A Interchange Modifications

SL-027

Fund 682 - SLIF Roads

\$2,225

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,225	\$0
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☐ County Road 25A between Parkland and Plan Area edge (Harry Lorenzo Avenue)

SL-028

SLIF

\$875

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$875	\$0
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CIP: July 19, 2011

☒ = New Project

PA - 15

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Monuments and Bus Shelters

SL-030

SLIF

\$25

\$275

\$300

\$331

	\$0	\$0	\$25	\$0	\$0	\$0	\$275	\$300	\$331	\$0	\$0
TOTAL	\$6,385	\$4,632	\$7,723	\$1,732	\$1,063	\$1,572	\$11,238	\$2,889	\$831	\$5,406	\$0

SLIF Infrastructure

CIP: July 19, 2011

☒ = New Project

PA - 16

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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Storm Drain

☐ FloodSAFE Yolo/Cache Creek Feasibility Study

09-15

Fund 220 - Sewer Enterprise

\$100

\$150

\$100 \$150 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ East & Main Storm Deficiency Replacement/Repair

09-18

Fund 351 - Transportation Grants

\$81

Fund 501 - Capital Projects

\$69

Fund 221 - Storm Drain Enterprise

\$16

\$115

\$281 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ Storz Pond Maintenance

09-31

Fund 581 - Storm Drain Development

\$20

\$10

\$20 \$10 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

CIP: July 19, 2011

☒ = New Project

PA - 17

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Flood System SCADA and Floodproof Pumping Plants

11-02

Fund 221 - Storm Drain Enterprise

\$10 \$90

Fund 581 - Storm Drain Development

\$30 \$269

\$0	\$0	\$0	\$0	\$0	\$0	\$40	\$359	\$0	\$0	\$0	\$0
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☐ North Gibson Ponds Detention

11-13

SLIF

\$1,713

Fund 581 - Storm Drain Development

\$1,305

\$250	\$0	\$0	\$1,713	\$1,305	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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TOTAL	Storm Drain	\$651	\$160	\$0	\$1,713	\$1,305	\$40	\$359	\$0	\$0	\$0
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Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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Technology Services

☐ Enterprise Information System (EIS) Project

08-37

Fund 510 - General City Development

\$329 \$59 \$59 \$59

Fund 501 - Capital Projects

\$553 \$119 \$119 \$119

\$882 \$178 \$178 \$178 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ Business Continuity Plan

08-44

Fund 510 - General City Development

\$30

\$30

Fund 501 - Capital Projects

\$20

\$20

\$0 \$0 \$50 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ Enterprise GIS Database Server

08-45

Fund 510 - General City Development

\$38

Fund 501 - Capital Projects

\$13

\$50 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Specialized Imagery

08-51

Fund 510 - General City Development

Fund 501 - Capital Projects

\$11

\$11

\$4

\$4

\$0 \$15 \$0 \$0 \$0 \$0 \$15 \$0 \$0 \$0 \$0 \$0

☐ VOIP - Voice Over Internet Protocol

09-32

Fund 501 - Capital Projects

Fund 510 - General City Development

\$6

\$519

\$120

\$525 \$0 \$0 \$0 \$0 \$0 \$0 \$120 \$0 \$0 \$0 \$0

☐ Network and Server Modernization

TS-013

Fund 510 - General City Development

Fund 501 - Capital Projects

\$60

\$60

\$140

\$140

\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

TOTAL Technology Services \$1,457 \$193 \$228 \$378 \$0 \$15 \$200 \$50 \$200 \$0 \$0 \$0

CIP: July 19, 2011

PA - 20

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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Transportation

☐ Lemen/North/East Realignment

00-04

Fund 582 - Road Development

\$700

Fund 351 - Transportation Grants

\$1,412

Fund 210 - Water Enterprise

\$294

\$186

\$2,591 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ I-5/SR113 Freeway to Freeway Connectors Phase 2

00-06

Fund 582 - Road Development

\$385

Fund 506 - Measure "E"

\$120

\$505 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ Traffic Engineering Services

02-28

Fund 582 - Road Development

\$43

\$20 \$20 \$20 \$20 \$20 \$20 \$20 \$20 \$20 \$20 \$20 \$20

\$43 \$20 \$20 \$20 \$20 \$20 \$20 \$20 \$20 \$20 \$20 \$20

CIP: July 19, 2011

☒ = New Project

PA - 21

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☐ Kentucky Avenue Widening and Reconstruction											
04-07											
Fund 506 - Measure "E"	\$21		\$300	\$300	\$1,954	\$2,000					
Fund 582 - Road Development	\$77		\$250	\$250	\$1,500	\$1,534					
Fund 210 - Water Enterprise						\$330					
						\$100					
	\$98	\$0	\$0	\$550	\$550	\$3,454	\$3,964	\$0	\$0	\$0	\$0
☐ Main Street Widening											
05-09											
Fund 501 - Capital Projects	\$392										
☐ Measure E Planning-Management											
06-06											
Fund 506 - Measure "E"	\$173	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$0	\$0	\$0
	\$392	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
☐ Annual In-House Road Program Support											
06-14											
Fund 506 - Measure "E"	\$3,000	\$750	\$750	\$750	\$800	\$800	\$800	\$800	\$0	\$0	\$0
	\$173	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$0	\$0	\$0
	\$3,000	\$750	\$750	\$750	\$800	\$800	\$800	\$800	\$0	\$0	\$0

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ I-5/SR 113 Utility Relocation

08-20

Fund 501 - Capital Projects

Fund 210 - Water Enterprise

Fund 220 - Sewer Enterprise

\$470

\$50

\$80

\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ Yolo County Bikeway Study

08-61

Fund 541 - Quimby

Fund 501 - Capital Projects

\$60

\$10

\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ 2010/11 ADA Improvements

10-06

Fund 320 - CDBG

\$211

\$211	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ East Kentucky Rehab Project

10-07

Fund 506 - Measure "E"

Fund 351- Transportation Grants

\$60

\$87

\$670

\$60	\$757	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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CIP: July 19, 2011

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Gibson Ranch Lanscaping - Pioneer

10-09

Fund 593 - Gibson Ranch Infrastructure

\$85

\$85	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ School-Related Crossing Improvements

11-06

Fund 582 - Road Development

\$21

\$21

\$0	\$0	\$21	\$0	\$0	\$0	\$0	\$21	\$0	\$0	\$0	\$0
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☐ 2019 Road Maintenance Project (2012 project formerly)

11-07

Fund 506 - Measure "E"

\$1,500

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$0	\$0
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☐ Install Traffic Signal at E Main St/ Freeway Dr Intersection

11-08

Fund 582 - Road Development

\$365

\$0	\$0	\$365	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☐ Community Center/Sports Park Frontage 11-15											
Fund 640 - SLIF Parks & Recreation		\$20									
Fund 541 - Quimby		\$210									
Fund 540 - Parks & Recreation Develop		\$31									
☐ I-5/CR 102 Interchange Landscaping 11-24		\$0	\$261	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fund 351 - Transportation Grants			\$852								
Fund 501 - Capital Projects		\$100									
☒ Main St/Cleveland St Signal Intersection Improvements 11-27		\$100	\$852	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fund 351 - Transportation Grants			\$252								
Fund 582 - Road Development			\$60								
☒ 2011/2012 ADA Improvements 12-04		\$0	\$312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fund 320 - CDBG			\$104								
		\$0	\$104	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☐ Planning Analysis Studies											
95-24											
Fund 582 - Road Development	\$40	\$20	\$20	\$20	\$20	\$20	\$20	\$20	\$20	\$20	\$20
☐ I-5/CR 102 Interchange Improvements											
97-24											
Fund 582 - Road Development	\$4,500										
Fund 351- Transportation Grants	\$7,918										
Fund 501 - Capital Projects	\$2,792										
☐ East Gum/Matmor Signal											
98-01											
Fund 582 - Road Development	\$44		\$295								
☐ Traffic Signal at E Main/Douglass											
TRANS-008											
Fund 582 - Road Development								\$365			
☒ = New Project											
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$365	\$0	\$0	\$0

☐ Install traffic signal at Lincoln/Cottonwood
TRANS-011

Fund 582 - Road Development

\$365

\$0	\$0	\$0	\$0	\$365	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ Install Traffic Signal - Cottonwood/Beamer
TRANS-012

Fund 582 - Road Development

\$365

\$0	\$0	\$0	\$0	\$365	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ Install Traffic Signal at Kentucky/Cottonwood
TRANS-013

Fund 582 - Road Development

\$365

\$0	\$0	\$0	\$0	\$0	\$365	\$0	\$0	\$0	\$0	\$0	\$0
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☐ Install traffic signal at Gibson/CR98
TRANS-014

Fund 582 - Road Development

\$91

\$0	\$0	\$0	\$91	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Install traffic signal at Kentucky Ave and CR 102
TRANS-015

Fund 582 - Road Development

\$365

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$365	\$0	\$0	\$0
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☐ Public Works Vehicles & Equipment
TRANS-016

Fund 582 - Road Development

\$250

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250	\$0	\$0	\$0	\$0
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☐ Right-Of-Way for 4-Lane Arterial (Kentucky) Between West/CR98
TRANS-017

Fund 582 - Road Development

\$28

\$0	\$0	\$0	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☐ Update Traffic Model
TRANS-027

Fund 582 - Road Development

\$65

\$65

\$0	\$0	\$0	\$0	\$65	\$0	\$0	\$0	\$0	\$0	\$65	\$0
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CIP: July 19, 2011

PA - 28

☒ = New Project

Project Prior Year 2011-12 2012-13 2013-14 2014-15 2015-16 2016-17 2017-18 2018-19 2019-20 2020-21

☐ 2013 Road Maintenance Project

TRANS-046

Fund 506 - Measure "E"

\$100 \$1,400

\$0 \$0 \$100 \$1,400 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ 2014 Road Maintenance Project

TRANS-047

Fund 506 - Measure "E"

\$1,000 \$500

\$0 \$0 \$0 \$1,000 \$500 \$0 \$0 \$0 \$0 \$0 \$0

☐ 2015 Road Maintenance Project

TRANS-048

Fund 506 - Measure "E"

\$1,500

\$0 \$0 \$0 \$0 \$1,500 \$0 \$0 \$0 \$0 \$0 \$0

☐ 2016 Road Maintenance Project

TRANS-049

Fund 506 - Measure "E"

\$1,500

\$0 \$0 \$0 \$0 \$0 \$1,500 \$0 \$0 \$0 \$0 \$0

CIP: July 19, 2011

☒ = New Project

PA - 29

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ 2017 Road Maintenance Project
TRANS-050

Fund 506 - Measure "E"

\$1,500

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0	\$0
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☐ 2018 Road Maintenance Project
TRANS-051

Fund 506 - Measure "E"

\$1,500

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0
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☐ 2016 Road Rehabilitation Project
TRANS-052

Fund 506 - Measure "E"

\$500 \$2,000

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$2,000	\$0	\$0	\$0
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☐ 2017 Road Rehabilitation Project
TRANS-053

Fund 506 - Measure "E"

\$2,300

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300	\$0	\$0
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CIP: July 19, 2011

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☐ Gibson Frontage Improvements											
Trans-055											
Fund 593 - Gibson Ranch Infrastructure			\$168								
Fund 582 - Road Development			\$138								
	\$0	\$0	\$306	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
☒ Citywide ITS Improvements - Phase 1											
TRANS-060											
Fund 582 - Road Development					\$200						
	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL Transportation	\$23,223	\$3,116	\$1,917	\$4,629	\$4,060	\$5,834	\$7,115	\$5,110	\$3,840	\$105	\$40

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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Water

☐ SCADA System - Water

06-09

Fund 210 - Water Enterprise

OTHER

\$2,200

\$300

\$2,500 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ Surface Water Project - Part 1

08-07

Fund 210 - Water Enterprise

Fund 584 - Water Development

\$5,655 \$5,049 \$15,248

\$424

\$6,079 \$5,049 \$15,248 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ Modify Well Casings

08-28

Fund 210 - Water Enterprise

\$120 \$120 \$170

\$0 \$120 \$120 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

CIP: July 19, 2011

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☐ Well Replacements											
08-32											
Fund 210 - Water Enterprise	\$1,200						\$200	\$1,500	\$2,400		
☐ First New Ground Level Tank											
08-33											
Fund 210 - Water Enterprise	\$4,600	\$709	\$1,670		\$0	\$0	\$200	\$1,500	\$2,400	\$0	\$0
☐ Water Meters - Phase II											
09-22											
Fund 329 ARRA	\$14,000	\$839			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fund 210 - Water Enterprise	\$600	\$1,700			\$0	\$0	\$0	\$0	\$0	\$0	\$0
☐ Water System Leak Detection, Maintenance & Repairs											
09-23											
Fund 210 - Water Enterprise	\$14,600	\$2,539	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$150	\$1,200	\$600	\$2,500	\$2,000	\$800	\$110	\$400	\$110	\$210
	\$0	\$150	\$1,200	\$600	\$2,500	\$2,000	\$800	\$110	\$400	\$110	\$210

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Second Ground Level Tank - Phase1
12-06

Fund 329 ARRA

\$1,203

	\$0	\$0	\$1,203	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
☐ Future ASR Wells											
WTR-004											
Fund 584 - Water Development					\$200	\$1,500	\$1,100				
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$200	\$1,500	\$1,100	\$0	\$0	\$0
TOTAL	\$31,508	\$11,155	\$22,012	\$600	\$2,500	\$2,430	\$2,680	\$2,710	\$2,800	\$110	\$330

Water

CIP: July 19, 2011

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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ZIP-Pending Rate Study

☐ Surface Water - Part 2
08-07A

Fund 210 - Water Enterprise

\$60,462 \$54,075 \$24,184

☐ Preliminary Odor Abatement
08-22

Fund 220 - Sewer Enterprise

\$0 \$0 \$0 \$60,462 \$54,075 \$24,184 \$0 \$0 \$0 \$0 \$0 \$0

☐ Main Street Slipline
08-23

Fund 220 - Sewer Enterprise

\$1,000

\$0 \$230 \$660 \$10 \$10 \$10 \$10 \$0 \$0 \$0 \$0 \$0

\$0 \$0 \$0 \$0 \$0 \$1,000 \$0 \$0 \$0 \$0 \$0 \$0

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
☐ Groundwater Monitoring Wells											
08-29											
Fund 210 - Water Enterprise			\$280								
☐ New Calibrated City Sewer Model											
08-35											
Fund 585 - Sewer Development	\$163										
Fund 220 - Sewer Enterprise	\$41										
☐ Water Source Security System											
09-05											
Fund 210 - Water Enterprise	\$100	\$255	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
☐ Trunk Line Phase 2 Repairs											
SAS-007											
Fund 220 - Sewer Enterprise		\$500	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Trunk Line 3 Repairs

SAS-008

Fund 220 - Sewer Enterprise

\$1,000

\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0
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☐ Water Pollution Asset Replacement Project Phase 2

SAS-009

Fund 220 - Sewer Enterprise

\$539	\$347	\$987	\$220	\$2,483	\$86	\$426	\$723
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\$0	\$0	\$539	\$347	\$987	\$220	\$2,483	\$86	\$426	\$723	\$0
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☒ Oxidation Ditch Aeration Retrofit - Phase 2

SAS-010

Fund 220 - Sewer Enterprise

\$1,995

Fund 585 - Sewer Development

\$2,805

\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☒ Replacement of Orangeberg Sewer Laterals

SAS-011

Fund 220 - Sewer Enterprise

\$460	\$460	\$460	\$460	\$460	\$460	\$460	\$460	\$460	\$460	\$460
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\$0	\$0	\$0	\$0	\$460	\$460	\$460	\$460	\$460	\$460	\$460
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Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☒ Solids Handling System

SAS-012

Fund 220 - Sewer Enterprise

\$1,000 \$3,800 \$3,800

☐ Water Master Plan Update

WTR-003

Fund 584 - Water Development

\$235

\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ Second New Ground Level Tank - Phase 2

WTR-007

Fund 210 - Water Enterprise

\$3,908 \$4,095

\$0 \$0 \$235 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

☐ Road Repair Utility Work

WTR-020

Fund 210 - Water Enterprise

\$0 \$0 \$0 \$3,908 \$4,095 \$0 \$0 \$0 \$0 \$0 \$0 \$0

\$300

\$300

\$300

\$300

\$300

\$300

\$300

\$300

\$300

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\$300

\$300

CIP: July 19, 2011

☒ = New Project

Project	Prior Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
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☐ Nitrate Source Reduction Program
WTR-021

Fund 210 - Water Enterprise

\$150

\$0	\$0	\$0	\$0	\$0	\$0	\$150	\$0	\$0	\$0	\$0	\$0
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☐ Surface Water - Local Pipelines Phase 2
WTR-023

Fund 210 - Water Enterprise

\$3,609

\$4,015

\$0	\$0	\$0	\$3,609	\$4,015	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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☒ First Ground Level Tank and Pump Station - Phase 2
WTR-024

Fund 210 - Water Enterprise

\$64

\$737

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$737	\$0	\$0	\$0
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☒ Well Modification to ASR
WTR-025

Fund 210 - Water Enterprise

\$100

\$150

\$100

\$500

\$400

\$0	\$0	\$0	\$0	\$0	\$100	\$150	\$100	\$100	\$500	\$400	\$0
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CIP: July 19, 2011

PA - 40

☒ = New Project

<i>Project</i>	<i>Prior Year</i>	<i>2011-12</i>	<i>2012-13</i>	<i>2013-14</i>	<i>2014-15</i>	<i>2015-16</i>	<i>2016-17</i>	<i>2017-18</i>	<i>2018-19</i>	<i>2019-20</i>	<i>2020-21</i>
☒ Road 102 Pipeline Improvements WTR-026					\$80	\$340					
Fund 584 - Water Development											
☒ Water Pipeline Realignment from Sewer and Storm Assets WTR-027					\$80	\$340	\$0	\$0	\$0	\$0	\$0
Fund 210 - Water Enterprise					\$300						
TOTAL	\$304	\$985	\$2,514	\$73,436	\$65,322	\$26,764	\$3,457	\$1,683	\$2,686	\$5,683	\$4,260
Grand Total	\$66,529	\$24,979	\$39,578	\$88,100	\$76,214	\$41,896	\$28,922	\$14,607	\$12,919	\$12,469	\$5,715

2011/12 - 2020/21 CIP Fund Allocations

Fund	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Fund 210 - Water Enterprise	\$10,044,267	\$22,012,000	\$600,000	\$2,500,000	\$2,230,000	\$1,510,000	\$1,610,000	\$2,800,000	\$110,000	\$330,000	\$43,746,267
Fund 220 - Sewer Enterprise	2,551,000	5,000,000	3,300,000	1,300,000	1,510,000	1,470,000	2,000,000	1,000,000	1,000,000	1,000,000	\$20,131,000
Fund 221 - Storm Drain Enterprise	-	-	-	-	9,981	89,832	-	-	-	-	\$99,813
Fund 320 - CDBG	263,613	-	-	-	-	-	-	-	-	-	\$263,613
Fund 329 - Economic Stimulus	839,000	-	-	-	-	-	-	-	-	-	\$839,000
Fund 351- Transportation Grants	2,689,161	-	-	-	-	-	-	-	-	-	\$2,689,161
Fund 501 - Capital Projects	132,433	138,683	258,683	-	3,750	-	20,000	140,000	-	-	\$693,549
Fund 506 - Measure "E"	1,413,153	890,000	5,453,396	3,140,000	4,943,705	4,840,000	4,340,000	3,800,000	-	-	\$28,820,254
Fund 510 - General City Development	150,195	88,945	198,945	-	91,250	120,000	110,000	60,000	80,000	-	\$899,335
Fund 520 - Redevelopment Agency (RDA)	-	-	-	-	-	-	-	-	-	-	\$0
Fund 540 - Park Development	31,000	-	-	-	-	509,760	-	-	-	-	\$540,760
Fund 541 - Quimby	210,444	-	-	-	603,170	934,310	-	-	-	-	\$1,747,924
Fund 550 - Police Development	-	-	-	-	-	-	-	-	-	-	\$0
Fund 560 - Fire Development	-	-	-	-	-	-	6,000	-	-	-	\$6,000
Fund 570 - Library Development	85,000	85,000	289,000	85,000	85,000	85,000	85,000	85,000	85,000	-	\$1,034,000
Fund 581 - Storm Drain Development	10,000	-	-	1,305,000	29,889	268,998	-	-	-	-	\$1,613,887
Fund 582 - Road Development	100,000	858,309	1,138,964	920,000	1,651,000	1,844,609	770,000	40,000	488,000	40,000	\$7,850,882
Fund 584 - Water Development	-	-	-	-	200,000	1,500,000	1,100,000	-	-	-	\$2,800,000
Fund 585 - Sewer Development	-	-	-	-	-	-	-	-	-	-	\$0
Fund 593 - Gibson Ranch Infrastructure	-	168,300	-	-	55,000	-	-	-	-	-	\$223,300
Fund 640 - SLIF Parks & Recreation	20,000	-	-	578,813	2,313,200	1,054,437	-	1,477,455	-	-	\$5,443,905
Fund 681 - Storm Drain SLIF	-	-	88,000	-	-	-	-	-	-	-	\$88,000
Fund 821 - RDA Bond Proceeds	190,000	30,000	-	-	-	-	-	-	-	-	\$220,000
Spring Lake Infrastructure Fee (SLIF)	1,771,333	5,413,000	1,712,560	-	895,000	4,812,000	300,000	831,000	1,293,000	-	\$17,027,893
Proposition 50 Grant	331,431	-	-	-	-	-	-	-	-	-	\$331,431
TOTAL	\$20,832,030	\$34,684,237	\$13,019,548	\$9,828,813	\$14,620,945	\$19,038,946	\$10,341,000	\$10,233,455	\$3,056,000	\$1,455,000	\$137,109,974
UNFUNDED PROJECTS											
Fund 221 - Storm Drain Enterprise	\$0	\$501,093	\$0	\$0	\$22,350	\$67,050	\$648,150	\$0	\$0	\$0	\$1,238,643
Fund 501 - Capital Projects	4,122,828	513,861	1,542,386	1,227,246	3,261,866	897,193	1,001,423	1,808,244	575,000	25,000	\$14,975,047
Fund 506 - Measure "E"	2,550,000	2,800,000	425,000	1,071,000	1,025,000	5,204,660	960,000	10,545,000	200,000	4,623,300	\$29,403,960
Fund 510 - General City Development	250,000	725,000	122,000	540,000	725,000	-	-	8,925,000	-	-	\$11,287,000
Fund 540 - Park Development	-	-	-	-	-	-	540,000	1,080,000	-	3,782,700	\$5,402,700
Fund 541 - Quimby	-	-	-	-	-	348,282	-	-	-	-	\$348,282
Fund 550 - Police Development	-	112,314	570,109	904,448	782,935	324,470	223,157	858,202	16,754	16,754	\$3,809,143
Fund 570 - Library Development	-	-	270,500	-	-	-	-	-	-	-	\$270,500
Fund 581 - Storm Drain Development	-	297,275	-	-	982,773	561,083	4,818,433	-	-	-	\$6,659,564
Fund 582 - Road Development	37,500	-	137,500	-	4,137,500	37,500	-	437,500	-	-	\$4,787,500
Fund 640 - SLIF Parks	-	-	-	-	-	2,128,944	-	-	-	-	\$2,128,944
Fund 681 - Storm Drain SLIF	-	-	-	-	-	-	108,615	-	-	-	\$108,615
Fund 821 - RDA Bond Proceeds	40,000	100,000	650,000	-	-	-	-	-	-	-	\$790,000
Spring Lake Infrastructure Fee (SLIF)	-	-	-	-	-	-	-	-	-	2,719,000	\$2,719,000
TOTAL	\$7,000,328	\$5,049,543	\$3,717,495	\$3,742,694	\$10,937,424	\$9,569,182	\$8,299,778	\$23,653,946	\$791,754	\$11,166,754	\$83,828,898
ON HOLD PENDING RATE STUDY											
Fund 210 - Water Enterprise	\$ 255,000	\$ 580,550	\$ 68,281,628	\$ 62,786,302	\$ 24,734,642	\$ 514,915	\$ 1,137,931	\$ 803,406	\$ 700,000	\$ -	\$159,794,374
Fund 220 - Sewer Enterprise	730,000	1,699,205	2,354,875	2,458,343	1,690,592	2,943,557	547,199	1,889,272	4,983,421	4,260,000	\$23,556,464
Fund 584 - Water Development	-	235,000	-	80,000	340,000	-	-	-	-	-	\$65,000
Fund 585 - Sewer Development	-	-	2,805,000	-	-	-	-	-	-	-	\$2,805,000
TOTAL	\$985,000	\$2,514,755	\$73,441,503	\$65,324,645	\$26,765,234	\$3,458,472	\$1,685,130	\$2,692,678	\$5,683,421	\$4,260,000	\$186,810,838

2011-12 Capital Improvement Plan

Allocation Summary

Fund 210 - Water Enterprise

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
04-07	Kentucky Avenue Widening and Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ 330,000
08-07	Surface Water Project - Part 1	5,048,600	15,248,000	-	-	-	-	-	-	-	-	20,296,600
08-28	Modify Well Casings	120,000	120,000	-	-	170,000	-	-	-	-	-	410,000
08-32	Well Replacements	-	-	-	-	-	200,000	1,500,000	2,400,000	-	-	4,100,000
08-33	First New Ground Level Tank	709,000	1,670,000	-	-	-	-	-	-	-	-	2,379,000
09-22	Water Meters - Phase II	1,700,000	-	-	-	-	-	-	-	-	-	1,700,000
09-23	Water System Leak Detection, Maintenance & Repair	150,000	1,200,000	600,000	2,500,000	2,000,000	800,000	110,000	400,000	110,000	210,000	8,080,000
10-08	Well #1 B Replacement Well	200,000	-	-	-	-	-	-	-	-	-	200,000
11-10	Destroy Old Wells	-	60,000	-	-	60,000	180,000	-	-	-	120,000	420,000
11-14	East Street to Pioneer 36" Water Main	1,916,667	-	-	-	-	-	-	-	-	-	1,916,667
12-05	Surface Water - Local Pipelines Phase 1	100,000	2,511,000	-	-	-	-	-	-	-	-	2,611,000
12-06	Second Ground Level Tank - Phase1	100,000	1,203,000	-	-	-	-	-	-	-	-	1,303,000
Total Fiscal Year Allocation		\$ 10,044,267	\$ 22,012,000	\$ 600,000	\$ 2,500,000	\$ 2,230,000	\$ 1,510,000	\$ 1,610,000	\$ 2,800,000	\$ 110,000	\$ 330,000	\$ 43,746,267

2011-12 Capital Improvement Plan
Allocation Summary
Fund 220 - Sewer Enterprise

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
04-07	Kentucky Avenue Widening and Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	100,000
08-21	Annual Sewer Repair and Replacement	1,010,000	200,000	1,800,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,010,000
09-15	FloodSAFE Yolo/Cache Creek Feasibility Study	150,000	-	-	-	-	-	-	-	-	-	150,000
10-11	Treatment Plant Exp-Biosolids	725,000	1,600,000	500,000	300,000	510,000	370,000	1,000,000	-	-	-	5,005,000
12-03	Headworks Concrete Repair	166,000	-	-	-	-	-	-	-	-	-	166,000
12-02	Oxidation Ditch Aeration Retrofit-Phase 1	500,000	3,200,000	-	-	-	-	-	-	-	-	3,700,000
SAS-006	Beamer Trunk Repair	-	-	1,000,000	-	-	-	-	-	-	-	1,000,000
Total Fiscal Year Allocation		\$ 2,551,000	\$ 5,000,000	\$ 3,300,000	\$ 1,300,000	\$ 1,510,000	\$ 1,470,000	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 20,131,000

2011-12 Capital Improvement Plan
Allocation Summary
Fund 501 - General City

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
08-37	Enterprise Information System (EIS) Project	\$ 118,683	\$ 118,683	\$ 118,683	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	356,049
08-44	Business Continuity Plan	-	20,000	-	-	-	-	#	-	-	-	40,000
08-51	Specialized Imagery	3,750	-	-	-	#	-	-	-	-	-	7,500
09-21	Phase 3 Series Street Light Replacement	10,000	-	-	-	-	-	-	-	-	-	10,000
TS-013	Network and Server Modernization	-	-	140,000	-	-	-	-	140,000	-	-	280,000
Total Fiscal Year Allocation		\$ 132,433	\$138,683.00	\$ 258,683	\$ -	\$ 3,750	\$ -	\$ 20,000	\$ 140,000	\$ -	\$ -	\$ 693,549

2011-12 Capital Improvement Plan
Allocation Summary
Fund 506 - Measure E

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
04-07	Kentucky Avenue Widening and Reconstruction	-	-	300,000	300,000	1,954,000	2,000,000	-	-	-	-	4,554,000
06-06	Measure E Planning-Management	40,000	40,000	40,000	40,000	40,000	40,000	40,000	-	-	-	280,000
06-14	Annual In-House Road Program Support	750,000	750,000	750,000	800,000	800,000	800,000	800,000	-	-	-	5,450,000
10-01	City Park Irrigation Project Phase 2	536,325	-	-	-	-	-	-	-	-	-	536,325
10-07	East Kentucky Rehab Project	86,828	-	-	-	-	-	-	-	-	-	86,828
11-07	2019 Road Maintenance Project (2012 project formerly)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
PR-019	Clark Field	-	-	1,300,000	-	-	-	-	-	-	-	1,300,000
PR-021	Miscellaneous Park Rehabilitation Projects: Phase 2	-	-	663,396	-	-	-	-	-	-	-	663,396
PR-022	Miscellaneous Park Rehabilitation Projects: Phase 3	-	-	-	-	649,705	-	-	-	-	-	649,705
TRANS-046	2013 Road Maintenance Project	-	100,000	1,400,000	-	-	-	-	-	-	-	1,500,000
TRANS-047	2014 Road Maintenance Project	-	-	1,000,000	500,000	-	-	-	-	-	-	1,500,000
TRANS-048	2015 Road Maintenance Project	-	-	-	1,500,000	-	-	-	-	-	-	1,500,000
TRANS-049	2016 Road Maintenance Project	-	-	-	-	1,500,000	-	-	-	-	-	1,500,000
TRANS-050	2017 Road Maintenance Project	-	-	-	-	-	1,500,000	-	-	-	-	1,500,000
TRANS-051	2018 Road Maintenance Project	-	-	-	-	-	-	1,500,000	-	-	-	1,500,000
TRANS-052	2016 Road Rehabilitation Project	-	-	-	-	-	500,000	2,000,000	-	-	-	2,500,000
TRANS-053	2017 Road Rehabilitation Project	-	-	-	-	-	-	-	2,300,000	-	-	2,300,000
Total Fiscal Year Allocation		\$ 1,413,153	\$ 890,000	\$ 5,453,396	\$ 3,140,000	\$ 4,943,705	\$ 4,840,000	\$ 4,340,000	\$ 3,800,000	\$ -	\$ -	\$ 28,820,254

2011-12 Capital Improvement Plan
Allocation Summary
Fund 510 - General City Development

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
08-37	Enterprise Information System (EIS) Project	\$ 58,945	\$ 58,945	\$ 58,945	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 176,835
08-44	Business Continuity Plan	-	30,000	-	-	-	-	30,000	-	-	-	60,000
08-51	Specialized Imagery	11,250	-	-	-	11,250	-	-	-	-	-	22,500
08-57	MPFP Annual Update	80,000	-	80,000	-	80,000	-	80,000	-	80,000	-	400,000
09-32	VOIP - Voice Over Internet Protocol	-	-	-	-	-	120,000	-	-	-	-	120,000
TS-013	Network and Server Modernization	-	-	60,000	-	-	-	-	60,000	-	-	120,000
Total Fiscal Year Allocation		\$ 150,195	\$ 88,945	\$ 198,945	\$ -	\$ 91,250	\$ 120,000	\$ 110,000	\$ 60,000	\$ 80,000	\$ -	\$ 899,335

2011-12 Capital Improvement Plan

Allocation Summary
Fund 540 - Park Development

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
11-15 PR-028	Community Center/Sports Park Frontage SLSP Neighborhood Park - N1 - Development	\$ 31,000	\$ -	\$ -	\$ -	\$ -	\$ 509,760	\$ -	\$ -	\$ -	\$ -	\$ 31,000 509,760
Total Fiscal Year Allocation		\$ 31,000	\$ -	\$ -	\$ -	\$ -	\$ 509,760	\$ -	\$ -	\$ -	\$ -	\$540,760

Project No. Project Name

Total Fiscal Year Allocation

2011-12 Capital Improvement Plan
Allocation Summary
Fund 560 - Fire Development

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
SL-001	Heritage Parkway	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$6,000
Total Fiscal Year Allocation		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000

2011-12 Capital Improvement Plan
Allocation Summary
Fund 570 - Library Development

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
94-45	Library Material Collection	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	850,000
LIB-001	Library Automation Project	-	-	184,000	-	-	-	-	-	-	-	184,000
Total Fiscal Year Allocation		\$ 85,000	\$ 85,000	\$ 269,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 1,034,000

2011-12 Capital Improvement Plan
Allocation Summary
Fund 581 - Storm Drain Development

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
09-31	Storz Pond Maintenance	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	10,000
11-02	Flood System SCADA and Floodproof Pumping Plants	-	-	-	-	29,889	268,998	-	-	-	-	298,887
11-13	North Gibson Ponds Detention	-	-	-	1,305,000	-	-	-	-	-	-	1,305,000
Total Fiscal Year Allocation		\$ 10,000	\$ -	\$ -	\$ 1,305,000	\$ 29,889	\$ 268,998	\$ -	\$ -	\$ -	\$ -	\$ 1,613,887

2011-12 Capital Improvement Plan

Allocation Summary

Fund 582 - Road Development

Project No.	Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
95-24	Planning Analysis Studies	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	200,000
98-01	East Gum/Matmor Signal	-	295,000	-	-	-	-	-	-	-	-	295,000
02-28	Traffic Engineering Services	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	200,000
04-07	Kentucky Avenue Widening and Reconstruction	-	-	250,000	250,000	1,500,000	1,534,000	-	-	-	-	3,534,000
11-06	School-Related Crossing Improvements	-	20,609	-	-	-	20,609	-	-	-	-	41,218
11-08	Install Traffic Signal at E Main St/ Freeway Dr Intersection	-	365,000	-	-	-	-	-	-	-	-	365,000
11-27	Main St/Cleveland St Signal Intersection Improvements	60,000	-	-	-	-	-	-	-	-	-	60,000
TRANS-008	Traffic Signal at E Main/Douglass	-	-	-	-	-	-	365,000	-	-	-	365,000
TRANS-011	Install traffic signal at Lincoln/Cottonwood	-	-	365,000	-	-	-	-	-	-	-	365,000
TRANS-012	Install Traffic Signal - Cottonwood/Beamer	-	-	365,000	-	-	-	-	-	-	-	365,000
TRANS-013	Install Traffic Signal at Kentucky/Cottonwood	-	-	-	365,000	-	-	-	-	-	-	365,000
TRANS-014	Install traffic signal at Gibson/CR98	-	-	91,250	-	-	-	-	-	-	-	91,250
TRANS-015	Install traffic signal at Kentucky Ave and CR 102	-	-	-	-	-	250,000	365,000	-	-	-	365,000
TRANS-016	Public Works Vehicles & Equipment	-	-	-	-	-	-	-	-	-	-	250,000
TRANS-017	Right-Of-Way for 4-Lane Arterial (Kentucky) Between West/CR98	-	-	27,714	-	-	-	-	-	-	-	27,714
TRANS-027	Update Traffic Model	-	-	-	65,000	-	-	-	-	65,000	-	130,000
TRANS-055	Gibson Frontage Improvements	-	137,700	-	-	-	-	-	-	-	-	137,700
TRANS-060	Citywide ITS Improvements - Phase 1	-	-	-	200,000	-	-	-	-	-	-	200,000
SL-002	Gibson Road Pedestrian Path (between SR113 and Pioneer)	-	-	-	-	111,000	-	-	-	-	-	111,000
SL-003	Road 102 Improvements south of Heritage Parkway	-	-	-	-	-	-	-	-	383,000	-	383,000
Total Fiscal Year Allocation		\$ 100,000	\$ 858,309	\$ 1,138,964	\$ 920,000	\$ 1,651,000	\$ 1,844,609	\$ 770,000	\$ 40,000	\$ 488,000	\$ 40,000	\$7,850,882

2011-12 Capital Improvement Plan
Allocation Summary
Fund 584 - Water Development

Project No. Project Name	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
WTR-004 Future ASR Wells	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,500,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$2,800,000
Total Fiscal Year Allocation	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,500,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$2,800,000

4

CIP: July 19, 2011

2011-12 Capital Improvement Plan

Allocation Summary

Fund 640 - Park SLIF

Project No. Project Name

11-15 Community Center/Sports Park Frontage
 PR-027 SLSP Neighborhood Park - N1 - Land
 PR-028 SLSP Neighborhood Park - N1 - Development
 PR-029 SLSP Neighborhood Park - N3 - Land
 PR-031 SLSP Central Park - N4 - Land
 PR-032 SLSP Central Park - N4 - Development

2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
-	-	-	-	1,215,506	-	-	-	-	-	\$1,215,506
-	-	-	-	-	1,054,437	-	-	-	-	\$1,054,437
-	-	-	-	-	-	-	1,477,455	-	-	\$1,477,455
-	-	-	578,813	-	-	-	-	-	-	\$578,813
-	-	-	-	1,097,694	-	-	-	-	-	\$1,097,694
\$ 20,000	\$ -	\$ -	\$ 578,813	\$ 2,313,200	\$ 1,054,437	\$ -	\$ 1,477,455	\$ -	\$ -	\$ 5,443,905

Total Fiscal Year Allocation

2011/12 - 2020/21 CIP WORKING CAPITAL BALANCES - in millions

FUND 210 - WATER ENTERPRISE

	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>
Beginning Working Capital	4,784	4,490	4,720	7,561	9,041	11,298	15,195	19,809	24,047	31,577
Revenues (incl bonds)	18,359	31,952	13,327	14,208	15,132	16,239	17,449	18,668	19,706	20,594
Debt Service/Operating Exp	(8,609)	(9,710)	(9,886)	(10,228)	(10,645)	(10,832)	(11,225)	(11,630)	(12,066)	(12,605)
Available for Capital	14,534	26,732	8,161	11,541	13,528	16,705	21,419	26,847	31,687	39,566
Capital Project Requests	(10,044)	(22,012)	(600)	(2,500)	(2,230)	(1,510)	(1,610)	(2,800)	(110)	(330)
Ending Working Capital	4,490	4,720	7,561	9,041	11,298	15,195	19,809	24,047	31,577	39,236

FUND 220 - SEWER ENTERPRISE

	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>
Beginning Working Capital	20,161	18,746	15,298	13,473	13,714	13,798	13,637	12,783	12,897	14,204
Revenues (incl bonds)	11,432	11,836	12,255	12,689	13,138	13,603	14,083	14,581	15,095	15,627
Debt Service/Operating Exp	(10,296)	(10,284)	(10,780)	(11,148)	(11,544)	(12,294)	(12,937)	(13,467)	(12,788)	(13,397)
Available for Capital	21,297	20,298	16,773	15,014	15,308	15,107	14,783	13,897	15,204	16,434
Capital Project Requests	(2,551)	(5,000)	(3,300)	(1,300)	(1,510)	(1,470)	(2,000)	(1,000)	(1,000)	(1,000)
Ending Working Capital	18,746	15,298	13,473	13,714	13,798	13,637	12,783	12,897	14,204	15,434

FUND 221 - STORM DRAIN ENTERPRISE

	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>
Beginning Working Capital	(2,298)	(2,298)	(2,298)	(2,298)	(2,298)	(2,308)	(2,398)	(2,398)	(2,398)	(2,398)
Revenues	175	175	175	175	175	175	175	175	175	175
Debt Service/Operating Exp	(175)	(175)	(175)	(175)	(175)	(175)	(175)	(175)	(175)	(175)
Available for Capital	(2,298)	(2,298)	(2,298)	(2,298)	(2,298)	(2,308)	(2,398)	(2,398)	(2,398)	(2,398)
Capital Project Requests	-	-	-	-	(10)	(90)	-	-	-	-
Ending Working Capital	(2,298)	(2,298)	(2,298)	(2,298)	(2,308)	(2,398)	(2,398)	(2,398)	(2,398)	(2,398)

2011/12 - 2020/21 CIP WORKING CAPITAL BALANCES - in millions

FUND 501 - GENERAL CAPITAL

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Beginning Working Capital	(270)	(478)	(680)	(1,003)	(1,069)	(1,141)	(1,209)	(1,298)	(1,508)	(1,578)
Revenues	-	-	-	-	-	-	-	-	-	-
Debt Service/Operating Exp	(76)	(63)	(64)	(66)	(68)	(68)	(69)	(70)	(70)	(70)
Available for Capital	(346)	(541)	(744)	(1,069)	(1,137)	(1,209)	(1,278)	(1,368)	(1,578)	(1,648)
Capital Project Requests	(132)	(139)	(259)	-	(4)	-	(20)	(140)	-	-
Ending Working Capital	(478)	(680)	(1,003)	(1,069)	(1,141)	(1,209)	(1,298)	(1,508)	(1,578)	(1,648)

FUND 506 - MEASURE E

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Beginning Working Capital	3,176	5,220	7,963	6,377	7,364	6,802	6,557	7,036	4,181	4,181
Revenues	3,927	4,107	4,346	4,612	4,874	5,093	5,322	1,164	-	-
Debt Service/Operating Exp	(470)	(474)	(479)	(485)	(492)	(498)	(503)	(219)	-	-
Available for Capital	6,633	8,853	11,830	10,504	11,746	11,397	11,376	7,981	4,181	4,181
Capital Project Requests	(1,413)	(890)	(5,453)	(3,140)	(4,944)	(4,840)	(4,340)	(3,800)	-	-
Ending Working Capital	5,220	7,963	6,377	7,364	6,802	6,557	7,036	4,181	4,181	4,181

FUND 510 - GENERAL CITY DEVELOPMENT

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Beginning Working Capital	2,161	2,069	2,068	2,047	2,218	2,431	2,548	2,681	2,871	3,047
Revenues	77	108	199	194	328	262	270	278	285	293
Debt Service/Operating Exp	(19)	(20)	(21)	(23)	(24)	(25)	(27)	(28)	(29)	(30)
Available for Capital	2,219	2,157	2,246	2,218	2,522	2,668	2,791	2,931	3,127	3,310
Capital Project Requests	(150)	(89)	(199)	-	(91)	(120)	(110)	(60)	(80)	-
Ending Working Capital	2,069	2,068	2,047	2,218	2,431	2,548	2,681	2,871	3,047	3,310

2011/12 - 2020/21 CIP WORKING CAPITAL BALANCES - in millions

FUND 540 - PARK DEVELOPMENT

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Beginning Working Capital	(2,238)	(3,572)	(5,728)	(7,117)	(8,413)	(9,585)	(11,133)	(12,141)	(12,789)	(13,286)
Revenues	231	127	551	1,001	1,134	1,275	1,313	1,352	1,393	1,435
Debt Service/Operating Exp	(1,534)	(2,283)	(1,940)	(2,297)	(2,306)	(2,313)	(2,321)	(2,000)	(1,890)	(1,892)
Available for Capital	(3,541)	(5,728)	(7,117)	(8,413)	(9,585)	(10,623)	(12,141)	(12,789)	(13,286)	(13,743)
Capital Project Requests	(31)	-	-	-	-	(510)	-	-	-	-
Ending Working Capital	(3,572)	(5,728)	(7,117)	(8,413)	(9,585)	(11,133)	(12,141)	(12,789)	(13,286)	(13,743)

FUND 550 - POLICE DEVELOPMENT

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Beginning Working Capital	(3,797)	(3,819)	(3,761)	(3,568)	(3,390)	(3,036)	(2,768)	(2,490)	(2,202)	(1,905)
Revenues	78	127	262	248	424	338	348	358	368	379
Debt Service/Operating Exp	(100)	(69)	(69)	(70)	(70)	(70)	(70)	(70)	(71)	(71)
Available for Capital	(3,819)	(3,761)	(3,568)	(3,390)	(3,036)	(2,768)	(2,490)	(2,202)	(1,905)	(1,597)
Capital Project Requests	-	-	-	-	-	-	-	-	-	-
Ending Working Capital	(3,819)	(3,761)	(3,568)	(3,390)	(3,036)	(2,768)	(2,490)	(2,202)	(1,905)	(1,597)

FUND 560 - FIRE DEVELOPMENT

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Beginning Working Capital	(343)	(555)	(805)	(707)	(714)	(460)	(390)	(308)	(215)	(108)
Revenues	87	108	402	359	627	452	465	479	494	507
Debt Service/Operating Exp	(299)	(358)	(304)	(366)	(373)	(376)	(383)	(386)	(387)	(387)
Available for Capital	(555)	(805)	(707)	(714)	(460)	(384)	(308)	(215)	(108)	12
Capital Project Requests	-	-	-	-	-	(6)	-	-	-	-
Ending Working Capital	(555)	(805)	(707)	(714)	(460)	(390)	(308)	(215)	(108)	12

2011/12 - 2020/21 CIP WORKING CAPITAL BALANCES - in millions

FUND 570 - LIBRARY DEVELOPMENT

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Beginning Working Capital	981	905	820	551	471	393	316	240	163	87
Revenues	16	6	7	12	15	16	17	17	18	18
Debt Service/Operating Exp	(7)	(6)	(7)	(7)	(8)	(8)	(8)	(9)	(9)	(9)
Available for Capital	990	905	820	556	478	401	325	248	172	96
Capital Project Requests	(85)	(85)	(269)	(85)	(85)	(85)	(85)	(85)	(85)	(85)
Ending Working Capital	905	820	551	471	393	316	240	163	87	11

FUND 581 - STORM DRAIN DEVELOPMENT

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Beginning Working Capital	(1,317)	(1,603)	(1,932)	(258)	(1,916)	(297)	(962)	(1,382)	(1,827)	(2,272)
Revenues	45	10	2,032	25	2,048	25	25	25	25	25
Debt Service/Operating Exp	(321)	(339)	(358)	(378)	(399)	(421)	(445)	(470)	(470)	(470)
Available for Capital	(1,593)	(1,932)	(258)	(611)	(267)	(693)	(1,382)	(1,827)	(2,272)	(2,717)
Capital Project Requests	(10)	-	-	(1,305)	(30)	(269)	-	-	-	-
Ending Working Capital	(1,603)	(1,932)	(258)	(1,916)	(297)	(962)	(1,382)	(1,827)	(2,272)	(2,717)

FUND 582 - ROAD DEVELOPMENT

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Beginning Working Capital	(4,209)	(4,445)	(5,140)	(4,797)	(5,062)	(4,428)	(5,257)	(5,001)	(4,006)	(3,379)
Revenues	432	762	2,114	1,321	2,987	1,757	1,807	1,859	1,939	1,994
Debt Service/Operating Exp	(568)	(599)	(632)	(666)	(702)	(741)	(781)	(824)	(824)	(824)
Available for Capital	(4,345)	(4,282)	(3,658)	(4,142)	(2,777)	(3,412)	(4,231)	(3,966)	(2,891)	(2,209)
Capital Project Requests	(100)	(858)	(1,139)	(920)	(1,651)	(1,845)	(770)	(40)	(488)	(40)
Ending Working Capital	(4,445)	(5,140)	(4,797)	(5,062)	(4,428)	(5,257)	(5,001)	(4,006)	(3,379)	(2,249)

2011/12 - 2020/21 CIP WORKING CAPITAL BALANCES - in millions

FUND 584 - WATER DEVELOPMENT

	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>
Beginning Working Capital	687	614	567	591	575	457	(1,034)	(2,129)	(2,128)	(2,120)
Revenues	34	66	144	110	215	150	154	158	166	170
Debt Service/Operating Exp	(107)	(113)	(120)	(126)	(133)	(141)	(149)	(157)	(158)	(159)
Available for Capital	614	567	591	575	657	466	(1,029)	(2,128)	(2,120)	(2,109)
Capital Project Requests	-	-	-	-	(200)	(1,500)	(1,100)	-	-	-
Ending Working Capital	614	567	591	575	457	(1,034)	(2,129)	(2,128)	(2,120)	(2,109)

FUND 585 - SEWER DEVELOPMENT

	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>
Beginning Working Capital	(9,496)	(10,432)	(11,511)	(11,141)	(11,296)	(9,849)	(9,581)	(9,258)	(8,880)	(8,433)
Revenues	478	745	2,200	1,680	3,293	2,118	2,181	2,245	2,315	2,379
Debt Service/Operating Exp	(1,414)	(1,824)	(1,830)	(1,835)	(1,846)	(1,850)	(1,858)	(1,867)	(1,868)	(1,871)
Available for Capital	(10,432)	(11,511)	(11,141)	(11,296)	(9,849)	(9,581)	(9,258)	(8,880)	(8,433)	(7,925)
Capital Project Requests	-	-	-	-	-	-	-	-	-	-
Ending Working Capital	(10,432)	(11,511)	(11,141)	(11,296)	(9,849)	(9,581)	(9,258)	(8,880)	(8,433)	(7,925)

FUND 640 - PARK SLIF

	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>
Beginning Working Capital	645	524	252	743	1,336	425	1,017	2,720	3,135	5,164
Revenues	282	114	881	1,567	1,802	2,051	2,112	2,069	2,131	2,195
Debt Service/Operating Exp	(383)	(386)	(390)	(395)	(400)	(405)	(409)	(177)	(102)	(109)
Available for Capital	544	252	743	1,915	2,738	2,071	2,720	4,612	5,164	7,250
Capital Project Requests	(20)	-	-	(579)	(2,313)	(1,054)	-	(1,477)	-	-
Ending Working Capital	524	252	743	1,336	425	1,017	2,720	3,135	5,164	7,250

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: MPFP Annual Update Project Proponent: Administrative Services
 Project #: 08-57 Project Manager: TBD
 MPFP: CITY-6 User Department: Administrative Services
 Funding Source(s): Fund 510 - General City Development

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 510 - General City Development \$104,427	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$504,427</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$504,427</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: It is important to update the Major Projects Financing Plan (MPFP) on a regular basis to capture full and appropriate fees to cover current and future projects that are development related.

Service Level: Annual update of the MPFP will allow the City to address capital cost changes, remove completed projects and add new projects approved by the City Council.

Pertinent Issue: Annual update of the MPFP will facilitate compliance with State laws governing application of development impact fees (AB1600). The MPFP was last updated in 2008. We elected to defer update for 2009.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
 ☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Annually the MPFP is updated to reflect new projects, completed projects, construction cost index adjustments, and development absorption data.

Cost Estimate By Category: Pre-Design Costs: \$504,427 Design Costs: \$0 Construction Costs: \$0
 Other Costs: \$0 **Total: \$504,427**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Energy Efficiency and Community Block Grant Project Proponent: Community Development
 Project #: 09-26 Project Manager: Michael Karoly
 MPFP: User Department: All Departments
 Funding Source(s): Fund 329 ARRA

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Fund 329 ARRA							
Prior Year Allocation	\$508,700	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$508,700</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$508,700</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is consistent with the City of Woodland Energy Efficiency and Conservation Strategy (EECS). Originally the project was going to install solar panels on the Police Station. After preliminary engineering, it was determined to be a project that wasn't cost effective. The grant is now being redirected towards the purchase of LED street lights.

Service Level: Maintaining street lights in the most cost effective and energy efficient manner.

Pertinent Issue: This project will utilize LED technology to provide street lighting in various areas of the City. LED technology will provide the same level of service using lights that last longer and use less energy.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☒ Final Budget
 ☒ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Purchase and installation of LED street lights. Lights have been selected, ordered and received in May 2011. Installation will begin in June 2011.

Cost Estimate By Category: Pre-Design Costs: \$54,587 Design Costs: \$45,870 Construction Costs: \$408,243
 Other Costs: \$0 **Total:** \$508,700

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Regulatory Closure of Old City Landfill (Regional Park site) **Project Proponent:** Administrative Services

Project #: 11-23 **Project Manager:** Utilities Division

MPFP: **User Department:** Public Works

Funding Source(s): Fund 250 - Solid Waste/Recycling

	<u>Project Costs</u>	<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 250 - Solid Waste/Recycling			
	\$25,000	\$0	\$0	\$0
Fiscal Year				
2011-12	\$200,000	\$0	\$0	\$0
2012-13	\$70,000	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0
Subtotal	<u>\$295,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$295,000</u>			

Statement of Justification, Service Level, and Issue(s):

Justification: Landfill use discontinued in 1977. Partial studies of potential groundwater and soil issues were performed over 3 decades. Completion of studies and a final closure plan are needed for RWQCB acceptance. Objective is to either obtain state concurrence that the fill is not a public health concern and that no additional environmental monitoring is needed or obtain state concurrence on a plan for acceptable corrective actions.

Service Level: Resolves an environmental compliance issue and potentially allows other beneficial uses of the property.

Pertinent Issue: State regulation requires that corrective actions be implemented as needed for groundwater contamination resulting from landfill uses. Regulatory clearance is needed to allow for reuse of this surplus property. Total property acreage is approx. 159 acres, with old landfill occupying approx. half.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Work with environmental consultants to investigate old landfill gas and soil conditions, conduct groundwater monitoring, analyze the relationship between past fill uses and water quality, coordination with regulatory agencies, and prepare a final closure document that is accepted by the pertinent agencies. The work will incorporate the results of the previous city studies and will be based on a preliminary project plan prepared by geotechnical and waste management consultants in spring 2011. Depending on the conclusions of these efforts, closure may be formally accepted or additional activities may be required, ultimately allowing for site reuse, sale, or lease.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$295,000</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$0</u>
	Other Costs:	<u>\$0</u>	Total: <u>\$295,000</u>			

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Library Material Collection **Project Proponent:** Library
Project #: 94-45 **Project Manager:** TBD
MPFP: Lib-3
Funding Source(s): Fund 570 - Library Development **User Department:** Library

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 570 - Library Development						
	\$202,650	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,052,650</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,052,650</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: As the population of Woodland grows, more materials are needed to meet the educational and entertainment needs of the citizens.

Service Level: This project will allow the Library to expand educational materials, including books, computer programs, audio-visual resources and periodicals.

Pertinent Issue: The allocation is funded by new development.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Buy books and other materials such as CDs and DVDs to meet the expanding needs of the Library generated by new development.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$1,052,650 **Total: \$1,052,650**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Library Automation Project Project Proponent: Library
 Project #: LIB-001 Project Manager: TBD
 MPFP: Lib-4
 Funding Source(s): Fund 570 - Library Development User Department: Library

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 570 - Library Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$184,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$184,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$184,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Enhanced system needed to meet needs of growing number of customers and larger collection.

Service Level: This project will allow the Library to meet current and future service demand more efficiently.

Pertinent Issue: Improved efficiencies will allow the Library to reevaluate staffing needs. Anticipated operating costs are expected to be absorbed within the current operating allocation to the Library.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Upgrade/change of existing Innovative/Millennium patron and bibliographic database currently in contract with Sacramento Public, Folsom, Roseville, Colusa and Sutter Counties.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$184,000
 Other Costs: \$0 **Total: \$184,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: City Park Irrigation Project Phase 2

Project Proponent: Parks and Recreation

Project #: 10-01

Project Manager: Parks and Recreation

MPFP:

Funding Source(s): Fund 506 - Measure "E"
 Proposition 50 Grant

User Department: Parks and Recreation

	<u>Project Costs</u>		<u>Operating Costs</u>		<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 506 - Measure "E"</u>	<u>Proposition 50 Grant</u>				
Prior Year Allocation	\$1,065,640	\$524,866	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$536,325	\$331,431	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,601,965</u>	<u>\$856,297</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,458,262</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: More efficiently utilize maintenance and operating resources for irrigation. Funding was passed by Measure E and California Proposition 50 Grant will fund approximately one-third of the project.

Service Level: Maintains landscape in existing City parks in the most cost effective and water conservation manner.

Pertinent Issue: Upgrade of existing park irrigation systems will save energy and conserve water. Prop 50 Grant Funds MUST be spent by December 2012 based on a two year extension on the grant or will be forfeited. This project will maintain the City's investment in existing infrastructure. Beginning November 2010, the City must begin paying for the water used in Parks. This project will help make the water usage more efficient thus reducing the cost to the General Fund for water. The first phase of this project was awarded by Council May 17 with significant work being planned for City and Harris parks as well as irrigation system improvements at Woodside, John Ferns, Crawford, Campbell, Klenhard, Douglass, Schneider, and Wayne Cline parks. The remaining grant money will be considered for a later phase, late this summer or early next spring.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: To replace the in-ground irrigation system at numerous parks that will also include booster pumps, turf replacement and purchase of central controller/weather station. Harris and City are two of the parks identified.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$50,000</u>	Design Costs:	<u>\$50,000</u>	Construction Costs:	<u>\$2,358,262</u>
	Other Costs:	<u>\$0</u>	Total: <u>\$2,458,262</u>			

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Clark Field **Project Proponent:** Parks and Recreation
Project #: PR-019 **Project Manager:** Parks and Recreation
MPFP: **User Department:** Parks and Recreation
Funding Source(s): Fund 506 - Measure "E"

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 506 - Measure "E"						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,300,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Parks rehabilitation projects were identified as top priority by the Parks & Recreation Commission and City Council for Measure E Park Rehabilitation Funding.

Service Level: This project will renovate an existing baseball field used by community and regional baseball organizations.

Pertinent Issue: Baseball Field is used extensively and needs to be updated to provide an adequate, safe and accessible facility. Construction will need to be coordinated with the High School baseball season.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project includes renovation of the outfield, bleachers and parking for Clark Field.

Cost Estimate By Category: Pre-Design Costs: \$26,000 Design Costs: \$117,000 Construction Costs: \$1,157,000
Other Costs: \$0 **Total: \$1,300,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Miscellaneous Park Rehabilitation Projects: **Project Proponent:** Parks and Recreation
Phase 2
Project #: PR-021 **Project Manager:** Parks and Recreation
MPFP: **User Department:** Parks and Recreation
Funding Source(s): Fund 506 - Measure "E"

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 506 - Measure "E"						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$663,396	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$663,396</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$663,396</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Many of the upgrades will be implemented in at least three phases. Parks rehabilitation projects were identified as top priority by the Parks & Recreation Commission and City Council for Measure E Park Rehabilitation Funding.

Service Level: Maintains elements within existing parks in an efficient and safety oriented manner..

Pertinent Issue: Protects investment in the City's infrastructure. A detailed project description will be developed when the timeframe for project execution nears.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Funds have been budgeted to improve specific elements of existing parks and athletic fields throughout Woodland. Improvements include, but are not limited to: playground upgrades and/or replacements; restroom renovation and/or replacement; parks maintenance facilities renovation; replacement of aging and damaged park amenities; rehab of deteriorated planting areas; walkway repair; bleacher upgrades.

Cost Estimate By Category: Pre-Design Costs: \$13,268 Design Costs: \$59,706 Construction Costs: \$590,422
Other Costs: \$0 **Total:** \$663,396

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Miscellaneous Park Rehabilitation
 Projects: Phase 3

Project Proponent: Parks and Recreation

Project #: PR-022

Project Manager: Parks and Recreation

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Parks and Recreation

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$649,705	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$649,705</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$649,705</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Many of the upgrades will be implemented in at least three phases. Parks rehabilitation projects were identified as top priority by the Parks & Recreation Commission and City Council for Measure E Park Rehabilitation Funding.

Service Level: Maintains elements within existing parks in an efficient and safety oriented manner.

Pertinent Issue: Protects the City's investment in infrastructure. A detailed project scope will be developed.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Funds have been budgeted to improve specific elements of existing parks and athletic fields throughout Woodland. Improvements include, but are not limited to: playground upgrades and/or replacements; restroom renovation and/or replacement; parks maintenance facilities renovation; replacement of aging and damaged park amenities; rehab of deteriorated planting areas; walkway repair; bleacher upgrades.

Cost Estimate By Category: Pre-Design Costs: \$32,485 Design Costs: \$64,970 Construction Costs: \$552,250
 Other Costs: \$0 **Total:** \$649,705

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: SLSP Neighborhood Park - N1 - Land

Project Proponent: Parks and Recreation

Project #: PR-027

Project Manager: Parks & Recreation

MPFP:

Funding Source(s): Fund 640 - SLIF Parks & Recreation

User Department: Parks and Recreation

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 640 - SLIF Parks & Recreation						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$1,215,506	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,215,506</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,215,506</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Required by the SLSP.

Service Level: Meets the neighborhood recreation facility needs of the Spring Lake residents.

Pertinent Issue: In accordance with the Settlement Agreement By and Between Susan Pelican, Shawn Smallwood and the Sierra Club; the City of Woodland and Turn of the Century LLC, the second neighborhood park is triggered with the 1,950th building permit.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Purchase 8 acres of land for Spring Lake Specific Plan Park N1.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$1,215,506 **Total: \$1,215,506**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: SLSP Neighborhood Park - N1 - Development
Project Proponent: Parks and Recreation
Project #: PR-028
Project Manager: Parks & Recreation
MPFP:
Funding Source(s): Fund 541 - Quimby
Fund 540 - Parks & Recreation Development
User Department: Parks and Recreation
Fund 640 - SLIF Parks & Recreation

Prior Year Allocation	Project Costs			Operating Costs	Revenues	Cost Savings
	Fund 541 - Quimby	Fund 540 - Parks & Recreation Development	Fund 640 - SLIF Parks & Recreation			
	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$934,310	\$509,760	\$1,054,437	\$0	\$125,125	\$0
2017-18	\$0	\$0	\$0	\$0	\$125,125	\$0
2018-19	\$0	\$0	\$0	\$0	\$125,125	\$0
2019-20	\$0	\$0	\$0	\$0	\$125,125	\$0
2020-21	\$0	\$0	\$0	\$0	\$125,125	\$0
Subtotal	<u>\$934,310</u>	<u>\$509,760</u>	<u>\$1,054,437</u>	<u>\$0</u>	<u>\$625,625</u>	<u>\$0</u>
TOTAL	<u>\$2,498,507</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Required by SLSP.

Service Level: Meets the neighborhood recreation facility needs of the Spring Lake residents.

Pertinent Issue: In accordance with the Settlement Agreement By and Between Susan Pelican, Shawn Smallwood and the Sierra Club; the City of Woodland and Turn of the Century LLC, the second neighborhood park is triggered with the 1,950th building permit and must be built within 15 months. Operating costs included are based on the estimated park maintenance included in the Spring Lake L&L formation documents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Design and Construct the Spring Lake Specific Plan Park N1.

Cost Estimate By Category: Pre-Design Costs: \$50,000 Design Costs: \$220,000 Construction Costs: \$2,228,507
Other Costs: \$0 **Total: \$2,498,507**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: SLSP Neighborhood Park - N3 - Land

Project Proponent: Parks and Recreation

Project #: PR-029

Project Manager: Parks & Recreation

MPFP:

Funding Source(s): Fund 640 - SLIF Parks & Recreation

User Department: Parks and Recreation

		<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 640 - SLIF Parks & Recreation							
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year								
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$1,477,455	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,477,455</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,477,455</u>							

Statement of Justification, Service Level, and Issue(s):

Justification: Required by the SLSP.

Service Level: Meets the neighborhood recreation facility needs of the Spring Lake residents.

Pertinent Issue: In accordance with the Settlement Agreement By and Between Susan Pelican, Shawn Smallwood and the Sierra Club; the City of Woodland and Turn of the Century LLC, the third neighborhood park is triggered with the 3,250th building permit.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Purchase 8 acres of land for Spring Lake Specific Plan N3 Park.

Cost Estimate By Category: Pre-Design Costs: \$1,477,455 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$0 **Total: \$1,477,455**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: SLSP Central Park - N4 - Land
Project #: PR-031
MPFP:
Funding Source(s): Fund 640 - SLIF Parks & Recreation

Project Proponent: Parks and Recreation
Project Manager: Parks & Recreation
User Department: Parks and Recreation

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 640 - SLIF Parks & Recreation						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$578,813	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$578,813</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$578,813</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Required by the SLSP.

Service Level: Meets the neighborhood recreation facility needs of the Spring Lake residents.

Pertinent Issue: In accordance with the Settlement Agreement By and Between Susan Pelican, Shawn Smallwood and the Sierra Club; the City of Woodland and Turn of the Century LLC, the third neighborhood park is triggered with the 3,250th building permit. This park is supposed to be constructed at the same time as the Spring Lake Fire Station which is currently unfunded.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Purchase 4 acres of land for the Spring Lake Specific Plan N4 Central Park.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$578,813 **Total:** \$578,813

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: SLSP Central Park - N4 - Development

Project Proponent: Parks and Recreation

Project #: PR-032

Project Manager: Parks & Recreation

MPFP:

Funding Source(s): Fund 541 - Quimby
Fund 640 - SLIF Parks & Recreation

User Department: Parks and Recreation

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 541 - Quimby</u>	<u>Fund 640 - SLIF Parks & Recreation</u>					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$603,170	\$1,097,694	\$0	\$0	\$60,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0
Subtotal	\$603,170	\$1,097,694	\$0	\$0	\$360,000	\$0	\$0
TOTAL	\$1,700,864						

Statement of Justification, Service Level, and Issue(s):

Justification: Required by the SLSP.

Service Level: Meets the neighborhood recreation facility needs of the Spring Lake residents.

Pertinent Issue: Operating costs included are based on the estimated park maintenance included in the Spring Lake L&L formation documents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Design and Construct the Spring Lake Specific Plan N4 Central Park.

Cost Estimate By Category: Pre-Design Costs: \$25,000 Design Costs: \$150,000 Construction Costs: \$1,525,864
Other Costs: \$0 **Total: \$1,700,864**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Downtown Streetscape Improvements **Project Proponent:** Community Development
Project #: 08-58 **Project Manager:** Chris Fong
MPFP: **User Department:** Public Works
Funding Source(s): Fund 821 - Redevelopment Bond Fund
Fund 351- Transportation Grants

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 821 - Redevelopment Bond Fund	Fund 351- Transportation Grants				
Prior Year Allocation	\$50,000	\$0	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$160,000	\$915,000	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$18,500	\$0
2014-15	\$0	\$0	\$0	\$0	\$18,500	\$0
2015-16	\$0	\$0	\$0	\$0	\$18,500	\$0
2016-17	\$0	\$0	\$0	\$0	\$18,500	\$0
2017-18	\$0	\$0	\$0	\$0	\$18,500	\$0
2018-19	\$0	\$0	\$0	\$0	\$18,500	\$0
2019-20	\$0	\$0	\$0	\$0	\$18,500	\$0
2020-21	\$0	\$0	\$0	\$0	\$18,500	\$0
Subtotal	<u>\$210,000</u>	<u>\$915,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$148,000</u>	<u>\$0</u>
TOTAL	<u>\$1,125,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Needed in order to enhance downtown to attract redevelopment activity.

Service Level: Enhances the appearance of the Historic Woodland Downtown area.

Pertinent Issue: This project received \$915,000 in SACOG 2010 Community Design Grant funds to enhance the aesthetics of downtown between Third and Sixth streets. Matching funds for the grant will be RDA and the design work will be funded by RDA.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: The project would enhance downtown's role as the government, dining, entertainment, cultural, and retail/specialty retail center of the community. The project would also preserve, where appropriate, historic architectural resources. This project will enhance the pedestrian environment on Main St from East St to Third St. The project is proposing to construct bulb outs at intersections, a signal at 5th St and other enhancements. The project team will finalize the project scope after discussions with SACOG staff and City management.

Cost Estimate By Category: Pre-Design Costs: \$10,000 Design Costs: \$50,000 Construction Costs: \$1,065,000
Other Costs: \$0 **Total: \$1,125,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Pre-Engineering/Planning for RDA Projects Project Proponent: Community Development
 Project #: 09-12 Project Manager: Community Development
 MPFP: User Department: Community Development
 Funding Source(s): Fund 821 - Redevelopment Bond Fund

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 821 - Redevelopment Bond Fund						
	\$25,289	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$85,289</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$85,289</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Sometimes there are opportunities for Redevelopment to apply for grant funds for approved redevelopment projects. These grants often require preliminary engineering or technical planning work from engineering staff to be submitted as part of the applications. This project allows engineering staff to provide the necessary support for redevelopment grant applications in the early stages. Once a project becomes funded, all follow up charges would be coded directly to the project. (These grant applications do not apply to the City's application for CDBG funds.)

Service Level: This project will facilitate economic development and redevelopment projects by providing resources to evaluate feasibility.

Pertinent Issue: There is no General Fund money available for this type of engineering work and it is an inappropriate use of development fee revenue.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project is primarily an in-house project to charge staff time related to redevelopment. Upon occasion, an outside consultant may need to be used to perform a specialized study to determine certain project components (e.g., traffic study).

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$0
 Other Costs: \$85,289 **Total:** **\$85,289**

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CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Annual Sewer Repair and Replacement

Project Proponent: Mark Cocke

Project #: 08-21

Project Manager: Utilities Division

MPFP:

User Department: Public Works

Funding Source(s): Fund 220 - Sewer Enterprise

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$195,000	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$1,010,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$10,205,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$10,205,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Minimizes sanitary sewer overflows (SSOs) throughout the City, per the City's Sanitary Sewer Management Plan (SSMP) and the City's Waste Discharge Requirement (WDR) Permit.

Service Level: The Collection System has traditionally been rehabilitated as part of the rebuilding of the street system projects. While it is cost effective to do this, it limits repairs to sewers in road projects; this has left segments of the collection system needing repair and being postponed. In the future, sewer repairs will be based on a risk criticality process that may or may not fit into the street repair program. For those repairs that are independent of a road repair, trenchless repair methods will likely be the repair method of choice.

Pertinent Issue: By improving sewer trunkline condition and reducing infiltration and inflow (I&I), the operating costs for the Waste Water Treatment Plant (WWTP) is reduced, more capacity is available for future homes, the risk for sewer overflows is reduced, and the next WWTP expansion is postponed.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Repair and Replacement of Sewer lines based on information obtained from Asset Management System and annual video evaluations of sewer lines. This work will be coordinated with street repair work when possible, but depending on the severity of the problem, could be done in advance of scheduled street work. Each year of the project is anticipated to repair/replace ~1,500 feet of lines. Known Problems: Sycamore Ranch, Matmor Road Concrete Main, Beamer between West and East street, Kentucky Trunk in Main Street, Lincoln Ave. ~886 orangeburg sewer laterals will also be replaced because this project failure is responsible for ~50% of City SSO's.

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Cost Estimate By Category:	Pre-Design Costs:	<u>\$510,250</u>	Design Costs:	<u>\$1,020,500</u>	Construction Costs:	<u>\$8,674,250</u>
	Other Costs:	<u>\$0</u>			Total:	<u>\$10,205,000</u>

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Project Name: Treatment Plant Exp-Biosolids

Project Proponent: Mark Cocke

Project #: 10-11

Project Manager: TBD

MPFP:

Funding Source(s): Fund 220 - Sewer Enterprise

User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$725,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$500,000	\$0	\$0	\$0	\$175,000	\$0	\$0
2014-15	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$510,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$370,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$5,305,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$175,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$5,305,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Required modifications to Wastewater Treatment system for solids management allowing the maximum use of storage ponds for flexibility of system in case of plant upset.

Service Level: The ponds offer the Plant a resource for management flexibility. By having the ponds available it is possible to shunt flows to the ponds during emergencies to prevent spills during high flows or plant upsets or for scheduled maintenance. By instituting a new biosolids program, it will be possible to reduce odor impacts while maintaining plant flexibility.

Pertinent Issue: The present waste discharge requirement (WDR) for the Plant required an assessment of the evaporative pond system on the groundwater resource. Ecologic was contracted to evaluate this impact and has shown that this process does impact the groundwater under the ponds. Staff anticipates that updated regulations by 2014-15 will require the City to complete this project.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project consists of the disposal of biosolids that have accumulated in the storage ponds at the Water Pollution Control Facility (WPCF). To date, over twenty years of biosolids have been stored in approximately five storage ponds and the Regional Water Control Board requested that the City present a disposal plan during the application process for the waste discharge permit adopted in February 2009. The Regional Board will expect the City to begin the process for biosolids removal from the ponds in accordance with the submitted plan. The disposal plan includes removing one pond from service every other year, dry out the solids and have a disposal company contracted to remove the biosolids for either

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landfill disposal or farmland application. If the City does not follow through with the biosolids disposal plan by the end of the new NPDES permit cycle, which will be in 2014, then we can anticipate the Regional Board will give the City a biosolids requirement that may prove to be very costly to comply with in the next NPDES permit.

Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$305,000</u>	Construction Costs:	<u>\$5,000,000</u>
	Other Costs:	<u>\$0</u>	Total: <u>\$5,305,000</u>			

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Project Name: Oxidation Ditch Aeration Retrofit-Phase 1
Project #: 12-02
MPFP: needed
Funding Source(s): Fund 220 - Sewer Enterprise

Project Proponent: Public Works
Project Manager: Utilities Division
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$3,200,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$3,700,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$3,700,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: During the analysis done by Carollo Engineers for the Woodland Davis Regionalization Study, it was learned that the present ditch rotor system was not performing at a level to give the Water Pollution Control Facility (WPCF) its rated capacity for solids (Biological Oxygen Demand) of 8.0 MGD. The several rotor sets are reaching the end of their useful life and are scheduled to be replaced for ~\$2.5M. Instead of replacing the inadequate rotor system, it is proposed that a new solids aeration system be retrofitted into the existing ditches to raise the solids capacity to match the existing hydraulic capacity (10.4mgd).

Service Level: This project will result in having the solids capacity of the WPCF matching the hydraulic capacity of 10.4 mgd. It will also improve "settling characteristics" in the clarifiers and better UV disinfection. It will also save \$100K per year in electric costs when the WPCF is operating at capacity.

Pertinent Issue: Solids capacity is needed to maintain growth, the WPCF is operating between 94% to 97% of the present solids capacity. A portion of this project is to be paid from development, approximately 1/3. Because the project is not yet in the MPFP, the developer share is shown in fy13/14 and is considered Phase 2 and an unfunded project. The project will be included in the next update to the MPFP.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Design and construct an aeration system to replace the existing rotor system at the WPCF.

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Cost Estimate By Category:	Pre-Design Costs:	<u>\$60,000</u>	Design Costs:	<u>\$450,000</u>	Construction Costs:	<u>\$3,190,000</u>
	Other Costs:	<u>\$0</u>	Total: <u>\$3,700,000</u>			

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CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Headworks Concrete Repair

Project Proponent: Public Works

Project #: 12-03

Project Manager: Utilities Division

MPFP:

Funding Source(s): Fund 220 - Sewer Enterprise

User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 220 - Sewer Enterprise						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$166,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$166,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$166,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The concrete in the top of the screw pump lift station and inlet channel has deteriorated over time from hydrogen sulfide corrosion. This has exposed the concrete aggregate and could expose the structural steel.

Service Level: Repairs an essential element of the Water Pollution Control Facility.

Pertinent Issue: Maintenance of structural concrete for headworks.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Develop bid document for repair, bid project, construction management, repair concrete and bypass pump during repair.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$46,000 Construction Costs: \$120,000
Other Costs: \$0 **Total:** \$166,000

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Project Name: Beamer Trunk Repair
Project #: SAS-006
MPFP:
Funding Source(s): Fund 220 - Sewer Enterprise

Project Proponent: Mark Cocke
Project Manager: TBD
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,000,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Sections of the Beamer Trunk have been identified as having severe structural defects. The most critical is the 36 inch section reinforced concrete pipe (RCP) line that has been impacted by hydrogen sulfide corrosion since the line was installed in 1966. The CCTV program has identified erosion of the pipeline for the entire 2,900 feet of RCP.

Service Level: Maintains a critical sanitary sewer trunk line in a serviceable condition; protects the City's investment in infrastructure.

Pertinent Issue: By improving sewer trunkline condition and reducing inflow and infiltration (I&I), the operating costs for the Waste Water Treatment Plant (WWTP) are reduced, more capacity is available, the risk for sewer overflows is reduced, and the next WWTP expansion can be postponed.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Line an additional 1,000 to 2,000 feet of the Beamer sewer trunk. Exact location is not currently known and will depend on criticality and size.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,000,000
Other Costs: \$0 **Total: \$1,000,000**

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Project Name: Spring Lake East Regional Pond Landscaping

Project Proponent: Spring Lake Specific Plan

Project #: 06-12

Project Manager: Michael Karoly

MPFP: SD-109

Funding Source(s): SLIF

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$484,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$50,600	\$0	\$0
Subtotal	<u>\$484,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$506,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$484,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This is the final step in the Spring Lake East Regional Pond construction project. The landscaping consists of native plants with supplemental irrigation. The project was originally approved on July 11, 2006.

Service Level: Completes a project required by the Spring Lake Specific Plan and enhances natural habitat.

Pertinent Issue: Project delayed during reconsideration of Spring Lake financing and is ready for bidding. Planting must occur at the beginning of the rainy season since native plants need rain for establishment and growth. Operating costs will be paid for by the Spring Lake L&L, and are based on the estimated landscaping maintenance costs included in the L&L formation documents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will landscape the center island and western portions of the existing Spring Lake East Regional Pond. Native plants and grasses will be used to minimize future maintenance and create/maintain a natural habitat.

Cost Estimate By Category: Pre-Design Costs: \$63,000 Design Costs: \$10,000 Construction Costs: \$391,000
Other Costs: \$20,000 **Total:** \$484,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Pioneer Avenue, Gibson to Collector 4
(Slaven-Farmer's Central Road)

Project Proponent: Spring Lake Specific Plan

Project #: 09-24

Project Manager: Chris Fong

MPFP:

Funding Source(s): SLIF

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$2,940,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$4,395,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$4,395,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The City is pursuing design of select Spring Lake infrastructure to (a) prepare projects for bid to take advantage of the current low cost construction environment; (b) incentivize Spring Lake development; and (c) improve traffic circulation. This project was brought before the City Council, approved, and funds authorized in FY10 by the Council on November 3, 2009.

Service Level: Provides improvements to an arterial roadway to support anticipated residential development and Pioneer High School.

Pertinent Issue: All funds for the Spring Lake infrastructure are generated from fees collected for the Spring Lake developers.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Currently, Pioneer Avenue has been constructed to its ultimate pavement width at Gibson Road but immediately begins transitioning to two lanes, achieving such once it is south of the Pioneer High School entrance. The required improvements in this design contract with Cunningham Engineering would consist of widening the pavement to the ultimate curb line along Pioneer from Gibson to and including the intersection with the future Collector 4 (tentatively designated as Slaven Drive). The full width traffic signal would also be installed at Slaven Drive. South of Slaven the interim design would transition back to the existing two lanes with the goal of salvaging as much of the infrastructure installed with Package A as possible.

CITY OF WOODLAND

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$3,633,000</u>
	Other Costs:	<u>\$762,000</u>			Total:	<u>\$4,395,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: County Road 25A Improvement: SR 113 to Harry Lorenzo Ave **Project Proponent:** Community Development
Project #: 09-25 **Project Manager:** Michael Karoly
MPFP: **User Department:** Public Works
Funding Source(s): Fund 682 - SLIF Roads

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 682 - SLIF Roads						
Prior Year Allocation	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$995,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,070,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,070,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MRPA).

Service Level: Reconstructs an arterial road to support anticipated residential development.

Pertinent Issue: Costs and funding based on the 2008 (June 12, 2009) Spring Lake CIP update; SLIF funded portion only; reference pg 31-32 of the 2008 SL CIP.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☒ Preliminary Design ☒ Final Design ☒ Environmental ROW

Project Description: Pavement rehabilitation and widening of CR 25A between Highway 113 and CR 101.

Cost Estimate By Category: Pre-Design Costs: \$178,400 Design Costs: \$0 Construction Costs: \$743,000
Other Costs: \$148,600 **Total:** \$1,070,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Pioneer Avenue from Farmers Central Rd to Heritage Pkwy
Project Proponent: Spring Lake Specific Plan

Project #: 09-27
Project Manager: Chris Fong

MPFP:
Funding Source(s): Fund 682 - SLIF Roads
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 682 - SLIF Roads \$3,595,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$3,375,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$6,970,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$6,970,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Extension of an arterial road to support anticipated residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
 Costs include SLIF, Collector improvements not shown. Reference pg 14-15 of the 2008 SL CIP PN10A

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☒ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of a 4-lane arterial road between Farmers Central Road and Heritage Parkway with landscaping, two traffic signals, 12" water main, and 8" sewer line. First 2 lanes 2011, second 2 lanes 2016.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$6,012,000
 Other Costs: \$958,000 **Total: \$6,970,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Marston Drive between Parkland Ave and Harry Lorenzo Avenue
Project Proponent: Spring Lake Specific Plan
Project #: 11-03
Project Manager: TBD
MPFP:
Funding Source(s): Fund 682 - SLIF Roads
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 682 - SLIF Roads						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$426,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$426,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$426,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Extends a collector road to serve anticipated residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 23-26 of 2008 SL CIP PN14.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of a 2-lane collector road that includes 12" water main, pedestrian path and landscaping.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$350,000
Other Costs: \$76,000 **Total:** \$426,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Farmers Central Road between Harry Lorenzo Avenue and Pioneer Ave

Project Proponent: Spring Lake Specific Plan

Project #: 11-04

Project Manager: TBD

MPFP:

Funding Source(s): Fund 682 - SLIF Roads

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 682 - SLIF Roads						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$810,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$809,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,619,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,619,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Extension of an arterial road to support anticipated residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 57-58 of the 2008 SL CIP PN26.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Extension of Farmers Central Road between Harry Lorenzo Avenue and Pioneer Ave, including landscaped bike path, 72" storm drain, 21" sewer, and 12" water line.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,329,000
Other Costs: \$290,000 **Total: \$1,619,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Parkland Avenue between Heritage
Parkway and Marston

Project Proponent: Spring Lake Specific Plan

Project #: 11-11

Project Manager: TBD

MPFP:

Funding Source(s): Fund 682 - SLIF Roads

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 682 - SLIF Roads						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$1,811,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$3,311,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$3,311,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Extension of an arterial road to support anticipated residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
Costs include SLIF, Collector improvements not shown. Reference pg 23-26 of 2008 SL CIP PN13.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of a 2-lane arterial road which includes landscaping, 8" and 12" water main, 8" and 12" sewer line, and 36" and 42" storm drain lines.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$2,718,000
Other Costs: \$593,000 **Total: \$3,311,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Heritage Parkway

Project Proponent: Spring Lake Specific Plan

Project #: SL-001

Project Manager: TBD

MPFP:

Funding Source(s): Fund 682 - SLIF Roads
Fund 560 - Fire Development

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 682 - SLIF Roads</u>	<u>Fund 560 - Fire Development</u>					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$697,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$697,000</u>	<u>\$6,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$703,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Provides extension of an arterial street for the SLSP and MPRA.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Completion of Heritage Parkway between Parkland (south) and Parkland (west) along the frontage of the commercial center and fire station, including pavement, landscaping, 8" sewer main, 30" storm drain, and traffic signal conduit to the fire station.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$577,000
Other Costs: \$126,000 **Total:** \$703,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Gibson Road Pedestrian Path (between SR113 and Pioneer)
Project #: SL-002
MPFP:
Funding Source(s): Fund 682 - SLIF Roads
Fund 582 - Road Development
Fund 593 - Gibson Ranch Infrastructure

Project Proponent: Spring Lake Specific Plan
Project Manager: TBD
User Department: Public Works

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 682 - SLIF Roads	Fund 582 - Road Development	Fund 593 - Gibson Ranch Infrastructure			
	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$511,000	\$111,000	\$55,000	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$511,000</u>	<u>\$111,000</u>	<u>\$55,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$677,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Provides a safe pedestrian pathway on Gibson Rd between SR113 and Pioneer Avenue; enhances pedestrian access to Pioneer High School and Woodland Community College.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
Costs include SLIF, MPFP, and Gibson Ranch CFD, Collector improvements not shown.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Landscaped Pedestrian path on the south side of Gibson Road between SR 113 and Road 101.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$556,000
Other Costs: \$121,000 **Total:** \$677,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Road 102 Improvements south of Heritage Parkway
Project Proponent: Spring Lake Specific Plan
Project #: SL-003
Project Manager: TBD
MPFP:
Funding Source(s): Fund 682 - SLIF Roads
Fund 582 - Road Development
User Department: Public Works

Prior Year Allocation	Project Costs			Operating Costs	Revenues	Cost Savings
	Fund 682 - SLIF Roads	Fund 582 - Road Development				
	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$1,505,000	\$383,000	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,505,000</u>	<u>\$383,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,888,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Provides improvements to an arterial roadway to support anticipated residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF AND MPFP, Collector improvements not shown. Project will need to be added to the MPFP in the future.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Widening and landscaping Road 102 between 1,300' south of Heritage Parkway and Road 25A; and the construction of a traffic signal at the intersection of CR25A and CR 102.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,555,000
Other Costs: \$333,000 **Total: \$1,888,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Beeghly Greenbelt Project Proponent: Spring Lake Specific Plan
 Project #: SL-007 Project Manager: TBD
 MPFP: Funding Source(s): Fund 682 - SLIF Roads User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 682 - SLIF Roads						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$285,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$285,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$285,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Completion of a greenbelt to support anticipated residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 29-30 of the 2008 SL CIP PN36A.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Completion of the greenbelt between the Beeghly Ranch and Russell Ranch tentative maps.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$235,000
 Other Costs: \$50,000 **Total:** \$285,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Harry Lorenzo Avenue between Gibson and Farmers Central Roads **Project Proponent:** Spring Lake Specific Plan

Project #: SL-010 **Project Manager:** TBD

MPFP: **User Department:** Public Works

Funding Source(s): Fund 682 - SLIF Roads

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 682 - SLIF Roads						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$550,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$547,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,097,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,097,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Reconstructs an arterial road to support anticipated residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
 Costs include SLIF, Collector improvements not shown. Reference pg 45-46 of the 2008 SL CIP PN20.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Reconstruction of Harry Lorenzo Ave. between Gibson Rd and Farmers Central Rd, including 12" water line and 36", 42" and 48" storm drain line.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$901,000
 Other Costs: \$196,000 **Total: \$1,097,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Galvin Way Storm Drain Project Proponent: Spring Lake Specific Plan
 Project #: SL-012 Project Manager: TBD
 MPFP: User Department: Public Works
 Funding Source(s): Fund 681 - SLIF Storm Drain

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 681 - SLIF Storm Drain						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$88,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$88,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$88,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Constructs a storm drain line to support anticipated residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
 Costs include SLIF, Collector improvements not shown. Reference pg 65-67 of the 2008 SL CIP PN29.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
 ☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of a 42" storm drain line within Galvin Way.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$73,000
 Other Costs: \$15,000 **Total:** \$88,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Meikle between Heritage Parkway and Road 25A

Project Proponent: Spring Lake Specific Plan

Project #: SL-013

Project Manager: TBD

MPFP:

Funding Source(s): SLIF

User Department: Community Development

		<u>Project Costs</u>		<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF					
Prior Year Allocation	\$300,000	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$100,000	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$400,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of a collector road and utility improvements in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 67-68 of the 2008 SL CIP PN30.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Traffic calming; 12" water main, 8" sewer within Meikle Road between Heritage Parkway and Road 25A. Water main extended on Banks over to Promenade.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$400,000
Other Costs: \$0 **Total: \$400,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Parkland Drive between Pioneer Avenue
and Harry Lorenzo Avenue

Project Proponent: Spring Lake Specific Plan

Project #: SL-015

Project Manager: TBD

MPFP:

Funding Source(s): SLIF

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$2,294,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,294,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,294,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Extension of an arterial road in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
Costs include SLIF, Collector improvements not shown. Reference pg 10,11, of the 2008 SL CIP PN 8A.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of a 4-lane arterial road with landscaping, two traffic signals and a 12" water main.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$410,000 Construction Costs: \$1,712,000
Other Costs: \$172,000 **Total:** \$2,294,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Sports Park Drive and Matmor Road
Project #: SL-016
MPFP:
Funding Source(s): SLIF

Project Proponent: Spring Lake Specific Plan
Project Manager: TBD
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$1,876,000	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,376,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,376,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of two collector roads with related utility improvements to support anticipated residential development. This project is dictated by the timing of Parkside and the Mall Expansion.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 55-56, 71-72 of 2008 SL CIP.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of Farmers Central Road between East Street and Matmor Road and the construction of Matmor Road between the southerly terminus and Farmers Central Road. Includes 12" water main, 60" storm drain, 8" and 15" sewer mains, and modification of an existing traffic signal at East Street and Road 24A. The development fee portion is for an 8' planter strip in front of City land.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$2,376,000
Other Costs: \$0 **Total: \$2,376,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Marston Greenbelt and Path

Project Proponent: Spring Lake Specific Plan

Project #: SL-017

Project Manager: TBD

MPFP:

Funding Source(s): Fund 682 - SLIF Roads

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 682 - SLIF Roads						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$1,582,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,582,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,582,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of landscaping and pedestrian/bicycle improvements in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 25-28, 53-55 of the 2008 SL CIP PN 15 & 24.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of a greenbelt and bike path on the south side of Marston Drive.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,333,000
Other Costs: \$249,000 **Total: \$1,582,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Harry Lorenzo Avenue between Farmers Central and Parkland
Project Proponent: Spring Lake Specific Plan

Project #: SL-018
Project Manager: TBD

MPFP:
Funding Source(s): Fund 682 - SLIF Roads
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 682 - SLIF Roads						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$516,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$516,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$516,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Reconstruction of an arterial road in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 46-48 of the 2008 SL CIP.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Reconstruction of Harry Lorenzo Ave. between Farmers Central and Parkland, including 12" water line and 36" and 48" storm drain line.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$424,000
Other Costs: \$92,000 **Total:** \$516,000

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Proponent: Spring Lake Specific Plan

Project Manager: TBD

User Department: Public Works

User Department: Public Works

		Project Costs			Operating Costs	Revenues	Cost Savings
	SLIF						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$2,448,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,448,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,448,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of infrastructure and utility improvements in anticipation of new development on the west side of SR 113.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
Costs include SLIF, Collector improvements not shown. Reference pg 74-75 of the 2008 SL CIP.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description:	Construction of a soundwall along SR 113 and utility crossings for water, sewer and storm drain lines.
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Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$2,010,000</u>
	Other Costs:	\$438,000				Total: <u>\$2,448,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: County Road 25A between Promenade and Road 102 **Project Proponent:** Spring Lake Specific Plan
Project #: SL-020 **Project Manager:** TBD
MPFP: **User Department:** Public Works
Funding Source(s): Fund 682 - SLIF Roads

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 682 - SLIF Roads						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$772,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$772,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$772,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of a residential road in anticipation of new development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 60-61 of 2008 SL CIP.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of County Road 25A between Promenade and County Road 102 including street trees and related utilities.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$634,000
Other Costs: \$138,000 **Total:** \$772,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: R&B Greenbelt

Project Proponent: Spring Lake Specific Plan

Project #: SL-021

Project Manager: TBD

MPFP:

Funding Source(s): SLIF

User Department: Parks and Recreation

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$1,743,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,743,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,743,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Landscape improvements in anticipation of new development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
 Costs include SLIF, Collector improvements not shown. Reference pg 77-80 of the 2008 SL CIP PN 36B and 36C.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Complete greenbelt and pedestrian path located on the west edge of the Village 4 subdivision.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,431,000
 Other Costs: \$312,000 **Total: \$1,743,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Parkland between Marston and County Road 25A
Project Proponent: Spring Lake Specific Plan
Project #: SL-022
Project Manager: TBD
MPFP:
Funding Source(s): Fund 682 - SLIF Roads
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 682 - SLIF Roads						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$2,221,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
Subtotal	<u>\$2,221,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$24,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,221,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of an arterial road in anticipation of new development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 43-44 of the 2008 SL CIP PN 19.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of Parkland, a two-lane arterial road, between Marston Rd and County Road 25A; including landscaping and one traffic signal.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,823,000
Other Costs: \$398,000 **Total: \$2,221,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Harry Lorenzo Avenue between Parkland and Marston

Project Proponent: Spring Lake Specific Plan

Project #: SL-023

Project Manager: TBD

MPFP:

Funding Source(s): Fund 682 - SLIF Roads

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 682 - SLIF Roads						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$362,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$362,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$362,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of an arterial road in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail. Costs include SLIF, Collector improvements not shown. Reference pg 48-50 in the 2008 SL CIP.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Harry Lorenzo Avenue between Parkland and Marston; includes installation of 12" water line as part of converting the road to a residential street.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$297,000
Other Costs: \$65,000 **Total:** \$362,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Offsite Spring Lake Sanitary Sewer Improvements
Project Proponent: Spring Lake Specific Plan
Project #: SL-025
Project Manager: TBD
MPFP:
Funding Source(s): SLIF
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$795,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$795,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$795,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of utility improvements in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
 Costs include SLIF, Collector improvements not shown. Reference pg 96-97 of the 2008 SL CIP.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of a 24" gravity storm sewer main between CR102 and the Waste Water Treatment Plant and addition of a pump to the Spring Lake sewer lift station.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$552,000
 Other Costs: \$243,000 **Total:** \$795,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Harry Lorenzo Avenue between Marston and Road 25A

Project Proponent: Spring Lake Specific Plan

Project #: SL-026

Project Manager: TBD

MPFP:

Funding Source(s): SLIF

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$418,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$918,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$918,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of a bike/pedestrian path and utility improvements in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
 Costs include SLIF, Collector improvements not shown. Reference pg 50-51 of 2008 SL CIP PN16B.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Harry Lorenzo Avenue between Parkland and Marston. Convert the roadway to a landscaped bike path and install 42" storm drain pipe.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$754,000
 Other Costs: \$164,000 **Total:** \$918,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: SR113/CR 25A Interchange Modifications **Project Proponent:** Spring Lake Specific Plan
Project #: SL-027 **Project Manager:** TBD
MPFP: **User Department:** Public Works
Funding Source(s): Fund 682 - SLIF Roads

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 682 - SLIF Roads						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$2,225,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
Subtotal	<u>\$2,225,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$12,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,225,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of roadway improvements in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
 Costs include SLIF, Collector improvements not shown. Reference pg 76-77 of the 2008 SL CIP PN35.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
 ☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of new traffic signals and minor ramp modifications at the SR113 and CR 25A interchange.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,854,000
 Other Costs: \$371,000 **Total: \$2,225,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: County Road 25A between Parkland and Plan Area edge (Harry Lorenzo Avenue) **Project Proponent:** Spring Lake Specific Plan

Project #: SL-028 **Project Manager:** TBD

MPFP: **User Department:** Public Works

Funding Source(s): SLIF

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$875,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$875,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$875,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Extension of a collector road and landscape improvements in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
 Costs include SLIF, Collector improvements not shown. Reference pg 62-63 of the 2008 SL CIP PN27C.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construct Road 25A between Parkland and Harry Lorenzo Avenue (edge of Plan area), including street trees.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$718,000
 Other Costs: \$157,000 **Total:** \$875,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Monuments and Bus Shelters **Project Proponent:** Spring Lake Specific Plan
Project #: SL-030 **Project Manager:** TBD
MPFP: **User Department:** Public Works
Funding Source(s): SLIF

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$331,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$931,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$931,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of improvements in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
Costs include SLIF, Collector improvements not shown. Reference pg 85-86 of the 2008 SL CIP PN 36E.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Various entry way features and bus shelters that are required improvements for the entire Plan area.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$761,000
Other Costs: \$170,000 **Total:** \$931,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: FloodSAFE Yolo/Cache Creek Feasibility Study
Project Proponent: City Management
Project #: 09-15
Project Manager: Mark Cocke
MPFP:
Funding Source(s): Fund 220 - Sewer Enterprise
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$250,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$250,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This work continues a collaborative pilot program and local and regional effort to mitigate the flood threat associated with Lower Cache Creek to Woodland and rural Yolo County.

Service Level: Successful implementation of FloodSAFE Yolo strategies would mitigate the threat of flooding to the Historic Downtown Woodland, residential and industrial areas; this could facilitate economic development and redevelopment and save existing property owners over \$2.4 million in annual flood insurance policies.

Pertinent Issue: FloodSAFE Yolo is a collaborative program funded and sponsored by the City of Woodland, Yolo County and the Yolo County Flood Control and Water Conservation District. The total local agency commitment is \$1.4 million; current proposal is limited to \$250,000.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project engages local, regional state and federal agencies in the development of comprehensive strategies to minimize the risk of flooding from Lower Cache Creek while enhancing water supply and the ecosystem in a manner that reflect community values. The FY 2011 focus areas will be on initiating studies in cooperation with the US Army Corps of Engineers, California Department of Water Resources and other regional agencies and outreach that will inform the community of the conceptual solution.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$250,000</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$0</u>
	Other Costs:	<u>\$0</u>			Total:	<u>\$250,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: East & Main Storm Deficiency Replacement/Repair

Project #: 09-18

MPFP:

Funding Source(s): Fund 351- Transportation Grants
Fund 501 - Capital Projects
Fund 221 - Storm Drain Enterprise

Project Proponent: Public Works

Project Manager: Utilities Division

User Department: Utility Engineering

Prior Year Allocation	Project Costs				Operating Costs	Revenues	Cost Savings
	Fund 351- Transportation Grants	Fund 501 - Capital Projects	Fund 221 - Storm Drain Enterprise	Fund 821 - Redevelopment			
	\$81,000	\$69,000	\$16,000	\$114,871	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Subtotal	<u>\$81,000</u>	<u>\$69,000</u>	<u>\$16,000</u>	<u>\$114,871</u>	<u>\$0</u>	<u>\$0</u>	<u>\$10,000</u>
TOTAL	<u>\$280,871</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The proposed new courthouse and parking facility will impact the storm drainage problem at East and Main Streets. EDI has ~\$80k in grants to mitigate impacts associated with the project. The remainder of the funds will be from Fund 501, to be reimbursed by the State in 2011.

Service Level: Present system floods regularly, the new courthouse and parking facility will make it worse by adding a block of impervious surface.

Pertinent Issue: City staff will do construction management, project management and administration using fund 501 (to be reimbursed by the State). There is also \$25,000 of fund 220 in this project not shown due to space limitations.

Status: ☐ New Project ☐ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☒ Preliminary Design ☐ Final Design ☒ Environmental ROW

Project Description: The existing twin 6-inch storm lines run in Main Street from west of the railroad tracks to an 18-inch storm line in East Street. The lines are woefully undersized and flood the intersection during minor rain events. This project will replace the southern 6-inch line with an 18 inch line to the existing system in East Street. Project was bid with 05-05.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$20,000 Construction Costs: \$268,871
Other Costs: \$17,000 **Total:** \$305,871

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Storz Pond Maintenance **Project Proponent:** Mark Cocke
Project #: 09-31 **Project Manager:** Mark Cocke
MPFP: **User Department:** Public Works
Funding Source(s): Fund 581 - Storm Drain Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 581 - Storm Drain Development						
	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$30,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$30,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The City collects developer in-lieu revenue to maintain the Storz Pond. This contract with the YCRCD will provide on-going maintenance of the pond for minimal cost.

Service Level: Maintains Storz Pond to meet City and area-wide drainage needs.

Pertinent Issue: Funding is from Storm Drain In-Lieu revenue already collected.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description:

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$30,000 **Total:** \$30,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Flood System SCADA and Floodproof Pumping Plants
Project #: 11-02
MPFP:
Funding Source(s): Fund 221 - Storm Drain Enterprise
Fund 581 - Storm Drain Development

Project Proponent: Mark Cocke
Project Manager: Utilities Division
User Department: Public Works

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 221 - Storm Drain Enterprise</u>	<u>Fund 581 - Storm Drain Development</u>				
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$9,981	\$29,889	\$0	\$0	\$0	\$0
2016-17	\$89,832	\$268,998	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$99,813</u>	<u>\$298,887</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$398,700</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: This work is needed to keep the pumps pumping during a flood event. Currently the pump controls and generators are located low and in the area that would be flooded. When it floods the equipment would stop pumping and be damaged to the point the pumping could not resume after the flood peaks.

Service Level: The East Main Pumping Plant, North Canal Pumps, and the South Canal Pump are located in the Cache Creek Floodplain. The flow depth will damage some of the pumps, intake structures, emergency power supply, and the control systems unless these systems are elevated above the expected flow level (200-year event per new regulations). The SCADA system will be built on the new City-wide SCADA system being designed for the water and well system.

Pertinent Issue: In order to manage the City floodplain, the City needs to have a reliable resilient system for removing flood flows from the City.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Install SCADA Controls on East PP and floodproof system from Cache Creek Flooding

Cost Estimate By Category: Pre-Design Costs: \$35,000 Design Costs: \$100,000 Construction Costs: \$263,700
Other Costs: \$0 **Total:** \$398,700

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: North Gibson Ponds Detention
Project #: 11-13
MPFP:
Funding Source(s): SLIF
Fund 581 - Storm Drain Development

Project Proponent: Spring Lake Specific Plan
Project Manager: Utilities Division
User Department: Utility Engineering

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>SLIF</u>	<u>Fund 581 - Storm Drain Development</u>					
Prior Year Allocation	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$1,712,560	\$0	\$0	\$0	\$40,000	\$0	\$0
2014-15	\$0	\$1,305,000	\$0	\$0	\$40,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
Subtotal	<u>\$1,962,560</u>	<u>\$1,305,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$320,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$3,267,560</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is needed to progress into the second release of BUAs for Spring Lake, or after ~1,200 homes are permitted per CEQA mitigation requirements. This project offers significant savings to the Spring Lake Project, MPRA, and the Gateway Project.

Service Level: Provides storm drainage to meet the needs of anticipated residential development.

Pertinent Issue: Meet CEQA requirements and prevent increase in damages to downstream (Conaway Ranch). Provides stormwater impacts mitigation for all Southside development projects at a lower cost.

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project is needed to mitigate downstream impacts from the Spring Lake Specific Plan, MPRA, and Gateway II. This project could replace the South Canal Pumping Plant and change the South Urban Growth Area (SUGA) share of the Outfall Channel and Yolo Bypass Improvements. When the feasibility study begins in October 09 the proposed designs may change to include the Cache Creek flood solution and more changes.

Cost Estimate By Category: Pre-Design Costs: \$163,378 Design Costs: \$490,134 Construction Costs: \$2,614,048
Other Costs: \$0 **Total:** \$3,267,560

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Enterprise Information System (EIS) Project **Project Proponent:** Manuel Soto
Project #: 08-37 **Project Manager:** Manuel Soto
MPFP: City-101
Funding Source(s): Fund 510 - General City Development **User Department:** Administrative Services
Fund 501 - Capital Projects

	<u>Project Costs</u>		<u>Operating Costs</u>		<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 510 - General City Development</u>	<u>Fund 501 - Capital Projects</u>				
Prior Year Allocation	\$329,069	\$552,983	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$58,945	\$118,683	\$0	\$0	\$112,422	\$0
2012-13	\$58,945	\$118,683	\$0	\$0	\$112,422	\$0
2013-14	\$58,945	\$118,683	\$0	\$0	\$117,598	\$0
2014-15	\$0	\$0	\$0	\$0	\$138,063	\$0
2015-16	\$0	\$0	\$0	\$0	\$128,835	\$0
2016-17	\$0	\$0	\$0	\$0	\$134,929	\$0
2017-18	\$0	\$0	\$0	\$0	\$141,365	\$0
2018-19	\$0	\$0	\$0	\$0	\$173,162	\$0
2019-20	\$0	\$0	\$0	\$0	\$165,339	\$0
2020-21	\$0	\$0	\$0	\$0	\$172,918	\$0
Subtotal	<u>\$505,904</u>	<u>\$909,032</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,397,053</u>	<u>\$0</u>
TOTAL	<u>\$1,414,936</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: The City has outgrown its Financial and Land Management systems, and they do not meet current needs.

Service Level: This system will enable Finance staff and upper management to implement effective and efficient internal fiscal controls and will facilitate a comprehensive review of all fiscal and land management related business practices.

Pertinent Issue: Operating cost assumptions are for IT personnel only. Maintenance of a new system would require a new IT Specialist, as well as \$20,000 per year in contract service costs. Project costs represent anticipated annual payments for project financing.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Replace existing Pentamation Financial modules with fully-featured system for budget, ledgers, purchasing, payroll/personnel, time keeping, bid/quote, contract management, CASS (address verification), etc. Emphasis on enterprise level system with built-in integration to revenue generating activities (especially community services). The Land Management portion of the project will include replacement of planning, development, permits, licenses, utility billing, etc.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$212,240 Construction Costs: \$0
Other Costs: \$1,202,696 **Total:** \$1,414,936

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Business Continuity Plan **Project Proponent:** Manuel Soto
Project #: 08-44 **Project Manager:** Manuel Soto
MPFP: City-102
Funding Source(s): Fund 510 - General City Development **User Department:** Administrative Services
Fund 501 - Capital Projects

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 510 - General City Development</u>	<u>Fund 501 - Capital Projects</u>				
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$30,000	\$20,000	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$30,000	\$20,000	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$60,000</u>	<u>\$40,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$100,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Currently, the City does not have a plan on systems/applications/functions to recover, how to recover or identified staff needed for each area if a disaster should occur. A disaster can be natural, human-made or disruptions. The City needs a plan to ensure that it has the resources and information needed for continued City business in an emergency situation.

Service Level: Recovery from a disaster will be delayed without a comprehensive Business Continuity Plan (BCP), thereby causing long-lasting service disruption for City residents, business owners and staff.

Pertinent Issue: All business organizations similar to the City of Woodland in size and complexity have a Business Continuity Plan in order to minimize technology service disruption.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: A BCP is the creation and validation of a logistical plan on how City applications/functions will be restored after a disaster. The BCP would include risk evaluations, management and control, as well as effective plans, measures and arrangements for business continuity. The plan would identify necessary resources, how staff will communicate, where they will go, as well as how they will do their jobs. For Technology Services, it will identify system recovery and, how services and access will be provided to City staff so they can perform their functions.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$100,000</u>
	Other Costs:	<u>\$0</u>				Total: <u>\$100,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Enterprise GIS Database Server **Project Proponent:** Manuel Soto
Project #: 08-45 **Project Manager:** Manuel Soto
MPFP: **User Department:** Administrative Services
Funding Source(s): Fund 510 - General City Development
Fund 501 - Capital Projects

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 510 - General City Development	Fund 501 - Capital Projects					
Prior Year Allocation	\$37,500	\$12,500	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0
Subtotal	<u>\$37,500</u>	<u>\$12,500</u>	<u>\$0</u>	<u>\$0</u>	<u>\$270,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$50,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: An Enterprise GIS system would greatly enhance the City's current GIS capabilities, to include improved services to the City of Woodland community.

Service Level: This system would assist residents and business owners in tracking geographic information.

Pertinent Issue: Operating impact assumes \$30k each year in additional supplies and services (licensing) for ESRI.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Implement an enterprise GIS Database server will greatly enhance current GIS capabilities. Current GIS database is a workstation level Microsoft Access database and with limits on concurrently editing, processing speed and functionality. A GIS Database server will improve the ability of multi-editing, processing and will provide enhanced functionality. Provide the ability to track resources and manpower, report on emergency situations/conditions as they are occurring and provide report capabilities to the public and outside agencies.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$5,000 Construction Costs: \$45,000
Other Costs: \$0 **Total:** \$50,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Specialized Imagery **Project Proponent:** Manuel Soto
Project #: 08-51 **Project Manager:** Manuel Soto
MPFP: City-106
Funding Source(s): Fund 510 - General City Development **User Department:** Administrative Services
Fund 501 - Capital Projects

Prior Year Allocation	Project Costs				Operating Costs	Revenues	Cost Savings
	Fund 510 - General City Development	Fund 501 - Capital Projects					
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$11,250	\$3,750	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$11,250	\$3,750	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$22,500</u>	<u>\$7,500</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$30,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Update City GIS imagery in order to maintain accurate aerial maps of the City of Woodland so that City information can be linked spatially in GIS for field crews, public safety and the community.

Service Level: Enhance the efficiency of field operations and public information.

Pertinent Issue: GIS imagery helps staff track City infrastructure needs.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Periodic updates of high-resolution imagery for use within the City's GIS programs.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$5,000 Construction Costs: \$25,000
Other Costs: \$0 **Total:** \$30,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: VOIP - Voice Over Internet Protocol
Project #: 09-32
MPFP: CITY-106
Funding Source(s): Fund 501 - Capital Projects
Fund 510 - General City Development

Project Proponent: Manuel Soto
Project Manager: Manuel Soto
User Department: All Departments

	<u>Project Costs</u>		<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 501 - Capital Projects</u>	<u>Fund 510 - General City Development</u>			
Prior Year Allocation	\$6,250	\$518,750	\$0	\$0	\$0
<u>Fiscal Year</u>					
2011-12	\$0	\$0	\$0	\$80,000	\$0
2012-13	\$0	\$0	\$0	\$80,000	\$0
2013-14	\$0	\$0	\$0	\$80,000	\$0
2014-15	\$0	\$0	\$0	\$80,000	\$0
2015-16	\$0	\$0	\$0	\$80,000	\$0
2016-17	\$0	\$120,000	\$0	\$80,000	\$0
2017-18	\$0	\$0	\$0	\$80,000	\$0
2018-19	\$0	\$0	\$0	\$80,000	\$0
2019-20	\$0	\$0	\$0	\$80,000	\$0
2020-21	\$0	\$0	\$0	\$80,000	\$0
Subtotal	<u>\$6,250</u>	<u>\$638,750</u>	<u>\$0</u>	<u>\$800,000</u>	<u>\$0</u>
TOTAL	<u>\$645,000</u>				

Statement of Justification, Service Level, and Issue(s):

Justification: The implementation of a City owned telephone system is feasible because of technical advances in phone systems. Many governmental entities have realized huge savings, increased performance/capabilities and improved customer satisfaction. A new telephone system will allow the ability to improve customer support and increase customer satisfaction.

Service Level: Estimated cost savings, at least \$85,000/yr. Of significance, a new system will provide enhanced features and capabilities that will help improve staff productivity and customer satisfaction.

Pertinent Issue: We have cancelled our contract with Yolo County.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: A new IP based phone system will become part of the City's existing information systems infrastructure, using the same equipment and wiring that connects all City sites to the City's computer systems. The sharing of existing equipment allows a new phone system to be installed with minor upgrades to each site and installing an enterprise core device at the network operations center located in the PD building. Once the rsystem is installed it will run just like the City's other current systems. This not only maximized the City's current infrastructure invenstments, but also takes advantage of the existing staff expertise and training.

CITY OF WOODLAND

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$0</u>
	Other Costs:	<u>\$645,000</u>			Total:	<u>\$645,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Network and Server Modernization **Project Proponent:** Manuel Soto
Project #: TS-013 **Project Manager:** Manuel Soto
MPFP: City-101
Funding Source(s): Fund 510 - General City Development **User Department:** Administrative Services
Fund 501 - Capital Projects

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 510 - General City Development</u>	<u>Fund 501 - Capital Projects</u>					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$60,000	\$140,000	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$60,000	\$140,000	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$120,000</u>	<u>\$280,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$400,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Replace aged and limited infrastructure devices and servers to provide better network services and reliability to City staff and the public.

Service Level: Maintains existing service levels in communications technology and allows us to expand the system to accommodate growth in the organization.

Pertinent Issue: Operating assumptions include \$10k per year in estimated supplies and services, as well as \$50k for server replacement in Year 8.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Replace existing network servers and communications equipment (switches, routers, hubs, etc) to modernize technology as well as pursue efforts to consolidate and increase security/survivability.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$400,000
Other Costs: \$0 **Total:** \$400,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Lemen/North/East Realignment **Project Proponent:** Engineering
Project #: 00-04 **Project Manager:** Diana Ayon
MPFP: NST-28/TSM-1
Funding Source(s): Fund 582 - Road Development **User Department:** Community Development
Fund 351- Transportation Grants
Fund 210 - Water Enterprise

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 582 - Road Development</u>	<u>Fund 351- Transportation Grants</u>	<u>Fund 210 - Water Enterprise</u>	<u>Fund 220 - Sewer</u>			
Prior Year Allocation	\$700,000	\$1,411,555	\$293,617	\$185,780	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$700,000</u>	<u>\$1,411,555</u>	<u>\$293,617</u>	<u>\$185,780</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,590,952</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is identified as a high priority project in the East Street Corridor Specific Plan.

Service Level: The improvements will enhance traffic safety and relieve congestion.

Pertinent Issue: The City has already made significant commitments to this project with the adjacent landowner, relocation of utilities and the undergrounding district with PG&E. The Fund 582 expenditures through the end of FY 08/09 are \$255,340. The FY 09/10 budget allocation for Fund 582 has been reduced by \$98,905 to reflect the current 582 fund need on the project. The total updated Fund 582 budget allocation for the project is \$700,000.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project includes the realignment of Lemen Avenue opposite North Street, installation of a traffic signal, and a median on East Street at Court Street to prevent left turns to and from Court Street. Signal interconnect between Main Street and North Street will be included. Further modifications to North Street, Fifth Street, and Court Street may be identified after the signal is operational. The existing water and sewer lines along Lemen Avenue are in need of rehabilitation and the water line will be realigned to the proposed street (the utility work was completed in FY09)

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$2,590,952
Other Costs: \$0 **Total: \$2,590,952**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: I-5/SR113 Freeway to Freeway Connectors Phase 2
Project Proponent: Brent Meyer
Project #: 00-06
Project Manager: Diana Ayon
MFP: IGS-100
Funding Source(s): Fund 582 - Road Development
 Fund 506 - Measure "E"
User Department: Community Development

	<u>Project Costs</u>		<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 582 - Road Development</u>	<u>Fund 506 - Measure "E"</u>			
Prior Year Allocation	\$385,000	\$120,000	\$0	\$0	\$0
<u>Fiscal Year</u>					
2011-12	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$385,000</u>	<u>\$120,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$505,000</u>				

Statement of Justification, Service Level, and Issue(s):

Justification: Project is needed to serve regional traffic growth and to maintain adequate level of service on Main Street and other routes that are used until the connectors are built. The project is identified in the Streets Master Plan.

Service Level: This project will keep truck traffic off of local streets and roads, including East Main Street, Gibson Road and Road 102.

Pertinent Issue: Actual construction funding will be allocated from federal and state resources, including CalTrans and reauthorization of SAFETEA-LU. The Fund 582 prior year allocation of \$326,452 was calculated by adding all Fund 582 expenditures through June 30, 2008 (\$296,700) plus the budget allocated in the FY 08/09 budget (\$29,752). The fund 582 expenditures in FY 08/09 are \$52,656. Total Fund 582 expenditures through the end of FY 08/09 are \$349,356. The Fund 582 expenditures in FY 09/10 as of 2/22/10 are \$5,589 and it is assumed that an additional \$5,055 will be spent by June 30, 2010. The Fund 582 request of \$58,548 for FY 10/11 budget authorization reflects the amount requested in FY 10/11 of \$25,000 plus \$33,458 overspent by the end of FY 09/10 from the prior year allocation.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project includes the construction of the freeway to freeway connectors from northbound I-5 to southbound SR113.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$0</u>
	Other Costs:	<u>\$505,000</u>	Total: <u>\$505,000</u>			

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Traffic Engineering Services **Project Proponent:** Brent Meyer
Project #: 02-28 **Project Manager:** Brent Meyer
MPFP: TES-100
Funding Source(s): Fund 582 - Road Development **User Department:** Community Development

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$42,860	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$242,860</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$242,860</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: New development increases traffic volume requiring more traffic engineering services to address requests for traffic calming, new traffic control devices, signal timing revision etc.

Service Level: The work primarily relates to increases in vehicle counts such that warrants for traffic control devices are met (i.e. stop signs, signals, etc.)

Pertinent Issue: During the 10/11 fiscal year, this project is needed to fund the ITS master plan. This master plan is needed so that the tribal mitigation funding and the MPFP ITS project can be planned for and constructed. This project will also fund the design of pedestrian, and signal enhancement in downtown.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Examples of this could include but are not limited to the following: Traffic Safety Commission support, speed zone studies, traffic counts, customer requests. The cost could include the traffic engineering analysis, design or construction of minor traffic improvements (i.e. signing/stripping or new stop signs)

Cost Estimate By Category: Pre-Design Costs: \$129,716 Design Costs: \$23,286 Construction Costs: \$89,858
Other Costs: \$0 **Total:** \$242,860

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Kentucky Avenue Widening and Reconstruction

Project Proponent: Katie Wurzel

Project #: 04-07

Project Manager: Katie Wurzel

MPFP: SC-12 SW-1 NT

Funding Source(s): Fund 506 - Measure "E"
Fund 582 - Road Development
Fund 210 - Water Enterprise

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 506 - Measure "E"</u>	<u>Fund 582 - Road Development</u>	<u>Fund 210 - Water Enterprise</u>	<u>Fund 220 - Sewer</u>			
Prior Year Allocation	\$20,650	\$76,950	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$300,000	\$250,000	\$0	\$0	\$0	\$0	\$0
2014-15	\$300,000	\$250,000	\$0	\$0	\$0	\$0	\$0
2015-16	\$1,954,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0
2016-17	\$2,000,000	\$1,534,000	\$330,000	\$100,000	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$4,574,650</u>	<u>\$3,610,950</u>	<u>\$330,000</u>	<u>\$100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$8,615,600</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is required to improve the safety of this corridor and improve the level of service for current and future traffic patterns.

Service Level: The City's General Plan requires a level of service C for this road segment.

Pertinent Issue: The project costs for design are split between 13/14 and 14/15 to allow time for ROW acquisition. Costs for construction are split between the 15/16 FY and the 16/17 FY. The operational costs are included in the cost of ownership of maintaining the City's roadway system. Completion of this project prior to the expiration of Measure E is considered critical.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: The project would improve the roadway to two lanes with a new two-way turn lane from West St. to East St. The project will include landscaping, lighting, sidewalk/ADA.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$861,560 Construction Costs: \$7,754,040
Other Costs: \$0 **Total:** \$8,615,600

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Main Street Widening

Project Proponent: Brent Meyer

Project #: 05-09

Project Manager: Community Development

MPFP:

Funding Source(s): Fund 501 - Capital Projects

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 501 - Capital Projects						
	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$392,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$392,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is necessary to complete the original scope of work included in project 03-24 and is necessary to allow two lanes of westbound traffic through the intersection of East and Main Streets.

Service Level: The additional lanes will become more important as additional redevelopment projects are completed.

Pertinent Issue: This project is funded through Tribal Mitigation Funds. This project is being moved forward to FY11 so that it can be combined with Project #09-18 Main Street Storm Drain.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☒ Construction ☐ Preliminary Design ☒ Final Design ☐ Environmental ROW

Project Description: This project is construction for widening the north side of Main Street at East St. This is associated with project 03-24 Wiseman Company Related Frontage Improvements. Installing the left turn pocket required installation of a median island for the railroad crossing arms which narrowed the available lane area in the westbound direction, such that there can only be one through lane. It is necessary to widen the north side of the street to allow two lanes of westbound traffic through the intersection. Project 03-24 was intended to fund design and construction for the project however, due to budget constraints only the design portion of this work was funded.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$22,000 Construction Costs: \$370,000
Other Costs: \$0 **Total:** \$392,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Measure E Planning-Management

Project Proponent: Katie Wurzel

Project #: 06-06

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Community Development

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$173,301	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$453,301</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$453,301</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This funding supports the program as a whole and allows the independent funding of required aspects that are not project specific

Service Level: Activities funded by this project will facilitate the most effective and efficient allocation of Measure E resources.

Pertinent Issue: The total amount allocated to Planning and Management represents approximately 1.5% of Measure E funds allocated to transportation.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Funding to support the planning and management of the Measure E Road Program and the projects associated with the program. This funding is used to purchase pavement software, perform yearly road inspections, update Micropaver, scope future road rehabilitation projects and perform other program related needs.

Cost Estimate By Category: Pre-Design Costs: \$453,301 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$0 **Total:** \$453,301

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Annual In-House Road Program Support

Project Proponent: Katie Wurzel

Project #: 06-14

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$8,450,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$8,450,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Council direction from meeting on 10-02-07. Help alleviate the funding shortfall from outside sources and to provide maintenance work at a lower overall cost.

Service Level: This project is needed in order to keep the City's streets in good to fair condition.

Pertinent Issue: The Council approved this funding contingent upon City staff preparing yearly reporting as to the cost effectiveness of using in-house staff. The operational costs are included in the cost of ownership of maintaining the City's roadway system.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Fund material and labor for work done by in-house road crews for road program support including preparatory work for the annual road maintenance and rehabilitation projects as well as maintenance work done throughout the City.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$8,450,000
Other Costs: \$0 **Total:** \$8,450,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: I-5/SR 113 Utility Relocation **Project Proponent:** Community Development
Project #: 08-20 **Project Manager:** Tami Burnham
MPFP:
Funding Source(s): Fund 501 - Capital Projects **User Department:** Public Works
Fund 210 - Water Enterprise
Fund 220 - Sewer Enterprise

Prior Year Allocation	Project Costs			Operating Costs	Revenues	Cost Savings
	Fund 501 - Capital Projects	Fund 210 - Water Enterprise	Fund 220 - Sewer Enterprise			
	\$470,000	\$50,000	\$80,000	\$0	\$0	\$0
Fiscal Year						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$470,000</u>	<u>\$50,000</u>	<u>\$80,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$600,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Water and sewer utilities relocations are required for Caltrans to continue with the proposed installation of the Northbound SR113 connector to Southbound I-5.

Service Level: The completion of this project and the freeway connector will eliminate the need for commuter traffic that has to exit SR113 route on to Main Street to access southbound I-5.

Pertinent Issue: Based on preliminary discussions with Caltrans, we believe that only the water work on Deaner Drive is the responsibility of the City. The approximate cost of this work is budgeted as \$30K. The sanitary sewer work at Pioneer and Deaner should be 100% reimbursable from the State. The water work on Pioneer Ave should be 100% reimbursable from the State. Our understanding is the timeline between the relocation work being performed and reimbursement from the State should be a few months. Because of this, we are placing the pass-through funding in Fund 501. Because there will be a significant lag time between the performance based on the City's direction to Caltrans regarding the use of the available right of way funding. The right of way phase of the project is only partially funded. At this time, the City has focused the use of right of way funding towards preproperty acquisition.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☒ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Relocation of water and sanitary sewer lines due to the installation of the I-5/SR 113 connector. The project will relocate several utility lines and upgrade others to both avoid conflicts and to prevent damage during the connector construction currently scheduled for the spring of 2010 during the connector construction.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$100,000</u>	Construction Costs:	<u>\$500,000</u>
By Category:	Other Costs:	<u>\$0</u>			Total:	<u>\$600,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Yolo County Bikeway Study **Project Proponent:** Brent Meyer
Project #: 08-61 **Project Manager:** Brent Meyer
MPFP: **User Department:** Community Development
Funding Source(s): Fund 541 - Quimby
Fund 501 - Capital Projects

	<u>Project Costs</u>		<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 541 - Quimby</u>	<u>Fund 501 - Capital Projects</u>			
Prior Year Allocation	\$60,000	\$10,000	\$0	\$0	\$0
Fiscal Year					
2011-12	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$60,000</u>	<u>\$10,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$70,000</u>				

Statement of Justification, Service Level, and Issue(s):

Justification: This Study is a partnership between the cities of Davis and Woodland and Yolo County. The study will evaluate the feasibility of constructing an alternative transportation corridor between Woodland and Davis.

Service Level: The feasibility study will provide information that may be used for a federal grant application. If a federal grant is successful, bicyclists and possible electric vehicles will have a dedicated corridor between Woodland and Davis.

Pertinent Issue: Additional funding was added in the 09/10 fiscal year to account for staff time. The project's original funding only included the cost for the consultant. Woodland, Davis and Yolo County have applied for design funding for this project from the Bicycle Transportation Account (BTA) Grant - state funding and federal appropriations.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This is a feasibility study relating to an Alternative Transportation Corridor between Woodland and Davis.

Cost Estimate By Category: Pre-Design Costs: \$70,000 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$0 **Total:** \$70,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Phase 3 Series Street Light Replacement **Project Proponent:** Community Development
Project #: 09-21 **Project Manager:** Community Development
MPFP: **User Department:** Public Works
Funding Source(s): Fund 320 - CDBG
Fund 501 - Capital Projects

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 320 - CDBG</u>	<u>Fund 501 - Capital Projects</u>				
Prior Year Allocation	\$20,000	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$160,000	\$10,000	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$180,000</u>	<u>\$10,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$190,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: These systems are outdated, unreliable and inefficient. We depend on citizen notifications of faults or failures. PGE indicates that parts for their switch are no longer available. We are one of the last agencies in California with this archaic system.

Service Level: Replacement of the street lights will enhance security and pedestrian safety.

Pertinent Issue: We have received \$20K of 09/10 CDBG funds for the Gibson/College Series Street Light system. The initial funding was used to perform the preliminary design and select 3 phases. The FY11/12 funding will design and construct the 1st phase of the Gibson/College lights replacement. The impacts of this project will actually decrease the O&M operational impacts by installing new maintainable equipment rather than needing to annually maintain antiquated equipment.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☒ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: There are six circuits with about 125 street lights in older neighborhoods that are wired in series. This 65+ year old buried wiring system is periodically breaking since the insulation on the wiring is failing. The older poles are at the end of their useful life due to corrosion. The bolts and foundations are beginning to fail. This project is the Gibson/College circuit.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$20,000 Construction Costs: \$170,000
Other Costs: \$0 **Total:** \$190,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2010/11 ADA Improvements
Project #: 10-06
MPFP:
Funding Source(s): Fund 320 - CDBG

Project Proponent: Katie Wurzel
Project Manager: Katie Wurzel
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 320 - CDBG						
Prior Year Allocation	\$211,000	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$211,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$211,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is funded by CDBG and is needed to comply with ADA.

Service Level: This project will address public improvements that will enhance accessibility for disabled persons.

Pertinent Issue: This project utilizes \$211,000 of CDBG funding allocated in the 2010-11 CDBG Budget. This project was designed under the 2009/10 ADA project (09-17). The design portion of the current project will be for work the following year. Project funding must be fully spent by July 1, 2011 which requires funding be available by May 1, 2011 in time to bid, award and construct the project. Due to delays in the environmental process, construction will be completed by August 30th. Staff is working with HUD to ensure funding delays are minimal.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☒ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project will construct ADA required improvements such as compliant curb ramps, driveways and sidewalks to improve existing pedestrian paths.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$40,000 Construction Costs: \$171,000
Other Costs: \$0 **Total:** \$211,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: East Kentucky Rehab Project **Project Proponent:** Katie Wurzel
Project #: 10-07 **Project Manager:** Katie Wurzel
MPFP:
Funding Source(s): Fund 506 - Measure "E" **User Department:** Public Works
Fund 351- Transportation Grants

	<u>Project Costs</u>		<u>Operating Costs</u>		<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 506 - Measure "E"</u>	<u>Fund 351- Transportation Grants</u>				
Prior Year Allocation	\$60,000	\$0	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$86,828	\$670,172	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$146,828</u>	<u>\$670,172</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$817,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Project will rehabilitate the pavement on East Kentucky between East Street and Harter Avenue. Project will add bike lanes to close the bike system gap between Harter Avenue and East Street.

Service Level: Provides necessary repair/rehabilitation of a segment of an East-West arterial roadway.

Pertinent Issue: This project is RSTP funded through SACOG. SACOG has the project funded in 2013 however, SACOG awards funding early to projects that are "shelf ready". Staff anticipates that advance funding will be available due to other agencies failure to execute or because other funding sources become available for 'shelf ready' projects.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will reconstruct pavement, valley gutters and gutter. After pavement work, the project will install signing and striping to re-establish travel lanes and to create a new bike lane which will close a gap between the existing bike lanes to the east and the existing bike route west.

Cost Estimate By Category: Pre-Design Costs: \$10,000 Design Costs: \$50,000 Construction Costs: \$757,000
Other Costs: \$0 **Total:** \$817,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Gibson Ranch Landscaping - Pioneer **Project Proponent:** Community Development
Project #: 10-09 **Project Manager:** TBD
MPFP:
Funding Source(s): Fund 593 - Gibson Ranch Infrastructure **User Department:** Parks and Recreation

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 593 - Gibson Ranch Infrastructure						
	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$700	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$700	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$700	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$700	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$700	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$700	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$700	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$700	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$700	\$0	\$0
Subtotal	<u>\$85,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,300</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$85,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Required to complete landscaping on Pioneer Avenue in the Southeast Area Specific Plan (SEASP).

Service Level: Meets the public landscape requirements for the Southeast Area Specific Plan.

Pertinent Issue: This project will complete the public landscaping for the SEASP.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: These improvements consist of design and installation of 7,000 square feet of landscaping remaining to be completed on Pioneer Avenue between Farnham Street and Springlake Court and around the bulb on the North end of Bourn Drive.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$10,000 Construction Costs: \$55,000
Other Costs: \$20,000 **Total:** \$85,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: School-Related Crossing Improvements

Project Proponent: Brent Meyer

Project #: 11-06

Project Manager: Brent Meyer

MPFP: SII-100

Funding Source(s): Fund 582 - Road Development

User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$20,609	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
2016-17	\$20,609	\$0	\$0	\$0	\$1,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
Subtotal	<u>\$41,218</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$8,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$41,218</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is needed to improve pedestrian access and reduce traffic speeds near schools.

Service Level: Location and the specific improvements will be defined in grant applications completed in collaboration with the School District.

Pertinent Issue: The funding provided will be the local match to a future grant program.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will consist of school crossing improvements and traffic calming improvements near schools.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$41,218
Other Costs: \$0 **Total:** \$41,218

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2019 Road Maintenance Project (2012 project formerly)

Project Proponent: Brent Meyer

Project #: 11-07

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project addresses ongoing street maintenance.

Service Level: Surface seal projects are expected to maintain the pavement in good condition for 8-12 years.

Pertinent Issue: The operational costs are included in the cost of ownership of maintaining the City's roadway system. This annual project will maintain a zone of the City each year according to the schedule laid out in the Road Report. Work in the yearly zone will be coordinated with the City's utility branch in order to reduce disruption to the residents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Road maintenance consists of slurry seal, microsurfacing, cape seals or other pavement surface seal work. The City typically performs road maintenance on street segments designated as local streets. The project area is anticipated to be Zone 8, 12, 13 or 14, or an alternate location dependent upon roadway condition, funding availability, traffic patterns and treatment required. Zone 8 is the area bounded by SR113, CR102, I-5 and Gibson Road. Zone 12 is the area bounded by East Street, CR101, Gibson Road and the south City limits. Zone 13 is the area bounded by CR101, Gibson Road, CR102 and the south City limits. Zone 14 is the area bounded by CR102, I-5, the east City limits and the south City limits.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$30,000 Construction Costs: \$1,320,000
Other Costs: \$150,000 **Total:** \$1,500,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Install Traffic Signal at E Main St/ Freeway Dr Intersection
Project Proponent: Brent Meyer
Project #: 11-08
Project Manager: TBD
MPFP: NTS-203
Funding Source(s): Fund 582 - Road Development
User Department: Public Works

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development					
	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$365,000	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$12,000	\$0
2014-15	\$0	\$0	\$0	\$0	\$12,000	\$0
2015-16	\$0	\$0	\$0	\$0	\$12,000	\$0
2016-17	\$0	\$0	\$0	\$0	\$12,000	\$0
2017-18	\$0	\$0	\$0	\$0	\$12,000	\$0
2018-19	\$0	\$0	\$0	\$0	\$12,000	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,000	\$0
2020-21	\$0	\$0	\$0	\$0	\$12,000	\$0
Subtotal	<u>\$365,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$96,000</u>	<u>\$0</u>
TOTAL	<u>\$365,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: This project is identified in the MPFP and the Draft Streets Master Plan.

Service Level: Per the Freeway Drive traffic study, this intersection will likely meet signal warrants when 3 of the proposed 4 developments is operational (1 health club, 1 sit down restaurant and 2 hotels).

Pertinent Issue: If funding is not available for the signal, an all way stop could be installed at the intersection. However, the all way stop could back up traffic into the adjacent intersection at E Main St/CR 102.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Installation of a traffic signal at the intersection of E Main St and Freeway Dr.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$40,000 Construction Costs: \$325,000
Other Costs: \$0 **Total:** \$365,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Community Center/Sports Park Frontage **Project Proponent:** Community Development
Project #: 11-15 **Project Manager:** Community Development
MPFP:
Funding Source(s): Fund 640 - SLIF Parks & Recreation **User Department:** Community Development
Fund 541 - Quimby
Fund 540 - Parks & Recreation Development

Prior Year Allocation	Project Costs			Operating Costs	Revenues	Cost Savings
	Fund 640 - SLIF Parks & Recreation	Fund 541 - Quimby	Fund 540 - Parks & Recreation Development			
	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$20,000	\$210,444	\$31,000	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$2,700	\$0
2013-14	\$0	\$0	\$0	\$0	\$2,700	\$0
2014-15	\$0	\$0	\$0	\$0	\$2,700	\$0
2015-16	\$0	\$0	\$0	\$0	\$2,700	\$0
2016-17	\$0	\$0	\$0	\$0	\$2,700	\$0
2017-18	\$0	\$0	\$0	\$0	\$2,700	\$0
2018-19	\$0	\$0	\$0	\$0	\$2,700	\$0
2019-20	\$0	\$0	\$0	\$0	\$2,700	\$0
2020-21	\$0	\$0	\$0	\$0	\$2,700	\$0
Subtotal	<u>\$20,000</u>	<u>\$210,444</u>	<u>\$31,000</u>	<u>\$0</u>	<u>\$24,300</u>	<u>\$0</u>
TOTAL	<u>\$261,444</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Fronting landscape between Sports Park Drive and the park as well as the 10' bike path are part of the Community Center/Sports Park Master Plan. Driveway connection for the Community Center Parking lot to Sports Park Drive, so there is a vehicular connection between the Community Center and Sports Park Drive.

Service Level: Spring Lake Master Plan includes a connection between the Park and Sports Park drive to provide adequate traffic circulation, and frontage improvements to complete the park.

Pertinent Issue: Project is being triggered by the development of the Parkside subdivision. The project does not have sufficient funding to pay for all items listed in the project description. During project design, we will need to decide which items of work are not performed. We may need to seek payment from the adjacent developer for any final work. The maintenance of the parcel appears to be a cost for the City to absorb as the fronting property owner.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Approximately 5,000 s.f. of asphalt concrete drive aisle, 26,660 s.f. of 10' concrete path along the frontage of the Community Center, 21,120 s.f. of 8' landscape strip, and 1 stamped concrete cross walk.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$26,144 Construction Costs: \$235,300
Other Costs: \$0 **Total:** \$261,444

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: I-5/CR 102 Interchange Landscaping

Project Proponent: Brent Meyer

Project #: 11-24

Project Manager: Diana Ayon

MPFP:

Funding Source(s): Fund 351- Transportation Grants
Fund 501 - Capital Projects

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 351- Transportation Grants</u>	<u>Fund 501 - Capital Projects</u>					
Prior Year Allocation	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$851,989	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$851,989</u>	<u>\$100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$951,989</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is the landscaping phase of the I-5/CR 1-2 Interchange Improvements Project (#97-24).

Service Level:

Pertinent Issue: Costs included in Fund 501 are reimbursable from either Gateway or Centex, per their respective development agreements. The project funding is being moved from CIP 97-24 to this project. This project will use toll credits for construction, which will not require a local match for the federal funds. Construction phase must be 100% federally funded.

Status: ☐ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Landscaping and irrigation associated with the I-5/CR 102 Interchange Improvements Project (CIP # 97-24).

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$80,000 Construction Costs: \$851,989
Other Costs: \$20,000 **Total:** \$951,989

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Main St/Cleveland St Signal Intersection Improvements

Project Proponent: Jair Camacho

Project #: 11-27

Project Manager: Jair Camacho

MPFP: TSM-202

Funding Source(s): Fund 351- Transportation Grants
Fund 582 - Road Development

User Department: Public Works

Prior Year Allocation	Project Costs		Operating Costs		Revenues	Cost Savings
	Fund 351- Transportation Grants	Fund 582 - Road Development				
	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$252,000	\$60,000	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$252,000</u>	<u>\$60,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$312,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: This project is funded by HSIP and is needed for intersection operational improvements, traffic signal equipment upgrades and ADA compliance.

Service Level: This project will address public improvements that will enhance vehicle/pedestrian safety at the intersection and accessibility for disabled persons.

Pertinent Issue: This project utilizes \$252,200 of HSIP grant funding allocated in the 2011 HSIP budget and the required match of \$47,800. Three milestones and delivery deadlines of the grant are as follows: Request for Authorization to Proceed with Preliminary Engineering-within six months of April 8, 2011; request for Authorization to Proceed with Construction - within thirty months of April 8, 2011; and Complete construction and close out project - within fifty four months of April 8, 2011.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will upgrade the existing intersection and traffic signal equipment and will install vehicle detection on Cleveland St, new signal poles, new signal heads, pedestrian audible signals, and pedestrian signal heads. Project will also reconstruct the non-compliant ADA curb ramps at the intersection. This intersection is one of the top 10 accident locations, thus its selection for grant use.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$50,000</u>	Construction Costs:	<u>\$262,000</u>
	Other Costs:	<u>\$0</u>			Total:	<u>\$312,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2011/2012 ADA Improvements
Project #: 12-04
MPFP:
Funding Source(s): Fund 320 - CDBG

Project Proponent: Jair Camacho
Project Manager: Jair Camacho
User Department: Public Works

		<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 320 - CDBG							
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year								
2011-12	\$103,613	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$103,613</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$103,613</u>							

Statement of Justification, Service Level, and Issue(s):

Justification: This project is funded by CDBG and is needed to comply with ADA.

Service Level: This project will address public improvements that will enhance accessibility for disabled person.

Pertinent Issue: This project utilizes \$103,613 of CDBG funding allocated in the 2011-12 CDBG budget. This project was designed under the 2010/11 ADA project (#10-06). The design portion of the current project will be for work the following year. Project funding must be fully spent by 7/1/12 which requires construction funding be available fy 4/1/12 in time to bid, award and construct the project.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project will construct ADA required improvements such as compliant curb ramps, driveways and sidewalks to improve existing pedestiran paths. The project will continue the W. Beamer St priority path (Ashley to West St.) that was started with the 2010/2011 ADA Improvement Project. It will also continue with the City's ADA curbe ramp priority list, which has various locations through out the City.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$10,000 Construction Costs: \$93,613
Other Costs: \$0 **Total:** \$103,613

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Planning Analysis Studies
Project #: 95-24
MPFP: TP-3
Funding Source(s): Fund 582 - Road Development

Project Proponent: Brent Meyer
Project Manager: Brent Meyer
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$40,413	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$240,413</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$240,413</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is required to support City projects with transportation and traffic data and analysis during planning and design phases.

Service Level: The availability of funds for planning studies will help make potential projects eligible for grant funds.

Pertinent Issue: During the 10/11 fiscal year, this funding will be needed to fund the Bike Master Plan update, which is needed so that the City can apply for SACOG's bike/ped grant program funds, signal synchronization master plan and Rule 20A work associated with Kentucky Avenue.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project includes studies necessary to implement various Specific Plans, the General Plan, and examine the proposed circulation changes to support future development. Studies may include, but are not limited to parking plans, signal coordination plans, traffic impact studies, and proposed circulation changes and may be more than \$20,000, but are assumed to have an average cost of \$20,000. This project can also be used to plan and perform preliminary engineering for future projects (so that we can have "shelf-ready" projects).

Cost Estimate By Category: Pre-Design Costs: \$240,413 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$0 **Total:** \$240,413

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: I-5/CR 102 Interchange Improvements
Project #: 97-24
MPFP: IGS-1
Funding Source(s): Fund 582 - Road Development
Fund 351- Transportation Grants
Fund 501 - Capital Projects

Project Proponent: Brent Meyer
Project Manager: Diana Ayon
User Department: Public Works

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 582 - Road Development</u>	<u>Fund 351- Transportation Grants</u>	<u>Fund 501 - Capital Projects</u>			
Prior Year Allocation	\$4,500,111	\$7,917,978	\$2,792,392	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$4,500,111</u>	<u>\$7,917,978</u>	<u>\$2,792,392</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$15,210,481</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: This project is needed to serve regional traffic and traffic growth stemming mainly from development south of the I-5/CR 102 interchange. Construction of portions of this project is required by the environmental document for the Gateway project.

Service Level: This improvement will replace outdated, inefficient and undersized roadways and meets the requirements of the Gateway environmental impact report.

Pertinent Issue: Costs included in Fund 501 are reimbursable from either Gateway or Centex, per their respective development agreements. Authorization to begin construction was approved by Caltrans and FHWA on 9/18/09. The Fund 582 expenditures through the end of FY 08/09 are \$2,071,614. The remaining Fund 582 balance to be spent after FY 08/09 is \$2,428,497. There are two Fund 582 expenditure corrections that will be made in FY 09/10: (1) a prior expenditure of \$40,000 from Fund 582 will be corrected to show as a Fund 501 expenditure because PDC already reimbursed the City this cost for PG&E to begin designing the tower relocation, and (2) a prior expenditure of \$23,983 from Fund 510 will be corrected to show as a Fund 582 expenditure. After these corrections are made, the corrected remaining Fund 582 balance to be spent after FY 08/09 is \$2,444,514 (\$104,064 has been spent for Design in FY 09/10 as of 2/23/10; \$31,445 has been spent on Admin/PM in FY 09/10 as of 2/23/10; \$96,555 is remaining to be spent on Admin/PM after 2/23/10; \$2,177,115 is remaining to be spent for Land Acquisition after 2/23/10; and \$35,335 is remaining to be spent for landscape design after 2/23/10). Fund 501 contains both Centex and PDC reimbursements to the project. Centex already gave the City a total of \$409,211 for this project (\$22,062 has already been spent as of 6/30/09, and \$387,149 needs to be set aside because we have not spent this amount).

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

This project consists of the construction of a southbound I-5 on-ramp, modifications to the existing on-ramps and off-ramps, widening CR102 to six lanes from the SB ramp terminal to Maxwell Ave.

Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$0</u>	Construction Costs: <u>\$15,210,481</u>
	Other Costs:	<u>\$0</u>	Total: <u>\$15,210,481</u>		

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: East Gum/Matmor Signal **Project Proponent:** Brent Meyer
Project #: 98-01 **Project Manager:** Jair Camacho
MPFP: NTS-33
Funding Source(s): Fund 582 - Road Development **User Department:** Community Development

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$44,036	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0		\$0	\$0
2012-13	\$295,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
Subtotal	<u>\$339,036</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>		<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$339,036</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project is identified in the Streets Master Plan and the MPFP.

Service Level: Intersection will likely meet traffic signal warrants in planned fiscal year. Traffic signal will improve level of service.

Pertinent Issue: This project is a CEQA requirement of the Parkside Development Project; timing for this project is uncertain and the schedule may change. Although the project will be managed by the City, it will go to construction at the same time as the development project.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Install traffic signal at E Gum Ave. and Matmor Rd., with turn pockets, no widening required.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$44,036 Construction Costs: \$295,000
Other Costs: \$0 **Total:** \$339,036

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Traffic Signal at E Main/Douglass
Project #: TRANS-008
MPFP: NTS-114
Funding Source(s): Fund 582 - Road Development

Project Proponent: Brent Meyer
Project Manager: Brent Meyer
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$365,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
Subtotal	<u>\$365,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$36,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$365,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project is identified in the Street Master Plan and the MPFP.

Service Level: Intersection will likely meet traffic signal warrants in planned fiscal year.

Pertinent Issue: Completion will be dependent upon receipt of Citywide development impact fees.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Install of a traffic signal with interconnect to signals east and west.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$40,000 Construction Costs: \$325,000
Other Costs: \$0 **Total:** \$365,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Install traffic signal at Lincoln/Cottonwood **Project Proponent:** Brent Meyer
Project #: TRANS-011 **Project Manager:** Brent Meyer
MPFP: NTS-12 **User Department:** Public Works
Funding Source(s): Fund 582 - Road Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$365,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
Subtotal	<u>\$365,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$84,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$365,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project is identified in the Streets Master Plan and the MPFP.

Service Level: Intersection will likely meet traffic signal warrants in planned fiscal year.

Pertinent Issue: Completion will be dependent upon receipt of Citywide development impact fees.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Installation of a new traffic signal at the intersection of Lincoln Ave and Cottonwood.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$40,000 Construction Costs: \$325,000
Other Costs: \$0 **Total:** \$365,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Install Traffic Signal - Cottonwood/Beamer **Project Proponent:** Brent Meyer
Project #: TRANS-012 **Project Manager:** Brent Meyer
MPFP: NTS-13
Funding Source(s): Fund 582 - Road Development **User Department:** Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$365,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
Subtotal	<u>\$365,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$84,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$365,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project is identified in the Street master Plan and the MPFP.

Service Level: Intersection will likely meet traffic signal warrants in planned fiscal year.

Pertinent Issue: Completion will be dependent upon receipt of Citywide development impact fees.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Install traffic signal at Cottonwood St. and Beamer St.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$40,000 Construction Costs: \$325,000
Other Costs: \$0 **Total:** \$365,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Install Traffic Signal at
Kentucky/Cottonwood

Project #: TRANS-013

MPFP: NTS-20

Funding Source(s): Fund 582 - Road Development

Project Proponent: Brent Meyer

Project Manager: Brent Meyer

User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$365,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
Subtotal	<u>\$365,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$72,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$365,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project is identified in the Streets Master Plan and the MPFP.

Service Level: The intersection will likely meet traffic signal warrants in the planned fiscal year.

Pertinent Issue: The construction of this project is a condition of the Westwood II project.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Install traffic signal at Kentucky Ave. and Cottonwood St. Widening not included, adequate road width for installation of a left turn lane (WB). May need small ROW take to set pole on north side of intersection.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$40,000 Construction Costs: \$325,000
Other Costs: \$0 **Total:** \$365,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Install traffic signal at Gibson/CR98 **Project Proponent:** Brent Meyer
Project #: TRANS-014 **Project Manager:** Brent Meyer
MPFP: NTS-24
Funding Source(s): Fund 582 - Road Development **User Department:** Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$91,250	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
Subtotal	<u>\$91,250</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$21,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$91,250</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project is identified in the Street Master Plan and the MPFP.

Service Level: Intersection will likely meet traffic signal warrants in planned fiscal year.

Pertinent Issue: The City is responsible for 25% of the cost of the intersection because the City is only responsible for the maintenance of one leg of the intersection. Details of the funding of this improvement need to be worked out with the County. The County could claim that the City is responsible for the cost of the improvement because the City is responsible for much of the growth in traffic; should that occur and a agreement is reached, additional funds (construction and operations) will be needed.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Install traffic signal at Gibson Rd. and County Rd. 98

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$10,000 Construction Costs: \$81,250
Other Costs: \$0 **Total:** \$91,250

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Install traffic signal at Kentucky Ave and CR 102

Project Proponent: Brent Meyer

Project #: TRANS-015

Project Manager: Brent Meyer

MPFP: NTS-107

Funding Source(s): Fund 582 - Road Development

User Department: Community Development

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development					
	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$365,000	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$12,000	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,000	\$0
2020-21	\$0	\$0	\$0	\$0	\$12,000	\$0
Subtotal	<u>\$365,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$36,000</u>	<u>\$0</u>
TOTAL	<u>\$365,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: The project is identified in the Street Master Plan and the MPFP.

Service Level: Intersection will likely meet traffic signal warrants in planned fiscal year.

Pertinent Issue: Completion will be dependent upon receipt of Citywide development impact fees.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Install traffic signal at Kentucky Ave. and County Rd 102.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$40,000 Construction Costs: \$325,000
Other Costs: \$0 **Total:** \$365,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Public Works Vehicles & Equipment **Project Proponent:** Brent Meyer/Greg Meyer
Project #: TRANS-016 **Project Manager:** TBD
MPFP: PUB-1
Funding Source(s): Fund 582 - Road Development **User Department:** Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$250,000	\$0	\$0	\$0	\$7,250	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$7,250	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$7,250	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$7,250	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$7,250	\$0	\$0
Subtotal	<u>\$250,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$36,250</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$250,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Equipment and vehicles needed to support new growth areas.

Service Level: These vehicles will be used to serve a maintenance function for the City's streets. Purchase and timing will be dependent on development.

Pertinent Issue: Equipment and vehicles needed to handle the expanded maintenance needs of the Public Works Department. The proposed vehicles are as follows:
3/4 ton pickup truck, 10-12 yard dump truck

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Equipment and vehicles needed to handle the expanded maintenance needs of the Public Works Department

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$250,000 **Total:** \$250,000

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Right-Of-Way for 4-Lane Arterial
(Kentucky) Between West/CR98

Project Proponent: Brent Meyer

Project #: TRANS-017

Project Manager: Brent Meyer

MPFP: ROW-100

Funding Source(s): Fund 582 - Road Development

User Department: Community Development

		Project Costs				Operating Costs	Revenues	Cost Savings
Prior Year Allocation	Fund 582 - Road Development							
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Fiscal Year								
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$27,714	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$27,714</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$27,714</u>							

Statement of Justification, Service Level, and Issue(s):

Justification: Right-of-way needs to be reserved in planned fiscal year for future road widening.

Service Level: The City's General Plan requires a level of service C for this road segment.

Pertinent Issue: According to the Street Master Plan, Kentucky Ave will need to be widened from West St and CR98 in the post 2020 timeframe. In order to widen Kentucky Ave in the future, a plan line study will need to be performed that will determine the right of way limits that need to be reserved. This plan line study will restrict the construction of permanent buildings and provide appropriate setbacks consistent with the future road widening. Ultimately, this action will reduce the amount of right of way acquisition needed for the project.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description:	Reserve right-of-way for 4-lane arterial on Kentucky Ave. between West St. and Co. Rd. 98. Develop plan line.
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Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$0</u>
	Other Costs:	\$27,714				Total: <u>\$27,714</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Update Traffic Model Project Proponent: Brent Meyer
 Project #: TRANS-027 Project Manager: Brent Meyer
 MPFP: UTM-100 User Department: Public Works
 Funding Source(s): Fund 582 - Road Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$130,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$130,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: It is necessary to keep the City's traffic model and Street Master Plan updated to allow for proper planning and development impact analysis.

Service Level: The traffic model and the Street Master Plan should be updated every 5 years to account for changes in development.

Pertinent Issue: Completion of the traffic model and Streets Master Plan will guide the effective allocation of Road Development funds.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project includes an update of the City's traffic model to reflect changes due to development and zoning of new growth areas.

Cost Estimate By Category: Pre-Design Costs: \$130,000 Design Costs: \$0 Construction Costs: \$0
 Other Costs: \$0 Total: \$130,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2013 Road Maintenance Project

Project Proponent: Brent Meyer

Project #: TRANS-046

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project addresses ongoing street maintenance.

Service Level: Surface seal projects are expected to maintain the pavement in good condition for 8-12 years.

Pertinent Issue: The operational costs are included in the cost of ownership of maintaining the City's roadway system. This annual project will maintain a zone of the City each year according to the schedule laid out in the Road Report. Work in the yearly zone will be coordinated with the City's utility branch in order to reduce disruption to the residents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Road maintenance consists of slurry seal, microsurfacing, cape seals or other pavement surface seal work. The City typically performs road maintenance on street segments designated as local streets. The project area is anticipated to be Zone 1, 2, 5, 6 or 9, or an alternate location dependent upon roadway condition, funding availability, traffic patterns and treatment required. Zone 1 is the area bounded by CR98, Main Street, West Street and the north City limits. Zone 2 is the area bounded by West Street, East Street, Main Street and the north City limits. Zone 5 is the area bounded by CR98, Gibson Road, West Street, and the south City limits. Zone 6 is the area bounded by West Street, East Street, Gibson Road and the south City limits. Zone 9 is the area bounded by East Street, Pioneer Ave, Main Street and the north City limits.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$30,000 Construction Costs: \$1,320,000
Other Costs: \$150,000 **Total: \$1,500,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2014 Road Maintenance Project

Project Proponent: Brent Meyer

Project #: TRANS-047

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project addresses ongoing street maintenance.

Service Level: Surface seal projects are expected to maintain the pavement in good condition for 8-12 years.

Pertinent Issue: The operational costs are included in the cost of ownership of maintaining the City's roadway system. This annual project will maintain a zone of the City each year according to the schedule laid out in the Road Report. Work in the yearly zone will be coordinated with the City's utility branch in order to reduce disruption to the residents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Road maintenance consists of slurry seal, microsurfacing, cape seals or other pavement surface seal work. The City typically performs road maintenance on street segments designated as local streets. The project area is anticipated to be Zone 1, 2, 5, 6 or 9, or an alternate location dependent upon roadway condition, funding availability, traffic patterns and treatment required. Zone 1 is the area bounded by CR98, Main Street, West Street and the north City limits. Zone 2 is the area bounded by West Street, East Street, Main Street and the north City limits. Zone 5 is the area bounded by CR98, Gibson Road, West Street, and the south City limits. Zone 6 is the area bounded by West Street, East Street, Gibson Road and the south City limits. Zone 9 is the area bounded by East Street, Pioneer Ave, Main Street and the north City limits.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$30,000 Construction Costs: \$1,320,000
Other Costs: \$150,000 **Total: \$1,500,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2015 Road Maintenance Project

Project Proponent: Brent Meyer

Project #: TRANS-048

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project addresses ongoing street maintenance.

Service Level: Surface seal projects are expected to maintain the pavement in good condition for 8-12 years.

Pertinent Issue: The operational costs are included in the cost of ownership of maintaining the City's roadway system. This annual project will maintain a zone of the City each year according to the schedule laid out in the Road Report. Work in the yearly zone will be coordinated with the City's utility branch in order to reduce disruption to the residents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Road maintenance consists of slurry seal, microsurfacing, cape seals or other pavement surface seal work. The City typically performs road maintenance on street segments designated as local streets. The project area is anticipated to be Zone 1, 2, 5, 6 or 9, or an alternate location dependent upon roadway condition, funding availability, traffic patterns and treatment required. Zone 1 is the area bounded by CR98, Main Street, West Street and the north City limits. Zone 2 is the area bounded by West Street, East Street, Main Street and the north City limits. Zone 5 is the area bounded by CR98, Gibson Road, West Street, and the south City limits. Zone 6 is the area bounded by West Street, East Street, Gibson Road and the south City limits. Zone 9 is the area bounded by East Street, Pioneer Ave, Main Street and the north City limits.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$30,000 Construction Costs: \$1,320,000
Other Costs: \$150,000 **Total: \$1,500,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2016 Road Maintenance Project

Project Proponent: Brent Meyer

Project #: TRANS-049

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project addresses ongoing street maintenance.

Service Level: Surface seal projects are expected to maintain the pavement in good condition for 8-12 years.

Pertinent Issue: The operational costs are included in the cost of ownership of maintaining the City's roadway system. This annual project will maintain a zone of the City each year according to the schedule laid out in the Road Report. Work in the yearly zone will be coordinated with the City's utility branch in order to reduce disruption to the residents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Road maintenance consists of slurry seal, microsurfacing, cape seals or other pavement surface seal work. The City typically performs road maintenance on street segments designated as local streets. The project area is anticipated to be Zone 1, 2, 5, 6 or 9, or an alternate location dependent upon roadway condition, funding availability, traffic patterns and treatment required. Zone 1 is the area bounded by CR98, Main Street, West Street and the north City limits. Zone 2 is the area bounded by West Street, East Street, Main Street and the north City limits. Zone 5 is the area bounded by CR98, Gibson Road, West Street, and the south City limits. Zone 6 is the area bounded by West Street, East Street, Gibson Road and the south City limits. Zone 9 is the area bounded by East Street, Pioneer Ave, Main Street and the north City limits.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$30,000 Construction Costs: \$1,320,000
Other Costs: \$150,000 **Total: \$1,500,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2017 Road Maintenance Project

Project Proponent: Brent Meyer

Project #: TRANS-050

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project addresses ongoing street maintenance.

Service Level: Surface seal projects are expected to maintain the pavement in good condition for 8-12 years.

Pertinent Issue: The operational costs are included in the cost of ownership of maintaining the City's roadway system. This annual project will maintain a zone of the City each year according to the schedule laid out in the Road Report. Work in the yearly zone will be coordinated with the City's utility branch in order to reduce disruption to the residents. We have assumed that the remaining Prop 1B funding will be distributed equally over 7 years. This funding distribution has not yet been defined by the State.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Road maintenance consists of slurry seal, microsurfacing, cape seals or other pavement surface seal work. The City typically performs road maintenance on street segments designated as local streets. The project area is anticipated to be Zone 4, 7, 10 or 11, or an alternate location dependent upon roadway condition, funding availability, traffic patterns and treatment required. Zone 4 is the area bounded by West Street, East Street, Main Street and Gibson Road. Zone 7 is the area bounded by East Street, SR 113, Main Street and Gibson Road. Zone 10 is the area bounded by Pioneer Ave, I-5, CR102, and the north City limits. Zone 11 is the area bounded by CR102, I-5, the north City limits and the east City limits.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$15,000 Construction Costs: \$910,000
Other Costs: \$75,000 **Total: \$1,000,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2018 Road Maintenance Project

Project Proponent: Brent Meyer

Project #: TRANS-051

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project addresses ongoing street maintenance.

Service Level: Surface seal projects are expected to maintain the pavement in good condition for 8-12 years.

Pertinent Issue: The operational costs are included in the cost of ownership of maintaining the City's roadway system. This annual project will maintain a zone of the City each year according to the schedule laid out in the Road Report. Work in the yearly zone will be coordinated with the City's utility branch in order to reduce disruption to the residents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Road maintenance consists of slurry seal, microsurfacing, cape seals or other pavement surface seal work. The City typically performs road maintenance on street segments designated as local streets. The project area is anticipated to be Zone 4, 7, 10 or 11, or an alternate location dependent upon roadway condition, funding availability, traffic patterns and treatment required. Zone 4 is the area bounded by West Street, East Street, Main Street and Gibson Road. Zone 7 is the area bounded by East Street, SR 113, Main Street and Gibson Road. Zone 10 is the area bounded by Pioneer Ave, I-5, CR102, and the north City limits. Zone 11 is the area bounded by CR102, I-5, the north City limits and the east City limits.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$50,000 Construction Costs: \$1,450,000
Other Costs: \$0 **Total: \$1,500,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2016 Road Rehabilitation Project
Project #: TRANS-052
MPFP: SC-12
Funding Source(s): Fund 506 - Measure "E"

Project Proponent: Brent Meyer
Project Manager: Katie Wurzel
User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The project addresses on-going street maintenance and rehabilitation.

Service Level: Road rehabilitation is expected to extend the pavement life for 10-20 years, depending on the type of treatment.

Pertinent Issue: The operational costs are included in the cost of ownership of maintaining the City's roadway system. The project manager will coordinate with the utilities branch to identify utility rehabilitation work that should be performed in conjunction with the road rehabilitation work.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Road rehabilitation typically consists of micro surfacing, thin or thick pavement overlay and/or reconstruction. The City typically performs road rehabilitation on street segments designated as collectors or arterials. The project area is anticipated to be Beamer Street, Matmor Road, West Street, Main Street, Coloma Way, Gum Avenue or alternate location dependent upon roadway condition, funding availability, traffic patterns and treatment required.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$100,000 Construction Costs: \$2,250,000
 Other Costs: \$150,000 **Total:** \$2,500,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 2017 Road Rehabilitation Project **Project Proponent:** Brent Meyer
Project #: TRANS-053 **Project Manager:** Katie Wurzel
MPEP: SC-12
Funding Source(s): Fund 506 - Measure "E" **User Department:** Community Development

		<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"							
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year								
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,300,000</u>							

Statement of Justification, Service Level, and Issue(s):

Justification: The project addresses on-going street maintenance and rehabilitation.

Service Level: Road rehabilitation is expected to extend the pavement life for 10-20 years, depending on the type of treatment.

Pertinent Issue: The operational costs are included in the cost of ownership of maintaining the City's roadway system. The project manager will coordinate with the utilities branch to identify utility rehabilitation work that should be performed in conjunction with the road rehabilitation work.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Road rehabilitation typically consists of micro surfacing, thin or thick pavement overlay and/or reconstruction. The City typically performs road rehabilitation on street segments designated as collectors or arterials. The project area is anticipated to be Beamer Street, Matmor Road, West Street, Main Street, Coloma Way, Gum Avenue or alternate location dependent upon roadway condition, funding availability, traffic patterns and treatment required.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$100,000 Construction Costs: \$2,200,000
 Other Costs: \$0 **Total:** \$2,300,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Gibson Frontage Improvements
Project #: Trans-055
MPFP: SW-2
Funding Source(s): Fund 593 - Gibson Ranch Infrastructure
Fund 582 - Road Development

Project Proponent: Community Development
Project Manager: TBD
User Department: Public Works

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 593 - Gibson Ranch Infrastructure</u>	<u>Fund 582 - Road Development</u>				
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$168,300	\$137,700	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$2,000	\$0
2014-15	\$0	\$0	\$0	\$0	\$2,100	\$0
2015-16	\$0	\$0	\$0	\$0	\$2,200	\$0
2016-17	\$0	\$0	\$0	\$0	\$2,200	\$0
2017-18	\$0	\$0	\$0	\$0	\$2,300	\$0
2018-19	\$0	\$0	\$0	\$0	\$2,300	\$0
2019-20	\$0	\$0	\$0	\$0	\$2,300	\$0
2020-21	\$0	\$0	\$0	\$0	\$2,300	\$0
Subtotal	<u>\$168,300</u>	<u>\$137,700</u>	<u>\$0</u>	<u>\$0</u>	<u>\$17,700</u>	<u>\$0</u>
TOTAL	<u>\$306,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Frontage improvements for the Gibson and Ogden Subdivision are reimbursable from Citywide and District-wide funds.

Service Level: 20' of landscaped paths are requirements in the Southeast Area Specific Plans. Traffic signal needs to be modified when frontage improvements are done on Ogden Road.

Pertinent Issue: Project is being triggered by the re-zoned property on the Gibson and Ogden property. Soundwall was dropped from the program when the land was zoned for a school, and not added in with the re-zone of the property. Landscaping was dropped from the program when the second phase of the Gibson Ranch Community Facilities District completed the sidewalk in front of the property (school requirements were thought to be different). Rezoning the property as required that these improvements be added back into the 10 year capital budget.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Approximately 900 LF of soundwall, 18,000 SF of landscape, along Gibson Road, signal modification at Ogden and Gibson, and potentially minor water line improvements.

Cost Estimate By Category: Pre-Design Costs: \$15,000 Design Costs: \$15,000 Construction Costs: \$276,000
Other Costs: \$0 **Total:** \$306,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Citywide ITS Improvements - Phase 1 **Project Proponent:** Katie Wurzel
Project #: TRANS-060 **Project Manager:** Katie Wurzel
MPFP: TSM-203
Funding Source(s): Fund 582 - Road Development **User Department:** Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$200,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Project will implement Intelligent Transportation System (ITS) city wide. Project is needed to safely and efficiently accommodate increasing traffic city wide.

Service Level: Due to funding and right of way requirements, it is difficult and/or impossible to increase capacity on city streets by building more lanes. ITS helps to mitigate the impacts of increased traffic and decreased level of service by more adequately handling traffic through major signalized corridors.

Pertinent Issue: City General Plan requires minimum levels of service on all city streets. Many streets are nearing or are at these minimums. ITS will aid in improving the levels of service and bringing our streets into compliance with the General Plan.

Status: ☒ New Project ☐ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project will include software and hardware to monitor the affected signals. Signals will be interconnected to communicate between the signals and the MSC. Project will include signal loops, pedestrian actuation, coordination and other improvements deemed necessary on a location by location basis.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$200,000 Construction Costs: \$0
Other Costs: \$0 **Total:** \$200,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: SCADA System - Water
Project #: 06-09
MPFP: WTR-2
Funding Source(s): Fund 210 - Water Enterprise
 OTHER

Project Proponent: Utility Engineering
Project Manager: Akin Okupe
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 210 - Water Enterprise</u>	<u>OTHER</u>					
Prior Year Allocation	\$2,200,000	\$300,000	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
Subtotal	<u>\$2,200,000</u>	<u>\$300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$250,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: By using SCADA system, water well usage can be optimized to reduce electrical costs and field monitoring requirements, and improve operational controls. To be qualified for grant funding, the City also needed to have a minimum of 50% in matching funds.

Service Level: SCADA will improve level of service by allowing the most efficient wells to operate and turn well pumps on and off to maintain improved water pressure. It will also allow us to know how many wells we have in reserve and do long-term asset management planning for well replacement.

Pertinent Issue: SCADA is currently being designed and should be operational by the end of 2010.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: The project includes the installation of the main operations SCADA system at the MSC, a system-wide communications system, and PLCs and controls at the well sites.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$520,000 Construction Costs: \$1,980,000
 Other Costs: \$0 **Total: \$2,500,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Surface Water Project - Part 1
Project #: 08-07
MPFP:
Funding Source(s): Fund 210 - Water Enterprise
Fund 584 - Water Development

Project Proponent: Utility Engineering
Project Manager: Dick Donnelly
User Department: Public Works

	<u>Project Costs</u>		<u>Operating Costs</u>		<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 210 - Water Enterprise</u>	<u>Fund 584 - Water Development</u>				
Prior Year Allocation	\$5,654,989	\$423,895	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$5,048,600	\$0	\$0	\$0	\$0	\$0
2012-13	\$15,248,000	\$0	\$0	\$100,000	\$0	\$0
2013-14	\$0	\$0	\$0	\$100,000	\$0	\$0
2014-15	\$0	\$0	\$0	\$100,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$1,500,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$3,000,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$3,000,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$3,000,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$3,000,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$3,000,000	\$0	\$0
Subtotal	<u>\$25,951,589</u>	<u>\$423,895</u>	<u>\$0</u>	<u>\$0</u>	<u>\$16,800,000</u>	<u>\$0</u>
TOTAL	<u>\$26,375,484</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: This project is needed to improve water quality to offset the declining water quality from our groundwater supplies. Project must be actively pursued or our water right application will be terminated. This higher water quality water is needed to meet both expected future water and wastewater water quality standards. Woodland Cost per Table A-2, Cost Allocation per Table D.4 with bond issuance and rates per Tom Pavletic study, version v28.

Service Level: This project will improves source water quality for the City's domestic water system. Surface water is the most cost effective option to meet future wastewater discharge requirements.

Pertinent Issue: If the project does not consistently move forward, the State will cancel our 1994 water right application which will cause the entire process including CEQA to start over. This would cause us to have a less effective water right permit and we would incur major start over costs, not to mention higher inflationary construction costs. Initial and O&M costs are less than other options to address wastewater treatment requirements, treatment of nitrates in the groundwater, drilling replacement wells and related operational costs, and homeowner costs in dealing with the extremely hard water in the City. This project is not currently included in the rates or development fees. A Nexus Study is currently underway to determine the appropriate split between rate base funds, development funds as well as the appropriate split between sewer and water. The First Ground Level Tank is included in Project #08-33.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Description: This project includes a regional water supply project jointly funded with the City of Davis and UCD. It would provide 27 million gallons of water per day, including storage tanks and related water transmission lines to get the high quality water into the City. Existing wells would be used to supplement peak hour and peak day water demands.

Cost Estimate By Category:

Pre-Design Costs:	<u>\$5,654,989</u>	Design Costs:	<u>\$5,048,600</u>	Construction Costs:	<u>\$15,671,895</u>
Other Costs:	<u>\$0</u>	Total: <u>\$26,375,484</u>			

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Modify Well Casings

Project Proponent: Utility Engineering

Project #: 08-28

Project Manager: Doug Baxter

MPFP:

Funding Source(s): Fund 210 - Water Enterprise

User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$170,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$410,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$410,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: These well modifications are needed to be able seal off nitrate contaminated aquifers. The problem aquifer(s) and associated wells screen(s) and/or gravel pack need to be seals to prevent nitrate water from moving into the higher quality water. Each of our wells draws water from several individual aquifers. Our nitrate levels are rising and we need to know exactly which aquifer is the problems so we can take measure to limit the problem.

Service Level: All water supplied must meet State and Federal Safe Drinking Water Standards.

Pertinent Issue: As nitrate levels continue to rise, it is anticipated that some wells will not be able to be utilized and will need to be abandoned. In some cases it is planned to do some modifications to the well casing and related gravel pack filter to minimize the influence of nitrate in the groundwater. When successful this will allow the well to be continued to be used which will prevent or at least delay the time when a much more costly well replacement project will be needed. With surface water supplies some of these marginal wells will not be needed so we only need some of our wells to last until 2016.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Work to include modifications to well casings to extend life expectancy and reduce the level of nitrates in the well water. Specific well(s) to be modified will be determined the year before work is to be done. At this time the most likely of wells to be modified are Wells #10, 11, 13, and 17. Work will also include video inspection, cleaning, doing minor repairs to pump shaft and bearings and minor repairs to casing.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$20,000</u>	Design Costs:	<u>\$70,000</u>	Construction Costs:	<u>\$320,000</u>
	Other Costs:	<u>\$0</u>			Total:	<u>\$410,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Well Replacements
Project #: 08-32
MPFP:
Funding Source(s): Fund 210 - Water Enterprise

Project Proponent: Utility Engineering
Project Manager: Clara Olmedo
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$2,400,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$5,300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$5,300,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Most of the city's wells are very old. Based on the age, inspection and input from consultants, several of our wells are in need of replacement. The significant lead time required to do a well replacement requires that a well be replaced before it actually fails as we do not have backup capacity to wait for a failure.

Service Level: Insufficient well pumping capacity would lead to low pressure and lack of fire protection.

Pertinent Issue: As nitrate levels continue to rise, it is anticipated that some wells will not be able to be utilized and will need to be replaced. Some of these wells will be replaced with new wells and some will be replaced with equivalent pumping capacity from booster pumps and new ground level tanks.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Based on most recent video well inspection, replace wells at the end of their useful life expectancy. Order of well replacement will likely be Wells 13, 14, and 15. Design is generally done in the preceding year of the well drilling.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$650,000 Construction Costs: \$4,650,000
Other Costs: \$0 **Total: \$5,300,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: First New Ground Level Tank

Project Proponent: Utility Engineering

Project #: 08-33

Project Manager: Doug Baxter

MPFP:

Funding Source(s): Fund 210 - Water Enterprise

User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$4,600,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$709,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$1,670,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
Subtotal	<u>\$6,979,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$280,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$6,979,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: It has been determined that it is more cost effective to handle peak hour water demands by using a ground level storage tank with a booster pump station. This approach eliminates the need to replace at least 3 wells (probably Wells 6, 9 & 10). This approach also consistent with the requirements for the utilization of surface water supplies when that project occurs.

Service Level: Use of storage tanks will allow the high quality wells to pump longer in the night hours to fill the tank; lower quality wells can be used less often

Pertinent Issue: Operating impacts of the project are related to additional utility costs for pumping the water into the tanks and then pumping the water out of the tanks for distribution.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project would include building a new ground level 3 million gallon tank with a booster pump station. Current probable location is at the west end of the holding pond at the corner of CR 98 and El Dorado. Pipeline work to connect to existing system at El Dorado and Ashley is included.

Cost Estimate By Category: Pre-Design Costs: \$100,000 Design Costs: \$500,000 Construction Costs: \$6,379,000
Other Costs: \$0 **Total: \$6,979,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Water Meters - Phase II
Project #: 09-22
MPFP:
Funding Source(s): Fund 329 ARRA
Fund 210 - Water Enterprise

Project Proponent: Utility Engineering
Project Manager: Akin Okupe
User Department: Public Works

	<u>Project Costs</u>		<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 329 ARRA</u>	<u>Fund 210 - Water Enterprise</u>			
Prior Year Allocation	\$14,000,000	\$600,000	\$0	\$0	\$0
Fiscal Year					
2011-12	\$839,000	\$1,700,000	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$14,839,000</u>	<u>\$2,300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$17,139,000</u>				

Statement of Justification, Service Level, and Issue(s):

Justification: Water metering is mandated by the state. The entire state has to be metered by 2025. Federal stimulus grant and low interest funding became available for most of this work.

Service Level: Water metering is needed to meet state law. Having metering completed earlier results in water conservation and ultimately fewer water wells being needed.

Pertinent Issue: Commercial water users are currently metered. Homes and other users with services built after 1991 have already been metered through the Phase 1 project.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☒ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will meter all remaining water services. Some water line replacement work will be needed as we hookup some of the connections.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$200,000 Construction Costs: \$12,500,000
Other Costs: \$4,439,000 **Total: \$17,139,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Water System Leak Detection, Maintenance & Repairs
Project Proponent: Utility Engineering
Project #: 09-23
Project Manager: Akin Okupe
MPFP:
Funding Source(s): Fund 210 - Water Enterprise
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$8,080,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$8,080,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Water mains and valves must be repaired on an on-going basis. The water distribution system is evaluated and coordinated with the street rehab work to minimize cost and damage to the streets.

Service Level: This project will result in the water system having improved reliability, reduced water loss and reduced repair costs.

Pertinent Issue: Efforts will be made to coordinate work with meter implementation and road rehabilitation work; however, depending upon the criticality of various water related issues, timing may not always coincide.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Conduct repairs and install upgrades to the City's water system as part of the annual repair and upgrade work. Project may include the following types of work: elimination of undersized pipes, rehabilitation of unlined cast iron pipe, replacement of rusted service lines, elimination of pipe looping deficiencies, and valve replacement.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$850,000 Construction Costs: \$7,230,000
Other Costs: \$0 **Total: \$8,080,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Well #1 B Replacement Well **Project Proponent:** Redevelopment
Project #: 10-08 **Project Manager:** Clara Olmedo
MPFP:
Funding Source(s): Fund 210 - Water Enterprise **User Department:** Public Works
Fund 520 - Redevelopment Agency (RDA)
Fund 821 - Redevelopment Bond Fund

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise	Fund 520 - Redevelopment Agency (RDA)	Fund 821 - Redevelopment Bond Fund			
	\$1,303,000	\$250,000	\$750,000	\$0	\$0	\$0
Fiscal Year						
2011-12	\$200,000	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$750,000
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,503,000</u>	<u>\$250,000</u>	<u>\$750,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$750,000</u>
TOTAL	<u>\$2,503,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: The new Yolo County Courthouse project, which will be constructed on the 3.75 acre block south of Main Street between Fifth and Sixth streets, will displace the existing location of Well #1 (445 Fifth Street). Construction of the new courthouse will begin in late 2011 or early 2012.

Service Level: It is important to maintain a water supply well in this part of the City to maintain proper water pressure. A new well is needed to replace this 48 year old well (well #1)

Pertinent Issue: Construction of a new well to replace existing Well #1 will need to be completed prior to the construction of the new courthouse. The \$750,000 will be reimbursed by the State as part of the Courthouse Project.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: The project will result in the construction of a new water well to replace the existing Well #1. The new well will be constructed at a location that is not adjacent to the existing Well #1. It is anticipated that Well #1 will be located in the northeast part of Freeman Park.

Cost Estimate By Category: Pre-Design Costs: \$50,000 Design Costs: \$150,000 Construction Costs: \$1,785,000
Other Costs: \$318,000 **Total: \$2,303,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Destroy Old Wells

Project Proponent: Utility Engineering

Project #: 11-10

Project Manager: Akin Okupe

MPFP:

Funding Source(s): Fund 210 - Water Enterprise

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$420,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$420,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Six old wells will be destroyed to restore the well sites and to prevent contamination of the aquifer. Replacement wells will be drilled prior to the failure of the well being replaced. When the well actually fails the well will be destroyed and the years shown below reflect the projected end of their useful life.

Service Level: Replacement of the six wells will maintain current service levels.

Pertinent Issue: This project proactively maintains the City's water system.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Old wells that can no longer be used will be destroyed. This work and the timing of this work will be coordinated with other well rehabilitation and replacement work.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$60,000 Construction Costs: \$360,000
Other Costs: \$0 **Total:** \$420,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: East Street to Pioneer 36" Water Main
Project #: 11-14
MPFP:
Funding Source(s): SLIF
Fund 210 - Water Enterprise

Project Proponent: Utility Engineering
Project Manager: Mark Cocke
User Department: Public Works

	<u>Project Costs</u>		<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF	Fund 210 - Water Enterprise			
Prior Year Allocation	\$75,000	\$151,000	\$0	\$0	\$0
Fiscal Year					
2011-12	\$371,333	\$1,916,667	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$446,333</u>	<u>\$2,067,667</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,514,000</u>				

Statement of Justification, Service Level, and Issue(s):

Justification: The Parkside (Standard Pacific) has paid there share of the line.

Service Level: By coordinating this construction with development the City will save money and reduce the disruption construction would cause the residents in the pipeline alignment.

Pertinent Issue: Coordination with developers will save approximately \$800,000 and construction timing will serve new residents.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Install a 36 inch water main instead of a 12 inch water main in the Spring Lake area to meet the needs of the surface water project.

Cost Estimate By Category: Pre-Design Costs: \$52,000 Design Costs: \$174,000 Construction Costs: \$2,080,000
Other Costs: \$208,000 **Total:** \$2,514,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Surface Water - Local Pipelines Phase 1
Project #: 12-05
MPFP:
Funding Source(s): Fund 210 - Water Enterprise

Project Proponent: Utility Engineering
Project Manager: Doug Baxter
User Department: Public Works

		<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise							
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year								
2011-12	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$2,511,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,611,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,611,000</u>							

Statement of Justification, Service Level, and Issue(s):

Justification: These pipeline projects are needed as part of the surface water project to improve water quality and offset the declining water quality from the groundwater supplies. The pipeline will be used to convey the surface water to all areas in the City.

Service Level: The project will improve source water quality for the City's domestic water system.

Pertinent Issue: The pipelines are needed to be constructed prior to the surface water treatment plant coming on-line. These pipelines are important to convey the higher quality surface water to all areas within the City.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: The pipelines for improvement before surface water project is complete are Farmers Central Pipe from East St to Ashley Ave. Then pipe connections from Farmers Central to the distribution system and a new Mickle Ave pipeline.

Cost Estimate By Category: Pre-Design Costs: \$100,000 Design Costs: \$300,000 Construction Costs: \$2,211,000
Other Costs: \$0 **Total:** \$2,611,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Second Ground Level Tank - Phase1
Project #: 12-06
MPFP:
Funding Source(s): Fund 210 - Water Enterprise

Project Proponent: Utility Engineering
Project Manager: Akin Okupe
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$1,203,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,303,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,303,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: It has been determined that it is more cost effective to handle peak hour and fire flow demand deficiencies by using a ground level storage tank with a booster pump station. This approach eliminates the need to replace at least 3 wells (probably wells 4, 5, and 170. This approach also is consistent with the requirements for the utilization of surface water supplies when that project occurs.

Service Level: This project would improve the distribution of the City's current domestic water system and address an existing fire flow deficiency in the northeast industrial area of the City.

Pertinent Issue: Completion must occur prior to having the surface water pforject operational.

Status: ☐ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project would include building a new ground level 2 million gallon tank with a booster pump station. The tank will be located in the northeast area of the City ot improve water quality in the future. Pipeline improvements work to connect to existing system and regional pipeline from the WTP are included.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$1,203,000 Construction Costs: \$0
Other Costs: \$0 **Total: \$1,203,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Future ASR Wells
Project #: WTR-004
MPFP: Wtr-130, 131A,
Funding Source(s): Fund 584 - Water Development

Project Proponent: Utility Engineering
Project Manager: Akin Okupe
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 584 - Water Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$1,500,000	\$0	\$0	\$0	\$20,000	\$0	\$0
2017-18	\$1,100,000	\$0	\$0	\$0	\$40,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0
Subtotal	<u>\$2,800,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$280,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,800,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: As development occurs new wells will be needed.

Service Level: A new well Aquifer Storage and Recovery well will be constructed to offset the additional water supply demand created by development. This maintains appropriate service levels for water pressure.

Pertinent Issue: Revenue from new development will fund development and construction of a new well and offset the additional O&M operating costs. Actual timing of well drilling will depend on how much development occurs each year.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project forecasts the development and construction of the new well based on future development.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$550,000 Construction Costs: \$2,250,000
Other Costs: \$0 **Total: \$2,800,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Surface Water - Part 2
Project #: 08-07A
MPFP:
Funding Source(s): Fund 210 - Water Enterprise

Project Proponent: Public Works
Project Manager: Dick Donnelly
User Department: Public Works

		<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise							
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>								
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$60,462,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$54,075,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$24,184,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$3,909,613	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$4,174,821	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$4,416,812	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$4,590,000	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$4,771,000	\$0	\$0	\$0
Subtotal	<u>\$138,721,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$21,862,246</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$138,721,000</u>							

Statement of Justification, Service Level, and Issue(s):

Justification: This project is needed to improve water quality to offset the declining water quality from our groundwater supplies. Project must be actively pursued or our water right application will be terminated. This higher water quality water is needed to meet both expected future water and wastewater water quality standards. Woodland Cost per Table A-2, Cost Allocation per Table D.4 with bond issuance and rates per Tom Pavletic study, version v28.

Service Level: This project will improves source water quality for the City's domestic water system. Surface water is the most cost effective option to meet future wastewater

Pertinent Issue: If the project does not consistently move forward, the State will cancel our 1994 water right application which will cause the entire process including CEQA to start over. This would cause us to have a less effective water right permit and we would incur major start over costs, not to mention higher inflationary construction costs. Initial and O&M costs are less than other options to address wastewater treatment requirements, treatment of nitrates in the groundwater, drilling replacement wells and related operational costs, and homeowner costs in dealing with the extremely hard water in the City. This project is not currently included in the rates or development fees. A Nexus Study is currently underway to determine the appropriate split between rate base funds, development funds as well as the appropriate split between sewer and water. A rate study is currently underway to determine the impact on user rates.

Status: ☐ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

**Project
Description:**

This project includes a regional water supply project jointly funded with the City of Davis and UCD. It would provide 27 million gallons of water per day, including storage tanks and related water transmission lines to get the high quality water into the City. Existing wells would be used to supplement peak hour and peak day water demands.

**Cost Estimate
By Category:**

Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$0</u>	Construction Costs	<u>\$138,721,000</u>
Other Costs:	<u>\$0</u>			Total	<u>\$138,721,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Preliminary Odor Abatement
Project #: 08-22
MPFP:
Funding Source(s): Fund 220 - Sewer Enterprise

Project Proponent: Mark Cocke
Project Manager: TBD
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$230,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$920,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$920,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Design odor facilities for the Wastewater Treatment Plant in order to reduce citizen complaints and facilitate business development.

Service Level: Presently the headworks of the Wastewater Treatment Plant have the potential to produce odors if the conditions cause hydrogen sulfides and other materials to off-gas from the waste stream. The land uses in the area are intensifying and these odor complaints are expected to increase. This project will cover the redesign and modification of the headworks to reduce the chance of odor complaints.

Pertinent Issue: The present WDR for the Plant requires that nuisance complaints be kept to a minimum. Increasing density around the Plant will require that some action is taken to reduce the risk of odor complaints. Development fees for specific projects may pay all or part of the project costs.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Design odor facilities for the Wastewater Treatment Plant in order to reduce citizen complaints and facilitate business development.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$90,000 Construction Costs: \$830,000
Other Costs: \$0 **Total:** \$920,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Main Street Slipline

Project Proponent: Mark Cocke

Project #: 08-23

Project Manager: TBD

MPFP:

Funding Source(s): Fund 220 - Sewer Enterprise

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,000,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The Sanitary Sewer Management Plan (SSMP) and Closed Circuit Television (CCTV) Program will identify the deteriorating sewer lines to be lined or replaced. This budgets for an additional 750 to 1500 feet of sewer trunk repair or replacement depending on criticality and size of the line.

Service Level: Future sewer repairs will be based on a risk criticality process that may or may not fit into the street repair program. For those repairs that are independent of a road repair, trenchless repair methods will likely be the repair method of choice. Sections of the Main St sewer line have been identified as having serious I&I problems that need to be addressed both from a critical line standpoint and impacts the treatment plant capacity.

Pertinent Issue: By improving sewer trunkline condition and reducing infiltration and inflow (I&I), the operating costs for the Waste Water Treatment Plant (WWTP) is reduced, more capacity is available for future homes, the risk for sewer overflows is reduced, and the next WWTP expansion is postponed.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Repair or replacement of 750 to 1500 feet of sewer trunk line along Main Street; exact location to be determined based upon CCTV Program.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,000,000
Other Costs: \$0 **Total: \$1,000,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Groundwater Monitoring Wells
Project #: 08-29
MPFP:
Funding Source(s): Fund 210 - Water Enterprise

Project Proponent: Utility Engineering
Project Manager: Akin Okupe
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$500	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$500	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$500	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$500	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$500	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$500	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$500	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$500	\$0	\$0
Subtotal	<u>\$280,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$280,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: These wells are essential to be able continually sample water from separate aquifers utilized by the city. Each of our wells draws water from several individual aquifers. Most of our wells have nitrate levels that are rising and we need to know exactly which aquifer is the problem so we can take measure to limit the problem.

Service Level: The City will continue to rely to groundwater to a certain extent even though the surface water project moves forward.

Pertinent Issue: The information received from these monitoring wells will both help us design a plan for addressing nitrate contamination and to properly design new and replacement wells.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This work will include the installation of 3 multi-zone groundwater monitoring wells at various locations throughout the problem to evaluate the water quality from the wells.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$40,000 Construction Costs: \$240,000
Other Costs: \$0 **Total:** \$280,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: New Calibrated City Sewer Model
Project #: 08-35
MPFP:
Funding Source(s): Fund 585 - Sewer Development
Fund 220 - Sewer Enterprise

Project Proponent: Mark Cocke
Project Manager: Utilities Division
User Department: Public Works

	<u>Project Costs</u>		<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 585 - Sewer Development</u>	<u>Fund 220 - Sewer Enterprise</u>			
Prior Year Allocation	\$163,280	\$40,820	\$0	\$0	\$0
Fiscal Year					
2011-12	\$0	\$0	\$0	\$7,200	\$0
2012-13	\$0	\$0	\$0	\$7,762	\$0
2013-14	\$0	\$0	\$0	\$8,370	\$0
2014-15	\$0	\$0	\$0	\$9,031	\$0
2015-16	\$0	\$0	\$0	\$9,747	\$0
2016-17	\$0	\$0	\$0	\$10,525	\$0
2017-18	\$0	\$0	\$0	\$11,370	\$0
2018-19	\$0	\$0	\$0	\$12,287	\$0
2019-20	\$0	\$0	\$0	\$13,284	\$0
2020-21	\$0	\$0	\$0	\$13,284	\$0
Subtotal	<u>\$163,280</u>	<u>\$40,820</u>	<u>\$0</u>	<u>\$102,860</u>	<u>\$0</u>
TOTAL	<u>\$204,100</u>				

Statement of Justification, Service Level, and Issue(s):

Justification: At present the current calibrated sewer model does not have 6" lines and has not been calibrated to present conditions. The Downtown, Rail Yard, portions of East Street, and the Fairgrounds are all Stated for "Mixed Use Development." The present model documents problems at build out without these proposed land use changes. The City has documented infiltration and inflow (I&I) problems increasing the potential for sanitary sewer overflows (SSOs) in some areas that will only increase unless these problems are quantified and solutions developed. The new model needs to be calibrated by referring I&I estimates throughout the City. EC and flow monitors will be installed in 23 locations throughout the City to document flows in the rainfall season to collect a storm event >2" in 24 hours.

Service Level: This project will support future economic development and redevelopment projects.

Pertinent Issue: By improving the model and data network, identification of I&I source areas and using this information to prioritize I&I repairs, the selected repairs will be the most cost effective for reducing the operating costs for the WWTP, make more capacity available for future homes or businesses, and potentially postpone the next WWTP expansion. In addition, the SSO's per the requirements of our Discharge Permit.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Develop new Calibrated Sewer Model with GIS linkages to existing City System GIS data and install permanent data loggers in City to document and calibrate model and investigate for Infiltration and Inflow (I & I) problems. This model will help develop solutions for these and other development impacts.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$9,600</u>	Design Costs:	<u>\$145,000</u>	Construction Costs:	<u>\$49,500</u>
	Other Costs:	<u>\$0</u>			Total:	<u>\$204,100</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Water Source Security System

Project Proponent: Public Works

Project #: 09-05

Project Manager: Akin Okupe

MPFP:

Funding Source(s): Fund 210 - Water Enterprise

User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$255,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
Subtotal	<u>\$355,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$27,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$355,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Most of the City's wells are located outdoors without being housed in secured buildings. Expensive generators are located at some of these sites. Our wells could be vandalized or equipment stolen that would reduce water system's reliability. Sites and water could be contaminated.

Service Level: This project would implement security measures to protect our wells.

Pertinent Issue: Other sources of funding are being sought but have not been obtained.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Each well site will be evaluated for the appropriate level of security. It is anticipated that wells and the storage tank will have video monitoring, motion sensors, audio warnings to anyone at or in secured areas. This will be linked to a central location for monitoring as needed.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$355,000
Other Costs: \$0 **Total:** \$355,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Trunk Line Phase 2 Repairs

Project Proponent: Mark Cocke

Project #: SAS-007

Project Manager: TBD

MPFP:

Funding Source(s): Fund 220 - Sewer Enterprise

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,000,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Sections of the 48 inch combined Beamer Trunk Line and Kentucky Trunk Line have been identified as having structural defects associated with hydrogen sulfide corrosion since the line was installed in 1982. The CCTV program has identified erosion of the pipeline for the entire 4,000 feet of reinforced concrete pipe (RCP).

Service Level: Maintains critical sections of the sanitary sewer trunk line in a serviceable condition; protects the City's investment in infrastructure.

Pertinent Issue: By improving sewer trunkline condition and reducing inflow and infiltration (I&I), the operating costs for the Waste Water Treatment Plant (WWTP) are reduced, more capacity is available for future homes, the risk for sewer overflows is reduced, and the next WWTP expansion can be postponed.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Repair or replace an additional 2,000 to 4,000 feet of sewer trunk depending on criticality and size of line.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,000,000
Other Costs: \$0 **Total: \$1,000,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Trunk Line 3 Repairs
Project #: SAS-008
MPFP:
Funding Source(s): Fund 220 - Sewer Enterprise

Project Proponent: Mark Cocke
Project Manager: TBD
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,000,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Sections of the 48 inch combined Beamer Trunk Line and Kentucky Trunk Line have been identified as having structural defects associated with hydrogen sulfide corrosion since the line was installed in 1982. The CCTV program has identified erosion of the pipeline for the entire 4,000 feet of RCP.

Service Level: Maintains critical sections of the sanitary sewer trunk line in a serviceable condition; protects the City's investment in infrastructure.

Pertinent Issue: By improving sewer trunkline condition and reducing inflow and infiltration (I&I), the operating costs for the Waste Water Treatment Plant (WWTP) are reduced, more capacity is available for future homes, the risk for sewer overflows is reduced, and the next WWTP expansion can be postponed.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Repair or replace an additional 2,000 to 4,000 of sewer trunk depending on criticality and size of line.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,000,000
Other Costs: \$0 **Total: \$1,000,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Water Pollution Asset Replacement Project Phase 2
Project Proponent: Public Works
Project #: SAS-009
Project Manager: Mark Cocke
MPFP:
Funding Source(s): Fund 220 - Sewer Enterprise
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$538,655	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$347,247	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$987,041	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$219,947	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$2,482,642	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$86,268	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$425,865	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$723,421	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$5,811,086</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$5,811,086</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The Waste Pollution Control Facility (WPCF) has numerous assets that allow the plant to work as designed. All of these assets have a finite time before the asset wears out and needs to be replaced. These costs represent a schedule of replacement for these assets over the next ten years.

Service Level: Timely replacement of the assets will enable the WPCF to remain operational to meet the City of Woodland waste discharge permit requirements and avoid fines for noncompliance with the permit.

Pertinent Issue: The equipment at the WPCF needs to put into an asset management plan to better describe the cash flow needs for replacement of that equipment. If not, the equipment will fail and the City of Woodland may not have the funds available for repair. These projects were not included in the rate study that calculated and set the rates currently in effect. Phase 2 of the project may require a rate adjustment.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will work to plan replacements on all equipment at the WPCF. The current project list includes 17 projects; the first project was replacement of the screw pumps and included in project 09-07 as Phase 1. Phase 2 projects include various replacements of rotors, gears, pumps, filters and generators whose useful lives are currently or will be expired.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$5,811,086</u>
	Other Costs:	<u>\$0</u>	Total: <u>\$5,811,086</u>			

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Oxidation Ditch Aeration Retrofit - Phase 2 **Project Proponent:** Utility Engineering
Project #: SAS-010 **Project Manager:** Utilities Division
MPFP: needed
Funding Source(s): Fund 220 - Sewer Enterprise **User Department:** Public Works
Fund 585 - Sewer Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 220 - Sewer Enterprise</u>	<u>Fund 585 - Sewer Development</u>					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$1,995,000	\$2,805,000	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,995,000</u>	<u>\$2,805,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$4,800,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: During the analysis done by Carollo Engineers for the Woodland Davis Regionalization Study, it was learned that the present ditch rotor system was not performing at a level to give the Water Pollution Control Facility (WPCF) its rated capacity for solids (Biological Oxygen Demand) of 8.0 MGD. The several rotor sets are reaching the end of their useful life and are scheduled to be replaced for ~\$2.5M. Instead of replacing the inadequate rotor system, it is proposed that a new solids aeration system be retrofitted into the existing ditches to raise the solids capacity to match the existing hydraulic capacity (10.4mgd).

Service Level: This project will result in having the solids capacity of the WPCF matching the hydraulic capacity of 10.4 mg. It will also improve settling characteristics in the clarifiers and better UV disinfection. It will also save \$100K per year in electric costs when the WPCF is operating at capacity.

Pertinent Issue: Solids capacity is needed to maintain growth, the WPCF is operating between 94% to 97% of the present solids capacity.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Design, and construct an aeration system to replace the existing rotor system at the WPCF.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$4,800,000
Other Costs: \$0 **Total: \$4,800,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Replacement of Orangeberg Sewer Laterals

Project Proponent: Utility Engineering

Project #: SAS-011

Project Manager: Mark Cocke

MPFP:

Funding Source(s): Fund 220 - Sewer Enterprise

User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$3,220,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$3,220,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Approximately 700 sewer connections made between 1945 and 1964 were made using a product called Orangeberg that is manufactured from paper and asphalt. This type of connection represents about 505 of the Sanitary Sewer Overflows in the City. These overflows occur because the paper and asphalt have decayed and the pipe is prone to root intrusion or crushing. It was intended to replace these lines as part of the meter project but cash flow and the proposed cost per unit prevented this option.

Service Level: This project will improve the service level by reducing the number of emergency repairs for this product. It will also be more cost effective to do the project in block increments.

Pertinent Issue: Efforts will be made to coordinate work with road rehabilitation work. Either these laterals are repaired as a project or they will be repaired as they fail. The typical failure results in an SSO. If no effort is made to repair an obvious deficiency we could be subject to fines from the Regional Board. This is a 10 year project with the first 7 years shown in the 10 year CIP.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Traffic Engineering and Utility Engineering will coordinate the work to be planned. This project will result in a 2' x3' hole in the street at every lateral main connection. It is anticipated that trenchless methods will be used to pull seamless HDPE pipe from behind the walk to a new "y" at the main installed with shear band couplings.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$0</u>	Design Costs:	<u>\$320,000</u>	Construction Costs:	<u>\$2,900,000</u>
	Other Costs:	<u>\$0</u>	Total: <u>\$3,220,000</u>			

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Solids Handling System
Project #: SAS-012
MPFP:
Funding Source(s): Fund 220 - Sewer Enterprise

Project Proponent: Mark Cocke
Project Manager: Mark Cocke
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 220 - Sewer Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$3,800,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$3,800,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$8,600,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$8,600,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Required modifications to Wastewater Treatment system for solids management allowing the maximum use of storage ponds for flexibility of system in case of plant upset.

Service Level: By instituting a solids handling system, it will be possible to reduce odor impacts while maintaining plant flexibility.

Pertinent Issue: Staff anticipates that updated regulations by 2014 will require the City to move forward with a solids handling system.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will construct the solids handling system to deal with the disposal of biosolids as required by the NPDES permit.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$1,000,000 Construction Costs: \$7,600,000
Other Costs: \$0 **Total: \$8,600,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Water Master Plan Update
Project #: WTR-003
MPFP: Wtr-13
Funding Source(s): Fund 584 - Water Development

Project Proponent: Utility Engineering
Project Manager: Utilities Division
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 584 - Water Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$235,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$235,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$235,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The water master plan will need to be updated to reflect long-term water sources, development requirements, consistency with the new General Plan, and long-term asset management of water resources.

Service Level: Completion of the Master Plan will facilitate long term planning and evaluation of the impacts of development.

Pertinent Issue: As the General Plan is developed, it will be necessary to update utility master plans. The Water Master Plan Update will also look into asset management and downtown infill development which has generally not been included in the past.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Prepare a water master plan update.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$235,000 Construction Costs: \$0
Other Costs: \$0 **Total:** \$235,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Second New Ground Level Tank - Phase 2

Project Proponent: Utility Engineering

Project #: WTR-007

Project Manager: Akin Okupe

MPFP:

Funding Source(s): Fund 210 - Water Enterprise

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$3,908,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$4,095,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
Subtotal	<u>\$8,003,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$880,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$8,003,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: It has been determined that it is more cost effective to handle peak hour water demands by using a ground level storage tank with a booster pump station. This approach eliminates the need to replace at least 3 wells (probably Wells 4, 5 and 17). This approach also into the requirements for the utilization of surface water supplies when that project occurs.

Service Level: This project would improve the distribution of the City's current domestic water system and address an existing fire flow deficiency in the northeast industrial area of the City.

Pertinent Issue: Completion must occur prior to having the surface water project operational.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project would include building a new ground level 2 million gallon tank with a booster pump station. The tank will be located in the northeast area of the City to improve fire flow availability and surface water conveyance to improve water quality in the future. Pipeline improvements work to connect to existing system and regional pipeline from the WTP are included.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$8,003,000
Other Costs: \$0 **Total:** \$8,003,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Road Repair Utility Work
Project #: WTR-020
MPFP:
Funding Source(s): Fund 210 - Water Enterprise

Project Proponent: Public Works
Project Manager: Clara Olmedo
User Department: Public Works

		<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise							
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>								
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,400,000</u>							

Statement of Justification, Service Level, and Issue(s):

Justification: Utilities need to be repaired or replaced when major road reconstruction work is accomplished. This project also includes funding for Kentucky St. in the future.

Service Level: As needed, pipelines and valves will be replaced as needed when major road work is accomplished.

Pertinent Issue: Other sources of funding are being sought but have not been obtained.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Traffic Engineering and Utility Engineering will coordinate the lists of streets needing major street/utility rehabilitation work to be planned. Pipelines and/or valves that are too shallow or at the end of their service life expectancy will be replaced in conjunction with major road reconstruction work.

Cost Estimate By Category: Pre-Design Costs: \$50,000 Design Costs: \$450,000 Construction Costs: \$1,900,000
Other Costs: \$0 **Total: \$2,400,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Nitrate Source Reduction Program

Project Proponent: Public Works

Project #: WTR-021

Project Manager: Clara Olmedo

MPFP:

Funding Source(s): Fund 210 - Water Enterprise

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$150,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$150,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Most private wells are shallow. Groundwater that is highest in nitrate levels occurs in these shallow water formations. Private wells and septic tank leach fields are believed to be significant sources of nitrate contamination. They collectively result in being conduits for allowing nitrate water to move down the well casings and into the aquifers that the City uses.

Service Level: The City must protect the groundwater aquifers that the City uses as we continue to plan on utilizing it in conjunction with the Surface Water Supply Project.

Pertinent Issue: It will be significantly less expensive to implement a cooperative program to minimize nitrate contamination than to have to do nitrate treatment of our groundwater.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project will provide rebates or similar incentives to get homeowners and businesses to connect to City of Woodland water and sewer services and to properly abandon old wells and septic tank systems. As needed City may need to extend some water and/or sewer lines.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$150,000 Construction Costs: \$0
Other Costs: \$0 **Total:** \$150,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Surface Water - Local Pipelines Phase 2

Project Proponent: Utility Engineering

Project #: WTR-023

Project Manager: Doug Baxter

MPFP:

Funding Source(s): Fund 210 - Water Enterprise

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$3,609,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$4,015,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$7,624,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$7,624,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: These pipeline projects are needed as part of the surface water project to improve water quality and offset the declining water quality from the groundwater supplies. The pipeline will be used to convey the surface water to all areas in the City.

Service Level: The project will improve source water quality for the City's domestic water system.

Pertinent Issue: The pipelines are needed to be constructed prior to the surface water treatment plant coming on-line. These pipelines are important to convey the higher quality surface water to all areas within the City.

Status: ☐ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: The pipelines for improvement before surface water project is complete are Farmers Central Pipe from East St to Ashley Ave. Then pipe connections from Farmers Central Pipe to the distribution system and a new Mickle Ave Pipeline.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$7,624,000
Other Costs: \$0 **Total: \$7,624,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: First Ground Level Tank and Pump
Station - Phase 2

Project Proponent: Utility Engineering

Project #: WTR-024

Project Manager: Doug Baxter

MPFP:

User Department: Public Works

Funding Source(s): Fund 210 - Water Enterprise

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$737,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$801,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$801,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This phase of the first ground level tank project (#08-33) will expand the pumping station.

Service Level: Use of storage tanks will allow the high quality wells to pump longer in the night hours to fill the tank; lower quality wells can be used less often.

Pertinent Issue: This is just an expansion of the pumping capacity.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Expansion of the pump station at the first above ground tank.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$80,000 Construction Costs: \$721,000
Other Costs: \$0 **Total:** \$801,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Well Modification to ASR
Project #: WTR-025
MPFP:
Funding Source(s): Fund 210 - Water Enterprise

Project Proponent: Utility Engineering
Project Manager: Clara Olmedo
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,250,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,250,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The conversion of recently drilled wells in the future to ASR will improve the water quality available to the City throughout the year and in dry hydrologic conditions. The conversion of these existing wells will be less expensive than drilling new ASR wells.

Service Level: ASR wells will provide the City with improved water quality when surface water may not be available in the summer due to dry hydrologic conditions.

Pertinent Issue: Once surface water is available the City will perform an ASR pilot program to determine the recharge ability and water quality improvements. Schedule for these ASR conversions will move up if size of Water Treatment Plant is reduced.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will consist of converting existing wells to fully functional ASR wells. Well 28 has been designed to require above ground modifications only and is expected to be the first well converted to ASR. Wells 15S and 22G were designed to require minimal improvements to be converted to a fully functional ASR well.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$125,000 Construction Costs: \$1,125,000
Other Costs: \$0 **Total: \$1,250,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Road 102 Pipeline Improvements
Project #: WTR-026
MPFP: WTR-131B
Funding Source(s): Fund 584 - Water Development

Project Proponent: Utility Engineering
Project Manager: Akin Okupe
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 584 - Water Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$420,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$420,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Several large commercial development projects are planned for the area northeast of Gibson Rd along County Road 102. To ensure adequate fire flow and pressures are available to serve these developments a new line is needed to provide additional redundancy to the area.

Service Level: This pipeline will provide adequate fire flow and pressure to the commercial developments along County Road 102 northeast of Gibson Rd.

Pertinent Issue: Effort will be made to coordinate construction of the pipeline to coincide with any road improvements along Gibson Road to minimize cost. Timing of this work will need to move up if adjacent development occurs at earlier time frame.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project involves the construction of approximately 2,100 ft of 12" pipeline in County Road 102 from Gibson Rd to Maxwell Lane to provide redundancy and reliability to serve the Gateway development projects.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$42,000 Construction Costs: \$378,000
Other Costs: \$0 **Total:** \$420,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Water Pipeline Realignment from Sewer and Storm Assets

Project Proponent: Utility Engineering

Project #: WTR-027

Project Manager: Utilities Division

MPFP:

Funding Source(s): Fund 210 - Water Enterprise

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 210 - Water Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$300,000						

Statement of Justification, Service Level, and Issue(s):

Justification: Past installation practices have located potable water lines in storm and sewer infrastructure to minimize the length of the pipeline for convenience of construction. This type of location does not meet City of Woodland Standards and is illegal.

Service Level: This project will result in the water system having improved reliability and conform to present standards.

Pertinent Issue: Efforts will be made to coordinate work with road rehabilitation work. Present locations provide for a risk of cross contamination of the potable water supply.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Traffic Engineering and Utility Engineering will coordinate the work to be planned. This project will consist of the relocation of 25 ft of 8" and 30 feet of 12" pipeline on Beamer Street to eliminate co-location of water in sewer and storm assets. This improves the reliability of serving water and reduces risk to the City of Woodland. It is estimated that three other occurrences of this type need to be mitigated.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$30,000 Construction Costs: \$270,000
Other Costs: \$0 **Total:** \$300,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Spring Lake Fire Station Project Proponent: Fire
 Project #: 03-25 Project Manager: Community Development
 MPFP: FIRE 2 User Department: Fire
 Funding Source(s): Fund 560 - Fire Development

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 560 - Fire Development						
Prior Year Allocation	\$441,705	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$4,108,822	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0
Subtotal	<u>\$4,550,527</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$245,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$4,550,527</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: As of March 1, 2010 there have been 869 single-family (SF) dwelling unit building permits issued in the Spring Lake development area with a total of 849 SF units finalized, closed and presumed occupied. In addition, there are 215 more units occupied in multi-family complexes. These residents and this activity create a demand for fire protection and emergency medical services on the City. In order to maintain our 4-minute response time as adopted by Council in 2001, the Spring Lake Fire Station needs to be built in this development area.

Service Level: The original proposal for this station included a recommendation by Citygate Associates, LLC that this station be completed and operational "after the 1,010 single-family dwelling units are occupied". That recommendation was accepted and approved by Council on April 6, 2004.

Pertinent Issue: The Fire Department applied for a grant to build this station through the Assistance to Firefighters Fire Station Construction Grant (ARRA) program on July 9, 2009. Our request remains in the review stage and has not been rejected so far.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Acquire 1 acre property in SLSP, improve site and construct neighborhood station with two bays to protect the southeast corner of the City.

Cost Estimate By Category: Pre-Design Costs: \$441,705 Design Costs: \$300,000 Construction Costs: \$3,393,822
 Other Costs: \$415,000 **Total: \$4,550,527**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: General Plan Update **Project Proponent:** Barry Munowitch
Project #: 07-06 **Project Manager:** CDD
MPFP: City-103
Funding Source(s): Fund 510 - General City Development **User Department:** Community Development
Fund 501 - Capital Projects

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 510 - General City Development</u>	<u>Fund 501 - Capital Projects</u>					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$220,000	\$110,000	\$0	\$0	\$0	\$0	\$0
2012-13	\$440,000	\$23,000	\$0	\$0	\$0	\$0	\$0
2013-14	\$92,000	\$23,000	\$0	\$0	\$0	\$0	\$0
2014-15	\$160,000	\$0	\$0	\$32,000	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$912,000</u>	<u>\$156,000</u>	<u>\$0</u>	<u>\$32,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,100,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The General Plan functions as the land use constitution for the City and sets forth a long term vision for the community and guides development decisions. To function as an effective document and provide direction to the community and decision makers the plan must be based on recent and updated information. To obtain that information various studies will need to be performed and analysis of issues including, but not limited to:

- ☐ Incorporating AB 32 policies
- ☐ Flood modeling, deep water policy resolution
- ☐ Water supply analysis
- ☐ Wastewater, r
- ☐ Traffic and level of service issues
- ☐ Voter approved Urban Limit Line updates
- ☐ ADA policies
- ☐ Infill capacity studies
- ☐ Financial analysis of supportability of the proposed policies and programs

Funds are also included for the next State mandated Housing Element update after 2013.

Service Level: Completion of the General Plan update will engage Woodland citizens in the development of the future land use policies and related issues.

Pertinent Issue: Modifications to the City's MPFP and SLIF updates were approved in December 2008 under the assumption that the City's General Plan and related master plan would be updated.

CITY OF WOODLAND

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET**Status:**

☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project**Description:**

The project will involve the preparation of the General Plan technical, background and policy documents. Additionally an Environmental Impact Report, (EIR) will be required. Completion of the plan will require multiple and complex analyses and studies, including but not limited to flood, water supply, traffic, infill development policies, climate and sustainability policies in support of AB32, as well as incorporation of voter initiative Urban Limit Line policies and requirements. Public involvement and hearings will be required.

**Cost Estimate
By Category:**

Pre-Design Costs:	<u>\$1,100,000</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$0</u>
Other Costs:	<u>\$0</u>	Total: <u>\$1,100,000</u>			

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Zoning Ordinance & CEQA **Project Proponent:** Community Development
Project #: 07-07 **Project Manager:** Community Development
MPFP: **User Department:** Community Development
Funding Source(s): Fund 501 - Capital Projects

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 501 - Capital Projects						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$100,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The City of Woodland's Zoning Ordinance implements the General Plan, sets land use regulation and implements process and procedures with regard to development review. There are areas of the code that are not internally consistent and an assessment and clarification of the development review process is recommended. Areas of the Code that are not consistent or ambiguous result in uncertainty. Specific updates recommended include:

- Updating antiquated use tables (consultant)
- Water Conservation Ordinance Update
- Non conforming use and structure
- Definitions
- Planned Development zoning
- Signs
- Update Density Bonus requirements per State Law
- Projections
- Development Review procesisng, add new sections
- Updates as a result of the Housing Element recommendations
- Conservation and climate change updates

CEQA review for the updates, anticipate a Negative Declaration (anticipated cost at \$10 - \$15,000). By updating the zoning code, the City will be better equipped to review new projects and administer development in a more efficient, timely and consistent manner and will reduce the risk of challenges as the result of outdated process/procedures. Assuming an average billing rate of \$150/hr for an experienced planning consultant, this will allow for approximately 9 weeks of work, which should adequately address the issues.

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Service Level: This project will facilitate the completion of development projects sponsored by public agencies and private sector businesses.

Pertinent Issue: CEQA and AB 32 changes
Update and clarification to the City's development review process and procedures

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project involves the analysis and preparation of ordinance amendments to the Zoning Ordinance as well as future revisions to the CEQA Guidelines in conformance with new state guidelines which will be provided by the State Office of Planning and Research (OPR) in response to requirements of AB32.

Cost Estimate By Category: Pre-Design Costs: \$100,000 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$0 **Total:** \$100,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Downtown Specific Plan Update & EIR **Project Proponent:** Community Development
Project #: 07-08 **Project Manager:** Community Development
MPFP: **User Department:** Community Development
Funding Source(s): Fund 520 - Redevelopment Agency (RDA)

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 520 - Redevelopment Agency (RDA)						
	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$96,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$218,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$218,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: It is necessary to update the Downtown Specific Plan to allow development to occur with greater certainty and clear direction with regard to historic resources, traffic and service levels, and utility needs. Updates are also required as a result of the Housing Element update and new requirements. The plan will update outdated development concepts; add information to meet current State requirements for Specific Plans, possible revisions to the land use requirements and design procedures and guidelines where necessary to clarify the development review process.

- ☐ A key element will be an update of the historic resources inventory to provide greater certainty with regard to development within a National Register Historic District.
- ☐ A CEQA update will be necessary.

Service Level: This project will facilitate economic development and redevelopment in Downtown Woodland by defining service levels and other conditions critical for project sponsors and staff to understand when considering potential development.

Pertinent Issue: Provide an update to key issues that prevent development from occurring in a consistent manner with a greater level of certainty. By incorporating studies in the Specific Plan this will relieve the burden for completing these on a case by case basis by development and thereby will facilitate development of the downtown.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

CITY OF WOODLAND

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Description: This project involves the analysis and preparation of specific plan updates to the Downtown Specific Plan as well as necessary CEQA evaluations including an update to the historic resources inventory to provide greater certainty with regard to development within a National Register Historic District.

Cost Estimate By Category:

Pre-Design Costs:	<u>\$218,000</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$0</u>
Other Costs:	<u>\$0</u>			Total:	<u>\$218,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: East Street Corridor Specific Plan Update & EIR
Project Proponent: Community Development
Project #: 07-09
Project Manager: Community Development
MPFP: City 105
Funding Source(s): Fund 520 - Redevelopment Agency (RDA)
 Fund 510 - General City Development
User Department: Community Development

Prior Year Allocation	Project Costs				Operating Costs	Revenues	Cost Savings
	Fund 520 - Redevelopment Agency (RDA)	Fund 510 - General City Development					
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$75,000</u>	<u>\$75,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$150,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Update to the East Street Corridor Specific plan will address outstanding issues related to the County Fair Mall, Yolo County Fair site, existing older mobile home parks, the Armfield site as well as other issues related to development including the rail road right of way. By addressing key development issues in the plan this will provide greater certainty for development. The project will revise the East Street Specific Plan and EIR in order to more clearly identify the highest and best uses to enhance the economic base; to improve property values; to provide safe and adequate housing for all residents; to create attractive and memorable entryways into the community; to decrease crime; and preserve historic places. Update to access requirements, land use, traffic levels of service as examples.

Service Level: The project will facilitate redevelopment of the East Street Corridor by defining development issues.

Pertinent Issue: Addresses redevelopment of the following areas: Armfield area; Yolo County Fair site; existing older mobile home sites, County Fair Fashion Mall; and railroad right of way issues.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project involves the analysis and preparation of specific plan updates to the East Street Corridor Specific Plan as well as necessary CEQA evaluations. The project will include specific focus on problematic areas including the "Armfield" area.

CITY OF WOODLAND

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$150,000</u>	Design Costs:	<u>\$0</u>	Construction Costs:	<u>\$0</u>
	Other Costs:	<u>\$0</u>			Total:	<u>\$150,000</u>

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Opera House Renovation and Expansion **Project Proponent:** City Management
Project #: 07-10 **Project Manager:** TBD
MPFP:
Funding Source(s): Fund 506 - Measure "E"
Fund 520 - Redevelopment Agency (RDA) **User Department:** City Management

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 506 - Measure "E"</u>	<u>Fund 520 - Redevelopment Agency (RDA)</u>					
Prior Year Allocation	\$574,873	\$60,000	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,374,873</u>	<u>\$60,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,434,873</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Through Measure E funds, the City has committed to financially assist the Opera House Board of Directors with the renovation and expansion of the Opera House.

Service Level: This project will enhance the operation of the Opera House by a community based non-profit organization and provide an enhanced community cultural resource. The Opera House is a State Historic Landmark and is owned by the State of California under the Department of Parks and Recreation.

Pertinent Issue: Support for this project was defined by approval of Measure E and the related advisory measure. Due to the declining Measure E revenue, the Agency Board allocated \$1.9 million in bonds funds to accommodate the expansion into the State Theater.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of a new building to the south of the existing Opera House to house a theater and facilities for youth programs.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$634,873 Construction Costs: \$1,800,000
Other Costs: \$0 **Total: \$2,434,873**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Technology Master Plan **Project Proponent:** Manuel Soto
Project #: 07-14 **Project Manager:** Manuel Soto
MPFP: City-102 **User Department:** Administrative Services
Funding Source(s): Fund 510 - General City Development
Fund 501 - Capital Projects

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 510 - General City Development	Fund 501 - Capital Projects					
Prior Year Allocation	\$30,000	\$20,000	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$30,000	\$20,000	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$30,000	\$20,000	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$90,000</u>	<u>\$60,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$150,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: To guide the ongoing development and evolution of technology in support of the City's mission and strategic initiatives. The Technology Master Plan would be aligned with the City's strategic technological directions.

Service Level: This project would guide the effective and efficient purchase and replacement of technology software and equipment.

Pertinent Issue: The funded status of this project will be revisited when the IT Governance is updated and implemented.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Develop a master plan to guide major technology projects in line with the City's general and strategic plans.

Cost Estimate By Category: Pre-Design Costs: \$150,000 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$0 **Total:** \$150,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Document Management System **Project Proponent:** Manuel Soto
Project #: 08-39 **Project Manager:** Manuel Soto
MPFP: City-102 **User Department:** Administrative Services
Funding Source(s): Fund 510 - General City Development
Fund 501 - Capital Projects

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 510 - General City Development</u>	<u>Fund 501 - Capital Projects</u>					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$150,000	\$100,000	\$0	\$0	\$41,225	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$43,534	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$65,972	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$48,546	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$51,265	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$54,136	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$57,167	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$80,368	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$84,386	\$0	\$0
Subtotal	<u>\$150,000</u>	<u>\$100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$526,599</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$250,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: An electronic method of storing, organizing, and managing the City's documents that provides a fast, secured-controlled access to City documents.

Service Level: An effective document management system will help the City comply with public records access laws.

Pertinent Issue: Operating assumptions are based on .4 FTE of a IT Specialist and one-time equipment costs of \$20k in Year 5 and Year 10.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Implement enterprise level system to store all City documents for improved research and retrieval. Includes scanning of existing documents, hard drive storage for electronic versions, software database, and integration with City web site and other systems.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$250,000
Other Costs: \$0 **Total:** \$250,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Project Management System **Project Proponent:** Manuel Soto
Project #: 08-40 **Project Manager:** Manuel Soto
MPFP: City-102
Funding Source(s): Fund 510 - General City Development **User Department:** Administrative Services
Fund 501 - Capital Projects

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 510 - General City Development	Fund 501 - Capital Projects					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$60,000	\$40,000	\$0	\$0	\$10,153	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$10,442	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$10,746	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$11,068	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$11,408	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$11,767	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$12,146	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,546	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$13,173	\$0	\$0
Subtotal	<u>\$60,000</u>	<u>\$40,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$103,449</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$100,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Provide the City the ability to maintain project timelines and obtain instant reports and is in line with performance based budgeting.

Service Level: This project would provide a more efficient system of managing projects.

Pertinent Issue: Operating assumptions based on \$5k per year in contract services and .05 FTE of an IT Specialist.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Implement a City-wide Enterprise project management system that will allow for the sharing of project information, resource allocation, reporting and project planning. The system will assist in providing allocation resource schedules, overview of project timelines, early warning of risks, identify dependencies that affect deadlines and provide information required for performance based budgeting.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$11,000 Construction Costs: \$89,000
Other Costs: \$0 **Total:** \$100,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Facilities Maintenance & Repair

Project Proponent: Facilities Division

Project #: 08-55

Project Manager: Brad Von Striver

MPFP:

Funding Source(s): Fund 506 - Measure "E"
Fund 101 - General Fund

User Department: Public Works

	<u>Project Costs</u>		<u>Operating Costs</u>		<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 506 - Measure "E"</u>	<u>Fund 101 - General Fund</u>				
Prior Year Allocation	\$50,000	\$47,000	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$200,000	\$0	\$0	\$0	\$0	\$0
2013-14	\$100,000	\$0	\$0	\$0	\$0	\$0
2014-15	\$200,000	\$0	\$0	\$0	\$0	\$0
2015-16	\$200,000	\$0	\$0	\$0	\$0	\$0
2016-17	\$200,000	\$0	\$0	\$0	\$0	\$0
2017-18	\$200,000	\$0	\$0	\$0	\$0	\$0
2018-19	\$200,000	\$0	\$0	\$0	\$0	\$0
2019-20	\$200,000	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,550,000</u>	<u>\$47,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,597,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: This project will serve to prevent deterioration of Capital Facility assets. Currently a program such as this does not exist, and has resulted in the City's facilities incurring deferred or primarily reactive maintenance. The goal for this project is to create a 10-year maintenance plan to maintain the integrity of City facilities.

Service Level: The present maintenance response service level is reactive and can only address immediate problems. The demand for these crisis repairs is great enough that general maintenance needs are suffering throughout the City facilities. Painting, leaking fixtures, general rehabilitation of bathrooms, and other repairs are not being done due to a lack of a general maintenance plan and lack of staffing. Annual maintenance and repair projects will be identified for each year of the 10 year plan.

Pertinent Issue: Developing a long-term facility maintenance plan will help define actual maintenance needs, the cost of deferred maintenance, the amount of backlogged maintenance needs and the appropriate staffing level and/or contracted repairs needed to service the City of Woodland building facilities. This plan will protect the City's investment in its infrastructure.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Facilities Maintenance & Repair for City Hall, 3 Fire Stations, Police Department, MSC, WPCF, Fire Admin. (Old Station 1), & City Hall Annex

Cost Estimate By Category: Pre-Design Costs: \$72,000 Design Costs: \$432,000 Construction Costs: \$1,093,000
Other Costs: \$0 **Total: \$1,597,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Fire Training Tower

Project Proponent: Fire

Project #: 08-69

Project Manager: TBD

MPFP:

Funding Source(s): Fund 501 - Capital Projects

User Department: Fire

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 501 - Capital Projects						
	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$2,130,328	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$2,190,328</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,190,328</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project will create a fire training tower, burn building, classroom and storage building at Fire Station 3. This facility will allow the fire department to conduct hands-on, realistic training on rescue, ladders, hose deployment, and apparatus placement during simulated fire attack operations. The facility will be state certified so that we can host a variety of courses to our own personnel as well as to outside agencies to generate revenue.

Service Level: The training site at Fire Station 3 was approved by Council as part of the City of Woodland Fire Department Organizational Assessment and Master Plan, dated January 2001.

Pertinent Issue: This project began in 2009 with a private donor offering to fund a training tower. Efforts began to determine the best tower to fit our needs, but the donor passed away before any funding was received by the City. \$60,000 was authorized as "seed money" for the project.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will develop a regional fire training facility to include a training tower, a burn building, a classroom, and a storage building.

Cost Estimate By Category: Pre-Design Costs: \$23,000 Design Costs: \$37,000 Construction Costs: \$1,756,328
Other Costs: \$374,000 **Total:** \$2,190,328

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: ADA Transition Plan Project Project Proponent: Brent Meyer
 Project #: 09-09 Project Manager: TBD
 MPFP:
 Funding Source(s): Fund 506 - Measure "E" User Department: Community Development

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$150,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$150,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is needed to comply with the ADA. If the City does not complete this plan, we are at risk of facing legal challenge for lack of compliance.

Service Level: This project would provide a plan to guide the completion of public improvements that would enhance accessibility for persons with disabilities.

Pertinent Issue: This project is being nominated for Measure E funds considering this is the fund source that would likely be used to pay for ADA settlement costs.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
 ☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project consists of completing an ADA transition plan which would define the scope of work required to fully accommodate the disabled community.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$0
 Other Costs: \$150,000 **Total: \$150,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: City Hall Expansion **Project Proponent:** City Management
Project #: GEN-005 **Project Manager:** TBD
MPFP: CITY-1 **User Department:** City Management
Funding Source(s): Fund 506 - Measure "E"
Fund 510 - General City Development

	<u>Project Costs</u>		<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 506 - Measure "E"</u>	<u>Fund 510 - General City Development</u>			
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0
Fiscal Year					
2011-12	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0
2014-15	\$350,000	\$350,000	\$0	\$0	\$0
2015-16	\$725,000	\$725,000	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0
2018-19	\$8,925,000	\$8,925,000	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$10,000,000</u>	<u>\$10,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$20,000,000</u>				

Statement of Justification, Service Level, and Issue(s):

Justification: Current spaces are a composite of four major renovations/additions over the past 100 years, with the main public interface (CDD) using the converted Police Station. Staff is assigned to available space, but lacking efficient work flow adjacencies. HVAC systems are barely adequate with extremes of summer and winter proving difficult for staff and customer comfort. ADA and seismic upgrades are necessary to meet current code. New spaces designed around necessary work flow/adjacency analysis will significantly improve deficiencies and customer service, as well as providing a comfortable, professional work environment. Due to the uncertainty of the economic environment, difficulty of projecting needs for the various affected divisions, and the lack of funds for maintenance and operations, the project has been moved to an unfunded status.

Service Level: This project would modernize and expand City Hall consistent with voter approval of Measure E and companion advisory measures.

Pertinent Issue: This project was unfunded in the December 2008 update of the MPFP.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Through renovation and/or new construction, provide City administrative facilities for City Hall functions, to meet service demands for 2020. This is envisioned to be a 40ksf facility, capable of accommodating 116 staff in a professional work environment that enhances customer service and internal work efficiencies.

CITY OF WOODLAND

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Cost Estimate By Category:	Pre-Design Costs:	<u>\$700,000</u>	Design Costs:	<u>\$1,450,000</u>	Construction Costs:	<u>\$17,850,000</u>
	Other Costs:	<u>\$0</u>	Total: <u>\$20,000,000</u>			

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Library Bookmobile Project Proponent: Library
 Project #: LIB-002 Project Manager: TBD
 MPFP: Lib-002 User Department: Library
 Funding Source(s): Fund 570 - Library Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 570 - Library Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$270,500	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$71,645	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$75,764	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$80,125	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$84,741	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$89,629	\$0	\$0
Subtotal	<u>\$270,500</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$401,904</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$270,500</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: As Woodland's population grows, additional services are needed to schools and shut-ins.

Service Level: This project would expand library services through outreach.

Pertinent Issue: This project has been moved to an unfunded status primarily due to the lack of available operating funds.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Purchase and equip bookmobile to serve out-lying areas.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$270,500
 Other Costs: \$0 **Total:** \$270,500

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Library Expansion
Project #: LIB-003
MPFP: Lib-2
Funding Source(s): Fund 506 - Measure "E"

Project Proponent: Library Director
Project Manager: Public Works
User Department: Library

	<u>Project Costs</u>	<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 506 - Measure "E"			
	\$0	\$0	\$0	\$0
Fiscal Year				
2011-12	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0
2013-14	\$225,000	\$0	\$0	\$0
2014-15	\$421,000	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0
2016-17	\$4,904,660	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0
Subtotal	<u>\$5,550,660</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$5,550,660</u>	<u>\$1,654,017</u>	<u>\$0</u>	<u>\$0</u>

Statement of Justification, Service Level, and Issue(s):

Justification: Meet standards listed in City General Plan (505 sq ft per 1,000 population).

Service Level: This project would expand the Library per voter approval of Measure E and companion advisory measures.

Pertinent Issue: Operating assumptions are based on hiring 2 Library Tech Assistants, annual supplies and services of approximately \$110k, and additional utility and other related costs of \$40k per year. These resources have not been identified in the General Fund 10-year plan due to the current declining economy.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Expand library building from 24,000 sq. ft. to 35,000 sq. ft. because of population growth to meet standards listed in City General Plan.

Cost Estimate By Category: Pre-Design Costs: \$225,000 Design Costs: \$421,000 Construction Costs: \$4,904,660
Other Costs: \$0 **Total: \$5,550,660**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Police Parking **Project Proponent:** Police Department
Project #: POL-001 **Project Manager:** Captain Bellini
MPFP: **User Department:** Police Department
Funding Source(s): Fund 550 - Police Development

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 550 - Police Development					
	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$507,778	\$0	\$0	\$0	\$0	\$0
2015-16	\$561,972	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,069,750</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,069,750</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: The planning for the current police facility called for 4.23 acres; the actual site is only 3.16 acres, resulting in a deficit of 1.07 acres of parking. The Design/Build Headquarters Project Program called for an additional 55 parking spaces to be added to accommodate build-out of the facility. The facility build-out must keep up with development build out.

Service Level: This project will enhance public service through appropriate use of the facility as planned.

Pertinent Issue: Although funding is shown in Police Development, this project was unfunded in the December 2008 MPFP update.

Status: ☐ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construct additional parking area to accommodate Police facility parking needs.

Cost Estimate By Category: Pre-Design Costs: \$425,000 Design Costs: \$183,950 Construction Costs: \$460,800
Other Costs: \$0 **Total: \$1,069,750**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Radio Communications Upgrade Phase 2 **Project Proponent:** Police Department
Project #: POL-005 **Project Manager:** YECA
MPFP: POL-2
Funding Source(s): Fund 550 - Police Development **User Department:** Police Department
Fund 501 - Capital Projects
Fund 210 - Water Enterprise

Prior Year Allocation	Project Costs				Operating Costs	Revenues	Cost Savings
	Fund 550 - Police Development	Fund 501 - Capital Projects	Fund 210 - Water Enterprise	Fund 220 - Sewer			
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$112,314	\$55,861	\$550	\$550	\$0	\$0	\$0
2013-14	\$536,603	\$266,886	\$2,628	\$2,628	\$62,744	\$0	\$0
2014-15	\$265,895	\$132,246	\$1,302	\$1,302	\$62,744	\$0	\$0
2015-16	\$104,822	\$52,134	\$514	\$515	\$62,744	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$62,744	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$62,744	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$62,744	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$62,744	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$62,744	\$0	\$0
Subtotal	<u>\$1,019,634</u>	<u>\$507,127</u>	<u>\$4,994</u>	<u>\$4,995</u>	<u>\$501,952</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,536,750</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Will improve coverage, reception, and reliability of emergency radio communications.

Service Level: This project will enhance public service through improved communications that would facilitate faster and more efficient responses to calls for service.

Pertinent Issue: Future operating impacts represent YECA's projection of the City's share of additional annual costs. Although funding is shown in Police Development, this project was unfunded in the December 2008 MPFP update.

Status: ☐ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Phase 2 of project to add a trunked system for regional emergency radio communications. Project will be managed by Yolo Emergency Communications Agency. This cost represents the City of Woodland's share for the project. FY12 includes \$408,000 for replacement mobile radio equipment needed in city vehicles and at city sites.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$1,536,750
Other Costs: \$0 **Total: \$1,536,750**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: 911 PSAP Facility **Project Proponent:** Police Department
Project #: POL-006 **Project Manager:** YECA
MPFP: POL-200 **User Department:** Police Department
Funding Source(s): Fund 501 - Capital Projects
Fund 550 - Police Development
Fund 210 - Water Enterprise

Prior Year Allocation	Project Costs				Operating Costs	Revenues	Cost Savings
	Fund 501 - Capital Projects	Fund 550 - Police Development	Fund 210 - Water Enterprise	Fund 220 - Sewer			
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$47,232	\$26,310	\$128	\$130	\$0	\$0	\$0
2016-17	\$334,560	\$186,360	\$915	\$915	\$0	\$0	\$0
2017-18	\$340,464	\$189,649	\$931	\$931	\$0	\$0	\$0
2018-19	\$1,245,744	\$693,918	\$3,406	\$3,407	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$38,735	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$38,735	\$0	\$0
Subtotal	<u>\$1,968,000</u>	<u>\$1,096,237</u>	<u>\$5,380</u>	<u>\$5,383</u>	<u>\$77,470</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$3,075,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The current facility is owned by the County of Yolo and is planned to be phased out in 2014. The facility is cramped and running out of space.

Service Level: The new facility will enhance public service through improvement of the emergency facility; this will increase efficiency and effectiveness of emergency services.

Pertinent Issue: Future operating impacts represent YECA's projection of the City's share of additional annual costs. Although funding is shown in Police Development, this project was unfunded in the December 2008 MPFP update.

Status: ☐ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project would replace the aging facility currently used as a 911 answering point. The project will be managed by the Yolo Emergency Communications Agency. This cost represents the City of Woodland's share for the project.

Cost Estimate By Category: Pre-Design Costs: \$565,031 Design Costs: \$103,281 Construction Costs: \$2,406,688
Other Costs: \$0 **Total: \$3,075,000**

Project Name:	Police Personnel	Project Proponent:	Police Department
Project #:	POL-007	Project Manager:	Chief Bellini
MPFP:	POL-201		
Funding Source(s):	Fund 550 - Police Development	User Department:	Police Department

ZIP-Unfunded

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Police Vehicles
Project #: POL-008
MPFP: POL-3
Funding Source(s): Fund 550 - Police Development

Project Proponent: Police Department
Project Manager: Chief Bellini
User Department: Police Department

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 550 - Police Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$114,022	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$22,922	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$22,922	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$22,922	\$0	\$0
2018-19	\$114,022	\$0	\$0	\$0	\$22,922	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$45,844	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$22,922	\$0	\$0
Subtotal	<u>\$228,044</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$160,454</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$228,044</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The General Plan calls for one patrol vehicle per 2 officers, and one unmarked vehicle per detective. As police staffing increases due to development, these added vehicles will be needed.

Service Level: This project will enhance public service through more efficient responses to calls for service resulting from having the appropriate number of emergency vehicles.

Pertinent Issue: Vehicle purchases must keep up with staffing levels per development buildout. Operating costs are based on assumed variable maintenance costs of \$12,622 per year, and replacement costs of \$10,300 per year. During the ten-year review during FY09, funding for two vehicles (FY11 and FY16) was removed.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Acquisition and build-up of new police vehicles required for added staff due to development.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$228,044
Other Costs: \$0 **Total:** \$228,044

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Community Sports Park: Phase 2 **Project Proponent:** Parks and Recreation
Project #: PR-024 **Project Manager:** Parks and Recreation
MPFP: **User Department:** Parks and Recreation
Funding Source(s): Fund 506 - Measure "E"
Fund 540 - Parks & Recreation Development
Fund 640 - SLIF Parks & Recreation

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 506 - Measure "E"</u>	<u>Fund 540 - Parks & Recreation Development</u>	<u>Fund 640 - SLIF Parks & Recreation</u>			
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$660,000	\$540,000	\$800,000	\$0	\$0	\$0
2018-19	\$1,320,000	\$1,080,000	\$1,600,000	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,980,000</u>	<u>\$1,620,000</u>	<u>\$2,400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$6,000,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: This project is necessary to meet park level of service requirements identified in the General Plan and Parks, Recreation and Community Services Master Plan 5-year Update 2004 (Project CS1). The voters approved Measure E in June 2006 and the top vote-getter was Parks Projects at almost a 70% approval rating. The Sports Park Phase project was deemed a top priority in the Parks Capital Program.

Service Level: This project would enhance the current Sports Park.

Pertinent Issue: This project was unfunded in the December 2008 update of both the SLIF and the MPFP. Operating costs have not been identified, although the fund source (Spring Lake Maintenance CFD) should support the operating costs at some point as Spring Lake is built out.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project includes additional synthetic multi-use lighted fields, a concession facility, pedestrian/bike trail, group picnic and BBQ areas, and parking.

Cost Estimate By Category: Pre-Design Costs: \$120,000 Design Costs: \$540,000 Construction Costs: \$5,340,000
Other Costs: \$0 **Total: \$6,000,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Community Sports Park: Phase 3 **Project Proponent:** Parks and Recreation
Project #: PR-025 **Project Manager:** Parks and Recreation
MPFP: **User Department:** Parks and Recreation
Funding Source(s): Fund 506 - Measure "E"
Fund 540 - Parks & Recreation Development
Fund 640 - SLIF Parks & Recreation

Prior Year Allocation	Project Costs			Operating Costs	Revenues	Cost Savings
	Fund 506 - Measure "E"	Fund 540 - Parks & Recreation Development	Fund 640 - SLIF Parks & Recreation			
	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$4,623,300	\$3,782,700	\$5,604,000	\$0	\$0	\$0
Subtotal	<u>\$4,623,300</u>	<u>\$3,782,700</u>	<u>\$5,604,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$14,010,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: This project is necessary to meet park level of service requirements identified in the General Plan and Parks, Recreation and Community Services Master Plan 5-year Update 2004 (Project CS1). The voters approved Measure E in June 2006 and the top vote-getter was Parks Projects at almost a 70% approval rating.

Service Level: This project would enhance and complete the Sports Park.

Pertinent Issue: This project was unfunded in the December 2008 update of both the SLIF and the MPFP.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project includes additional amenities for the Sports Park, including a lake and additional fields.

Cost Estimate By Category: Pre-Design Costs: \$300,000 Design Costs: \$1,350,000 Construction Costs: \$12,360,000
Other Costs: \$0 **Total: \$14,010,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Brooks Swim Center Renovation

Project Proponent: Parks and Recreation

Project #: PR-026

Project Manager: Parks and Recreation

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Parks and Recreation

		<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"							
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>								
2011-12	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$3,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$3,000,000</u>							

Statement of Justification, Service Level, and Issue(s):

Justification: Parks rehabilitation projects were identified as top priority by the Parks & Recreation Commission and City Council for Measure E Park Rehabilitation Funding.

Service Level: This project reinvests in existing City infrastructure.

Pertinent Issue: This project was moved to an unfunded status because of overall cash flow in the 10-year CIP. Cash flow has been impacted by the slow down in development.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project includes renovation of the Brooks Swim Center pool and building, and additional amenities.

Cost Estimate By Category: Pre-Design Costs: \$60,000 Design Costs: \$270,000 Construction Costs: \$2,670,000
Other Costs: \$0 **Total:** \$3,000,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: SLSP Neighborhood Park - N3 - Development
Project #: PR-030
MPFP:
Funding Source(s): Fund 541 - Quimby
Fund 640 - SLIF Parks & Recreation

Project Proponent: Parks and Recreation
Project Manager: Parks & Recreation
User Department: Parks and Recreation

	<u>Project Costs</u>		<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 541 - Quimby</u>	<u>Fund 640 - SLIF Parks & Recreation</u>			
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0
Fiscal Year					
2011-12	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0
2016-17	\$348,282	\$2,128,944	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$348,282</u>	<u>\$2,128,944</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,477,226</u>				

Statement of Justification, Service Level, and Issue(s):

Justification: Required by the SLSP.

Service Level: Meets the neighborhood recreation facility needs of the Spring Lake residents.

Pertinent Issue: In accordance with the Settlement Agreement By and Between Susan Pelican, Shawn Smallwood and the Sierra Club; the City of Woodland and Turn of the Century LLC, the third neighborhood park is triggered with the 3,250th building permit. This project was moved to an unfunded status due to cash flow issues in the 10-year CIP.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construct Spring Lake Specific Plan N3 Park.

Cost Estimate By Category: Pre-Design Costs: \$50,000 Design Costs: \$200,000 Construction Costs: \$2,227,226
Other Costs: \$0 **Total:** \$2,477,226

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Annual Storm Drain Repair and Replacement

Project Proponent: Mark Cocke

Project #: SD-001

Project Manager: Utilities Division

MPFP:

Funding Source(s): Fund 501 - Capital Projects

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 501 - Capital Projects						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$250,000	\$0	\$0	\$0	\$37,000	\$0	\$0
2012-13	\$200,000	\$0	\$0	\$0	\$38,850	\$0	\$0
2013-14	\$250,000	\$0	\$0	\$0	\$40,950	\$0	\$0
2014-15	\$300,000	\$0	\$0	\$0	\$43,050	\$0	\$0
2015-16	\$350,000	\$0	\$0	\$0	\$45,150	\$0	\$0
2016-17	\$400,000	\$0	\$0	\$0	\$47,250	\$0	\$0
2017-18	\$450,000	\$0	\$0	\$0	\$50,400	\$0	\$0
2018-19	\$500,000	\$0	\$0	\$0	\$53,550	\$0	\$0
2019-20	\$550,000	\$0	\$0	\$0	\$56,700	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$59,850	\$0	\$0
Subtotal	<u>\$3,250,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$472,750</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$3,250,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: General Funds needed unless Storm Drain Fee is increased at some later date. SD Advisory Committee had recommended average of ~ \$700K per year over the next ten years. Assume "ramp up" to \$500K per year over 10 years

Service Level: Drainage features throughout the City of Woodland are reaching the end of their useful lives or are in need of repair. This project is designed to begin a program for scheduled repair/replacement of these features before the need for repair is demonstrated by a pothole or street failure. The CCTP program has identified pipeline deficiencies and CMP bubble-up over 40 years old. If the underlying pipe failure is not caught by the maintenance crews, there is potential for a car or truck to find the weak spot.

Pertinent Issue: Funding for this project is problematic without a storm drain fee increase. Additionally, correction of possible street failures will be more costly because current standards would require installation of ADA ramps prior to scheduled construction.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Repair and Replacement of storm lines based on information obtained from Asset Management System and annual CCTV evaluations of storm lines. This work will be coordinated with street repair work when possible, but depending on the severity of the problem, could be done in advance of scheduled street work. Known Problems: Hansen Way 36" CIP construction defects, 36" Main in east Main Street crown holes at 200 foot spacing, sink hole in East Main Pumping Plant, replacement of 150 cmp bubble ups, Jamino 1000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

foot blockage, Flood problem at Hayes and Elm, Slope failure at South Canal.

Cost Estimate By Category:	Pre-Design Costs:	<u>\$123,022</u>	Design Costs:	<u>\$656,119</u>	Construction Costs:	<u>\$2,470,859</u>
	Other Costs:	<u>\$0</u>	Total: <u>\$3,250,000</u>			

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Right-of-Way Acquisition **Project Proponent:** Mark Cocke
Project #: SD-003 **Project Manager:** Utilities Division
MPFP:
Funding Source(s): Fund 221 - Storm Drain Enterprise **User Department:** Public Works
Fund 581 - Storm Drain Development
Fund 681 - SLIF Storm Drain

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 221 - Storm Drain Enterprise	Fund 581 - Storm Drain Development	Fund 681 - SLIF Storm Drain			
	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$208,093	\$297,275	\$89,182	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$208,093</u>	<u>\$297,275</u>	<u>\$89,182</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$594,550</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: The City does not presently own the land that the East Main Pumping Plant sits on but leases the ground from the YOLO Short Line RR. This Lease is subject to cancellation with a two year notice. The City would need to then initiate eminent domain to protect the City's investment. The City also does not own the ROW for the South Canal and is subject to renewal. If there are no willing sellers, eminent domain would need to be used, this will increase legal costs.

Service Level: This facility is part of the Storm Drainage Master Plan and needs to be scheduled with the Kentucky Road upgrade.

Pertinent Issue: This exposes the City to risk for lease cancellation (unlikely but possible) and liability if the use agreement are not renewed in a timely manner (current condition).

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Purchase ROW for the East Main Pumping Plant and South Canal

Cost Estimate By Category: Pre-Design Costs: \$594,550 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$0 **Total:** \$594,550

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Kentucky Trunk Upgrades
Project #: SD-006
MPFP: SD-204
Funding Source(s): Fund 221 - Storm Drain Enterprise

Project Proponent: Utilities Engineering
Project Manager: Mark Cocke
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 221 - Storm Drain Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$22,350	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$67,050	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$648,150	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$737,550</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$737,550</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Reduce system surcharging in the areas south of the Kentucky Trunk. Reduce street flooding in the following areas: Palm; College; West; Freeman; and Miraposa.

Service Level: The surcharging increases the risk of a manhole cover "popping off" and impacting traffic. In addition this surcharging results in street flooding and ponding on some neighborhoods. Ponding and street flooding increases the wear on the street surfaces increasing street maintenance costs.

Pertinent Issue: Funding this project remains problematic without a storm drain fee increase.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Connect the Kentucky Trunk storm drain system to the future drainage system in the northwest development area. Work is scheduled in anticipation of a major street upgrade in 2014.

Cost Estimate By Category: Pre-Design Costs: \$22,350 Design Costs: \$67,050 Construction Costs: \$648,150
Other Costs: \$0 **Total:** \$737,550

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Outfall Bridge & Yolo Bypass Improvements
Project Proponent: Utilities Engineering
Project #: SD-007
Project Manager: Mark Cocke
MPFP: SD-224
Funding Source(s): Fund 581 - Storm Drain Development
Fund 681 - SLIF Storm Drain
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 581 - Storm Drain Development</u>	<u>Fund 681 - SLIF Storm Drain</u>					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$55,185	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$165,585	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$1,078,545	\$25,352	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$1,299,315</u>	<u>\$25,352</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,324,667</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Saves operating power costs and improves system significantly and allows areas in the north part of the City to develop without needing to provide storage for local drainage mitigation features. This project is also required for development of the Spring Lake Master Plan Remainder Area.

Service Level: The present City of Woodland pumping capacity (~525 cfs) can overtop the outfall channel during a 25-yr Yolo Bypass Event. This would directly connect the Yolo Bypass to Conaway Ranch and potentially flood the area around the Wastewater Plant for weeks, if not months. This project will insure that this will not happen.

Pertinent Issue: The City of Woodland needs to remove at least 525 cfs to minimize storm impacts around the East Main Pumping Plant. Under full development, the City plans on discharging 1,565 to the Yolo Bypass. Improving the outlet to the Bypass is the first step in the planned facilities to accomplish this in a reliable manner.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construct Channel across Yolo Bypass to give the city a gravity outlet for pumping plants and North areas by gravity.

Cost Estimate By Category: Pre-Design Costs: \$55,185 Design Costs: \$165,585 Construction Costs: \$1,103,897
Other Costs: \$0 **Total: \$1,324,667**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Outfall Channel Improvements **Project Proponent:** Utilities Engineering
Project #: SD-008 **Project Manager:** Mark Cocke
MPFP: SD-223
Funding Source(s): Fund 581 - Storm Drain Development **User Department:** Public Works
Fund 681 - SLIF Storm Drain

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 581 - Storm Drain Development	Fund 681 - SLIF Storm Drain					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$927,588	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$395,498	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$3,739,888	\$83,263	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$5,062,974</u>	<u>\$83,263</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$5,146,237</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Saves operating power costs and improves system significantly and allows areas in the north part of the City to develop without needing to provide storage for local drainage mitigation features.

Service Level: Under full development, the City plans on discharging 1,565 cfs to the Yolo Bypass. The outfall channel improvements will allow summer drainage water and most storm flows to flow to the Yolo Bypass by gravity. This will reduce operating costs for the storm drainage system. The Outfall Channel could also remove or reduce high water table problems associated with the Cache Creek Settling Basin on Conaway Ranch and the City of Woodland sewer discharge pipeline.

Pertinent Issue: When this project is completed, the power demand by the pumping plant will be reduced and local storage requirements due to inadequate outlets will be eliminated or reduced freeing up developable land where present storage basins are located.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construct Channel to Yolo Bypass to give the City a gravity outlet for pumping plants and North areas by gravity

Cost Estimate By Category: Pre-Design Costs: \$927,588 Design Costs: \$395,498 Construction Costs: \$3,823,151
Other Costs: \$0 **Total: \$5,146,237**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: E Main Pumping Plant Sink Hole & South Canal Pumping Plant Failure
Project Proponent: Mark Cocke
Project #: SD-010
Project Manager: Mark Cocke
MPFP:
Funding Source(s): Fund 221 - Storm Drain Enterprise
User Department: Public Works

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 221 - Storm Drain Enterprise						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$293,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$293,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$293,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: The present South Canal Pumping Plant is old and in poor shape. It is slated for replacement as part of the South Urban Growth Area Plan and Gateway II. The cost of the replacement pumping plant is ~\$1 M plus soft costs and is paid for by the development projects. The timing for the replacement is dependent on the rate of development.

Service Level: Necessary to prevent flooding on Highway 16.

Pertinent Issue: There is no funding for this project other than the General Fund. If this project is done now, the cost of repair and rehabilitation is ~\$290K.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Repair and rehabilitation of the South Canal Pumping Plant and pipeline interconnects.

Cost Estimate By Category: Pre-Design Costs: \$22,000 Design Costs: \$22,000 Construction Costs: \$220,000
Other Costs: \$29,000 **Total:** \$293,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: County Road 25A between Promenade and Parkland **Project Proponent:** Spring Lake Specific Plan
Project #: SL-024 **Project Manager:** TBD
MPFP: **User Department:** Public Works
Funding Source(s): SLIF

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	SLIF						
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0
2020-21	\$2,719,000	\$0	\$0	\$0	\$12,000	\$0	\$0
Subtotal	<u>\$2,719,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$36,000</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$2,719,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Necessary for the construction of houses in the Spring Lake Specific Plan (SLSP) Area and Master Plan Remainder Area (MPRA).

Service Level: Construction of a collector road in anticipation of residential development.

Pertinent Issue: All information is based from the 2008 (dated 11/13/2008) Spring Lake CIP update, by agreement with developers categories are fixed. 24% (of construction without contingency) soft costs (including admin, design, and inspection) are shown in other and are not broken out separately. Construction Costs include standard Contingencies of 10% or 20% based on available design detail.
Costs include SLIF, Collector improvements not shown. Reference pg 61-62 of the 2008 SL CIP PN27B

Status: ☐ New Project ☒ Continuing Project ☒ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Construction of County Road 25A between Promenade and Parkland, including installation of one traffic signal and street trees.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$2,232,000
Other Costs: \$487,000 **Total:** \$2,719,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Neighborhood Traffic Calming
Project #: TRANS-004
MPFP:
Funding Source(s): Fund 501 - Capital Projects
Fund 582 - Road Development

Project Proponent: Brent Meyer
Project Manager: Brent Meyer
User Department:

Prior Year Allocation	<u>Project Costs</u>		<u>Operating Costs</u>		<u>Revenues</u>	<u>Cost Savings</u>
	Fund 501 - Capital Projects	Fund 582 - Road Development				
	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>						
2011-12	\$37,500	\$37,500	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$300	\$0
2013-14	\$37,500	\$37,500	\$0	\$0	\$300	\$0
2014-15	\$0	\$0	\$0	\$0	\$600	\$0
2015-16	\$37,500	\$37,500	\$0	\$0	\$600	\$0
2016-17	\$37,500	\$37,500	\$0	\$0	\$900	\$0
2017-18	\$0	\$0	\$0	\$0	\$900	\$0
2018-19	\$37,500	\$37,500	\$0	\$0	\$1,200	\$0
2019-20	\$0	\$0	\$0	\$0	\$1,200	\$0
2020-21	\$0	\$0	\$0	\$0	\$1,500	\$0
Subtotal	<u>\$187,500</u>	<u>\$187,500</u>	<u>\$0</u>	<u>\$0</u>	<u>\$7,500</u>	<u>\$0</u>
TOTAL	<u>\$375,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: The City currently has an unfunded Neighborhood Traffic Calming Program, this funding would allow the program to be effective.

Service Level: Traffic calming would facilitate slower and safer traffic in specific areas and on streets such as El Dorado Drive.

Pertinent Issue: In order for the Neighborhood Traffic Management Program to be effective, it needs to be funded. If this project continues to be funded, the City may consider modifying the program.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project would install traffic calming at the request of residents through the Neighborhood Traffic Calming Program or at the recommendation of the City Traffic Engineer in various locations throughout the city.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$50,000 Construction Costs: \$325,000
Other Costs: \$0 **Total:** \$375,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: ADA Curb Ramp Project

Project Proponent: Brent Meyer

Project #: TRANS-005

Project Manager: Jair Camacho

MPFP:

Funding Source(s): Fund 506 - Measure "E"

User Department: Community Development

		<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	Fund 506 - Measure "E"							
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year								
2011-12	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$800,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$800,000</u>							

Statement of Justification, Service Level, and Issue(s):

Justification: This is an ADA requirement that all cities must meet.

Service Level: This project would enhance accessibility for citizens with disabilities.

Pertinent Issue: There is a potential for CDBG funding for this project. Staff will apply annually for CDBG funding in the amount of the project. Staff is working to update the City's ADA transition plan. When this report is completed, staff will have modified funding recommendations. If the City was sued for lack of ADA compliance, Measure E would be the likely fund source for settlement costs. Therefore, it is reasonable to use Measure E to mitigate this concern.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project will construct ADA required improvements such as noncompliant curb ramps, drive ways, sidewalk point restrictions, etc. that affect existing pedestrian paths.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$100,000 Construction Costs: \$800,000
Other Costs: \$0 **Total:** \$900,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Update Street Master Plan Project Proponent: Brent Meyer
 Project #: TRANS-023 Project Manager: Brent Meyer
 MPFP: TP-1
 Funding Source(s): Fund 582 - Road Development User Department: Community Development

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$200,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: It is necessary to keep the City's traffic model and Street Master Plan updated to allow for proper planning and development impact analysis.

Service Level: The traffic model and the Street Master Plan should be updated every 5 years to account for changes in development.

Pertinent Issue: The Street Master Plan defines Levels of Service (LOS) associated with traffic flow for various areas of the City. Defining LOS is associated with the General Plan update.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
 ☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This project is an update of the Street Master Plan to include changes in growth and zoning due to the General Plan update.

Cost Estimate By Category: Pre-Design Costs: \$200,000 Design Costs: \$0 Construction Costs: \$0
 Other Costs: \$0 **Total:** \$200,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Beamer Street Undercross-Phase 2

Project Proponent: Katie Wurzel

Project #: TRANS-033

Project Manager: Miguel Chavez

MPFP: SC-12

Funding Source(s): Fund 501 - Capital Projects

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 501 - Capital Projects						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$2,750,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$3,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$3,500,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project is needed to address high groundwater table issues as well as the accompanying pavement deterioration at this location. Because of the cost of the project we cannot recommend Measure E funding to pay for this project (this would represent over 10% of available road funding from Measure E for about 1/4 mile of the City's road system). It will be difficult to get State/Federal funding to pay for this.

Service Level: The Beamer Street undercross (UC) is a chronic maintenance problem due to the high ground water.

Pertinent Issue: Correction of this problem will have a positive impact on operations.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Design and construct measures to control the high groundwater table for the Beamer Street undercross.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$750,000 Construction Costs: \$2,750,000
Other Costs: \$0 **Total:** \$3,500,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Phase 4 Series Street Light Replacement **Project Proponent:** Community Development
Project #: TRANS-039 **Project Manager:** Community Development
MPFP: SLL-1 **User Department:** Public Works
Funding Source(s): Fund 501 - Capital Projects

		<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 501 - Capital Projects						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$900,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$900,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: These systems are outdated, unreliable and inefficient. We depend on citizen notifications of faults or failures. PGE indicates that parts for their switch are no longer available. We are one of the last agencies in California with this archaic system.

Service Level: Replacement of the street lights will enhance security and pedestrian safety.

Pertinent Issue: There is a potential for CDBG funding for this project. Staff will apply annually for CDBG funding in the amount of the project. The impacts of this project will actually decrease the O&M operational impacts by installing new maintainable equipment rather than needing to annually maintain antiquated equipment. An alternate solution would be to only fund the design component so that the project would be in a better position to receive CDBG funding.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: There are six circuits with about 125 street lights in older neighborhoods that are wired in series. This 65+ year old buried wiring system is periodically breaking since the insulation on the wiring is failing. The older poles are at the end of their useful life due to corrosion. The bolts and foundations are beginning to fail.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$100,000 Construction Costs: \$800,000
Other Costs: \$0 **Total:** \$900,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Phase 5 Series Street Light Replacement **Project Proponent:** Community Development
Project #: TRANS-040 **Project Manager:** Community Development
MPFP: SLL-1
Funding Source(s): Fund 501 - Capital Projects **User Department:** Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 501 - Capital Projects						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$650,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$650,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: These systems are outdated, unreliable and inefficient. We depend on citizen notifications of faults or failures. PGE indicates that parts for their switch are no longer available. We are one of the last agencies in California with this archaic system.

Service Level: Replacement of the street lights will enhance security and pedestrian safety.

Pertinent Issue: There is a potential for CDBG funding for this project. Staff will apply annually for CDBG funding in the amount of the project. The impacts of this project will actually decrease the O&M operational impacts by installing new maintainable equipment rather than needing to annually maintain antiquated equipment. An alternate solution would be to only fund the design component so that the project would be in a better position to receive CDBG funding.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: There are six circuits with about 125 street lights in older neighborhoods that are wired in series. This 65+ year old buried wiring system is periodically breaking since the insulation on the wiring is failing. The older poles are at the end of their useful life due to corrosion. The bolts and foundations are beginning to fail.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$100,000 Construction Costs: \$550,000
Other Costs: \$0 **Total:** \$650,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Annual Traffic Signal Improvements
Project #: TRANS-054
MPFP:
Funding Source(s): Fund 501 - Capital Projects

Project Proponent: Katie Wurzel
Project Manager: TBD
User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 501 - Capital Projects						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$250,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$250,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: This project would fund necessary improvements to traffic signal equipment. Maintaining, upgrading and repairing traffic signal equipment is a significant part of safe signal operations.

Service Level: This project would improve the operation of traffic signals and the efficient movement of traffic.

Pertinent Issue: Efficient and safe movement of traffic is consistent with the SACOG regional blueprint.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project would fund necessary traffic signal equipment.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$225,000
Other Costs: \$0 **Total:** \$225,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: W. Main Street Frontage Improvements

Project Proponent: Brent Meyer

Project #: TRANS-056

Project Manager: TBD

MPFP: SC-1

Funding Source(s): Fund 501 - Capital Projects

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 501 - Capital Projects						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$840,000	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$840,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$840,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Project is needed to connect sidewalk, curb, gutter and drainage between Ashley and Cottonwood Streets. Currently this is the only section of W. Main Street without sidewalk, curb and gutter.

Service Level: This project will enhance the appearance of Main Street and will improve pedestrian connectivity.

Pertinent Issue: Existing development has typically been conditioned to make these improvements when they have come in for changes in use. At this time, there is no identified funding source for this project.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project will install curb, gutter, ADA compliant sidewalk and storm drainage along the south side of W. Main Street between Ashley and Cottonwood. Project will also improve the pavement condition on Main Street between Ashley and Cottonwood.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$70,000 Construction Costs: \$700,000
Other Costs: \$70,000 **Total:** \$840,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Gibson Road/SR 113 Interchange Improvements

Project Proponent: Katie Wurzel

Project #: TRANS-057

Project Manager: Katie Wurzel

MPFP:

Funding Source(s): Fund 582 - Road Development

User Department: Public Works

	<u>Project Costs</u>			<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development					
	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year						
2011-12	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$4,100,000	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$4,100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$4,100,000</u>					

Statement of Justification, Service Level, and Issue(s):

Justification: Project would improve bicycle/pedestrian access through the area.

Service Level: The General Plan has several standards that provide for the improvement of bicycle/pedestrian connectivity city wide.

Pertinent Issue: This segment of Gibson Road is a major pedestiran route for Pioneer High School..

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Realign the on-ramps/off-ramps so that they are part of a signalized intersection. This type of improvement generally provides a better crossing situation for bicycles and pedestrians as vehicles are actively controlled by a signal instead of a yield sign in the current site condition. This project would also include a sidewalk on the south side of the road.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$100,000 Construction Costs: \$4,000,000
Other Costs: \$0 **Total: \$4,100,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: East Main Street Bike Lane Project
Project #: TRANS-058
MPFP:
Funding Source(s): Fund 351- Transportation Grants
Fund 821 - Redevelopment Bond Fund

Project Proponent: Katie Wurzel
Project Manager: Katie Wurzel
User Department: Public Works

Prior Year Allocation	Project Costs				Operating Costs	Revenues	Cost Savings
	Fund 351- Transportation Grants	Fund 821 - Redevelopment Bond Fund					
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0
2013-14	\$450,000	\$500,000	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$450,000</u>	<u>\$590,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,040,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Project is needed to improve intra city bikeways, which are required before support will be given for the woodland-Davis bikeway. Project also improves the blighted entrance to downtown and screens the railroad tracks.

Service Level: Project will improve bicycle interconnectivity of Woodland by providing bike lanes on Main Street between Pioneer Avenue and East St. Project will also enhance the appearance of East Main Street.

Pertinent Issue: Operating costs re for landscape maintenance and storm drain maintenance.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project will install bike lanes on Main St. and curb, gutter, landscape, fencing, irrigation and storm drainage on the north side of East Main Street between Pioneer Avenue and East Street.

Cost Estimate By Category: Pre-Design Costs: \$40,000 Design Costs: \$50,000 Construction Costs: \$950,000
Other Costs: \$0 **Total: \$1,040,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Downtown Streetscape Project-Phase 2
Project #: TRANS-059
MPFP:
Funding Source(s): Fund 351- Transportation Grants
Fund 821 - Redevelopment Bond Fund

Project Proponent: Katie Wurzel
Project Manager: Katie Wurzel
User Department: Public Works

Prior Year Allocation	Project Costs				Operating Costs	Revenues	Cost Savings
	Fund 351- Transportation Grants	Fund 821 - Redevelopment Bond Fund					
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0
2013-14	\$950,000	\$150,000	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$950,000</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$1,150,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Needed to enhance downtown to attract redevelopment.

Service Level: Project will enhance the areas surrounding the Historic Downtown area.

Pertinent Issue: Project will apply for SACOG Community Design Grant funding in the amount of \$950,000 to improve Main St from Elm to Walnut and to further improve the Third to Sixth project.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project will further enhance downtown's role as a government, dining, entertaining, cultural, and retail center of the community. Project would preserve architectural resources while enhancing the pedestrian environment.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$50,000 Construction Costs: \$950,000
Other Costs: \$0 **Total: \$1,000,000**

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Citywide ITS Improvements -Phase 2

Project Proponent: Katie Wurzel

Project #: TRANS-061

Project Manager: Katie Wurzel

MPFP: TSM-203

Funding Source(s): Fund 582 - Road Development

User Department: Public Works

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
Prior Year Allocation	Fund 582 - Road Development						
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	<u>\$300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$300,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Project will implement Intelligent Transportation System (ITS) city wide. Project is needed to safely and efficiently accommodate increasing traffic citywide.

Service Level: Due to funding and right-of-way requirements, it is difficult and/or impossible to increase capacity on city streets by building more lanes. ITS helps to mitigate the impacts of increased traffic and decreased level of service by more adequately handling traffic through major signalized corridors.

Pertinent Issue: City General Plan requires minimum levels of service on all city streets. Many streets are nearing or are at these minimums. ITS will aid in improving the levels of service and bringing our streets into compliance with the General Plan.

Status: ☒ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Project will include software and hardware to monitor the affected signals. Signals will be interconnected to communicate between the signals and the MSC. Project will include signal loops, pedestrian actuation, coordination and other improvements deemed necessary on a location by location basis.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$300,000
Other Costs: \$0 **Total:** \$300,000

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Records Management System
Project #: TS-002
MPFP: POL-203
Funding Source(s): Fund 501 - Capital Projects
Fund 550 - Police Development

Project Proponent: Police Department
Project Manager: Elle Murphy
User Department: Police Department

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 501 - Capital Projects</u>	<u>Fund 550 - Police Development</u>					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Fiscal Year</u>							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015-16	\$0	\$56,325	\$0	\$0	\$0	\$0	\$0
2016-17	\$100,133	\$104,603	\$0	\$0	\$0	\$0	\$0
2017-18	\$185,959	\$0	\$0	\$0	\$0	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$19,547	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$19,547	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$19,547	\$0	\$0
Subtotal	<u>\$286,092</u>	<u>\$160,928</u>	<u>\$0</u>	<u>\$0</u>	<u>\$58,641</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$447,020</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: As growth occurs in the community the volume of activity will outpace the current records management system. This system is vital to the information flow within the Police Department and among allied agencies.

Service Level: This project will maintain public service through an upgraded RMS to stay current and maintain efficiency in communications within and without the department.

Pertinent Issue: Although funding is shown in Police Development, this project was unfunded in the December 2008 MPFP update.

Status: ☐ New Project ☐ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: This will provide a new Records Management System within the Police Department designed to efficiently store and retrieve records for crime fighting and statistical reports.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$0
Other Costs: \$447,020 **Total:** \$447,020

CITY OF WOODLAND
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Public Works Maintenance Management System
Project Proponent: Manuel Soto
Project #: TS-019
Project Manager: Manuel Soto
MPFP: City-101
Funding Source(s): Fund 510 - General City Development
 Fund 501 - Capital Projects
User Department: Administrative Services

	<u>Project Costs</u>				<u>Operating Costs</u>	<u>Revenues</u>	<u>Cost Savings</u>
	<u>Fund 510 - General City Development</u>	<u>Fund 501 - Capital Projects</u>					
Prior Year Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year							
2011-12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013-14	\$30,000	\$70,000	\$0	\$0	\$0	\$0	\$0
2014-15	\$0	\$0	\$0	\$0	\$148,162	\$0	\$0
2015-16	\$0	\$0	\$0	\$0	\$135,339	\$0	\$0
2016-17	\$0	\$0	\$0	\$0	\$142,918	\$0	\$0
2017-18	\$0	\$0	\$0	\$0	\$150,921	\$0	\$0
2018-19	\$0	\$0	\$0	\$0	\$158,467	\$0	\$0
2019-20	\$0	\$0	\$0	\$0	\$166,390	\$0	\$0
2020-21	\$0	\$0	\$0	\$0	\$174,710	\$0	\$0
Subtotal	<u>\$30,000</u>	<u>\$70,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,076,907</u>	<u>\$0</u>	<u>\$0</u>
TOTAL	<u>\$100,000</u>						

Statement of Justification, Service Level, and Issue(s):

Justification: Update/replace Public Works' maintenance management system based on industry system lifecycle standards so that Public Works is able to support business process technological requirements.(8-10 year life-cycle, purchased in 2003). Additionally we want to expand the use of the system throughout the City.

Service Level: Maintains current maintenance management capacity by replacement outdated technology.

Pertinent Issue: Operating assumptions include 1 FTE for an IT Specialist as well as one time \$20k in supplies in services in Year 7; these costs will be supported by the enterprise funds.

Status: ☐ New Project ☒ Continuing Project ☐ Preliminary Budget ☐ Final Budget
☐ Construction ☐ Preliminary Design ☐ Final Design ☐ Environmental ROW

Project Description: Replace current system in use by Public Works to manage service requests and work orders as well as manage their infrastructure assets.

Cost Estimate By Category: Pre-Design Costs: \$0 Design Costs: \$0 Construction Costs: \$100,000
 Other Costs: \$0 **Total:** \$100,000

GLOSSARY

<i>Acronym/Word</i>	<i>Definition</i>
AB1600	Assembly Bill 1600: The Government Code section that rules development impact fee calculation and reporting. The MPFP document is prepared as a result of AB1600 requirements.
AB32	Assembly Bill 32: The Government Section Code that was enacted to require the California Air Resources Board to develop regulations and market mechanisms that will ultimately reduce California's greenhouse gas emissions by 25 percent by 2020.
ADA	American's with Disabilities Act: Federal civil rights legislation for disabled persons passed in 1990.
APS	Audible Pedestrian Signal: A device that communicates information about pedestrian timing in nonvisual format such as audible tones, verbal messages, and/or vibrating surfaces.
BCP	Business Continuity Plan
CCTV	Closed Caption TV
CDBG	Community Development Block Grant: A federal funding program for local community enhancement.
CEQA	California Environmental Quality Act: California Public Resources Code section 2100 et seq, applies to projects undertaken, funded or requiring an issuance of a permit by a public agency and requires development projects to submit documentation of their potential environmental impact (generally in the form of an EIR).

*Acronym/Word**Definition*

EIR	Environmental Impact Report: A detailed report required by CEQA that describes and analyzes the significant environmental effects of a proposed project, identifies alternatives and discusses ways to reduce or avoid possible environmental damage.
EIS	Enterprise Information System
EOC	Emergency Operations Center
FEMA	Federal Emergency Management Agency: Agency of the US government tasked with disaster mitigation, preparedness, response and recovery planning.
GIS	Geographic Information System: integrates hardware, software and data for capturing, managing, analyzing and displaying all forms of geographically referenced information.
I&I	Inflow and Infiltration: terms used to describe the ways that groundwater and storm water enter into dedicated wastewater or sanitary sewer systems.
LOS	Level of Service
MPFP	Major Projects Financing Plan: Document prepared in conformance with AB1600 to calculate development impact fees.
MPRA	Master Plan Remainder Area
MSC	Municipal Services Center

Acronym/Word

Definition

MSE	Measure E: 12 year extension of the ½ cent sales tax charged within the City limits. This measure was passed by voters in June 2006 and is used to fund roads, park rehab, Community Sr Center Phase II and Sports Park, City Hall Expansion, Library Expansion and Opera House Expansion.
NEPA	National Environmental Policy Act: establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment, and provides a process for implementing these goals within federal agencies.
NPDES	National Pollutant Discharge Elimination System: A permit program authorized by the Clean Water Act to control water pollution by regulating point sources that discharge pollutants into waters of the United States.
OPR	Office of Planning and Research: Office within the Governor's administration that legislative and policy research, assistance in land-use planning, and manages the Office of the Small Business Advocate.
PLC	Programmable Logic Controller: a digital computer used for automation of electromechanical processes.
Proposition 1B	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Proceeds of bonds deposited into the Local Streets and Road Improvement, Congestion Relief and Traffic Safety Account of 2006. Funds allocated directly to cities and counties for traffic congestion relief, traffic safety, transit, storm damage, maintenance, construction and other projects to improve the local street and road system.

*Acronym/Word**Definition*

Proposition 42	Transportation Congestion Improvement Act. Requires revenues resulting from state sales taxes on the sale of fuel to be used for public transit and mass transportation; city and county street and road repairs and improvements; and state highway improvements.
Proposition 50	Water Quality, Supply and Safe Drinking Water Projects. Bond measure passed in 2002 that allows the state to award competitive grants for, among others, water management and water quality improvement projects.
RCP	Reinforced Concrete Pipe
ROW	Right of Way
SACOG	Sacramento Area Council of Governments: Association of local governments in the six-county Sacramento Region that provides regional transportation planning and funding, and serves as a forum for the study and resolution of regional issues.
SCADA	Supervisory Control and Data Acquisition: System that collects data from various sensors at a remote location and sends the data to a central computer which manages and controls the data.
SD	Storm Drain
SDFMP	Storm Drain Facility Master Plan
SLSP	Spring Lake Specific Plan
SSMP	Sanitary Sewer Master Plan
SSO	Sanitary Sewer Overflow: Condition whereby untreated sewage is discharged into the environment, escaping wastewater treatment.

*Acronym/Word**Definition*

SUGA	South Urban Growth Area
UCD	University of California, Davis
VOIP	Voice Over Internet Protocol: Technology that allows voice calls to be made using a broadband Internet connection instead of a regular (analog) phone line.
WDR	Waste Discharge Requirement: provides a consistent approach for reducing sanitary sewer overflows (SSOs).
WPCF	Water Pollution Control Facility (also referred to as the Wastewater Treatment Plant or WWTP).
WRA	Water Resources Association
WWTP	Wastewater Treatment Plant (also referred to as the WPCF or Water Pollution Control Facility).
YECA	Yolo Emergency Communications Agency

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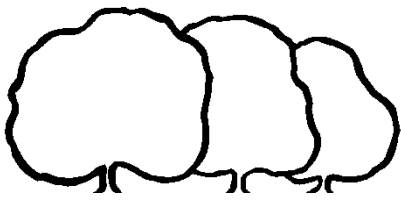
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REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Allocation of Spring Lake Affordable Housing Fee for Rochdale
Grange Fiscal Deficit Fee Payment

Report in Brief

As part of the Spring Lake Specific Plan, the City collects a fiscal deficit mitigation fee in the amount of \$1,050 per multifamily unit. For Rochdale Grange, this amount would be \$46,200. Affordable projects have the ability to defer their Major Projects Financing Program (MPFP) and Spring Lake Infrastructure Fund (SLIF) fees until Certificate of Occupancy; however, the fiscal deficit mitigation fee is collected at time of building permit. In reconciling the fees for Rochdale Grange, it was discovered that they were not charged the fiscal deficit fee. To finalize the project, this fee will need to be paid. Unfortunately, since the error was not discovered until recently, project funding that could have been diverted for the fee payment had been spent on other items. Therefore, staff and the developer, Neighborhood Partners, have reviewed other alternatives to meet this obligation.

Staff recommends that the City Council approve Resolution ____ approving an allocation of \$46,200 from the Spring Lake Offsite Affordable Housing Fund to fund the fiscal deficit fee for the Rochdale Grange project, amend the City's budget, and allow the City Manager to enter into any agreements as needed to carry out the action.

Background

As part of the Spring Lake Specific Plan, the City collects a fiscal deficit fee. This fee is a payment to the County to make up for annexing the land from the County. The fee is required to be paid at time of building permit issuance.

The City also has implemented a fee deferral program for affordable housing projects. In the program, "impact fees" such as MPFP and SLIF are deferred until the projects are completed and a Certificate of Occupancy is ready for issuance. The Rochdale Grange Project took advantage of this program. Due to the way the Fiscal Deficit Fee was coded in the new City's permitting software system, this fee was not collected when the permit was issued.

Discussion

The Rochdale Grange project is nearing completion and the Fiscal Deficit fee needs to be paid. Due to the programming error, it was not paid when the developer submitted their fee payment in February of this year. Because the lack of payment was not picked up until now, any discretionary funds that might have been in the project budget to pay this fee were reallocated. In an attempt to get the project finished, staff looked for other sources of funding to pay the Fiscal Deficit Mitigation Fee.

One of the potential funding sources would be the Redevelopment Housing Set-aside funds. Unfortunately, due to the small allocation that the Agency receives annually, a \$46,000 payment would put the budget for this fund in the negative over the 10 year plan.

Staff has also identified the Spring Lake Offsite Affordable Housing Fund as a way to help pay the fiscal deficit mitigation fee for Rochdale Grange. This is a fee that is collected from residential developers on every market rate unit in Spring Lake to help pay for additional affordable housing the Spring Lake Specific Plan was not able to meet. This use of this fund in this instance makes sense because the completion of Rochdale Grange will help Spring Lake to get closer to meeting the affordable housing requirements that were laid out in the plan.

The third option to pay the fiscal deficit fee would be through the City's General Fund. Based on the current state of the General Fund, staff quickly dismissed this idea.

After internal discussions, staff felt the best option would be to use the Spring Lake Offsite Affordable Housing Fee. It will have the least impact on any City fund. Also, by allowing issuance of Certificates of Occupancy for Rochdale Grange, the project will be able to begin lease ups and have the residents move into the units.

The City Council should note that the payment of the Fiscal Deficit Mitigation fee as proposed through the developer funded Spring Lake Offsite Affordable Housing Fee is the only direct financial assistance provided by the City for the Rochdale Grange project.

Fiscal Impact

Use of the Spring Lake Offsite Affordable Housing Fund will have no impact on the general fund. The fund currently has a balance of approximately \$1.1 million.

Public Contact

Posting of the City Council agenda.

Alternative Courses of Action

1. Approve Resolution ____ approving an allocation of \$46,200 from the Spring Lake Offsite Affordable Housing Fund to fund the fiscal deficit fee for the Rochdale Grange project, amend the City's budget, and allow the City Manager to enter into any agreements as needed to carry out the action.
2. Allocate \$46,200 from other funding sources to pay the Fiscal Deficit fee.
3. Cease further consideration of City funding sources to pay the Fiscal Deficit fee.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Prepared by: Jamie McLeod
Redevelopment/Housing
Analyst II

Reviewed by: Cynthia Shallit
Redevelopment Manager

Reviewed by: Paul Siegel
Deputy Director
Community Development

Mark G. Deven
City Manager

Attachment: Resolution

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING AN ALLOCATION OF \$46,200 FROM THE SPRING LAKE
OFFSITE AFFORDABLE HOUSING FUND TO FUND THE FISCAL DEFICIT
FEE FOR THE ROCHDALE GRANGE PROJECT**

WHEREAS, the City of Woodland requires the payment of the Fiscal Deficit Mitigation Fee for all projects in the Spring Lake Specific Plan Area at issuance of building permit;

WHEREAS, the City routinely allows fee deferrals for Spring Lake Infrastructure Fund (SLIF) and Major Projects Financing Program (MPFP) fees for affordable projects;

WHEREAS, the Rochdale Grange Project, a 44 unit affordable housing apartment complex in Spring Lake was not charged the Fiscal Deficit Fee at building permit issuance; and

WHEREAS, Rochdale Grange is nearly complete and there is not any funding available in its budget to pay the fee;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WOODLAND
DOES HEREBY RESOLVE** an allocation of \$46,200 from the Spring Lake Offsite Affordable Housing Fund to fund the fiscal deficit fee for the Rochdale Grange project; and

BE IT FURTHER RESOLVED that the City Manager is authorized to execute any needed documents as required and amend the City budget as needed to carry out this action.

PASSED AND ADOPTED by the City Council this ____th day of _____, 2011, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

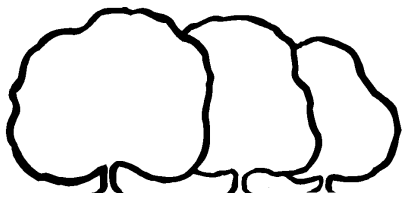
Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Selection of Contractor for the City Inclusionary Housing Program and Homebuyer Assistance Programs

Report in Brief

To aid staff in qualifying the applicants for the City's Inclusionary Housing Program, the City Council authorized the hiring of a subcontractor in 2005 and 2011. This subcontractor helps staff by reviewing applications, certifying incomes, providing homebuyer education, credit counseling and assisting families by qualifying them for home loans. The subcontractor has allowed staff to focus on the broader issues of managing the programs, applying for grant funds and negotiating with developers. As the current subcontractor's three year contract is expiring, staff is requesting City Council approval to select a subcontractor and execute a new contract.

Staff recommends that the City Council adopt Resolution No. ____ authorizing release of a Request for Proposals for homebuyer consulting and authorizing the City Manager to enter into a contract with the selected subcontractor as described herein.

Background

Under the Spring Lake Affordable Housing Plan and the City's 6A Ordinance, staff is required to certify incomes of potential homebuyers before these households are eligible to purchase units under the City's Inclusionary Program. These income certifications can be time consuming and complicated. It was decided early on in the implementation of the program to hire a subcontractor that could aid staff in doing a lot of the day-to-day administrative work associated with this complex task. In addition, due to reduced staffing, it is even more imperative to have a consultant to handle these kinds of items.

In the last three years of the program, the City has seen a drop off in the amount of qualified homebuyers due to tightening lending standards. Due to the daily changes in these standards from the banks and federal government, it is difficult for City staff to keep up with these changes. This is where the consultant has proven to be quite valuable in the past. Incomes for potential purchasers must be certified every six months. Also, as units become available, staff must review the incomes

of all qualified households to verify if they have sufficient income to purchase units in the developer's lotteries.

In 2008, the City Council approved a similar process for these services. The current consultant is NeighborWorks of Sacramento. Staff has been very pleased with the quality of services from NeighborWorks and anticipates it will reapply for the contract. Per the City's procurement requirements, staff will issue a Request for Proposals (RFP) to solicit for firms that would be interested in providing these services to the City. The RFP will be posted on the City website, the California Redevelopment Association website and sent to interested consulting firms.

Staff will form a subcommittee to evaluate responses and select the best candidate. After selection, staff will engage in contract negotiations for the consultant.

Discussion

This request is to maintain a service that is needed for the success of the City's affordable housing programs. The consultant aids staff in the day-to-day implementation of these programs and handles one-on-one personal financial counseling for the families. Dealing with potential purchasers can be a time consuming process. Many of these households have issues with income, credit, or debt loads. These issues take much effort to overcome. It is difficult for staff to address these issues as well as the other requirements of the affordable housing programs. By maintaining these consultant services, staff is able to be more efficient, coordinate the various programs at the higher policy level, and direct implementation of these much needed programs.

Maintaining the current contract services for affordable housing qualification will enable staff to remain focused on more strategic issues associated with affordable housing. This includes pursuing multifamily housing projects that aid the City in meeting its Regional Housing Needs Assessment requirements, reviewing developer submissions to make sure they meet the requirements of the City's programs, and the preparation, management and closeout of grant programs that fund the City's First-Time Homebuyer programs.

Fiscal Impact

This contract will not have an impact on the General Fund or other City funds. When the City receives funds for First-Time Homebuyer activities such as grants, there are administrative and activity delivery funds available within those grants to pay for the consultant services. These funds will be used to pay for the consulting services described herein.

In the current contract, the consultant has provided the needed services for very reasonable costs. Review of applications for credit and income are only \$75, recertification of income is \$50, preparation of loan documents are \$350 per loan, and to have the consultant attend meetings or do any other projects that require staff time is only \$75 per hour. It is expected that many of these items should still be within these price ranges under the new contract.

Public Contact

This item was also posted as part of the City Council Agenda for the July 19, 2011 meeting.

Alternative Courses of Action

1. Adopt Resolution No. ____ authorizing release of a Request for Proposals for homebuyer consulting and authorizing the City Manager to enter into a contract with the selected subcontractor as described herein.
2. Do not approve the resolution and require staff to assume all administrative responsibilities of these programs that would increase the need to add additional staff.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Prepared by: Jamie McLeod
Redevelopment/Housing
Analyst II

Reviewed by: Cynthia Shallit
Redevelopment Manager

Mark G. Deven
City Manager

Attachments: Resolution

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING STAFF TO RELEASE A REQUEST FOR PROPOSALS FOR
HOMEBUYER CONSULTING, CONVENE A SUBCOMMITTEE TO RECOMMEND A
CONSULTANT, AND THAT THE CITY MANAGER IS AUTHORIZED TO ENTER
INTO A CONTRACT WITH THE SELECTED SUBCONTRACTOR**

WHEREAS, the City of Woodland has implemented an Inclusionary Housing Program in City Code Section 6A as well as in the Springlake Specific Plan and the Springlake Affordable Housing Plan;

WHEREAS, the City routinely applies for funds to assist low and moderate income homebuyers to purchase homes;

WHEREAS, the day-to-day administration of the Inclusionary Program as well as the homebuyer assistance programs can be burdensome; and

WHEREAS, in the past the City has subcontracted out some of these tasks to allow staff to address the more global needs of these programs; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WOODLAND DOES HEREBY RESOLVE that the staff is authorized to release a Request For Proposals for homebuyer consulting and convene a subcommittee to recommend a consultant; and

BE IT FURTHER RESOLVED that the City Manager is authorized to select the consultant, enter into a contract with the selected consultant as well as execute any needed documents and amend the budget as needed to carry out this action.

PASSED AND ADOPTED by the City Council this ____th day of _____, 2011, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

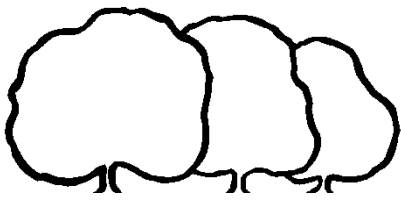
Artemio Pimentel, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Andrew J. Morris, City Attorney



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Consideration of Urgency Ordinance Pursuant to Part 1.9 of AB 1X 27 to Permit the Continued Existence and Operation of the Redevelopment Agency

Report in Brief

The Governor recently signed into law Assembly Bills 1X 26 & 27 as part of the state budget package which has the combined effect of abolishing redevelopment agencies unless each agency that desires to continue in existence and operate pays a “community remittance.” In the event that a legal challenge is unsuccessful, the City Council of the City of Woodland must take certain actions over the next few months if it intends to meet this financial obligation and continue the existence and operation of the Redevelopment Agency of the City of Woodland. This ordinance allows the Agency to continue to operate, provided however, while the City currently intends to make these community remittances, any actual community remittances will be made under protest and without prejudice to the City’s right to recover such amounts and interest thereon, in the event that litigation results a determination that AB 1X 26 and 27 are unconstitutional.

Staff recommends that the City Council adopt Ordinance No. ___, an urgency Ordinance determining that the City of Woodland will comply with the voluntary alternative redevelopment program pursuant to Part 1.9 of Division 24 of the California Health and Safety Code in order to permit the continued existence and operation of the Redevelopment Agency of the City of Woodland as described herein.

Background

The Redevelopment Agency of the City of Woodland was enacted by the City Council for the purposes of implementing redevelopment activities in the City. In July 1988, the City Council adopted the Redevelopment Plan for the Woodland Redevelopment Project in a manner consistent with the Law, thereby establishing a 40-year program to revitalize downtown and surrounding neighborhoods. The Woodland Redevelopment Project Area was found to have a significant number of physical and economic blighting conditions that necessitated creation of the Redevelopment Plan;

and the Plan provides for the ability to collect tax increment revenue over a 50 year period to address these conditions consistent with the Law.

Since January 10, 2011, the Governor has pursued a campaign to obtain constitutionally protected redevelopment dollars to balance the State budget. Although this proposal violates a number of provisions of State law, including those enacted by over 60 percent of the voters in November 2010 by the passage of Proposition 22, the Governor and Legislature enacted two budget trailer bills, Assembly Bills 1X 26 and 27, to effectuate their objectives. On June 28, 2011, despite protests across the state from the League of California Cities (“League”), the California Redevelopment Association (“CRA”) and other interested parties, the Governor signed these bills into law, which took effect immediately.

Assembly Bill 1X 26 immediately suspended all new redevelopment activities and incurrence of indebtedness, and dissolves redevelopment agencies effective October 1, 2011 (the "Dissolution Act"). It does this by terminating virtually all otherwise legal functions of the redevelopment agency and mandates a liquidation of any assets for the benefit of local taxing agencies. Some debts would be allowed to be repaid, but any such remittances would be managed by a successor agency, which would function primarily as a debt repayment administrator. In general, the successor agency could not continue or initiate any new redevelopment projects or programs. The activities of the successor agency would be overseen by an oversight board, comprised of representatives of other taxing agencies, until such time as the remaining debts of the former redevelopment agency were paid off and all property taxes were redirected to local taxing agencies.

Assembly Bill 1X 27 allows redevelopment agencies that desire to avoid the consequences of the Dissolution Act to comply with the alternative redevelopment program described in Part 1.9 of ABx1 27 (the “Alternate Redevelopment Program”). The Alternative Redevelopment Program establishes a so-called “voluntary” community remittance from each City. Although clearly not a “voluntary” contribution but more of an extortion payment, the community remittances would commence in fiscal year 2011-12 for those cities and counties that had redevelopment project areas generating tax increment revenue in 2008-09, and immediately thereafter for those that did not. The amount varies by each redevelopment agency, depending on several factors, including the amount of tax increment funds already going to local schools and the breakdown of the basic general levy in each community. These payments are in addition to statutory payments made to all affected taxing agencies from tax increment revenue. The source of repayment from the city or county may include redevelopment tax increment revenues.

The League and CRA are preparing a legal challenge to AB 1X 26 and 27; however, until a stay is granted or overturned by the courts, they remain the laws by which cities and counties which have redevelopment agencies must comply. It is the League and CRA’s position that AB 1X 26 and 27 are inconsistent with various constitutional provisions which protect city and county property tax and redevelopment agency tax increment, including but not limited to Article XIII A, section 25.5, Article XIII A, section 1, Article XIII, section 24, Article XVI, section 6, Article XIII B and Article XVI, section 16, of the California Constitution, and are therefore unlawful and unenforceable.

In the text of the ordinance, the Agency reserves the right, regardless of any community remittance made pursuant to the ordinance, to challenge the legality of AB 1X 26 and 27. When AB 1X 26 and 27 are challenged, either by the Agency, the City, or another party with standing to challenge, if a stay is granted, the City shall not be obligated to make any and all community remittances for the duration of the stay. Additionally, the ordinance provides that if AB 1X 26 and AB1X 27 are invalidated, the ordinance shall be invalidated and all community remittances pursuant to this ordinance shall be refunded, with interest.

Discussion

Notwithstanding the outcome of a court stay or action to overturn these bills, if a city or county desires to continue its redevelopment agency, AB 1X 27 sets forth a number of actions which are to be completed by November 1, 2011:

1. A statement of indebtedness must be filed not only with the County Auditor-Controller, per existing law by October 1, but also with the Department of Finance, for independent review. The statement of indebtedness identifies the financial obligations (debts) of the agency as of October 1 of each year and establishes the amount of future tax increment revenue in that year and subsequent years the agency requires to meet these obligations.
2. On or before November 1, a city or county must enact an ordinance to comply with the “voluntary” payment obligations, and notify the Department of Finance, State Controller, and County Auditor-Controller of this action.

If such an ordinance is to be enacted after October 1, the city or county should adopt a nonbinding resolution indicating their intentions and providing notice to the Department of Finance, State Controller, and County Auditor-Controller before October 1 concerning the nonbinding resolution. This action would have the effect of delaying dissolution until November 1, unless the ordinance is adopted prior to that date.

In discussions with the Redevelopment Agency’s attorney, Redevelopment staff has been evaluating the impacts of that prohibition on the Owner Participation Agreement (OPA) loans that were approved by the Redevelopment Agency Board on June 21. Essentially it means that any agreement not signed before July 1 cannot be executed until an ordinance is passed. Following normal procedures, the OPAs would not be able to be signed until the end of October and funds would not be available to the developers until early November.

Redevelopment staff surveyed the developers to assess the hardship this may cause their projects. Some projects are not ready yet for construction or use of funds, so the delay in receiving funds does not affect their projects. The projects most sensitive to the delay are the Oddfellows Building, the Porter Building, and the Adams Grain project.

The Oddfellows building owner was recently successful in attracting a strong viable tenant for the vacant first floor storefront. However, the tenant requires the owner to install \$35,000 to \$40,000 in

tenant improvements and complete ADA modifications. The tenant would like to start using the building by the September/October period. To meet that deadline, the owner needs to start construction by mid-August, and the delay in the release of funds would cause him to lose that tenant.

The Adams Grain project is the most ready to start construction. The owners of Adams Grain have already prepared the construction specifications for the sewer and water connections, and have solicited construction bids from contractors. They have prepared a project budget and have identified the source of the other funds needed for the project. The work should take no longer than two weeks. It is possible that Adams Grain may decide to undertake the project and finish the work before the execution of the OPA with the understanding that such action would be at their risk with the possibility that the ordinance will not be approved and they would not be reimbursed for their costs. Staff is still discussing that option with the Agency attorney and the Adams Grain managers.

The other project at risk is the Porter Building. The owners have almost finished the first floor improvements and they are in the midst of completing the additional work needed to get the second floor ready for occupancy. The key items remaining are installation of a new electrical vault and conduit in Dead Cat Alley for the new electrical transformer so that the elevator can be re-connected and adequate electrical service can be provided to the second floor. A second floor ADA-compliant bathroom also needs to be completed before occupancy of the second floor. If the new allocation of funds is not available soon, the property owners will have to stop work on the project because of the extremely tight cash flow. This would disrupt the existing contractors in the middle of the work and it would delay being able to lease the second floor. Even though redevelopment staff have agreed to defer payments on the first loan to assist them until the new loan funds are available; they would still have to stop work, but they will be able to complete the work in the alley required for installation of the transformer.

The City Council can decide whether to follow the standard ordinance adoption procedure or expedite the process by adopting the ordinance as an urgency measure. Under the regular procedure, the ordinance would be heard at the two Council meetings in September and the ordinance would take effect 30 days after the second reading of the ordinance. Developers could execute the OPA shortly after that and possibly receive funds by early November. In contrast the urgency ordinance procedures would result in the Agency being able to hear the ordinance as early as July 19, execute the documents on July 20 and disburse funds soon after that.

A third option is to adopt an urgency ordinance on September 6, which could make funds available early in September. That would help the projects, but it is still too late for the Oddfellows Building to secure the tenant and it would cause the Porter Building property owners to stop the second floor interior work.

Staff believes that the Council should adopt an urgency ordinance on July 19 in order to facilitate the projects described above. This belief is based on the Agency Board action on June 21 wherein staff understands that the Board clearly intended for projects to move forward under the various agreements as the projects were ready. In addition, as explained in the Fiscal Impact section, staff

believes that the “voluntary” community remittance can be paid from the redevelopment tax increment if the legal challenge is not successful.

CEQA

The City is the lead agency concerning the ordinance pursuant to the California Environmental Quality Act (codified as Public Resources Code Sections 21000 *et seq*) (“CEQA”) and the State CEQA Guidelines. City staff has determined that the ordinance is exempt from CEQA, pursuant to CEQA Guidelines Section 15378 (b)(4), because such authorizations are not considered a project subject to CEQA review. The community remittance is a government funding mechanism and fiscal activity, which does not involve any commitment to any specific project which may result in a potentially significant environmental impact.

Fiscal Impact

For the City, the Fiscal Year 2011-2012 community remittance is estimated to be approximately \$481,084, based on preliminary calculations prepared by CRA. Subsequent annual community remittances will also be due, as determined based upon a formula set forth in AB 1X 27. CRA estimates the amount will be \$113,196 next year, in Fiscal Year 2012-2013. The actual amounts that will be due are to be determined by the California Director of Finance. Under the Ordinance, the City reserves the right to appeal the California Director of Finance’s determination of the Fiscal Year 2011-2012 community remittance, as provided in Health and Safety Code Section 34194, and any subsequent annual community remittance that may become due.

It is anticipated that redevelopment tax increment funds available in the fund balance will be used for this payment. A report and resolution to amend the Agency budget to make this payment will be brought forward to the Agency at a later date.

Public Contact

Posting of the City Council agenda.

Alternative Courses of Action

1. Adopt Ordinance No. ___, an urgency Ordinance determining that the City of Woodland will comply with the voluntary alternative redevelopment program pursuant to Part 1.9 of Division 24 of the California Health and Safety Code in order to permit the continued existence and operation of the Redevelopment Agency of the City of Woodland as described herein.
2. Cease further consideration of the urgency ordinance at this time and direct staff to return with an urgency ordinance on September 6.

SUBJECT: Consideration of Urgency Ordinance Pursuant to Part 1.9 of AB 1X 27 to
Permit the Continued Existence and Operation of the Redevelopment Agency

PAGE: 6

ITEM:

3. Cease further consideration of an urgency ordinance and direct staff to schedule consideration of the ordinance on September 6 under the standard ordinance procedure.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Prepared by: Cynthia Shallit
Redevelopment Manager

Reviewed by: Edward J. Quinn, Jr.
Agency Attorney

Mark G. Deven
City Manager

Attachment: Ordinance

ORDINANCE NO. _____

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WOODLAND CALIFORNIA, DETERMINING IT WILL COMPLY WITH THE VOLUNTARY ALTERNATIVE REDEVELOPMENT PROGRAM PURSUANT TO PART 1.9 OF DIVISION 24 OF THE CALIFORNIA HEALTH AND SAFETY CODE IN ORDER TO PERMIT THE CONTINUED EXISTENCE AND OPERATION OF THE REDEVELOPMENT AGENCY OF THE CITY OF WOODLAND

WHEREAS, the City Council of the City of Woodland (“City”) approved and adopted the Redevelopment Plan for the Woodland Redevelopment Project (“Redevelopment Plan”) covering certain properties within the City (the “Project Area”); and

WHEREAS, the Redevelopment Agency of the City of Woodland (“Agency”) is engaged in activities to execute and implement the Redevelopment Plan pursuant to the provisions of the California Community Redevelopment Law (Health and Safety Code § 33000, et seq.) (“CRL”); and

WHEREAS, since adoption of the Redevelopment Plan, the Agency has undertaken redevelopment projects in the Project Area to eliminate blight, to improve public facilities and infrastructure, to renovate and construct affordable housing, and to enter into partnerships with private industries to create jobs and expand the local economy; and

WHEREAS, over the next few years, the Agency hopes to implement a variety of redevelopment projects and programs to continue to eliminate and prevent blight, stimulate and expand the Project Area’s economic growth, create and develop local job opportunities and alleviate deficiencies in public infrastructure, to name a few; and

WHEREAS, as part of the 2011-2012 State budget bill, the California Legislature has recently enacted, and the Governor has signed, companion bills AB 1X 26 and AB 1X 27, requiring that each redevelopment agency be dissolved unless the community that created it enacts an ordinance committing it to making certain payments; and

WHEREAS, specifically, AB 1X 26 prohibits agencies from taking numerous actions, effective immediately and purportedly retroactively, and additionally provides that agencies are deemed to be dissolved as of October 1, 2011; and

WHEREAS, AB 1X 27 provides that a community may participate in an “Alternative Voluntary Redevelopment Program,” in order to enable a redevelopment agency within that community to remain in existence and carry out the provisions of the CRL, by enacting an ordinance agreeing to comply with Part 1.9 of Division 24 of the Health and Safety Code; and

WHEREAS, the Alternative Voluntary Redevelopment Program requires that the community agree by ordinance to remit specified annual amounts to the county auditor-controller; and

WHEREAS, under the threat of dissolution pursuant to AB 1X 26, and upon the contingencies and reservations set forth herein, the City shall make the Fiscal Year 2011-2012 community remittance, currently estimated to be approximately Four Hundred Eighty-One Thousand Eighty-Four Dollars (\$481,084), as well as the subsequent annual community remittances as set forth in the CRL; and

WHEREAS, the City reserves the right to appeal the California Director of Finance's determination of the Fiscal Year 2011-2012 community remittance, as provided in Health and Safety Code Section 34194; and

WHEREAS, City understands and believes that an action challenging the constitutionality of AB 1X 26 and AB 1X 27 will be filed on behalf of cities, counties and redevelopment agencies; and

WHEREAS, while the City currently intends to make these community remittances, they shall be made under protest and without prejudice to the City's right to recover such amounts and interest thereon, to the extent there is a final determination that AB 1X 26 and AB 1X 27 are unconstitutional; and

WHEREAS, the City reserves the right, regardless of any community remittance made pursuant to this Ordinance, to challenge the legality of AB 1X 26 and AB 1X 27; and

WHEREAS, to the extent a court of competent jurisdiction enjoins, restrains, or grants a stay on the effectiveness of the Alternative Voluntary Redevelopment Program's payment obligation of AB 1X 26 and AB 1X 27, the City shall not be obligated to make any community remittance for the duration of such injunction, restraint, or stay; and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance have occurred.

THE CITY COUNCIL OF THE CITY OF WOODLAND CALIFORNIA, DOES ORDAIN AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and incorporated herein by reference.

Section 2. Participation in the Alternative Voluntary Redevelopment Program. In accordance with Health and Safety Code Section 34193, and based on the Recitals set forth above, the City Council hereby determines that the City shall comply with the provisions of Part 1.9 of Division 24 of the Health and Safety Code, as enacted by AB 1X 27.

Section 3. Payment Under Protest. Except as set forth in Section 4, below, the City

Council hereby determines that the City shall make the community remittances set forth in Health and Safety Code section 34194 *et seq.*

Section 4. Effect of Stay or Determination of Invalidity. City shall not make any community remittance in the event a court of competent jurisdiction either grants a stay on the enforcement of AB 1X 26 and AB 1X 27 or determines that AB 1X 26 and AB 1X 27 are unconstitutional and therefore invalid, and all appeals therefrom are exhausted or unsuccessful, or time for filing an appeal therefrom has lapsed. Any community remittance shall be made under protest and without prejudice to the City's right to recover such amount and interest thereon in the event that there is a final determination that AB 1X 26 and AB 1X 27 are unconstitutional. If there is a final determination that AB 1X 26 and AB 1X 27 are invalid, this Ordinance shall be deemed to be null and void and of no further force or effect.

Section 5. Implementation. The City Council hereby authorizes and directs the City Manager to take any action and execute any documents necessary to implement this Ordinance, including but not limited to notifying the Yolo County Auditor-Controller, the Controller of the State of California, and the California Department of Finance of the adoption of this Ordinance and the City's agreement to comply with the provisions of Part 1.9 of Division 24 of the Health and Safety Code, as set forth in AB 1X 27.

Section 6. Additional Understandings and Intent. It is the understanding and intent of the City Council that, once the Agency is again authorized to enter into agreements under the CRL, the City will enter into an agreement with the Agency as authorized pursuant to Section 34194.2, whereby the Agency will transfer annual portions of its tax increment to the City in amounts not to exceed the annual community remittance payments to enable the City, directly or indirectly, to make the annual remittance payments. The City Council does not intend, by enactment of this Ordinance, to pledge any of its general fund revenues or assets to make the remittance payments.

Section 7. CEQA. The City Council finds, under Title 14 of the California Code of Regulations, Section 15378(b)(4), that this Ordinance is exempt from the requirements of the California Environmental Quality Act ("CEQA") in that it is not a "project," but instead consists of the creation and continuation of a governmental funding mechanism for potential future projects and programs, and does not commit funds to any specific project or program. The City Council, therefore, directs that a Notice of Exemption be filed with the County Clerk of the County of Yolo in accordance with CEQA Guidelines.

Section 8. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the City Clerk's office located at 300 First Street, Woodland, California 95695. The custodian for these records is the City Clerk of the City of Woodland.

Section 9. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or

application, and to this end the provisions of this Ordinance are severable. The City Council hereby declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion thereof.

Section 10. Certification; Publication. The City Clerk shall certify to the adoption of this Ordinance and cause it, or a summary of it, to be published once within 15 days of adoption in a newspaper of general circulation printed and published within the City of Woodland, and shall post a certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk in accordance with Government Code Section 36933.

Section 11. Findings. The adoption of this Urgency Ordinance is necessary for the immediate protection of the public peace, health and safety. In accordance with California Government Code Section 36937 and in order to protect the public peace, health and safety, the City Council of the City of Woodland finds and determines as follows:

(a) AB 1X 26 prohibits agencies from taking numerous actions, until the City Council adopts an ordinance agreeing to comply with Part 1.9 of Division 24 of the Health and Safety Code, including but not limited to incurring any new monetary or legal obligations or expanding any existing monetary or legal obligations, entering into agreements with any person for any purpose or amending or modifying any existing agreements and taking any action with respect to a redevelopment plan;

(b) Prior to the enactment of an ordinance agreeing to comply with Part 1.9 of Division 24 of the Health and Safety Code, the Agency will be unable to continue efforts to eliminate and prevent blight, stimulate and expand the Project Area's economic growth, create and develop local job opportunities and alleviate deficiencies in public infrastructure;

(c) Blighting conditions in the Project Area constitute substantial threats to public peace, health and safety, and are so prevalent they cannot be eliminated without Agency action, including but not limited to the use of Agency funds and authorization of redevelopment projects and programs;

(d) During the current economic crisis, the Agency must have the ability to act and continue the efforts set forth in (b) above. The Agency must have all tools available in order to eliminate and prevent blighting conditions, including implementation of the Agency's economic development programs.

(e) The Agency is actively engaged in efforts to construct and rehabilitate housing units, to provide assistance for property improvements and to provide safe and affordable housing. Adoption of this Urgency Ordinance will permit the Agency to continue these efforts immediately.

Section 12. Effective Date. The City Council hereby declares, on the basis of the findings set forth above, that an emergency exists and that this Ordinance is necessary to preserve the public peace, health and safety. Accordingly, this Ordinance is adopted as an emergency ordinance and shall take effect and be in force immediately upon its adoption.

PASSED AND ADOPTED at a regular meeting of the City Council on the ____ day of _____ 2011, by the following vote:

AYES:

NAYS:

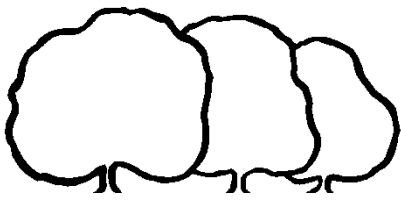
ABSENT:

ABSTAIN:

Art Pimentel, Mayor

ATTEST:

Ana Gonzalez, City Clerk



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 19, 2011

SUBJECT: Amend Procurement Ordinance Section 17B-1-4, Increase Informal Bid Limit

Report in Brief

The City Council adopted the provisions of the Uniform Public Construction Cost Accounting Act (UPCCA) in 2007. On April 25, 2011, the California State Controller notified the City that the Informal Bid Limit for public works construction contracts will increase to \$175,000 effective July 1, 2011. This allows the City to increase the adopted informal bid limit from \$125,000 to \$175,000. The Informal Bid process reduces the administrative overhead and shortens the timeline for bidding and procuring services for these lower value contracts.

Staff recommends that the City Council introduce and read by title only, Ordinance No. ____, “An Ordinance Of The City Council Of The City Of Woodland Amending Section 17B-1-4 Of The Woodland Municipal Code Relating To The Informal Bid Limit Under The Uniform Public Construction Cost Accounting Act” to increase the Informal Bid Limit as described herein.

Background

On January 16, 2007, the City Council adopted the provisions of the Uniform Public Construction Cost Accounting Act (UPCCA) and introduced a Revised Procurement Ordinance to implement these provisions. The Revised Procurement Ordinance (Chapter 17B of the City Code) was adopted by Council on February 6, 2007. The Uniform Public Construction Cost Account Act commences at Section 22000 of the State Public Contract Code.

The UPCCA generally defines “public projects” as improvement, alteration or rehabilitation of any publicly owned, leased, or operated facility, including painting or repainting. “Public project” does not include maintenance work.

The Informal Bid process reduces the administrative overhead and shortens the timeline for bidding and procuring services for these lower value contracts. From a procedural standpoint, the informal bidding process has the following differences when compared to the formal bidding process:

- The Department head authorizes bidding instead of the City Council
- The purchasing office awards the project instead of the City Council
- A shorter advertising period is allowed for informal bidding (10 days vs. 15 days)
- Less formal procedures for notification of bidders

Discussion

The UPCCA provisions adopted in 2007 provide the following bidding limits:

1. Under \$30,000 (discretionary) – bids obtained according to purchasing policy; award by Department Head, can be awarded on the basis of best value.
2. Over \$30,000 and up to \$125,000 (Informal Bid) – use Informal Bid process to advertise and award construction contracts; Department Head authorizes bidding, Purchasing Officer awards construction contract. City Council may award if bids exceed \$125,000 and are less than \$137,500 by 4/5 vote. Awarded to the lowest responsive, responsible bidder.
3. Over \$125,000 (Formal Bid) – use Formal Bid process to advertise and award construction contracts; bid authorization and award by City Council. Awarded to the lowest responsive, responsible bidder.

The proposed Ordinance would increase the Informal Bid Limit from \$125,000 to \$175,000.

City staff would not have the authority to award bids if they exceed the Informal Bid limit of \$175,000. Per the City Attorney, this aspect of State Law was not changed by the State Controller. AB 943 in the State Legislature would remedy the ability to award if the lowest bid under the Informal Bid process is more than \$175,000 and less than \$187,500 by 4/5 vote of the City Council.

Staff has bid and constructed about five projects using the Informal Bid process since its adoption in 2007. These projects included the Armory Demolition, Dubach Park Demolition, Sewer Line Repairs (recently completed) and Well 28 utility connections (also recently completed). All projects were successfully bid, awarded and completed in about 60 days.

Most capital projects are designed, bid and awarded using the Formal Bid procedures. These projects have ranged in value from \$125,000 to many millions and the construction periods vary in length from months to years.

Staff believes that the approval of the requested increase in the Informal Bid limit is appropriate given the recent cost increases in materials, goods and services associated with public works construction projects. Careful use of the Informal Bid limit will create efficiencies and maintain fiscal control since the Council authorized budget will maintain expenditure limits.

Fiscal Impact

There is no fiscal impact to City.

Public Contact

Posting of the City Council agenda.

Alternative Courses of Action

1. Introduce and read by title only, Ordinance No. ____, “An Ordinance Of The City Council Of The City Of Woodland Amending Section 17B-1-4 Of The Woodland Municipal Code Relating To The Informal Bid Limit Under The Uniform Public Construction Cost Accounting Act” to increase the Informal Bid Limit as described herein.
2. Cease further consideration of the proposed Ordinance and maintain the current informal bid limit.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Prepared by: Michael Karoly, PE
Sr. Civil Engineer

Reviewed by: Brent Meyer, PE
Principal Civil Engineer
City Engineer

Reviewed by: Paul Siegel
Deputy Director
Community Development

Mark G. Deven
City Manager

Attachments: Revised Ordinance
Letter from State Controller’s Office

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AMENDING SECTION 17B-1-4 OF THE WOODLAND MUNICIPAL CODE RELATING TO
THE INFORMAL BID LIMIT UNDER THE UNIFORM PUBLIC CONSTRUCTION COST
ACCOUNTING ACT**

WHEREAS, the City of Woodland has elected to become subject to the Uniform Public Construction Cost Accounting Act ("Act"); and

WHEREAS, the California Uniform Construction Cost Accounting Commission recently recommended an increase of the informal bid limit under the Act to one hundred seventy-five thousand dollars effective July 1, 2011.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF WOODLAND DOES ORDAIN AS FOLLOWS:

Section 1. Authority. The City Council enacts this ordinance in accordance with the authority granted to cities by Article XI, Section 7 of the California Constitution.

Section 2. Amendment. Section 17B-1-4 of the Woodland Municipal Code is hereby amended to read in full as follows:

Sec. 17B-1-4. - Bidding requirements—Public projects.

- (a) Thirty Thousand Dollars or Less. Public projects of thirty thousand dollars or less may be awarded by the department head of the department responsible for the project, or his or her designee by any alternative procedure.
- (b) Thirty Thousand One Dollars Through ~~One Hundred Twenty-five Thousand Dollars~~ **One Hundred Seventy-five Thousand Dollars**. Public projects of more than thirty thousand dollars, but less than or equal to ~~one hundred twenty-five thousand dollars~~ **one hundred seventy-five thousand dollars** may, except as otherwise provided in this Chapter **17B** or the Uniform Public Construction Cost Accounting Act, be awarded by the purchasing officer pursuant to the informal bidding procedure set forth in Section 17B-1-5.
- (c) More Than ~~One Hundred Twenty-five Thousand Dollars~~ **One Hundred Seventy-five Thousand Dollars**. Public projects of more than ~~one hundred twenty-five thousand dollars~~ **one hundred seventy-five thousand dollars** shall, except as otherwise provided in this Chapter **17B** or the Uniform Public Construction Cost Accounting Act, be awarded by the City Council pursuant to the formal bidding procedure set forth in Section 17B-1-6. ~~If all bids received are over one hundred twenty-five thousand dollars, the City Council may, with the approval of a four-fifths vote of those members present and without following the formal bidding~~

~~procedure, award the contract in an amount not exceeding one hundred thirty seven thousand five hundred dollars to the lowest responsive and responsible bidder, so long as the City Council also determines that the City's cost estimate for the project was reasonable. Public projects in excess of one hundred thirty seven thousand five hundred dollars must be awarded by the City Council pursuant to the formal bidding procedure.~~

- (d) City Engineer Review of Plans and Specifications. The City Engineer shall review and approve the working details, drawings, plans, and specifications prepared for every public project which may affect the design or operation of public improvements and which may bring into question the City's liability for dangerous conditions of public property.
- (e) City Council Review of Plans and Specifications. The City Council shall review and approve the working details, drawings, plans, and specifications prepared for every public project of more than ~~one hundred twenty five thousand dollars~~ **one hundred seventy-five thousand dollars**.
- (f) Award. Contracts for public projects of thirty thousand dollars or less, if awarded, may be awarded in the best interests of the City. Contracts for public projects of more than thirty thousand dollars, if awarded, shall be awarded to the lowest responsive and responsible bidder. If two or more bids are the same and the lowest, the purchasing officer may accept either one.
- (g) Dollar Limits and Change Orders or Amendments. The dollar limits indicated herein shall apply to the original contract and to any amendments or change orders. To this end, therefore, unless an exception as provided in Section 17B-1-7 or the City's Purchasing Policies and Guidelines applies, any contract amendment or change order which would increase the contract amount above any threshold stated herein shall comply with the requirements applicable to the increased contract amount. For public projects awarded by the City Council, unless a lower or higher amount is stated in the City Council staff report for the project or directed by the City Council, the City Manager or his or her designees shall have authority to approve contract amendments or change orders up to twenty-five percent of the original contract amount.
- (h) No Bid Splitting. The City shall not split a project, work, service, or purchase into smaller projects, works, services, or purchases for the purpose of avoiding any bidding or contracting requirements of this article.

Section 3. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or

application, and to this end the provisions of this Ordinance are severable. This City Council hereby declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be severed and the balance of the Ordinance be enforced.

Section 4. Effective Date and Notice. The City Clerk shall certify to the adoption of this Ordinance, and the City Clerk shall, within fifteen (15) days of its adoption, cause this Ordinance to be posted or published in a newspaper of general circulation published and circulated in the City of Woodland. This Ordinance shall take effect thirty (30) days following its adoption.

PASSED AND ADOPTED this _____ day of _____, 2011 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Art Pimentel
Mayor

ATTEST:

Ana Gonzalez
City Clerk

APPROVED AS TO FORM:

Andrew Morris
City Attorney



JOHN CHIANG
California State Controller

April 25, 2011

To: ALL PUBLIC AGENCIES SUBJECT TO THE TERMS OF THE UNIFORM
PUBLIC CONSTRUCTION COST ACCOUNTING ACT

Re: Increase In The Informal Bid Limit Pursuant To Public Contract Code Section 22032

This letter is to inform you that the informal bid limit prescribed by section 22032 of the Public Contract Code will be increased to \$175,000 effective for the fiscal year beginning July 1, 2011. This increase is pursuant to the terms of the Uniform Public Construction Cost Accounting Act (Act) and is at the recommendation of the California Uniform Construction Cost Accounting Commission (CUCCAC).

The Act provides public agencies economic benefits and greater freedom in expediting public works projects. Agencies electing to follow the cost accounting procedures set forth in the *Cost Accounting Policies and Procedures Manual*, prescribed by the CUCCAC, will have the advantages of an increased force account limit, an increased bid limit, and an alternative informal bidding procedure.

Any city, county, redevelopment agency, special district, school district, and community college district can voluntarily elect to become a participant of the Act. After opting into the Uniform Public Construction Cost Accounting Act, by resolution of its governing board, participants enjoy the advantage of the streamlined awards process, as well as reductions in paperwork related to advertising and report filing. In return, the signatory agency agrees to provide cost accounting information in the format prescribed in the *Cost Accounting Policies and Procedure Manual* and to adhere to the terms of the Act until the agency formally opts out. For more details or contact information, please visit our website at <http://www.sco.ca.gov/ard/local/cuccac>.

Sincerely,


JOHN CHIANG
California State Controller