



City of Woodland

300 First Street
Woodland, CA 95695

Meeting Agenda - Final City Council

Tuesday, September 17, 2013

6:00 PM

Council Chambers

**JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE
AUTHORITY/SUCCESSOR AGENCY MEETING
SEPTEMBER 17, 2013
6:00 P.M.**

- A. CALL TO ORDER**
- B. ROLL CALL**
- C. PLEDGE OF ALLEGIANCE**
- D. COMMUNICATIONS-PUBLIC COMMENT**

This is 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 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**

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.

[13-230](#)

SUBJECT: Long Range Calendar

Recommendation for Action

Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Staff Contact

Ana Gonzalez, City Clerk - 530-661-5806,
ana.gonzalez@cityofwoodland.org

Attachments: [Long Range Calendar 091713](#)

F. CONSENT CALENDAR

1. [13-197](#) SUBJECT: Internal Audit of City of Woodland's Sewer System Management Plan

Recommendation for Action

Staff recommends that the City Council approve the Internal Audit of the Sewer System Management Plan (SSMP) for the past reporting year of July 1, 2012 to June 30, 2013.

Staff Contact

Mark Cocke, Senior Civil Engineer, 530-661-5898,
mark.cocke@cityofwoodland.org

Attachments: [SSMP FY 13 Internal Audit.pdf](#)
2. [13-200](#) SUBJECT: Final Acceptance and Notice of Completion for the 2012/2013 ADA Improvements, CIP 13-02

Recommendation for Action

Staff recommends that City Council accept as complete the contract with RSC General & Engineering, Inc for work on the 2012/2013 ADA Improvements and authorize the City Clerk to file a Notice of Completion.

Staff Contact

Chris Fong, Associate Civil Engineer - (530) 661-5972,
Chris.Fong@cityofwoodland.org

Attachments: [1302\(Project Location Map\)011328DA.pdf](#)
3. [13-203](#) SUBJECT: Receive the Draft 2012-2013 Community Development Block Grant (CDBG) Consolidated Annual Performance and Evaluation Report (CAPER)

Recommendation for Action

Staff recommends that the City Council receive and review the Draft 2012-2013 Community Development Block Grant (CDBG) Consolidated Annual Performance and Evaluation Report (CAPER).

Staff Contact

Dan Sokolow, Senior Planner - 530-661-5820,
dan.sokolow@cityofwoodland.org

Attachments: [CAPER DRAFT for CC 17Sep13.pdf](#)
[Public Notice Daily Dem 16Aug13.pdf](#)

4. [13-212](#) SUBJECT: Approve Agreement addressing Stormwater Drainage Services provided by the City of Woodland to Yolo County

Recommendation for Action

Staff recommends that the City Council authorize the Mayor to sign an agreement between the City of Woodland and Yolo County related to stormwater drainage services provided by the City to Yolo County.

Staff Contact

Mark Cocke, Senior Civil Engineer, 661-5898,
mark.cocke@cityofwoodland.org

Attachments: [Board of Supervisors staff report dated June 4, 2013](#)
[Yolo County staff report dated April 10, 1012](#)
[2013-0521-Clean-Final Stormwater Agreement](#)
[Agreement 70 274 StormWaterDrainage](#)

5. [13-213](#) SUBJECT: Second Reading of Ordinance No. 1553. An Ordinance of the City Council of the City of Woodland approving the Development Agreement between the City of Woodland and Cal West Investors and Optimistic Partners

Recommendation for Action

Staff recommends that the City Council adopt Ordinance No. 1553, approving the Development Agreement between the City of Woodland and Cal West Investors LLC and Optimistic Partners, LLC

Staff Contact

Cindy A. Norris, Principal Planner - 530 661-5911,
cindy.norris@cityofwoodland.org

Attachments: [Att A - Ordinance and Development Agreement.pdf](#)
[Att B - Findings and Conditions of Approval.pdf](#)

6. [13-235](#) SUBJECT: Adopt Ordinance to Amend CalPERS Employee Cost Sharing of 4.887% for Classic Local Police Members

Recommendation for Action

Staff recommends that the City Council adopt an ordinance to amend

CalPERS Employee Cost Sharing of 4.887% for classic police members.

Staff Contact

Sheila McShane, Human Resources Manager - 530-661-5807,
Sheila.mcshane@cityofwoodland.org

Attachments: [Exhibit to Amend Cost Share for Police Classic Members](#)
[Ordinance to amend PERSO contract 2013.doc](#)

7. [13-245](#) SUBJECT: Authorize Principal Civil Engineer Position

Recommendation for Action

Staff recommends that the City Council authorize a new Principal Civil Engineer Position

Staff Contact

Brent Meyer, City Engineer, 530-661-5947,
brent.meyer@cityofwoodland.org

G. REPORTS OF THE CITY MANAGER

8. [13-223](#) SUBJECT: Woodland General Plan Update - Community Vision and Guiding Principles, Opportunities and Challenges Report, and Revised Schedule

Recommendation for Action

Staff recommends that the City Council:

- 1) Review and comment on the draft Community Vision and Guiding Principles (Attachment A);
- 2) Receive the Opportunities and Challenges Report (Attachment B) and provide comment comments for consideration and inclusion in the report;
- 3) Direct staff to utilize these as working documents along with the other General Plan background information in the next phase of the General Plan Update processes of developing the General Plan policies and land use scenarios;
- 4) Accept the revised General Plan Update schedule as outlined in this report.

Staff Contact

Ken Hiatt, Community Development Director; 530-661-5930;
ken.hiatt@cityofwoodland.org

Attachments: [Attachment A - Woodland Vision Brochure](#)
[Opportunities and Challenges 9.10.13 LOW.pdf](#)

9. [13-239](#) SUBJECT: Authorize the Use of City Property for the Construction of the Woodland-Davis Clean Water Agency (WDCWA) Project Facilities

Recommendation for Action

Staff recommends that the City Council authorize the Use of City Property for the Construction of the Woodland-Davis Clean Water Agency Project Facilities and Direct Staff to Come Back to the Council with a Lease Agreement.

Staff Contact

Doug Baxter, Project Manager, 530-661-5975,
doug.baxter@cityofwoodland.org

Attachments: [Summary of Solids Management Options](#)

10. [13-250](#) SUBJECT: Consideration of Ballot Measure to Replace Measure V ¼ Cent Sales Tax Expiring June 2014

Recommendation for Action

Staff recommends that the City Council direct staff to assess options for a possible June 2014 ballot measure to replace the city's expiring ¼ cent sales tax (Measure V), and return to Council in November for a full discussion and further direction.

Staff Contact

Paul Navazio, City Manager - 530 661-5800,
paul.navazio@cityofwoodland.org

Attachments: [Tentative Timeline](#)

H. SUCCESSOR AGENCY REGULAR REPORTS

11. [13-232](#) SUBJECT: Consideration of Resolution approving an Owner Participation Agreement with Ronald S. Caceres and Elizabeth S. Caceres, DBA: Caceres Family Trust, for the purchase of certain maintenance covenants for façade improvements on the Sofy's Building, located at 540 Main Street and 412 First Street

Recommendation for Action

It is recommended that the Successor Agency adopt Resolution No. ____ approving the Owner Participation Agreement and directing submittal of the Owner Participation Agreement to the Oversight Board and Department of Finance for approval.

Staff Contact

Wendy Ross, Economic Development Manager, 530 661-5921
wendy.ross@cityofwoodland.org

Attachments: [WDL SA Reso Approving OPA Caceres.doc](#)
[OPA 540 Main St 412 First St DRAFT 090613.doc](#)
[Exhibit 3 Elevations 540 Main St.pdf](#)

12. [13-240](#) SUBJECT: Consideration of Resolution No. ____ approving a proposed administrative budget for the period January-June 2014, pursuant to Health and Safety Code Section 34177(j)

Recommendation for Action

It is recommended that the Successor Agency adopt Resolution No. ____ approving and adopting the proposed administrative budget pursuant to Health and Safety Code Section 34177(j).

Staff Contact

Wendy Ross, Economic Development Manager, 530 661-5921
wendy.ross@cityofwoodland.org

Attachments: [WDL SA Reso adopting proposed admin budget](#)
[Administrative Budget](#)

13. [13-241](#) SUBJECT: Consideration of approval of Recognized Obligation Payment Schedule for the period January through June 2014, pursuant to Health and Safety Code Section 34177

Recommendation for Action

It is recommended that the Successor Agency adopt Resolution No. ____ approving and adopting the Recognized Obligation Payment Schedule (ROPS) covering the period January 1, 2014 through June 30, 2014.

Staff Contact

Wendy Ross, Economic Development Manager, 530 661-5921
wendy.ross@cityofwoodland.org

Attachments: [WDL SA Reso for Rops13 14B.doc](#)
[Woodland ROPS 13-14B](#)

I. ADJOURN

I declare under penalty of perjury that the foregoing Agenda for the Joint Regular City Council/Woodland Finance Authority Regular Meeting of the City of Woodland scheduled for September 17, 2013 was posted on September 13, 2013 in the outside display case at City Hall, 300 First Street, Woodland, CA, and was available to the public during normal business hours.

Stephanie Frank, Deputy 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.

Legislation Details (With Text)

File #: 13-230 **Version:** 2 **Name:**
Type: Consent Item(s) **Status:** Agenda Ready
File created: 9/9/2013 **In control:** City Council
On agenda: 9/17/2013 **Final action:**
Title: SUBJECT: Long Range Calendar
Recommendation for Action
Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.
Staff Contact

Ana Gonzalez, City Clerk - 530-661-5806, ana.gonzalez@cityofwoodland.org

Sponsors:**Indexes:****Code sections:**

Attachments: [Long Range Calendar 091713](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: September 17, 2013
SUBJECT: Long Range Calendar

Recommendation for Action

Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Staff Contact

Ana Gonzalez, City Clerk - 530-661-5806, ana.gonzalez@cityofwoodland.org

Background

This calendar is being provided for planning purposes only and is intended to keep the Council apprised of upcoming agenda items and better plan for upcoming Council meetings.

Prepared by: Ana Gonzalez
City Clerk

Paul Navazio, City Manager

Attachment

COUNCIL LONG RANGE CALENDAR

Items subject to removal and/or rescheduling

Tuesday, October 1, 2013

Reports due 9/17

Regular Meeting

CLOSED SESSION

Regional Parksite

PRESENTATIONS

Annual Pastor's Appreciation Day

CONSENT

Ashley Gate Rehabilitation CIP 14-12, Award Contract

Response to State of CA Proposed Regulations re Chromium 6

Sports Park Concession Use Agreement

Aquifer Storage and Recovery Contract

REGULAR

Public Information/Communications Plan

Predictive Policing

Update on Lower Cache Creek Flood Protection Project

Tuesday, October 15, 2013

Reports due 10/1

Regular Meeting

CONSENT

Community Development Department's Quarterly Status Report

Building Plan Check Budget Augmentation

YCVB MOU

REGULAR

Council District Elections – Recommendation from CAC on District Boundaries

General Plan Update – Growth projections; three alternatives review

Lasher Fee Deferral Agreement

Criteria for Evaluation and Adoption of Housing Element

Housing Element

Tuesday, November 5, 2013	Reports due 10/22	Regular Meeting
Public Hearing – Proposed Sewer Rate Adjustments		
FY 13/14 1 st Quarter Budget Update		
2013 Building Code Adoption		

Tuesday, November 19, 2013	Reports due 11/5	Regular Meeting
Tennis Court Ordinance		
Consideration of Options for Replacing Measure V ¼ Sales Tax		

FUTURE AGENDA ITEMS – DATE TO BE DETERMINED:

Weed Abatement Ordinance
 Verizon Cell Tower Communication License Agreement
 Amendments to Waste Management Franchise Agreement
 New Water Conservation Ordinance
 County food waste composting proposal

FUTURE STUDY SESSIONS (TBD):

City Council Goals/Progress Report
 Street/Sidewalk Annual Status Report
 Climate Action Plan
 Update Economic Development Strategic Plan
 Street/Road Maintenance - January 28

Legislation Details (With Text)

File #: 13-197 Version: 1 Name:
Type: Consent Item(s) Status: Agenda Ready
File created: 8/26/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Internal Audit of City of Woodland's Sewer System Management Plan

Recommendation for Action

Staff recommends that the City Council approve the Internal Audit of the Sewer System Management Plan (SSMP) for the past reporting year of July 1, 2012 to June 30, 2013.

Staff Contact

Mark Cocke, Senior Civil Engineer, 530-661-5898, mark.cocke@cityofwoodland.org

Sponsors:

Indexes:

Code sections:

Attachments: [SSMP FY 13 Internal Audit.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: September 17, 2013

SUBJECT: Internal Audit of City of Woodland's Sewer System Management Plan

Recommendation for Action

Staff recommends that the City Council approve the Internal Audit of the Sewer System Management Plan (SSMP) for the past reporting year of July 1, 2012 to June 30, 2013.

Staff Contact

Mark Cocke, Senior Civil Engineer, 530-661-5898, mark.cocke@cityofwoodland.org

Council Goal

Ensure that the City's physical infrastructure is planned, funded, and maintained to provide for current and future community needs, in support of commercial recreational, and environmental requirements and standards, while managing the overall cost consistent with available resources.

Fiscal Impact

There are no impacts beyond what is included in the present City Budget.

[Background](#) Report in Brief

In 2009 the City of Woodland met the regulatory requirements of the State of California, General Waste Discharge Requirements (GWDR) for Sanitary Sewer Systems Order 2006-0003 by completing and having certified by the City Council a Sewer System Management Plan (SSMP). The SSMP requires regular monitoring of the program, assessing the effectiveness of related activities, updating the program based on findings, and making the ongoing development of the SSMP available to the public. These objectives are accomplished during the process of an internal audit of the SSMP, and the certification and publication of that audit through this Council action.

Background

Internal audits of the City's SSMP are required by the GWDR every two years. Public Works and CDD Staff conduct annual performance reviews of the SSMP and combine the results of these reviews every two years to complete the internal audit. This performance review/audit process helps the SSMP document evolve over time to address identified deficiencies in the management, operations, and maintenance of the sewer collection system.

The purpose of the SSMP is to provide a written framework for the management, operations, and maintenance programs executed by the City, with the ultimate goal of maintaining the level of service provided to the sewer collection system while minimizing sanitary sewer overflows (SSO).

Discussion

This Council Communication summarizes the SSO history, by describing the number of SSO events over the past year and actions taken by the City Public Works staff in response to SSO events.

SSO History

<u>Fiscal Year</u>	<u>Lateral - SSO</u>	<u>Volume (Gallons)</u>	<u>Main-Line SSO</u>	<u>Volume (Gallons)</u>	
FY	09/10	33	1,719	0	
0					
FY	10/11	18	1,266	1	
400					
FY	11/12	20	1,419	0	

	0			
FY	12/13	17	1,737	0
	0			

Over the last two years the number of mainline SSO's, as well as the gallons released has been held to a minimum. The lateral-line SSO's have decreased by 15% but there was an increase in corresponding volume by 22% last fiscal year.

The majority of SSO events are associated with stoppages located within lateral connections to the City's main-line system where root intrusion and grease are the largest contributors. These two issues are being addressed through a root treatment program and the fats, oil, and grease program (FOG) public outreach. Staff treated over 19,100 feet of pipeline this year for prevention of root intrusion using a permitted foaming product and related equipment purchased two years ago.

Once notified, staff response to a SSO averages less than 1 hour, including after-hours and weekends. Following a stoppage removal, the line is inspected with a closed circuit television (CCTV) to ensure the stoppage has been successfully removed, to identify the cause, and to reveal any potential pipe structural anomalies that may exist. The City's post-stoppage CCTV activities have an averaged follow-up time of 1-3 days to CCTV and determine if further treatment or repair is needed.

Conclusion

Staff recommends that the City Council approve the Internal Audit of the Sewer System Management Plan (SSMP) for the past reporting year of July 1, 2012 to June 30, 2013.

Prepared by: Mark Cocke, Senior Civil Engineer

Reviewed by: Brent Meyer, City Engineer

Paul Navazio, City Manager

Enclosures: Sewer System Management Plan Program Audit City of Woodland FY12/13 SSMP Internal Audit



Sewer System Management Plan Program Audit

City of Woodland FY 2012/2013 SSMP Internal Audit

The City of Woodland is currently in compliance with all of the SSMP requirements as described in subsection D.13 of the General Waste Discharge Requirements (GWDR) for Sanitary Sewer Systems as described herein.

8/24/2013



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Memorandum

To: Paul Navazio, City Manager and/or Greg Meyer, Director of Public Works

From: Mark Cocke, Senior Civil Engineer

Date: 08/24/13

Subject: SSMP Program Audit Cover Letter
Annual SSMP Performance Review for 2012/2013

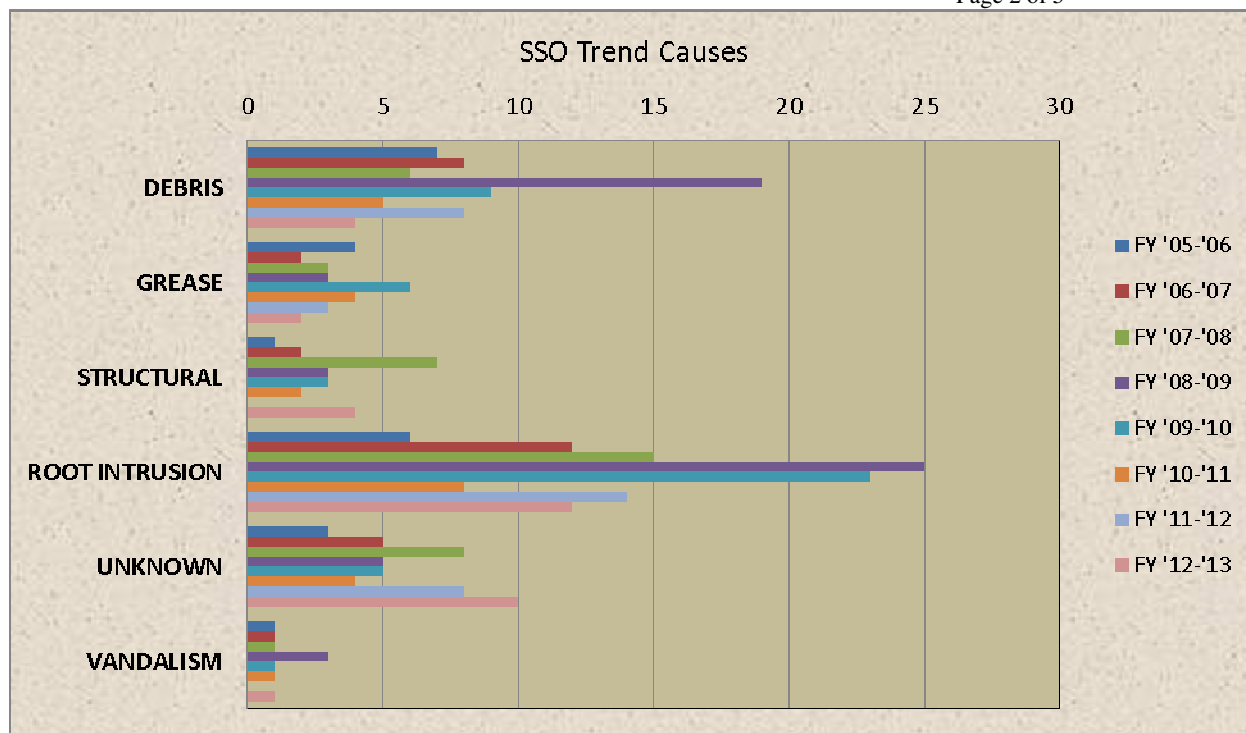
Regulatory Compliance

The City of Woodland is currently in compliance with all of the SSMP requirements as described in subsection D.13 of the GWDR.

Objectives

This memorandum summarizes the performance of the City of Woodland's Sewer System Management Plan (SSMP) for FY 12/13. The purpose of the SSMP is to provide a written framework for the management, operation, and maintenance programs executed by the City, with the ultimate goal of maintaining the level of service of the sewer collection system while minimizing sanitary sewer overflows (SSOs). This review is completed as part of the annual audit process described in sections ix and x of the City's SSMP. This process helps the SSMP document to evolve over time to address identified deficiencies in the management, operation, and maintenance of the sewer collection system. This memorandum summarizes the following information:

1. SSO history, describing the number and nature of SSOs over the past eight years.
2. Summary of progress of further development of the SSMP elements which have a plan and schedule for full implementation.
3. Summary of how many SSMP elements were implemented over last year.
4. Effectiveness of the implemented SSMP elements.
5. What SSMP elements are planned to be implemented next year.
6. Description of additions and improvements to the collection system over the last year.
7. Description of the additions and improvements to the collection system planned for the upcoming year.
8. Review of performance indicators and overall summary of the past fiscal year with proposed modifications for implementation in fiscal year 13/14 in areas in need of improvement.



SSO History

FY12-13

<u>Lateral SSO's</u>	<u>Main SSO's</u>	<u>SSO volume lateral</u>	<u>SSO volume Main</u>
17	0	1,737	0

FY11-12

<u>Lateral SSO's</u>	<u>Main SSO's</u>	<u>SSO volume lateral</u>	<u>SSO volume Main</u>
20	0	1,419	0

FY10-11

<u>Lateral SSO's</u>	<u>Main SSO's</u>	<u>SSO volume lateral</u>	<u>SSO volume Main</u>
18	1	1,266	400

FY09-10

<u>Lateral SSO's</u>	<u>Main SSO's</u>	<u>SSO volume lateral gallons</u>	<u>SSO volume Main</u>
33	-	1,719	-

The majority of SSO's are associated with lateral connections to the City System which in fiscal years 09-11 included private SSO's. Overall root intrusion and some debris/vandalism are being addressed

through root treatment program in FY 12/13 and public outreach. All SSO response is within minutes of notification including after hours emergencies. A CCTV inspection is typically done of the pipes in the area that day or within 3 days. Documentation of investigations is still being refined in FY 12/13. For FY 13/14 Cityworks' documentation will be changed to include lateral camera documentation as CCTV follow-up for lateral SSO's and foaming treatment will be included in Cityworks Work Orders.

Progress on development of SSMP elements

The SSMP audit has identified some elements that need refinement in the frequency of data collection and type of data collected for both the utility maintenance workers and management staff. Some elements only need to be collected on an annual basis. Some new data needs to be collected to facilitate data collection for the SSMP and analysis of future needs. Furthermore, the communication plan for the SSMP was not completely implemented and progress of finishing the implementation will happen in FY 13/14. Overall, the SSMP is 96% complete. Further development of the communication plan will be done in FY 13/14. Staff will be working with Kim Floyd in website development and communication material for future sewer rate increase process.

How SSMP elements were implemented over last year

The CACIP module problems have stemmed from the technical problems of building a database and interfacing it with the GIS system. The GIS technicians have improved the linkage between CCTV data and the rating system of the sewer system main lines. Contracted work was started at the end of FY 12/13 to connect this information to the CACIP module. In the mean time, there is ~ \$16.3.M in the 10 year CIP plan for sewer and lateral repair/replacement. Not all of these projects are scheduled because current rates will not support them. The draft sewer rate study was completed at the end of FY 12/13.

Despite these problems, it should be noted that the number of sewer mainline repairs are done because of problems identified through the CCTV program greatly exceeds the number of repairs associated with SSO's. The majority of SSO's are associated with lateral connections to the City System. The problems are dominated by roots and Orangeburg pipeline failures. The City began a root treatment program in FY 9-10 and created a CIP Orangeburg Lateral Replacement Project.

There was a pipeline failure in Sycamore Ranch at the end of FY 10-11 that cost the City ~ \$350K to repair. A CCTV program was implemented in August of 2011. The major problem appears to be settlement of the deep manholes. This pattern of problems indicates a need for modification of our standards with respect to installation of sewer projects in areas of high groundwater and weak soils. Standards will be developed to reflect the need for analysis in future deep sewer development projects.

Effectiveness of the implemented SSMP elements

The CCTV program continues to find problems in main lines before a SSO occurs. The Operations crew keeps the Engineering department informed of pipeline failures and causes. While the documentation and communication elements of the SSMP were not fully implemented due to staff changes and technical difficulties, the use of City works and other software has helped in documenting the efforts of staff to meet the intent of the SSMP in reducing SSO's in the City.

What SSMP elements are planned to be implemented next year

There is a need to change standards to include an analysis of settlement of manholes in high groundwater areas. Work will continue on implementation and training of staff on the CACIP module. With repair and reinstallation of the trunk line flow monitors, the gathering of dry and wet flow data from trunk lines to calibrate sewer model has continued through FY 12/13. While discussions with City Council and Infrastructure have not occurred to date, these discussions are planned for FY 13/14 to discuss and gather their support for new ordinances on lateral connections to mandate the installation of cleanouts behind the walk, and elimination of private Orangeburg laterals on repair of any lateral on house sale. The SSMP audit demonstrated the need to begin formal quarterly meetings with responsible staff on the implementation of the SSMP for trouble shooting and documentation.

The Beamer and Gibson trunk lines were cleaned and CCTV'd in the last quarter of FY 12/13. These two trunklines are the largest sewer assets that remained to be examined and evaluated. This information will drive prioritization of sewer line repair in FY 13/14. There are several large diameter repairs that have been identified but are being delayed to see if they need to be coupled with repairs on the other large diameter trunk lines.

Description of additions and improvements to the collection system over the last year

The major accomplishments in CIP implementation of the FY 12/13 Fiscal Year were progress in model calibration, identification of system deficiencies for inclusion in the CIP Budget, and inclusion of the identified CIP Projects in Sewer Rate Study.

The purchase of in-house foaming equipment for root control and staff training on equipment has reduced the risks for lateral SSO's because the root SSO locations are being put on an annual pretreatment program. Investigation of all lateral and lateral failures was started at the end of fiscal 10-11 and is continuing. The crews foamed 19,106 feet of pipeline in FY 12/13. The Crews cleaned over 202,000 feet of sewer and CCTV'd over 178,000 feet of the sewer system.

Description of the additions and improvements to the collection system planned for the upcoming year

The flow monitors have been collecting wet and dry weather flow data for continued model calibration and system observation. Other planned repair work will be done on the Kentucky Trunk including replacing a section of cast-in-place sewer line with VCP. Two new lateral cameras and a CCTV Van will be purchased to increase the amount of CCTV data gathered by the Crews. The foaming program will be expanded to also treat mainlines.

Review of Performance

Attached to this memorandum are performance indicator assessment sheets, which summarize the collection of specific data, intended to provide a basis by which performance in various areas related to the management and operation of the sewer collection system are measured. A responsible person is assigned to each performance indicator assessment sheet. Each quarter, each responsible person collects the data related to their assigned performance indicator assessment sheet and provides an interim rating of the City's performance. At the end of the one year auditing period, final assessments, and recommendations for performance improvement are made. This process is described in section ix of the City's SSMP. Attached is a summary of the performance indicators tracked by the City and performance in each area with explanation of why goals were not met and actions taken or to be taken in the next FY for future performance improvements and modifications to the SSMP. Overall, the 62 performance indicators had only 12 below goal PI's in FY12/13, an improvement over last FY's 14 below goal performance indicators. The main issues with not meeting performance indicator goals were generally due to lack staffing, non-communication with staff on tracking for the SSMP, and a delay in training of staff on the CACIP module. These are all addressed in the summary spreadsheet and FY 13/14 audit should see a marked decrease in below goals.

Attachments:

- Performance Indicator Assessment Sheets (23 PI forms)
- Summary of Performance Indicator Spreadsheet FY 12/13

	City of Woodland SSMP Performance Indicator Summary FY 12/13			
	Performance Indicator	Ratings FY 12/13	Reason	Action taken
Audits	Audits			
Audits	Annual Council Presentation	Acceptable		Council Presentation scheduled for 9/17/13, Due to Ken by 8/27/13
Audits	Peer - Review of SSMP audits	Excellent		
CCTV	CCTV			
CCTV	Feet inspected with CCTV / year	Good		
CCTV	Pipe segments inspected / year	Excellent		
CCTV	Footage inspected / 16 work hours	Below Goal		
CCTV	% Passing quality control check	Below Goal	CCTV Van is unreliable and constantly breaking down	A new CCTV Van will increase the amount of pipe inspected, FY 14 budgeted new van
CMMS&GIS	CMMS&GIS			
CMMS&GIS	% population of key GIS attribute fields for gravity sewer mains	Below Goal	Key attributes are missing from GIS	Miguel and Vince to do training with Crew on mandatory fields in IT pipes/cityworks
CMMS&GIS	% population of key GIS attribute fields for sewer manholes	Below Goal	Key attributes are missing from GIS	Miguel and Vince to do training with Crew on mandatory fields in IT pipes/cityworks
CMMS&GIS	Year-to-date % of CityWorks work orders that have been closed-out	Good		
Codes & Ordinances	Codes & Ordinances			
Codes & Ordinances	Time since last meeting to discuss list of Ordinance/Code updates based on sewer-specific issues	Below Goal	Need to discuss Sewer Ordinance on Orangeburg laterals	Bring this forward to the infrastructure committee after meeting on ordinance in FY 14
Codes & Ordinances	Time since last actual update to Ordinances/Codes based on sewer-specific issues	Acceptable	Sewer Rate Study has taken longer than anticipated	
Communication Program	Communication Program			
Communication Program	% Communication Activities Completed	Acceptable	73% complete	Kim Floyd will update SSMP communication plan for public outreach efforts
Communication Program	# of Public Comment Email Responses	N/A		
Communication Program	% Public Comment Emails Responded To	Excellent		
Employee Recognition	Employee Recognition			
Employee Recognition	Time since last awards/letters distribution: Operation & Maintenance staff	Good		Removed two PIs because they were not part of the program any longer
FOG Control	FOG Control			
FOG Control	% reduction of FOG-related SSOs compared to previous year	Excellent		
FOG Control	Frequency of PPP permits inspections	Good		
FOG Control	Annual # of FOG control public education events	Excellent	Mark S. includes all times when info is distributed to public	
FOG Control	Time since last coordination meeting with Environmental Compliance and O&M staff	Acceptable		
HVVC	HVVC			
HVVC	Feet cleaned / year	Good		
HVVC	Pipe segments cleaned / year	Excellent		
HVVC	Footage cleaned / 16 work hours	Below Goal	Staffing must safely set-up each cleaning which takes time	Revise data collection method or parameters of the performance indicator FY 14
HVVC	% Pipe segments pre-cleaned prior to CCTV inspection	Below Goal	Staff is not filling out IT pipes with pre-jetting info	Miguel to make pre-jetting a mandatory field
Mapping	Mapping			

	City of Woodland SSMP Performance Indicator Summary FY 12/13			
	Performance Indicator	Ratings FY 12/13	Reason	Action taken
Mapping	Average time for redline updates	Excellent		
Mapping	Time since last GIS redline markup export and update of CAD maps for field changes completed	Acceptable		
Mapping	Average time for rehab & replacement updates	Acceptable		
Mapping	Average time for “new development” updates	Excellent		
O&M Funds	O&M Budgeting			
O&M Funds	Funding provided for O&M budget	Good		
O&M Funds	O&M operation cost	Good		
PM Effectiveness	PM Effectiveness			
PM Effectiveness	% of work orders that are emergencies	Good		
PM Effectiveness	% of Labor and Material Costs that is Emergency	Below Goal	35% due to high priorities in 1st & 4th Quarters	Goal might need to be re-adjusted for the actual cost of emergency work
PM Effectiveness	% of Labor and Material Costs that is Emergency Work on Private Laterals	Excellent		
PM Frequencies	PM Frequencies			
PM Frequencies	% Completion of closed-out work orders vs. expected preventative maintenance work orders	Good		WO are done every week/quarter, make sure only routine inspection as the description
PM Frequencies	Frequency of thorough lift station inspection / maintenance	Excellent		
R&R Funds	R&R Funds			
R&R Funds	Annual R/R funding provided as % of sewer system value	Excellent		Update the GASB34 financial value for the sewer system through Finance
R&R Funds	Annual funding provided for R/R program vs. CA&CIP cost projections	Below Goal	CACIP linked to CCTV data but not trained to run module	Engineering/GIS staff/O&M training on CACIP Module in Oct 2013
R&R Program	R&R Program			
R&R Program	% of CCTV inspected assets that have been evaluated in the CA&CIP Module	Below Goal	CACIP linked to CCTV data but not trained to run module	Engineering/GIS staff/O&M training on CACIP Module in Oct 2013
R&R Program	% of assets with risk ratings of 4 or 5 that have CIP “actions” assigned	Below Goal	CACIP linked to CCTV data but not trained to run module	Engineering/GIS staff/O&M training on CACIP Module in Oct 2013
R&R Program	% of scheduled CIPs designed or in construction	Below Goal	CACIP linked to CCTV data but not trained to run module	Engineering/GIS staff/O&M training on CACIP Module in Oct 2013
R&R Program	# of line failures per 100 miles of pipe	Excellent		
Replacement Parts	Replacement Parts			
Replacement Parts	Frequency of Fleet equipment and replacement part inventory review	Good		Possilbly change to annually
Replacement Parts	Frequency of pipeline / manhole equipment and replacement part inventory review	Good		
Replacement Parts	Frequency of lift station equipment and replacement part inventory review	Good		
SECAP	SECAP			
SECAP	Ratio of peak WWF to peak DWF	Excellent		
SECAP	Time since last hydraulic model update	Excellent		
Service Requests	Service Requests			
Service Requests	Response time for urgent calls	Acceptable		

	City of Woodland SSMP Performance Indicator Summary FY 12/13			
	Performance Indicator	Ratings FY 12/13	Reason	Action taken
Service Requests	Response time for routine calls	Good		Need to keep Qtrly Mtg to go over any unattached service requests
Service Requests	Average # of service calls / 100 miles of pipe	Good		
SSO Mitigation	SSO Mitigation			
SSO Mitigation	% captured of SSO (flat, 1-5%)	Excellent		
SSO Mitigation	Average time to investigate SSO with CCTV	Excellent		
SSO Mitigation	% complete on-line reporting for category 3 spills	N/A	Decision was made during the FY to stop reporting private lateral SSO's on-line as no other city does report private lateral SSO's	performance indicator does not apply and should be removed FY14
SSO Prevention	SSO Prevention			
SSO Prevention	# of SSOs / 100 miles / year	Excellent		
SSO Prevention	% reduction of SSOs from previous year	Excellent		
SSO Prevention	# of repeat SSOs / 3 years	Excellent		
SSO Response	SSO Response			
SSO Response	SSO response time during normal hours	Good		
SSO Response	SSO response time after normal hours	Excellent		
Staffing	Staffing			
Staffing	% of vacant positions	Acceptable		Filling UMIII in FY 14 but position has been unfilled for 2 years
Standards Update	Standards Update			
Standards Update	Time since last meeting to discuss list of design standard updates based on sewer-specific issues	Good		
Standards Update	Time since last actual update to design standards based on sewer-specific issues	Acceptable		
Training	Training			
Training	Frequency of tabletop / tailgate training	Acceptable		
Training	Frequency of field / equipment training	Good		
Training	Frequency of SSO response training	Good		

Goal:	SSMP Audits and Updates				
Responsible Person (RP):	Senior Civil Engineer				
Description of Performance Indicator(s) (PIs):					
The PIs listed below quantify efforts to present the findings of SSMP performance evaluations to City Council and other peer agencies, with the purpose of receiving valuable feedback on performance and possible improvements to existing procedures and programs.					
PIs and Data Collection Methods:					
1. <i>Was an annual report prepared and presented to City Council based on the SSMP performance indicator review process?</i> Data Collection Method: Keep track manually.					
2. <i>The frequency with which a peer-review of the City SSMP, a SSMP Audit, or SSMP performance evaluation (i.e. annually summary of performance indicator tracking process) is completed by a comparable agency.</i> Data Collection Method: Keep track manually. A file of all peer reviews should be kept.					
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Annual Council presentation	No	Yes	-	-
2	Time since last peer-review of SSMP, SSMP Audits, or SSMP Performance Evaluations	> 5 years	2-5 years	1-2 years	< 1 year

Periodic Performance Tracking				
Date	Measured Value			Performance Assessment Comments
FY 12/13	Goal	1	2	1. FY 11/12 Audit went to council on 10/2/12 2. SSMP City Audit was completed on 8/15/12
	Value	yes	9 mo	
Annual Performance Assessment / Recommendations for Updates				
FY 12/13 1. Acceptable – Council to reviewed SSMP internal Audit in October of 2012. 2. Excellent – SSMP internal audit finished in August of 2012. Recommendation #1: Acceptable Recommendation #2: Excellent				

Signature of Responsible Person: (sign when complete)	Date:
<i>Mark Coche</i>	8/15/13

Goal:**Closed Circuit Television (CCTV) Inspections****Responsible Person (RP):**

Utility Supervisor

Description of Performance Indicator(s) (PIs):

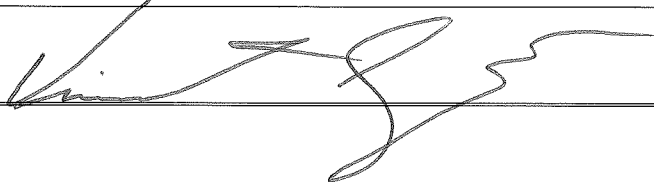
CCTV inspections are conducted using a standardized protocol to supply sufficient data for use in capital improvement project planning. The PIs listed below quantify efforts to complete CCTV work according to system-wide inspection frequency goals, and to complete the work both efficiently and with high quality.

PIs and Data Collection Methods:

1. *The total footage of the collection system inspected per year with CCTV.*
Data Collection Method: Determine year-to-date CCTV inspection footage production from central crystal report, and project to year-end production.
2. *The total number of pipe segments inspected with CCTV per year.*
Data Collection Method: Determine year-to-date CCTV inspection pipe production from central crystal report, and project to year-end production.
3. *The average footage inspected per 16 hours of work (one full day for a crew of 2).*
Data Collection Method: Determine year-to-date CCTV effort hours expended from central crystal report, and divide by 16 to determine the number of equivalent 16-hour blocks worked. Divide the year-to-date footage inspected (also from central crystal report) by the number of 16 hour blocks worked to determine average daily crew production.
4. *The percentage of CCTV surveys that pass quality control standards (not more than one defect omitted per 100 feet of pipe inspected) by Utilities Engineering during review using the CACIP Module.*
Data Collection Method: Determine total number of CCTV inspections completed in the year-to-date with a "pass" or "fail" in the QA/QC field from the central crystal report. Calculate the percent passing as those inspections with a "pass" divided by the total number with either a "pass" or "fail" assigned.

	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Feet inspected with CCTV / year	< 100,000	100,000-170,000	170,000-200,000	> 200,000
2	Pipe segments inspected / year	< 400	400-600	600-800	> 800
3	Footage inspected / 16 work hours	<1500	1500-1750	1750-2000	> 2000
4	% Passing quality control check	< 90%	90%	95%	98%

Periodic Performance Tracking						
Date	Measured Value					Performance Assessment Comments
FY 12-13	Goal	1	2	3	4	4. QA/QC field not in use because staff needs training on CACIP module.
	Value	171,577	1,213	1,395	N/A	
Annual Performance Assessment / Recommendations for Updates						
FY 12-13 Ratings: 1. Good 2. Excellent 3. Below Goal 4. Below Goal Recommendation #1: A new CCTV Van will increase the amount of pipe inspected Recommendation #2: A new CCTV Van will increase the amount of pipe inspected Recommendation #3: A new CCTV Van will increase the amount of pipe inspected Recommendation #4: Staff needs training on CACIP module and anticipates training in Oct 2013.						

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:**Computerized Maintenance Management System (CMMS) & Graphical Information System (GIS)****Responsible Person (RP):**

GIS Network Specialist

Description of Performance Indicator(s) (PIs):

The PIs listed below quantify the efforts required to maintain a robust population of attribute data within the City GIS that can be used to supplement the City's CA&CIP Module and hydraulic modeling efforts. Additionally, the City's effort to consistently close-out work orders is quantified, to ensure that scheduled work is completed in a timely manner.

PIs and Data Collection Methods:

1. *Percentage population of key attribute data for sewer collection system assets within GIS geodatabase for gravity sewer mains.*

Data Collection Method: Determine the % of values for the following fields in the GIS geodatabase SGravityMain table from the central crystal report: InstallDate, Material, WidthTop, UpstreamInvert, DownstreamInvert, Slope, DesignFlow, Condition, ConditionDate

2. *Percentage population of key attribute data for sewer collection system assets within GIS geodatabase for manholes.*

Data Collection Method: Determine the % of values for the following fields in the GIS geodatabase SManhole table from the central crystal report: InstallDate, Condition, ConditionDate, Elevation, BarrelDiameter, BarrelMaterial, Depth

3. *Percentage of year-to-date CityWorks work orders that are closed or completed.*

Data Collection Method: Determine the % of year-to-date CityWorks work orders that have been closed out or marked completed from the central crystal report.

	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	% population of key GIS attribute fields for gravity sewer mains	< 80%	80-90%	90-95%	95-100%
2	% population of key GIS attribute fields for sewer manholes	< 80%	80-90%	90-95%	95-100%
3	Year-to-date % of CityWorks work orders that have been closed-out	< 80%	80-90%	90-95%	95-100%

Periodic Performance Tracking					
Date	Measured Value				Performance Assessment Comments
1 st Qtr	Goal	1	2	3	1&2. IT Pipe imports to GIS, crew might not be filling – in all attributes 3. 216 of 276 closed/completed or 78%
	Value	60%	23%	78%	
2 nd Qtr	Goal	1	2	3	1&2. IT Pipe imports to GIS, crew might not be filling – in all attributes 3. 290 of 326 closed/completed or 89%
	Value	60%	23%	89%	
3 rd Qtr	Goal	1	2	3	1&2. IT Pipe imports to GIS, crew might not be filling – in all attributes 3. 203 of 219 closed/completed or 92%
	Value	60%	23%	92%	
4 th Qtr	Goal	1	2	3	1&2. IT Pipe imports to GIS, crew might not be filling – in all attributes 3. 329 of 366 closed/completed or 90%
	Value	61%	34%	90%	
Annual Performance Assessment / Recommendations for Updates					
FY 12/13 Ratings					
1. Below Goal – Key attributes are missing from GIS					
2. Below Goal – Key attributes are missing from GIS					
3. Good – 92% closed/completed work orders for FY 12/13					
Recommendation #1: Evaluate Goal, determine if fields are key attributes.					
Recommendation #2: Evaluate Goal, determine if fields are key attributes.					
Recommendation #3: Tailgate meeting to discuss marking complete/closed on workorders.					

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:		Maintaining Codes and Ordinances			
Responsible Person (RP): Senior Civil Engineer					
Description of Performance Indicator(s) (PIs):		The PIs listed below quantify the efforts to keep the City Codes and Ordinances current with known or upcoming changes in regulatory issues. This effort involves keeping a list of recommended updates to the codes and ordinances, which is reviewed by all parties with responsibility over the collection system and updated on a consistent basis. PIs and Data Collection Methods: 1. <i>The frequency with which the list of required/requested updates to the City Code and Ordinances is maintained and discussed with O&M, Engineering, Environmental Compliance, and Management with regard to sewer-specific issues.</i> Data Collection Method: Keep track manually. Current list of updates, and meeting notes from past meetings should be available. 2. <i>The frequency with which the Municipal Code is revised to incorporate the list of required/requested sewer-specific updates.</i> Data Collection Method: Keep track manually. A file of completed updates and/or new ordinances specific to the sewer collection system should be kept.			
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Time since last meeting to discuss list of Ordinance/Code updates based on sewer-specific issues	> 5 Years	2-5 years	1-2 years	< 1 year
2	Time since last actual update to Ordinances/Codes based on sewer-specific issues	> 10 Years	5-10 years	2-5 years	< 2 years

Periodic Performance Tracking				
Date	Measured Value			Performance Assessment Comments
FY 12/13	Goal	1	2	1. Discussions with CDD director on sewer ordinance changes in Dec 2012. 2. 8 years since 2005 Sewer Rate Study/Increase
	Value	<1	8	
Annual Performance Assessment / Recommendations for Updates				
FY 12/13 Ratings - Below Goal – time since last meeting on code update out of range - Acceptable - time since last code update within range Recommendation #1: Bring this forward to the infrastructure committee after meeting on ordinance. Recommendation #2: FY 13/14 planned sewer rate study finalized.				

Signature of Responsible Person: (sign when complete)	Date:
<i>Mark Cohe</i>	8/14/13

Goal:	Communication Program
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Responsible Person (RP): Senior Civil Engineer
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Description of Performance Indicator(s) (PIs):

The PIs listed below quantify the efforts to communicate with the public on a regular basis concerning the development and status of the City SSMP.

PIs and Data Collection Methods:

1. *Based on the current SSMP phase as described in the Communication Plan (Development, Implementation, Performance phases) in SSMP section xi, the percentage of communication activities completed that have been scheduled per the Communication Plan Table to-date.*
Data Collection Method: Keep track manually. RP should develop a file for documenting communication activities and completed dates.
2. *Total number of year-to-date public comment email responses.*
Data Collection Method: The City's public comment email link should be set up to deliver emails directly to the RP. The RP should keep a separate folder specifically for filing SSMP public comment emails and responses. There is no goal set for this PI. The RP only needs to document the total number of responses.
3. *The percentage of public comment emails received that were responded to.*
Data Collection Method: RP will use Microsoft Outlook to determine the number of year-to-date comment emails received, and determine the number of year-to-date responses and determine the response percentage.

	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	% Communication Activities Completed	< 70%	70-80%	80-90%	90-100%
2	# of Public Comment Email Responses	N/A	N/A	N/A	N/A
3	% Public Comment Emails Responded To	< 80%	80-90%	90-95%	95-100%

Periodic Performance Tracking					
Date	Measured Value				Performance Assessment Comments
FY 12-13	Goal	1	2	3	1. Sewer Rate Increase/Study scheduled for FY 14 2. Total of 6 sewer specific emails were received by <u>pubworks@cityofwoodland.org</u> 3. All 6 were responded to
	Value	73%	N/A	100%	
Annual Performance Assessment / Recommendations for Updates					
1. Acceptable - Majority of information is completed by the Environmental Compliance Specialist. 3. Excellent – All 6 emails were responded to in an appropriate amount of time. Recommendation #1: Dedicate time to updating SSMP and website for public outreach. Recommendation #2: None. Recommendation #3: None.					

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

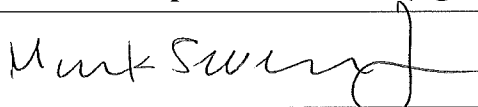
Goal:		Employee Recognition			
Responsible Person (RP): O&M Superintendent					
Description of Performance Indicator(s) (PIs): The PIs listed below quantify the efforts to publicly recognize employees for exceptional work and provide a letter of acknowledgement as part of the program. PIs and Data Collection Methods: 1. <i>The frequency with which awards are distributed to O&M staff.</i> Data Collection Method: Keep Track Manually					
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Time since last letters distribution: Operation & Maintenance staff	< 6 months	6 months	1 Quarter	1 month

Periodic Performance Tracking			
Date	Measured Value		Performance Assessment Comments
1 st Qtr	Goal	1	
	Value	3	
2 nd Qtr	Goal	1	
	Value	2	
3 rd Qtr	Goal	1	
	Value	3	
4 th Qtr	Goal	1	
	Value	1	
Annual Performance Assessment / Recommendations for Updates			
FY 12/13 Ratings: 1. Good– Total of 9 letters of acknowledgement received by O & M Staff Recommendation #1: None.			

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:		Fats, Oils, and Grease (FOG) Control Program			
Responsible Person (RP): Lab/Pre-Treatment Supervisor					
Description of Performance Indicator(s) (PIs): The PIs listed below quantify the efforts to operate an effective and efficient FOG control program.					
PIs and Data Collection Methods:					
1. <i>The percent reduction in sanitary sewer overflows (SSOs) and blockages requiring flushing attributed to FOG blockages from the previous year.</i> Data Collection Method: For the first year of tracking, simply report number of SSOs and blockages caused by FOG from the central crystal report. Report SSOs and blockages from both sewer mains and sewer laterals. After data is available from the first year of tracking, determine the year-to-date FOG-related SSOs and blockages from the central crystal report, project the number of events out to the total year, and compare to the previous year's events to determine % reduction.					
2. <i>The frequency of Pollution Prevention Program (PPP) permit holder inspections.</i> Data Collection Method: Divide the total number of PPP permit holders in the permit excel database by the number of inspection forms collected year-to-date, and project an equivalent inspection frequency in years. [Example: If there are 1,000 permit holders and 50 inspections are completed in the first 6 months of the year, the inspection frequency is: 1000 permits / 50 inspections / (12 mo / 6mo) = 10 years] [Note: when PPP program managed through CityWorks, a query can be set up to quantify inspections completed based on work-order records rather than counting inspection forms.]					
3. <i>The number of public education outreach events conducted per year.</i> Data Collection Method: Keep track manually. Project the year-to-date activity number out to the total year. The RP should keep documentation on all FOG Control public outreach events and activities in a file which can be reviewed to determine what activities have been conducted.					
4. <i>Time since last joint Environmental Compliance and O&M meeting to review FOG-related issues in the collection system.</i> Data Collection Method: Keep track manually. RP should keep file of meeting notes and action items from meetings.					
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	% reduction of FOG-related SSOs compared to previous year	< 0%	0-5%	5-10%	10-20%
2	Frequency of PPP permits inspections	> Annually	6-12 months	3-6 months	< Quarterly
3	Annual # of FOG control public education events	< 2	2-3	4-6	> 6
4	Time since last coordination meeting with Environmental Compliance and O&M staff	> 6 months	3-6 months	2-3 months	< 2 months

Periodic Performance Tracking						
Date	Measured Value					Performance Assessment Comments
1 st Qtr	Goal	1	2	3	4	1. Zero (0) incidents. This time period last year: 5 incidents. 2. Actual inspection rates for this quarter: FSBs - 100%, ARBs - 100% 4. Quarterly meetings
	Value	N/A	3 mo	22	1	
2 nd Qtr	Goal	1	2	3	4	1. Two (2) incidents. This time last year: 1 incident. 2. Actual inspection rates for this quarter: FSBs - 100%, ARBs - 100%
	Value	N/A	3 mo	18	1	
3 rd Qtr	Goal	1	2	3	4	1. One (1) incident. This time period last year: 1 incident. 2. Program was short-staffed this quarter. FSBs – 20%, ARB – 10%.
	Value	N/A	6 mo	1	0	
4 th Qtr	Goal	1	2	3	4	1. One (1) incident. This time period last year: 1 incident. 2. Actual inspection rates for this quarter: FSBs - 75%, ARBs - 75%
	Value	N/A	4 mo	0	1	
Annual Performance Assessment / Recommendations for Updates						
FY 12/13 – Ratings 1. Excellent - 7 incidents last year, 4 incidents this year. 43% reduction. 2. Good – Short staffed in Jan-Mar and new staff hired in late April for increased inspection rate. 3. Excellent, 41 outreach events conducted. 4. Acceptable – Met three times this FY, within 6 months. Pretreatment devices for businesses permitted under the City's Pollution Prevention Program are inspected on an ongoing basis: quarterly for Food Service Busnisses (FSBs) and Automotive Related Businesses (ARBs). Our goal is > 50% inspection rate for each category. SSO meetings between Environmental Compliance and O&M staff have been determined to be Quarterly. Recommendation #1: None. Recommendation #2: None. Recommendation #3: None. Recommendation #4: Try to keep quarterly meeting to discuss FOG issues.						

Signature of Responsible Person: (sign after annual review)	Date:
	8/14/13

Goal:		High Velocity Vacuum Cleaning (HVVC)			
Responsible Person (RP): Utility Supervisor					
Description of Performance Indicator(s) (PIs):		The PIs listed below quantify the effort to periodically clean hot spot pipes and support CCTV inspection by pre-cleaning pipes. PIs and Data Collection Methods: <i>The total footage of the collection system cleaned per year with HVVC.</i> Data Collection Method: Determine year-to-date HVVC footage production from central crystal report, and project to year-end production. <i>The total number of pipe segments cleaned with HVVC per year.</i> Data Collection Method: Determine year-to-date HVVC pipe cleaning production from central crystal report, and project to year-end production. <i>The average footage cleaned per 16 hours of work (one full day for a crew of 2).</i> Data Collection Method: Determine year-to-date HVVC effort hours expended from central crystal report, and divide by 16 to determine the number of equivalent 16-hour blocks worked. Divide the year-to-date footage cleaned (also from central crystal report) by the number of 16 hour blocks worked to determine average daily crew production. <i>The percentage of CCTV inspections that were conducted where pre-cleaning was completed.</i> Data Collection Method: Determine the number of year-to-date CCTV inspections that have been pre-cleaned from the central crystal report, and compare to the total number of year-to-date CCTV inspections completed (also from central crystal report).			
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Feet cleaned / year	< 170,000	170,000-200,000	200,000-250,000	> 250,000
2	Pipe segments cleaned / year	< 700	700-900	900-1000	> 1000
3	Footage cleaned / 16 work hours	< 3000	3000-4000	4000-5000	> 5000
4	% Pipe segments pre-cleaned prior to CCTV inspection	< 70%	70-80%	80-90%	> 90%

Periodic Performance Tracking						
Date	Measured Value					Performance Assessment Comments
FY 12-13	Goal	1	2	3	4	
	Value	202,948	1,152	2,332	12%	

Annual Performance Assessment / Recommendations for Updates

FY 12-13 Ratings:

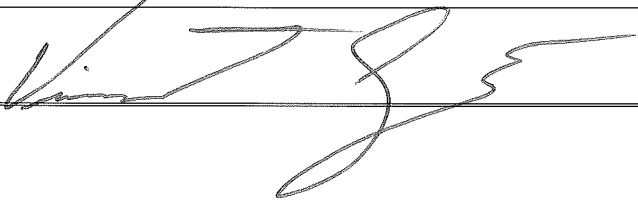
1. Good
2. Excellent
3. Below Goal – Staffing must safely set-up each cleaning which is not taken into consideration
4. Below Goal – Difficulty tracking pre-cleaning of CCTV inspections through Cityworks or GIS

Recommendation #1: None.

Recommendation #2: None.

Recommendation #3: Possibly revise data collection method or parameters of the performance indicator.

Recommendation #4: Discuss changing the tracking method for pre-cleaning.

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:**System Mapping****Responsible Person (RP):**

CAD Administrator/GIS Technician II

Description of Performance Indicator(s) (PIs):

The PIs listed below quantify the efforts to provide up-to-date maps of assets in the collection systems and other applicable facilities (i.e., stormwater facilities, waterways, etc.). This effort involves completing map change requests in a timely fashion. Map change requests come from three sources; namely, 1) variations observed in the field, 2) changes from rehabilitation or replacement, and 3) additional assets from new development.

PIs and Data Collection Methods:

1. *The average time to update GIS maps based on redlines received from O&M staff in the field through Redline Process.*

Data Collection Method: Determine the average completion time for field staff redline map updates completed in the year-to-date period from the central crystal report.

2. *Time since the last feature class export for redline changes from the GIS mapping system was completed for updating of the CAD mapping system due to redline markups made in the field.*

Data Collection Method: Keep track manually.

3. *The average time to update CAD/GIS maps based on as-builts (CADD, PDF, or MYLAR) received from rehabilitation or replacement projects.*

Data Collection Method: Keep track manually from Redlines filed within the year-to-date and logging-in as-builts.

4. *The average time to update CAD/GIS maps based on as-builts or design infrastructure received from new development.*

Data Collection Method: Keep track manually from redlines and as-builts log-in sheet filed within the year-to-date.

	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Average time for redline updates	> 2 months	1-2 months	1 month – 2 weeks	< 2 weeks
2	Time since last GIS redline markup export and update of CAD maps for field changes completed	> 2 years	1-2 years	1 year	< 1 year
3	Average time for rehab & replacement updates	> 2 years	1-2 years	1 year	< 6 months
4	Average time for “new development” updates	> 2 years	1-2 years	1 year	< 6 months

Periodic Performance Tracking						
Date	Measured Value					Performance Assessment Comments
1 st Qtr	Goal	1	2	3	4	4. 9/28/12 Gibson Ogden update
	Value	5 days	-	-	1	
2 nd Qtr	Goal	1	2	3	4	4. 10/11/12 Parkside update
	Value	4 days	-	-	1	
3 rd Qtr	Goal	1	2	3	4	4. 1/25/2013 Mickle Banks update
	Value	2 days	-	-	1	
4 th Qtr	Goal	1	2	3	4	3. Pioneer Widening development was exported from CADD and imported to GIS.
	Value	3 days	-	1	-	

Annual Performance Assessment / Recommendations for Updates

FY 12/13 Ratings

1. Excellent – 4 days average of the year, average does include holidays and weekends.
2. Acceptable – Redline Updates to CADD were done last FY 4th Qtr.
3. Acceptable – Rehab and Replacement Updates to GIS/CADD were done this 4th Qtr and FY 10/11 4th Qtr.
4. Excellent – New Development Updates to GIS/CADD were done in less than 6 months.

Recommendation #1: None.

Recommendation #2: May need to change the goal evaluate GIS is exported for CADD but can't control when uploaded into CADD.

Recommendation #3: None.

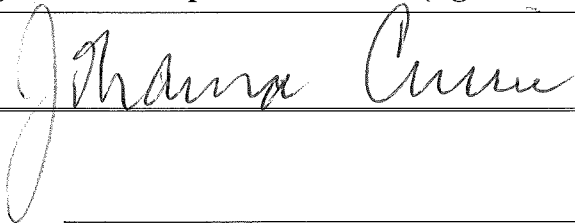
Recommendation #4: None.

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:	Operation and Maintenance Budgeting				
Responsible Person (RP): Management Analyst					
Description of Performance Indicator(s) (PIs): The PIs listed below quantify the efforts to sufficiently provide and utilize funds to effectively operate and maintain the collection system.					
PIs and Data Collection Methods:					
1. <i>The amount of funding provided for operating and maintaining the collection system per foot of main line pipe.</i> Data Collection Method: Determine annual funds allocated for operation and maintenance of the sewage collection system, and divide by the total gravity main and pressure main pipe footage from the central crystal report. [Note: This PI only needs to be tracked on an annual basis, not a quarterly basis.]					
2. <i>The annual cost of operating and maintaining the collection system per foot of main line pipe.</i> Data Collection Method: Determine actual year-to-date sewer system O&M costs from financial accounting system, and divide by the total gravity main and pressure main pipe footage from the central crystal report. Project the cost per foot to the year-end total cost per foot.					
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Funding provided for O&M budget	< \$1/ft/year	\$1-\$2/ft/year	\$2-\$3/ft/year	> \$3/ft/year
2	O&M operation cost	> budget	N/A	within budget	N/A

Periodic Performance Tracking				
Date	Measured Value			Performance Assessment Comments
FY 12/13	Goal	1	2	1. Good Rating - Total Sewer Main is 972,227 ft. 2. Good Rating – within budget
	Value	\$2.41/ft	\$1.81/ft	
Annual Performance Assessment / Recommendations for Updates				
Recommendation #1: none Recommendation #2: none				

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:		Preventative Maintenance Effectiveness			
Responsible Person (RP): O&M Supervisor					
Description of Performance Indicator(s) (PIs):		The PIs listed below quantify the effectiveness of the preventative maintenance program in limiting time and expenses required to respond to emergency calls and failures of the sanitary sewer system. PIs and Data Collection Methods: <i>The percentage of work orders that are emergency.</i> Data Collection Method: Determine from central crystal report. Emergency work orders include the following CityWorks priority categories: "priority 1" (emergency), "priority 2" (urgent), and "priority 9" (on-call). <i>The percentage of accountable labor and material costs that are attributed to emergency work versus regular preventative maintenance work.</i> Data Collection Method: Determine from central crystal report. Emergency work orders include the following CityWorks priority categories: "priority 1" (emergency), "priority 2" (urgent), and "priority 9" (on-call). <i>The percentage of accountable labor and material costs that are attributed to emergency work on private laterals.</i> Data Collection Method: Determine the total year-to-date work order costs (labor and materials) for all "priority 1" (emergency), "priority 2" (urgent), and "priority 9" (on-call) work orders associated with sewer laterals from the central crystal report. Determine the percentage of the total year-to-date work order costs (also from central crystal report) associated with the sewer collection system these "lateral emergency" work orders represent.			
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	% of work orders that are emergencies	> 40%	30-40%	20-30%	< 20%
2	% of Labor and Material Costs that is Emergency	> 30%	20-30%	10-20%	0-10%
3	% of Labor and Material Costs that is Emergency Work on Private Laterals	> 20%	10-20%	5-10%	0-5%

Periodic Performance Tracking					
Date	Measured Value				Performance Assessment Comments
	Goal	1	2	3	
FY 12/13	Value	25%	35%	0.9%	

Annual Performance Assessment / Recommendations for Updates

FY 12/13

1. **Good – 2% reduction from last year.**
2. Below Goal – 35% due to high priorities in 1st quarter and 4th quarter
3. Excellent - 0.9%

Recommendation #1: None.

Recommendation #2: Goal might need to be re-adjusted for the actual cost of emergency work.

Recommendation #3: None.

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:		Frequency of Preventative Maintenance (PM) Activities			
Responsible Person (RP): O&M Supervisor					
Description of Performance Indicator(s) (PIs):		The PIs listed below quantify the effort to ensure that work orders are being created to accurately document preventative maintenance activities, and that preventative maintenance activities are being completed as planned by management. PIs and Data Collection Methods: <i>Compare the number of closed-out work orders in the CMMS to the number of flushing and inspection work orders that should have been generated if all of the pipes on the weekly and quarterly cleaning routes were completed and determine the completion %.</i> Data Collection Method: Determine the total number of year-to-date closed-out preventative maintenance CCTV inspection and hydroflushing work orders from the central crystal report. Compare the number of closed-out work orders to the number of work orders that were expected based on the number of assets on the weekly and quarterly inspection and cleaning routes (excel files). <i>Frequency of thorough electrical and mechanical inspections of lift stations.</i> Data Collection Method: Keep track manually. Determine the number of thorough electrical/mechanical inspections conducted over the previous 2-year period for each lift station to determine the inspection frequency. Report the average inspection frequency for all lift stations. [Note: when lift station work orders are being managed through CityWorks, a query can be set up to determine the number of work orders completed over the last 2-year period and calculate the average inspection frequency.]			
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	% Completion of closed-out work orders vs. expected preventative maintenance work orders	< 75%	75-85%	85-95%	95-100%
2	Frequency of thorough lift station inspection / maintenance	> Biannually	Every 4-6 months	Every 3-4 months	< Quarterly

Periodic Performance Tracking				
Date	Measured Value			Performance Assessment Comments
FY 12/13	Goal	1	2	
	Value	91/108	2	91 closed PM WOs vs. 108 expected closed WOs - WPCF staff does bi-weekly pump down for scum and grease control.

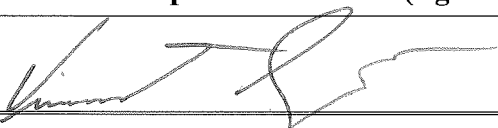
Annual Performance Assessment / Recommendations for Updates

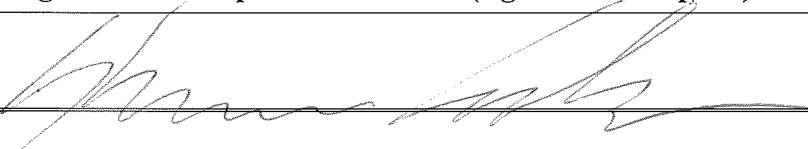
FY 12/13 Ratings

1. Good – 84% closed out work orders vs. expected PM work orders.
2. Excellent – Electrical visited sewer lift stations annually and WPCF maintains sewer lift stations bi-weekly tracks on paper and MP2 (maintenance management system) for WPCF.

Recommendation #1: None.

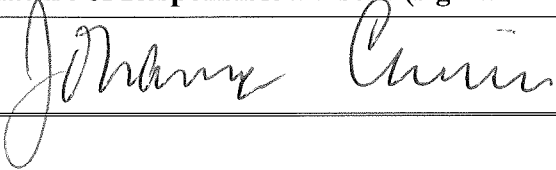
Recommendation #2: WPCF maintenance of the lift stations should be tracked through MP2 for reporting.

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:		Rehabilitation and Replacement (R/R) Funding			
Responsible Person (RP): Management Analyst					
<u>Description of Performance Indicator(s) (PIs):</u>		The PIs listed below quantify the efforts to provide sufficient funds for the R/R program to maintain or improve the condition of the collection system over time. <u>PIs and Data Collection Methods:</u> 1. <i>The percentage of the total system value as defined by GASB34 reporting budgeted for the year for R/R projects.</i> Data Collection Method: Manually compare total R/R funding provided to the value of the sewer collection system as determined by GASB34 reporting. [Note: this PI may be tracked on an annual basis, and does not need to be tracked quarterly.] 2. <i>The annual funding budgeted for R/R projects compared to the estimated funding required according to estimates produced by the CA&CIP Module.</i> Data Collection Method: Manually sum the total annual R/R funding provided vs. the funding required for the current year according to CIP bundles scheduled for the current year in the CA&CIP module. [Note: this PI may be tracked on an annual basis, and does not need to be tracked quarterly.]			
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Annual R/R funding provided as % of sewer system value	<1%	1.0%-1.5%	1.5%-2.0%	>2.0%
2	Annual funding provided for R/R program vs. CA&CIP cost projections	< needs from CA&CIP analysis	Consistent with needs from CA&CIP analysis	N/A	N/A

Periodic Performance Tracking				
Date	Measured Value			Performance Assessment Comments
FY 12/13	Goal	1	2	1. Based on GASB 34 2007 data 2. CA&CIP was revised to work with the CCTV database, just need training
	Value	3.04%	N/A	
Annual Performance Assessment / Recommendations for Updates				
FY 12/13 1. Excellent – FY 13 CIP sewer budget is \$5,000,000 + \$220,716 sewer O&M budget divided by \$171,219,200 GASB 34 2007 data 2. Below Goal Recommendation #1: Update the GASB 34 financial value for the sewer system. Recommendation #2: CA&CIP needs to work with CCTV database and once training is complete then the CA&CIP can be run with the CCTV scores.				

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:**Rehabilitation and Replacement (R/R) Program****Responsible Person (RP):**

Senior Civil Engineer

Description of Performance Indicator(s) (PIs):

The PIs listed below quantify the efforts to develop and implement an R/R program. This involves developing a CA&CIP Module for continually prioritizing line segments to be identified for rehabilitation or replacement. Once prioritized line segments are identified and bundled into Capital Improvement Projects (CIPs), appropriate rehabilitation or replacement methods will be analyzed, designed, and constructed.

PIs and Data Collection Methods:

1. *The percentage of assets in the CA&CIP Module that have been CCTV inspected that have also been evaluated.*

Data Collection Method: Determine the percentage of CCTV inspected assets that have been evaluated in the CACIP from the central crystal report.

2. *The percentage of assets in the CA&CIP Module that have risk ratings from 4-5 that have a capital improvement "action" assigned.*

Data Collection Method: Determine the percentage of assets in the CACIP module with risk ratings of 4 or 5 that have capital improvement actions assigned from the central crystal report.

3. *The percentage of CIP bundles assigned to the previous year that are in design or construction.*

Data Collection Method: Manually determine the % based on determination of which CIP bundles assigned to the previous year in the CACIP Module are actually in design or construction.

4. *The number of annual main line structural pipe failures or breaks per 100 miles of pipe.*

Data Collection Method: Determine the number of SSOs caused by structural failures in gravity mains, force mains, and manholes from the central crystal report. Also determine the number of repairs or replacements of gravity mains, force mains, and manholes due to emergency structural problems from the central crystal report. Project the total number of year-to-date structural issues to year-end totals. Finally, determine the ratio of structural failures per 100 miles of pipe using the total length of sewer system gravity and pressure main piping (also found in the central crystal report).

	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	% of CCTV inspected assets that have been evaluated in the CA&CIP Module	< 75%	75-85%	85-95%	95-100%
2	% of assets with risk ratings of 4 or 5 that have CIP "actions" assigned	< 75%	75-85%	85-95%	95-100%
3	% of scheduled CIPs designed or in construction	< 60%	60-70%	70-80%	> 80%
4	# of line failures per 100 miles of pipe	> 4	3-4	2-3	< 2

Periodic Performance Tracking						
Date	Measured Value					Performance Assessment Comments
FY 12/13	Goal	1	2	3	4	1-3 Waiting for training on CACIP to meet goals.
	Value	-	-	-	1.6	
Annual Performance Assessment / Recommendations for Updates						
FY 12/13 Ratings 1. Below Goal - CACIP module is being upgraded to interface with CCTV database work should be done in FY 12-13. 2. Below Goal - CACIP module is being upgraded to interface with CCTV database work should be done in FY 12-13. 3. Below Goal - CACIP module is being upgraded to interface with CCTV database work should be done in FY 12-13. CIP projects for lateral replacement and annual sewer repair are included in CIP budget. 4. Excellent - There was zero sewer main line associated SSO's. 3 repairs/replacements of gravity mains/manholes occurred due to emergency structural problems. Total # of structural failures was 3 and total # failures are 21. Only 1.6 structural failures per 100 miles of pipe for the system. Recommendation #1: CACIP linked with CCTV, training on CACIP for FY 13-14. Recommendation #2: CACIP linked with CCTV, training on CACIP for FY 13-14. Recommendation #3: CACIP linked with CCTV, training on CACIP for FY 13-14. Recommendation #4: None.						

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:		Replacement Parts			
Responsible Person (RP): Equipment Services Clerk / Utility Maintenance Worker / WPCF Operator					
Description of Performance Indicator(s) (PIs): The PIs listed below quantify the efforts to ensure that adequate reserves of replacement parts are available to respond to foreseeable emergency situations that may arise within the collection system.					
PIs and Data Collection Methods: 1. <i>Frequency with which the inventory of necessary equipment and replacement parts for fleet vehicles is reviewed and updated, and new parts ordered if needed.</i> Data Collection Method: Report generated through Fleet Software System semi-annually. 2. <i>Frequency with which the inventory of necessary equipment and replacement parts for pipeline and manhole repairs is reviewed and updated, and new parts ordered if needed.</i> Data Collection Method: Keep track manually. 3. <i>Frequency with which the inventory of necessary equipment and replacement parts for lift stations is reviewed and updated, and new parts ordered if needed.</i> Data Collection Method: Keep track manually.					
		Below Goal	Acceptable	Good	Excellent
1	Frequency of Fleet equipment and replacement part inventory review	>Annually	Annually / Semi-annually	Semi-annually / Quarterly	> Quarterly
2	Frequency of pipeline / manhole equipment and replacement part inventory review	>Annually	Annually / Semi-annually	Semi-annually / Quarterly	> Quarterly
3	Frequency of lift station equipment and replacement part inventory review	>Annually	Annually / Semi-annually	Semi-annually / Quarterly	> Quarterly

Periodic Performance Tracking					
Date	Measured Value				Performance Assessment Comments
1 st Qtr	Goal	1	2	3	1. Performed routine repairs and maintenance. Parts inventory was maintained to assure maximum operation of crucial equipment. 2. Ordered replacement parts to replenish used parts 3. Spare pump for Gibson pump station and redundant pump for Spring Lake Pump station. Bypass pumping capabilities for both pump stations utilizing 2 available gas powered pumps. Purchased of portable backup generator for the Gibson PS for additional emergency capability
	Value	Qtrly	1	1	
2 nd Qtr	Goal	1	2	3	1. Performed routine repairs and maintenance. Parts inventory was maintained to assure maximum operation of crucial equipment. 2. Ordered replacement parts to replenish used parts 3. Reviewed Inventory
	Value	Qtrly	1	1	
3 rd Qtr	Goal	1	2	3	1. Performed routine repairs and maintenance. Parts inventory was maintained to assure maximum operation of crucial equipment. 2. Ordered replacement parts to replenish used parts 3. Spare pump in stock for Gibson. Bypass pumping capabilities for both pump stations by tow portable pumps available at WPCF. A portable generator for the lift stations is also available at the WPCF for additional emergency capability
	Value	Qtrly	1	1	
4 th Qtr	Goal	1	2	3	1. Performed routine repairs and maintenance. Parts inventory was maintained to assure maximum operation of crucial equipment. 2. Ordered replacement parts to replenish used parts 3. Reviewed Inventory
	Value	Qtrly	1	1	

Annual Performance Assessment / Recommendations for Updates

FY 12/13 Ratings

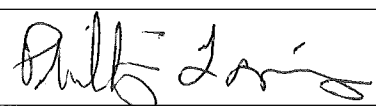
1. Good
2. Good – Ordering tracking is done through outlook calendar.
3. Good - Spare pump in stock for Gibson. Bypass pumping capabilities for both pump stations by tow portable pumps available at WPCF. A portable generator for the lift stations is also available at the WPCF for additional emergency capability.

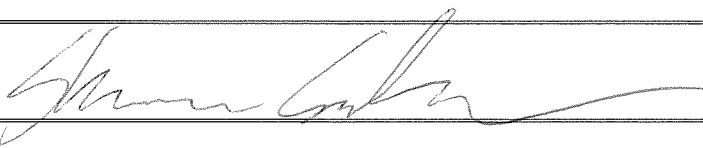
Recommendation #1: None.

Recommendation #2: None.

Recommendation #3: None.

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Signature of Responsible Person: (sign when complete)	Date:
	8/13/13

Goal:	Response to Service Requests					
Responsible Person (RP): Administrative Clerk						
Description of Performance Indicator(s) (PIs): The PIs listed below quantify the efforts taken to effectively respond to customer service calls. PIs and Data Collection Methods: <i>The average response time for an urgent call.</i> Data Collection Method: Determine the average response time for “priority 1” (emergency), “priority 2” (urgent), and “priority 9” (on-call) service calls from the central crystal report. <i>The average response time for a routine call.</i> Data Collection Method: Determine the average response time for “priority 3” (routine) service calls from the central crystal report. <i>Average number of service calls per 100 miles of pipe per year.</i> Data Collection Method: Determine the total number of year-to-date service calls from the central crystal report, project to year-end totals, and determine number of calls per 100 miles of main line gravity and pressure pipe.						
	Performance Indicators		Rating			
			Below Goal	Acceptable	Good	Excellent
1	Response time for urgent calls		> 1 day	1 day	8 hours	1 hour
2	Response time for routine calls		> 1 week	1 week	3 days	1 day
3	Average # of service calls / 100 miles of pipe		> 200	150-200	100-150	< 100
Periodic Performance Tracking						
Date	Measured Value				Performance Assessment Comments	
FY 12/13	Goal	1	2	3	1 & 2. Front desk must establish live contact with the Supervisor (or designate). No voice mail or e-mail will be accepted. 2. Reason is SR has no WO attached and the WO has the field to mark the action completed. 303 hrs. 3. 214 service requests	
	Value	11	36	116		

Annual Performance Assessment / Recommendations for Updates

FY 12/13 Ratings

1. Acceptable - Average response time for an urgent call is 11 hrs.
2. Good - Average response time for a routine service call is 36 hours.
3. Good – 116 is the average # of service calls/100 mi pipe.

Recommendation #1: None.

Recommendation #2: None.

Recommendation #3: None.

Signature of Responsible Person: (sign when complete)	Date:
	8/15/13

Goal:		System Evaluation and Capacity Assurance Program (SECAP)			
Responsible Person (RP): Senior Civil Engineer					
Description of Performance Indicator(s) (PIs):		The PIs listed below quantify the efforts to conduct an evaluation of the system and ensure sufficient capacity to convey expected wastewater flows. PIs and Data Collection Methods: <i>Ratio of peak wet weather flow to peak dry weather flow as monitored at the WWTP</i> Data Collection Method: Collect daily flow data for the largest wet weather event at the WWTP headworks year-to-date and compare to the average daily dry weather (summer) flows as reported by WWTP operators to determine the ratio. <i>Frequency of hydraulic model updates</i> Data Collection Method: Keep track manually. Hydraulic model updates include adjustments to parcel use information, system geometry (i.e. pipe sizes, inverts, locations), updates to I/I rates, etc. RP should keep a log of hydraulic model update activities.			
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Ratio of peak WWF to peak DWF	> 2.0 : 1	1.7:1 – 2.0:1	1.5:1 – 1.7:1	1.3:1 – 1.5:1
2	Time since last hydraulic model update	> 24 months	18-24 months	12-18 months	< 1 year

Periodic Performance Tracking				
Date	Measured Value			Performance Assessment Comments
FY 12/13	Goal	1	2	
	Value	Excellent	Excellent	
Annual Performance Assessment / Recommendations for Updates				
FY 12/13 Ratings - Excellent – 1/22/2013 Peak daily flow 5.71 mgd, July – Oct Average Dry Weather flow 4.52 mgd, Ratio 1.26 - Excellent – Hydraulic model updated and run on 12/12 from Waterworks Engineering Recommendation #1: None. Recommendation #2: None.				

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:**Mitigation of Sanitary Sewer Overflows (SSOs)****Responsible Person (RP):**

O&M Supervisor

Description of Performance Indicator(s) (PIs):

The PIs listed below quantify the efforts taken to mitigate any SSOs that occur.

PIs and Data Collection Methods:

1. *The percent of SSO volume capture in flat areas (i.e. slopes of 1-5%).*

Data Collection Method: Calculate manually from either completed City of Woodland SSO report forms filed year-to-date, or from information entered into the CIWQS database. Calculate % captured volume for all categories of SSOs (including from private laterals) for which the “description of terrain surrounding the point of blockage or spill cause” is described as flat. For each SSO event, determine the “% captured” as the volume of sewage recovered and returned to the sewer system divided by the total spill volume. Then, average the % captured for all spills in the year-to-date period.

2. *Average time from an SSO event to when the line is inspected with CCTV to investigate the cause.*

Data Collection Method: Review the central crystal report which lists all CCTV inspections that were completed year-to-date where the reason for the inspection is **identified as a follow-up to an SSO**. Manually compare this list to SSO report forms filed year-to-date. For each year-to-date SSO, determine if a corresponding follow-up CCTV inspection was completed. Manually calculate the time between when each SSO is reported to the date a follow-up CCTV inspection was calculated. If there are SSOs for which a CCTV inspection has not been conducted, calculate the time from the SSO occurrence to the current date. Average the CCTV inspection response time for all year-to-date SSOs.

3. *% of private lateral spills that are reported as category 3 spills in the CIWQS database.*

Data Collection Method: Determine the number of Category 3 (private lateral) work orders that have been completed year-to-date from the central crystal report. Compare manually to the number of category 3 spills that have been reported year-to-date through the City’s CIWQS account.

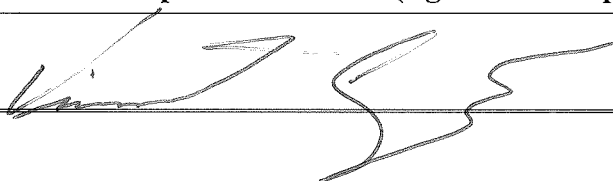
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	% captured of SSO (flat, 1-5%)	<70%	70%-80%	90-90%	90-100%
2	Average time to investigate SSO with CCTV	>1 week	5-7 days	3-5 days	< 3 days
3	% complete on-line reporting for category 3 spills	< 70%	70-80%	80-90%	90-100%

Periodic Performance Tracking					
Date	Measured Value			Performance Assessment Comments	
FY 12-13	Goal	1	2	3	2. CCTV data is of the 16 recorded CCTVs after SSO the response was 1 day 3. 16 private laterals SSOs occurred
	Value	100%	1	N/A	
Annual Performance Assessment / Recommendations for Updates					
FY 12-13 Ratings: 1. Excellent 2. Excellent – Average is 1 day, excluding private SSOs that can't be CCTV'd by staff. 3. N/A – Change of practices for reporting private SSO laterals to the CIWQS database Recommendation #1: None. Recommendation #2: Procedures for entering data into Cityworks have been updated to achieve reporting needs to represent what is the average time from SSO to CCTV and possible add custom field to document when a private SSO has a lateral push camera done to investigate. Recommendation #3: Change performance indicator					

Signature of Responsible Person: (sign when complete)	Date:
	8/15/13

Goal:		Prevention of Sanitary Sewer Overflows (SSOs)			
Responsible Person (RP): O&M Supervisor					
Description of Performance Indicator(s) (PIs): The PIs listed below quantify the efforts taken to prevent the occurrence of SSOs.					
PIs and Data Collection Methods:					
1. <i>The number of SSOs per 100 miles of gravity sewer mains per year.</i> Data Collection Method: Determine the number of SSO events that occurred year-to-date that are attached to gravity mains, force mains, manholes, and lift stations from the central crystal report. Project the number of SSOs to year-end totals. Divide this number by the total footage of gravity mains and force mains in the City (also available on the central crystal report).					
2. <i>The percent reduction in SSOs from the previous year.</i> Data Collection Method: Determine the number of SSO events that occurred year-to-date that are attached to gravity mains, force mains, manholes, and lift stations from the central crystal report. Project the number of SSOs to year-end totals and compare to the number of SSOs that occurred last year to determine the % reduction.					
3. <i>The number of repeat SSOs in a three year period.</i> Data Collection Method: Review the central crystal report which lists all SSOs by asset type over the last three year period, sorted by Facility ID. Manually determine the number of repeat SSOs.					
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	# of SSOs / 100 miles / year	>5	5	3.5	2.3
2	% reduction of SSOs from previous year	< 0%	0-5%	5-10%	> 10%
3	# of repeat SSOs / 3 years	>0	-	-	0

Periodic Performance Tracking				
Date	Measured Value			Performance Assessment Comments
FY 12/13	Goal	1	2	3
	Value	0	100%	0
Annual Performance Assessment / Recommendations for Updates				
FY 12/13 1. Excellent – No Main SSO occurrences 2. Excellent – 0 Main SSO occurrences last FY vs. 0 Main SSO occurrences this FY, 100% reduction because can't reduce any more from zero. 3. Excellent – no repeat Main SSO occurrences in the last 3 fiscal years Recommendation #1: None. Recommendation #2: None. Recommendation #3: None.				

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:**Response to Sanitary Sewer Overflows (SSOs)****Responsible Person (RP):**

O&M Supervisor

Description of Performance Indicator(s) (PIs):

The PIs listed below quantify the efforts taken to effectively respond to SSOs. *Response time* is defined as the time of first notification or discovery of a SSO to the arrival onsite by City staff.

Data Collection Methods

1. *The average response time during normal business hours (M-F 7am-4pm).*

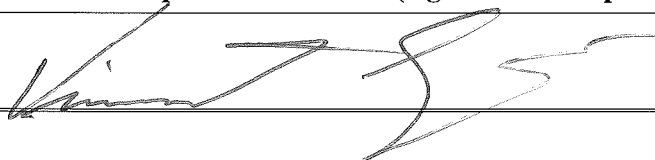
Data Collection Method: Determine manually from year-to-date City SSO records or using the CIWQS database. Determine response time for each event by comparing "Date and time sanitary sewer system agency was notified of or discovered spill" to "Estimated Operator arrival date/time" and calculate Response Time. SSOs that occur during normal business hours are those that are initially reported between 7am and 4 pm Monday through Friday. Determine the average response time for year-to-date incidents.

2. *The average response time after hours (M-F 4pm-7am, weekends, holidays).*

Data Collection Method: Determine manually from year-to-date City SSO records or using the CIWQS database. Determine response time for each event by comparing "Date and time sanitary sewer system agency was notified of or discovered spill" to "Estimated Operator arrival date/time" and calculate Response Time. SSOs that occur during normal business hours are those that are initially reported between 4pm and 7am, or on weekends or holidays. Determine the average response time for year-to-date incidents.

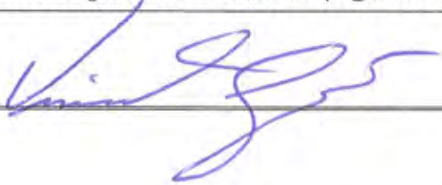
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	SSO response time during normal hours	>30 min	30 min	20 min	15 min
2	SSO response time after normal hours	<1 hr	1 hr	45 min	30 min

Periodic Performance Tracking				
Date	Measured Value		Performance Assessment Comments	
FY 12/13	Goal	1	2	1 & 2 reported in minutes.
	Value	17	21	
Annual Performance Assessment / Recommendations for Updates				
FY 12/13 Ratings: 1. Good 2. Excellent Recommendation #1: None. Recommendation #2: None.				

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:		Staff Training			
Responsible Person (RP):		O&M Supervisor			
Description of Performance Indicator(s) (PIs):		The PIs listed below quantify the effort required to ensure that regular training takes place. PIs and Data Collection Methods: <i>The frequency with which tabletop / tailgate training meetings are conducted by the O&M staff.</i> Data Collection Method: Keep track manually of tabletop / tailgate meetings completed year-to-date, and calculate the average frequency of the trainings during that same time period. <i>The frequency with which field / equipment training exercises are conducted by the O&M staff.</i> Data Collection Method: Keep track manually of field / equipment training exercise training completed year-to-date, and calculate the average frequency of the trainings during that same time period. <i>The frequency with which field, equipment or tabletop / tailgate training is conducted that includes training on SSO response procedures outlined in the OERP.</i> Data Collection Method: Keep track manually of all tabletop, tailgate, field, or equipment trainings that involve SSO response that have been completed year-to-date, and calculate the average frequency of trainings during that same time period.			
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Frequency of tabletop / tailgate training	Monthly	Biweekly	Weekly	>Biweekly
2	Frequency of field / equipment training	<Quarterly	Quarterly	Bimonthly	Monthly
3	Frequency of SSO response training	<Quarterly	Quarterly	Bimonthly	Monthly

Periodic Performance Tracking					
Date	Measured Value				Performance Assessment Comments
1 st Qtr	Goal	1	2	3	
	Value	8	3	1	
2 nd Qtr	Goal	1	2	3	
	Value	7	0	3	
3 rd Qtr	Goal	1	2	3	
	Value	6	2	3	
4 th Qtr	Goal	1	2	3	
	Value	3	1	1	
Annual Performance Assessment / Recommendations for Updates					
FY 12/13 Ratings: 1. Acceptable – Tailgate meetings are about twice a month based on Cityworks WOs. 2. Good - Performed training on Vac-Con equipment, Rodding Machine, and other operations. 3. Good – Training of SSO response a little more than Bi-monthly. Recommendation #1: None. Recommendation #2: Change WO descriptions to include equipment/field training. Recommendation #3: Change WO descriptions to include SSO response training.					

Signature of Responsible Person: (sign when complete)	Date:
	8/14/13

Goal:	Staffing				
Responsible Person (RP): Administrative Clerk					
Description of Performance Indicator(s) (PIs): The PIs listed below quantify the efforts to fill all funded positions within the Utility Maintenance, Environmental Operations, and Utilities Engineering Divisions of the Department of Public Works to meet the necessary effort required to implement the City SSMP.					
PIs and Data Collection Methods: 1. <i>The percentage of vacant staff positions in the divisions listed above.</i> Data Collection Method: Keep track manually.					
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	% of vacant positions	> 10%	10%	5%	All filled

Periodic Performance Tracking			
Date	Measured Value		Performance Assessment Comments
1st Qtr	Goal	1	1. One UMII vacant position.
	Value	7%	
2nd Qtr	Goal	1	1. Two UMI/II vacant positions.
	Value	14%	
3rd Qtr	Goal	1	1. Two UMI/II vacant positions.
	Value	14%	
4th Qtr	Goal	1	1. Hired two UMI and One UMIII vacant position.
	Value	7%	
Annual Performance Assessment / Recommendations for Updates			
FY 12/13 1. Acceptable – 7% vacant positions or one vacancy. Recommendation #1: Advertising the UMIII in August 2013			

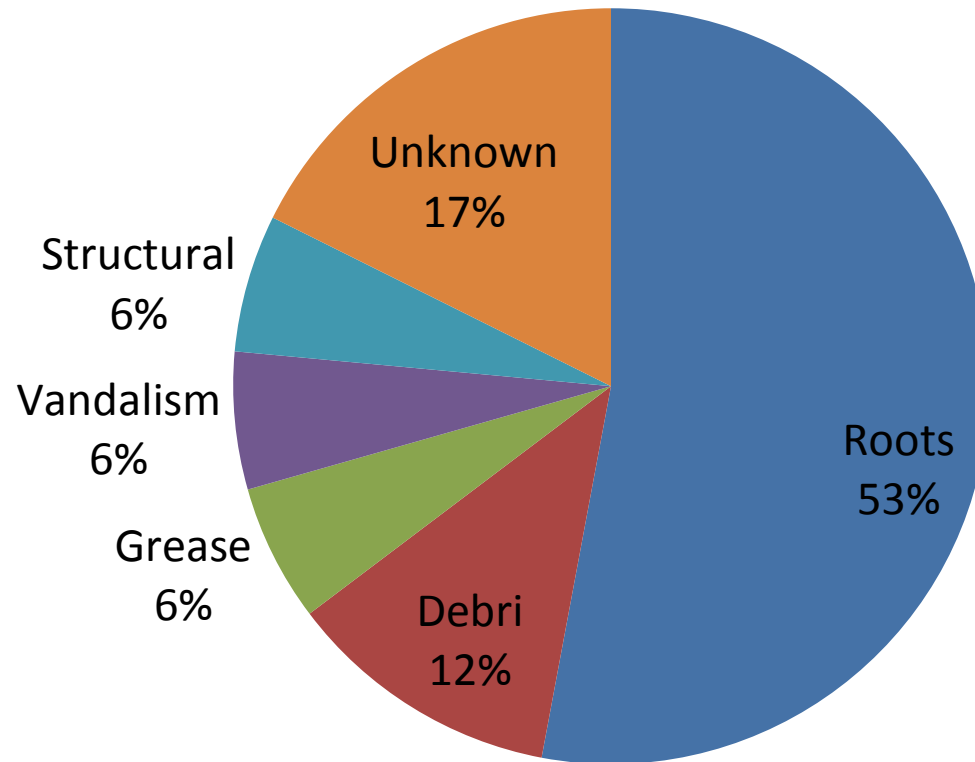
Signature of Responsible Person: (sign when complete)	Date:
<i>Susan R Parker</i>	8/14/13

Goal:		Maintain Up-to-date Standards			
Responsible Person (RP):		Senior Civil Engineer			
Description of Performance Indicator(s) (PIs):		The PIs listed below quantify the efforts to keep the City Standards current with regards to design and construction of the collection system. This effort involves keeping a list of recommended updates to the standards, which is reviewed by all parties with responsibility over the sewer collection system and updated on a consistent basis. PIs and Data Collection Methods: 1. <i>The frequency with which the list of required/requested updates to the standards is maintained and discussed with O&M, Engineering, Environmental Compliance and Management.</i> Data Collection Method: Keep track manually. Current list of updates, and meeting notes from past meetings should be available. 2. <i>The frequency with which the standards are revised to incorporate the list of required/requested updates.</i> Data Collection Method: Keep track manually. A file of completed updates and/or new design standards specific to the sewer collection system should be kept.			
	Performance Indicators	Rating			
		Below Goal	Acceptable	Good	Excellent
1	Time since last meeting to discuss list of design standard updates based on sewer-specific issues	> 2 years	1-2 years	6 months – 1 year	< 6 months
2	Time since last actual update to design standards based on sewer-specific issues	> 5 years	2-5 years	1-2 years	< 1 year

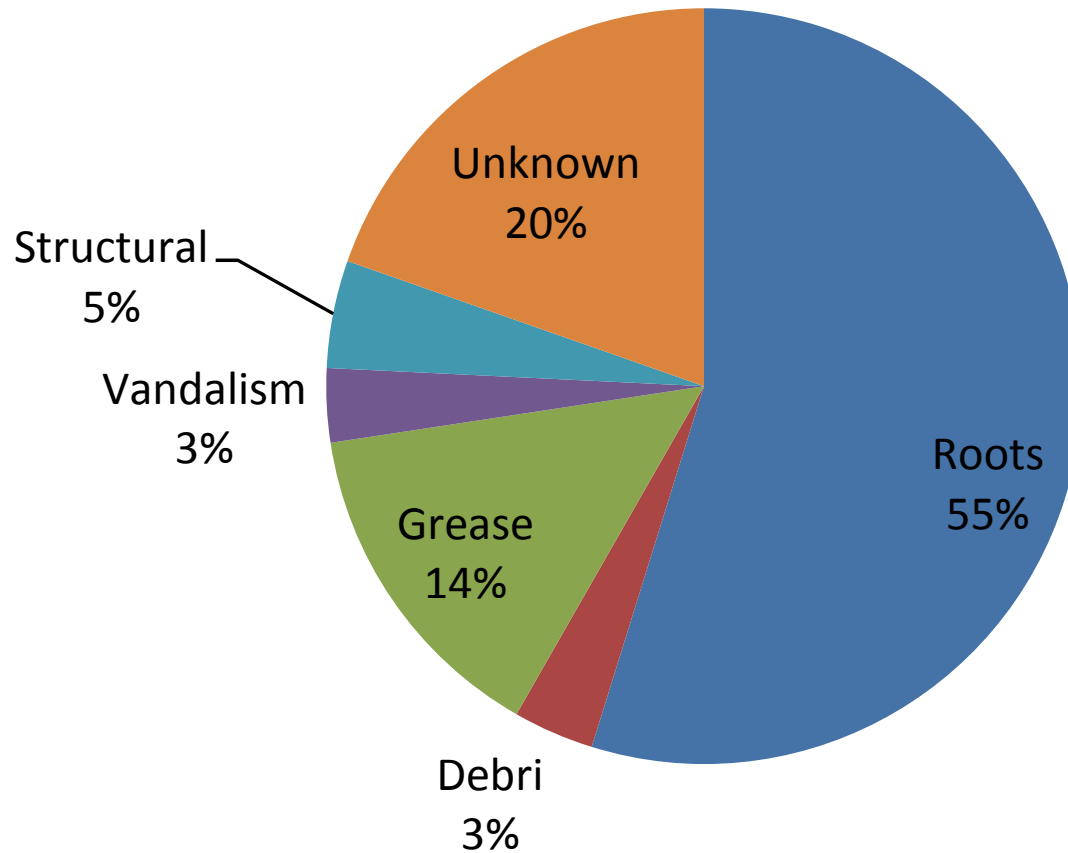
Periodic Performance Tracking				
Date	Measured Value			Performance Assessment Comments
1 st Qtr	Goal	1	2	
	Value	-	-	
2 nd Qtr	Goal	1	2	1. Standards update is discussed at staff meeting 11/13/12 2. Last time Sewer standards were update, Addendum #1 11/2010, available on-line.
	Value	1	-	
3 rd Qtr	Goal	1	2	
	Value	-	-	
4 th Qtr	Goal	1	2	
	Value	-	-	
Annual Performance Assessment / Recommendations for Updates				
FY 12/13 Ratings 1. Good – The design standards were reviewed by staff within one year of last review. 2. Acceptable – Standards were updated within 3 years. Recommendation #1: None. Recommendation #2: None.				

Signature of Responsible Person: (sign when complete)	Date:
<i>Mark Cooke</i>	8/14/13

City's SSO Causes FY 12-13



City's Spill Volume FY 12-13



Legislation Details (With Text)

File #: 13-200 Version: 1 Name:
Type: Consent Item(s) Status: Agenda Ready
File created: 8/27/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Final Acceptance and Notice of Completion for the 2012/2013 ADA Improvements,
CIP 13-02

Recommendation for Action

Staff recommends that City Council accept as complete the contract with RSC General & Engineering, Inc for work on the 2012/2013 ADA Improvements and authorize the City Clerk to file a Notice of Completion.

Staff Contact

Chris Fong, Associate Civil Engineer - (530) 661-5972, Chris.Fong@cityofwoodland.org

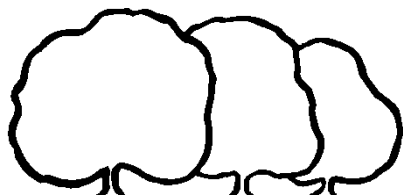
Sponsors:

Indexes:

Code sections:

Attachments: [1302\(Project Location Map\)011328DA.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: September 17, 2013

SUBJECT: Final Acceptance and Notice of Completion for the 2012/2013 ADA Improvements, CIP 13-02

Recommendation for Action

Staff recommends that City Council accept as complete the contract with RSC General & Engineering, Inc for work on the 2012/2013 ADA Improvements and authorize the City Clerk to file a Notice of Completion.

Staff Contact

Chris Fong, Associate Civil Engineer - (530) 661-5972, Chris.Fong@cityofwoodland.org

Fiscal Impact

This project was fully funded with \$150,000 of CDBG grant funds as authorized in the Capital Budget. Of the 2012/2013 CDBG grant funds, \$23,000 was not used and has been rolled over to the 2013/2014 CDBG Budget. The difference between the total project budget minus the roll over amount and the construction contract represents the amount budgeted for design, construction contingency and construction management. There is no impact to the General Fund.

Background

The City of Woodland receives CDBG funds annually from the United States Department of Housing and Urban Development (HUD). CDBG funds must be used for activities that assist lower-income persons and to eliminate conditions of blight in the community.

In 2012, the Engineering Division applied for and received \$150,000.00 in CDBG grant funding for improvements to various locations specified within the City's ADA transition plan. The project conforms to the requirements of the CDBG grant, the American with Disabilities Act, and is fully supported by the City's ADA citizen's advisory committee.

The project locations were selected from the City's priority route, which gives access to public facilities such as the County buildings and public schools on Beamer Street. The priority route locations have been determined through the City's ADA transition program. The project locations are shown on the attached map.

Discussion

On February 19, 2013, the City Council approved the project design and bid package for the 2012/2013 ADA Improvements, CIP 13-02, authorized bid advertisement, and authorized the City Manager to award the construction contract. On April 11, 2013, the City executed a construction contract with RSC General & Engineering, Inc. in the amount of \$86,841.75 for the 2012/2013 CDBG funded ADA Improvements. The project retrofitted existing curb ramps and replaced existing driveways to ADA compliant facilities. The work was performed in accordance with the plans and specifications and is ready for acceptance by the City Council.

The contractor began construction of the ADA Improvement Project on May 13, 2013 and finished the work July 15, 2013.

Change orders issued amounted to \$19,436.66, and paid for adding an additional compliant driveway and additional sidewalk adjustments for field conditions.

Conclusion

Staff recommends that City Council accept as complete the contract with RSC General & Engineering, Inc. for work on the 2012/2013 ADA Improvements and authorize the City Clerk to file a Notice of Completion.

Prepared by: Chris Fong, Associate Civil Engineer

Reviewed by: Brent Meyer, City Engineer

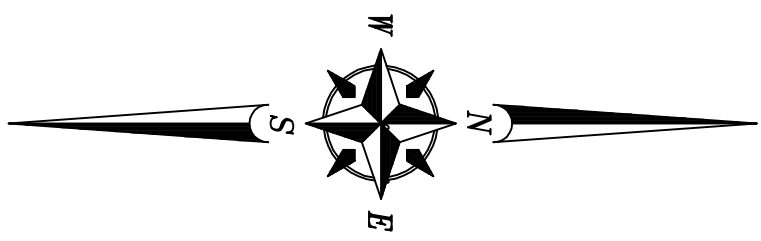
Reviewed by: Ken Hiatt, Community Development Director

Paul Navazio, City Manager

Enclosures: Project Location Map

LEGEND

ADA Priority Route
for CDBG 2012-2013





**Consolidated Annual
Performance and Evaluation Report
(CAPER) 2012-2013**





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I. INTRODUCTION

The Consolidated Annual Performance and Evaluation Report (CAPER) is a summary of the City of Woodland's progress toward meeting the goals specified in the Consolidated Plan. The CAPER is a mandated report for all communities receiving Community Development Block Grant (CDBG), Home Investment Partnership Act (HOME), Emergency Shelter Grant (ESG), and Housing Opportunities for People with AIDS (HOPWA) funds from the United States Department of Housing and Urban Development (HUD). Of these four funding sources, the City of Woodland receives CDBG from HUD and HOME funds from the State of California Department of Housing and Community Development. The Consolidated Plan coordinates all elements of community development, housing, neighborhood development, and economic development planning into a single plan and vision of activities and strategies to be undertaken during a three to five year time period.

The Consolidated Plan and its Strategic Plan outline long-term strategies that:

- 1) Identify community needs and problems.
- 2) Analyze market conditions and availability of resources associated with those needs and problems.
- 3) Set priorities and adopt goals and strategies for addressing identified needs and problems through activities and programs within a fiscal year.

Within these general parameters, the City of Woodland developed its own local needs and priorities, and then tailored a strategy and funding plan that is intended to fill voids in local services as well as to promote the

preservation and revitalization of neighborhoods. This strategy, laid out in the City's Consolidated Plan for 2010-11 to 2014-15, was adopted by the City Council on January 19, 2010.

The City of Woodland completed the third year of its current Consolidated Plan on June 30, 2013. A summary assessment of the first two years of the 2010-11 to 2014-15 Five-Year Consolidated Plan expenditures is presented in **Appendix A**. This CAPER describes programmatic accomplishments for the period of July 1, 2012 through June 30, 2013, along with a report on other Community Development milestones. Section III of this CAPER provides a summary assessment of how activities undertaken in the 2012-2013 Fiscal Year have served to meet the Five-Year Strategic Plan Goals and Objectives outlined in the Consolidated Plan.

Programmatic accomplishments and demographic data associated with each of the projects and activities undertaken during 2012-2013 are reported in detail through the Integrated Disbursement and Information System (IDIS), established by HUD's Office of Community Planning and Development (CPD). This automated information system is designed to provide up-to-date information for HUD. The reports generated from HUD's IDIS system and included with this CAPER are found in **Appendix B**.

CITIZEN PARTICIPATION

The CAPER is available to citizens, community groups, and other interested parties for public examination and comment. A public notice was published on August 16, 2013 informing the public that the City of Woodland CAPER was available to the public for a 30-day comment period (see **Appendix C**).

PUBLIC HOUSING

The City of Woodland does not operate public housing or public housing programs in the City. Public housing and public housing programs are provided by Yolo County Housing.

SPECIAL NEEDS HOUSING

The City of Woodland supported special needs housing in 2012-2013 through utilization of CDBG funding for improvements to a number of housing facilities.

Friends of the Mission (FOM) received CDBG funds (FY 2012-2013 funding) to rehabilitate a 7-unit apartment complex that it operates. FOM provides permanent supportive housing at the complex for formerly homeless families and singles who are graduates of the Yolo Wayfarer Center's Transitional Housing programs. The project was completed in June 2013 and included a slurry seal for the parking lot; striping the parking lot for parking spaces, an ADA space, and a fire lane; the removal and replacement of fencing; the construction of a shade structure; and installation of a clothes line.

St. John's Retirement Village, a senior citizen supportive housing facility in Woodland, completed additional ADA ramp compliance work (FY 2011-2012 fund). This project replaced a high traffic handicap ramp on the east side of the kitchen. The 1980s ramp was no longer ADA compliant. The work was completed in late 2012 and resulted in an ADA compliant ramp with handrails that provides a safe route for residents who use walkers, wheelchairs, and motorized scooters. St. John's provides 23 very-low income senior units and a skilled nursing facility for very-low income seniors.

In August 2012, Haven House completed the remaining portions of its exterior rehabilitation project (FY 2011-2012 funding) which included a re-roof, window replacement, dry rot repairs, and exterior painting. Haven House provides housing and a structured day rehabilitation program for mentally ill.

New Hope Development Corporation, an organization of Yolo County Housing, used CDBG assistance (FY 2010-2011 funding) to complete exterior improvements at Cottonwood Meadows, a senior complex of 52 frail seniors living in 47 units. While there delays in construction because of health and safety issues; the project was completed in June 2013. The project improved existing parking areas through the application of a seal coat, the installation of ADA compliant sidewalk ramps, and striping for ADA parking spaces. Other improvements included the repair of existing sidewalk areas that were impacted by tree root infestation.

The City continues to make annual Section 108 loan repayments for the Casa Del Sol Mobile Home Project, which is designed to eliminate substandard housing for residents of the 156-space mobile home park. However, beginning in 2007-08 the City used its redevelopment tax-increment funds to make the annual loan repayments in order to free more CDBG entitlement funds for public facility projects. California State Assembly Bill 1x 26 dissolved California redevelopment agencies effective February 1, 2012. The Woodland Redevelopment Agency was replaced by the Woodland Successor Agency. The Successor Agency is winding down the affairs of the former Redevelopment Agency and has been allocated a limited amount of tax increment funds. A portion of the tax increment is being

used to make the Section 108 loan repayments.

II. SUMMARY OF RESOURCES

Community Development Block Grant

For Fiscal Year 2012-2013, the City of Woodland was awarded a total of \$407,571 of CDBG program funds from HUD. The City utilized these funds for programs and activities that address community development needs identified in the Consolidated Plan. A total of \$479,523.55 in unexpended funds from prior years was made available for total program resources of \$887,094.55.

The Available CDBG Funding Table provides a breakdown of CDBG funds that were available to individual projects that had expenditures during the 2012-2013 program year. The table also indicates the amount of grant funds that were drawn in the 2012-2013 program year for projects that were funding during previous funding cycles. At the start of FY 2012-2013 there were several unfinished projects from prior years. A number of these projects were successful in completing their projects and consequently drawing their grant funds.

CDBG Action Plan Substantial Amendment

The Woodland City Council approved a Substantial Amendment to the Program Year 2011-2012 CDBG Action Plan on April 17, 2012, and it was subsequently approved by HUD. The City amended the Action Plan with approximately \$120,000 in Program Income received primarily from two housing rehabilitation loan repayments. The Substantial Amendment allocates funds to CommuniCare (\$50,000) to assist with the building permit fees for the construction of a new and improved community health care

clinic, the City of Woodland (\$60,000) to modify existing public first and second floor restrooms at City Hall for ADA compliance, and St. John's Retirement Village (\$10,000) to install a diesel conversion system on a back up generator to ensure that ambulatory residences at St. John's have power at all times. CommuniCare had received CDBG funds in 2009-2010 for the design of the clinic. Construction of the clinic began this year and the City Hall restroom project was completed this year. The design diesel conversion system has been designed and St. John's expects the installation of the system to be completed this year.

Redevelopment Agency

Prior to the February 1, 2012 dissolution of the City of Woodland's Redevelopment Agency, the Agency administered the City's CDBG program along with all other affordable housing programs, and often used a portion of its tax increment funding and housing set-aside funds to augment certain CDBG programs and activities associated with public improvements and affordable housing. In 2012-2013 tax increment dollars were used to pay the annual Section 108 loan repayment in order to invest more CDBG funds in Public Facility projects. However, other than the repayment of the Section 108 loan for Casa del Sol, Redevelopment Agency funds are no longer available to assist CDBG programs/activities and the administration of affordable housing programs.

Supportive Housing Program

The City and the Yolo Wayfarer Center have received one-year renewable Supportive Housing Grants (SHP) for each calendar year during the period of 2003 - 2012. The SHP renewal grant amount for 2012 is being funded in the amount of \$165,920. The grant is used to support the singles and families transitional housing programs. Additionally, the Yolo Wayfarer Center was awarded \$46,034 in 2009 and \$46,204 in 2010. The 2009 funding will provide permanent supportive housing at 505 Community Lane for two single individuals in one apartment while the 2010 funding will provide two families with permanent supportive housing at the Community Lane location. The 2009 and 2010 grants are currently underway.

In 2011, the Yolo Wayfarer Center has also applied for an additional Permanent Supportive Housing grant to provide two families permanent supportive housing at 505 Community Lane for 2012. Through the SHP grants, the City and Wayfarer Center have continued their efforts to provide assistance to homeless and at-risk individuals and families in the transition from homelessness to independent living.

Affordable Housing Grant Programs

During program year 2012-2013, the City of Woodland was again active in administering grant funding for affordable housing activities. Since 2004, the City has received multiple HOME, BEGIN and CalHome grants, totaling \$4.14 million, from the California State Department of Housing and Community Development (HCD) to assist first-time homebuyers. These programs allowed the City of Woodland to make more for-sale housing units available to low income households in

the Spring Lake new growth area and other areas of the City. To date through the end of June 2013, 82 homes have been sold to low- and moderate-income households through the program. In 2011, HCD awarded the City a HOME grant in the amount of \$800,000 for first time homebuyer assistance.

In 2012-2013, three units were closed through the Homebuyers Assistance Program through the use of the 2011 HOME grant, HOME Program Income, or a combination of the HOME grant and program income. Residential units reserved for affordable buyers are available through the Huntington Square Subdivision and two additional subdivisions with units reserved for affordable buyers are expected to start home construction in 2014.

Because the HOME grant had an expenditure deadline of July 31, 2013, the City applied for a CalHome first time homebuyer grant in March 2013; however, the application was not selected for funding. The City expects to apply for other first time homebuyer grants in 2014 in order to assist the affordable purchasers of new and resale homes.

The activities associated with other funding sources, along with other affordable housing accomplishments, are discussed in greater detail in Section III of this CAPER.

**AVAILABLE CDBG FUNDING
PROGRAM YEAR 2012-2013**

Program Year	Project Name	HUD Activity #	Funded Amount Available (July 1, 2012)	Expended in Program Year 2012-2013	Total Remaining CDBG Funds
2008	EMERGENCY GENERATOR (1)	281	\$15,278.37	\$0.00	\$15,278.37
2009	YCC SUPPORTIVE HOUSING REHAB	304	\$21,268.35	\$0.00	\$21,268.35
2010	COTTONWOOD MEADOWS REHAB	333	\$43,000.00	\$38,426.00	\$4,574.00
2011	COW ADA ACCESSIBILITY PROGRAM	344	\$84,731.46	\$84,731.46	\$0.00
2011	COW SERIES ST LT REPLCMNT-SE OF DT	342	\$50,402.74	\$50,402.74	\$0.00
2011	ST. JOHN'S ADA RAMP	345	\$13,470.00	\$13,470.00	\$0.00
2011	YCCC-HAVEN HOUSE REPAIRS	346	\$5,497.82	\$5,497.82	\$0.00
2011	COW CITY HALL ADA RESTROOMS (2)	387, 388	\$60,000.00	\$60,000.00	\$0.00
2011	COMMUNICARE NEW CLINIC BP FEES (2)	389	\$50,000.00	\$50,000.00	\$0.00
2011	WCC TRAINING PROJECT (3)		\$22,000.00	\$0.00	\$22,000.00
2011	YCH SITE PREP EDU/REC/BOXING FAC (3)		\$12,000.00	\$0.00	\$12,000.00
2011	CONTINGENCY-WILLDAN ACT DEL ASSIST		\$6,500.00	\$0.00	\$6,500.00
2012	COW ADA ACCESSIBILITY PROGRAM	377	\$150,000.00	\$135,000.00	\$15,000.00
2012	FOM AFFORD HSNG PROJECT FOR FAMILIES	379	\$25,000.00	\$25,000.00	\$0.00
2012	SAC VALLEY HIST RAILWAYS TRAIN DEPOT	383	\$64,921.00	\$0.00	\$64,921.00
2012	ST.JOHN'S WEATHER WALKWAY	371	\$25,000.00	\$0.00	\$25,000.00
2012	WATER ASSISTANCE PROGRAM	384	\$6,000.00	\$6,000.00	\$0.00
2012	COMMUNICARE HEALTH SERVICES	366	\$7,000.00	\$5,250.00	\$1,750.00
2012	LSNC FAIR HOUSING SERVICES	376	\$10,000.00	\$7,500.00	\$2,500.00
2012	ELDERLY NUTRITION HOME DELIVER MEALS	378	\$10,000.00	\$10,000.00	\$0.00
2012	PPMM TEEN SUCCESS	367	\$6,500.00	\$4,875.00	\$1,625.00
2012	LITERACY COUNCIL - S.T.E.P.	381	\$6,500.00	\$6,500.00	\$0.00
2012	YCCC-NEW DIMENSIONS SUPPORTED HSNG	382	\$6,000.00	\$4,471.38	\$1,528.62
2012	YWC EMERGENCY FOOD & SHELTER	375	\$9,136.00	\$7,957.84	\$1,178.16
			\$710,205.74	\$515,082.24	\$195,123.50

(1) Includes \$10,000 in funding from 2011-2012 Program Income Amendment.

(2) Projects funded through 2011-12 Program Income Amendment.

(3) Projects funded through re-programming of FY 2011-12 funds.

**Balances above reflect end of year reports per the City's financial reporting. Staff will submit revisions at a later date if necessary.*

III. NARRATIVE STATEMENTS—

A. ASSESSMENT OF STRATEGIC PLAN GOALS AND OBJECTIVES

The following section of the CAPER provides an overview of the City's efforts and accomplishments in addressing its identified community development needs and priorities during the 2012-2013 program year. A brief description of activities, programs, and projects that have contributed to achieving the City's community development goals and objectives is given.

Summary of Accomplishments—Housing Production, Preservation, and Rehabilitation

In its Strategic Plan of the 2010-2014 Consolidated Plan, the City of Woodland established the following four priorities to address the need for adequate affordable and market-rate housing:

- 1) Promote the development of affordable housing in the City to meet the needs of very low and low to moderate income households as outlined in the Housing Element of the General Plan and the Redevelopment Agency 5-year Implementation Housing Component;
- 2) Support the preservation, maintenance and improvement of existing housing and the replacement of unsafe or dilapidated housing;
- 3) Provide fair housing services to ensure that persons regardless of race, creed, color, national origin, religion, sex, family status, age, or handicap/disability have an equal opportunity to secure decent housing and are treated fairly in dealing with

landlords, real estate brokers and lenders; and

- 4) Address priority historic preservation needs including both residential and non-residential historic preservation.

While accomplishments related to increasing and preserving the housing supply for low- and moderate-income housing are noted in this section of the CAPER, further discussion of City programs to provide for affordable housing is included in the Affordable Housing section.

The City continued its effort to develop and preserve affordable housing during the 2012-2013 program year through the allocation of CDBG funding and through continued support for projects and programs for housing to benefit low- and moderate-income households. A summary of these activities is provided below.

Friends of the Mission (FOM) received CDBG funds (FY 2012-2013 funding) to rehabilitate a 7-unit apartment complex that it operates. FOM provides permanent supportive housing at the complex for formerly homeless families and singles who are graduates of the Yolo Wayfarer Center's Transitional Housing programs. The project was completed in June 2013 and included a slurry seal for the parking lot; striping the parking lot for parking spaces, an ADA space, and a fire lane; the removal and replacement of fencing; the construction of a shade structure; and installation of a clothes line.

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completed in late 2012 and resulted in an ADA compliant ramp with handrails that provides a safe route for residents who use walkers, wheelchairs, and motorized scooters. St. John's provides 23 very-low income senior units and a skilled nursing facility for very-low income seniors.

In August 2012, Haven House completed the remaining portions of its exterior rehabilitation project (FY 2011-2012 funding) which included a re-roof, window replacement, dry rot repairs, and exterior painting. Haven House provides housing and a structured day rehabilitation program for mentally ill.

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Prior to the February 1, 2012 dissolution of the City of Woodland's Redevelopment Agency, the Agency administered the City's CDBG program along with all other affordable housing programs, and often used a portion of its tax increment funding and housing set-aside funds to augment certain CDBG programs and activities associated with public improvements and affordable housing. In 2012-2013 tax increment dollars were used to pay the annual Section 108 loan repayment in

order to invest more CDBG funds in Public Facility projects. However, other than the repayment of the Section 108 loan for Casa del Sol, Redevelopment Agency funds are no longer available to assist CDBG programs/activities and the administration of affordable housing programs.

The Homebuyer Assistance Program closed loans for three units during the 2012-2013 program year.

Housing Rehabilitation

The City offers a Housing Rehabilitation/Assistance Program. This program provides deferred, low-interest loans to low-income homeowners for the rehabilitation or purchase of their home.

While no loans were made in the 2012-2013 program year, the City believes this program is very important in helping maintain the older housing stock in the City. Most of the people who apply for assistance under this program fall in the category of elderly or disabled and all are low-income qualified. The City maintains an interest list for this program and will contact interested individuals as funding becomes available.

Summary of Accomplishments—Housing for the Homeless/At-Risk Population

The Strategic Plan identified the following four priorities for addressing homeless needs:

- 1) Continue to support programs to address the need for emergency and transitional housing;
- 2) Continue to support programs to transition homeless persons to permanent housing;
- 3) Continue to support programs for the prevention of homelessness; and
- 4) Work with the Yolo County Housing Authority in support of the Section 8 Voucher Program and other programs to provide affordable rental housing.

While accomplishments related to increasing the housing supply for the homeless or at-risk population are noted in this section of the CAPER, further elaboration of the City's effort to provide adequate resources and services to the homeless population is included in the Continuum of Care/Homeless Services section.

The City continued its effort to provide housing for the homeless and at-risk population during the 2012-2013 fiscal year through the allocation of CDBG funding for projects and programs serving the homeless. A summary of these activities is provided below:

- ***Supportive Housing Rehabilitation:*** Yolo Community Care Continuum (YCCC) owns and operates Haven House, a 5-unit supportive housing facility in Woodland, as part of the organization's New Dimensions Supportive Housing Program which offers housing and support services to the mentally ill. Rehabilitation of the facility

was completed during the 2012-2013 program year.

- ***Emergency Food and Shelter:*** Provided daily emergency food and shelter services to homeless and low-income citizens of Woodland and Yolo County including: weekday nutritional meals, case management, agency referrals, mental health services, and other shelter services through the Yolo Wayfarer Center.

Public Services Programs

The Consolidated Plan identified a variety of public services needs to be met in the community:

- 1) Address priority public service needs for senior, handicapped, youth, transportation, substance abuse, child care, health and other services as well as employment training, crime awareness, and fair housing counseling.

Beyond Public Services funding allocated to agencies to meet homeless needs, as part of the Continuum of Care, CDBG funds were allocated in 2012-2013 to serve at-risk populations, as discussed below, addressing high priority public service needs serving at-risk groups, seniors and youth.

CDBG funds were allocated and expended in 2012-2013 to provide services for the following senior programs and at-risk populations:

- ***Home Delivered Meals Program-*** provided hot, nutritious lunch meals served by volunteers to frail homebound seniors.

- *Strength Through Education Program* (S.T.E.P.) Literacy Council- In partnership with Yolo Wayfarer Center, work with center residents on job skills, housing, health and family skills as well as basic literacy.
- *Water Assistance Program*-the City of Woodland Finance Department and CDBG staff have implemented an assistance program to help offset the cost of qualified household utility bills for a limited period. Water rates and water quality continue to be a major concern of Woodland residents, especially low income households. Participants must qualify for and participate in PG&E's FERA or CARE programs to qualify for assistance.

CDBG funding supported the following youth program in 2012-2013:

- *Teen Success*- Facilitated group sessions provided to pregnant and parenting teen mothers (12-19 years old) to provide a supportive environment, discuss issues of teen pregnancy and work to achieve short- and long-term goals.

Finally, CDBG funding supported fair housing services to Woodland citizens. Legal Services of Northern California provides free information and advice on fair housing issues, case intake, complaint processing, and investigation of alleged fair housing violations. Other services include fair housing education and outreach. Legal Services of Northern California, the City of Woodland, and the Yolo County Housing annually host a Fair Housing Workshop. On April 25, 2013, 67 property managers and landlords attended the workshop. Approximately ten additional guests from the Department of Housing and

Urban Development, California Department of Fair Housing and Employment, and Legal Services of Northern California attended the workshop.

Infrastructure and Public Facilities Improvements

The Consolidated Plan identified infrastructure and public facility needs as follows:

- 1) Address priority infrastructure improvements including flood drainage, water, street, and sidewalk improvements, and addressing asbestos.
- 2) Support public facilities improvements for public service agencies and residential facilities for homeless and special needs populations.
- 3) Address priority public facilities needs including public facilities for seniors, youth, neighborhoods, parks/recreation, health and other facilities.
- 4) Promote accessibility for the physically disabled through ADA improvements.

The following text provides a summary of accomplishments during the 2012-2013 program year related to infrastructure and public facilities improvements:

Seven public facility improvement projects initially awarded CDBG funding in prior funding years were completed or under construction in 2012-2013. An eighth project funded in 2012-2013 has been completed while a ninth project (FY 2012-2013 funding) was underway.

The 2010-2014 Consolidated Plan continues to identify the promotion of accessibility for the physically disabled through ADA improvements as a priority need.

New Hope Development Corporation, an organization of Yolo County Housing, used CDBG assistance (FY 2010-2011 funding) to complete exterior improvements at Cottonwood Meadows, a senior complex of 52 frail seniors living in 47 units. While there were delays in construction because of health and safety issues, the project was completed in June 2013. The project improved existing parking areas through the application of a seal coat, the installation of ADA compliant sidewalk ramps, and striping for ADA parking spaces. Other improvements included the repair of existing sidewalk areas that were impacted by tree root infestation.

St. John's Retirement Village, a senior citizen supportive housing facility in Woodland, completed additional ADA ramp compliance work (FY 2011-2012 funding). This project replaced a high traffic handicap ramp on the east side of the kitchen. The 1980s ramp was no longer ADA compliant. The work was completed in late 2012 and resulted in an ADA compliant ramp with handrails that provides a safe route for residents who use walkers, wheelchairs, and motorized scooters. St. John's provides 23 very-low income senior units and a skilled nursing facility for very-low income seniors.

The City of Woodland used FY 2011-2012 CDBG funding to construct an ADA curb ramp project that was completed during the 2012-2013 program year. The project constructed ADA compliant curb ramps, retrofitted existing non-compliant ADA curb ramps, and replaced existing non-ADA compliant driveways.

Approximately fifteen locations were improved.

First and second floor restrooms at City Hall were modified for ADA compliance with FY 2011-2012 CDBG funds (program income). Construction of the project was complete during the 2012-2013 program year.

Construction of the City's 2012-2013 ADA project began in Spring 2013 and will be finished during the 2013-2014 program year. The project will result in the construction of ADA-related sidewalk, driveway, and curb ramp improvements along Beamer Street at California Street and along Cottonwood Street from Coral Drive to Gibson Road.

Four non-ADA public facility projects were completed or under construction during the 2012-2013 program year.

CDBG funding was provided in 2009-2010 to design and engineer the replacement of a hazardous street lighting system in one low- and moderate-income neighborhood. The current street lighting system poses a serious hazard to citizens and work crews. The Series Street Lighting project design and engineering which upgraded the lighting system to eliminate the shock hazard to area residents and work crews was completed. The replacement project was awarded funding for 2011-2012. Construction of the project began in April 2012 and was completed in August 2012 with the installation of the street light poles.

In August 2012, Haven House completed the remaining portions of its exterior rehabilitation project (FY 2011-2012 funding) which included a re-roof, window replacement, dry rot repairs, and exterior painting. Haven House provides housing and

a structured day rehabilitation program for mentally ill.

CommuniCare received CDBG funds of \$50,000 (FY 2011-2012 funding, program income) to assist with the building permit fees for the construction of a new and improved community health care clinic at the southwest corner of Beamer and Cottonwood Streets. Construction of the 21,000 square foot clinic began in 2013 and it will serve uninsured youth and adults. CommuniCare received CDBG funds in 2009-2010 for the design of the clinic.

Friends of the Mission (FOM) received CDBG funds (FY 2012-2013 funding) to rehabilitate a 7-unit apartment complex that it operates. FOM provides permanent supportive housing at the complex for formerly homeless families and singles who are graduates of the Yolo Wayfarer Center's Transitional Housing programs. The project was completed in June 2013 and included a slurry seal for the parking lot; striping the parking lot for parking spaces, an ADA space, and a fire lane; the removal and replacement of fencing; the construction of a shade structure; and installation of a clothes line.

Economic Development

The 2010-2014 Consolidated Plan identified economic development needs as follows:

- 1) Partner with private commercial developers to redevelop existing underutilized or vacant commercial sites in CDBG eligible areas.
- 2) Address priority non-residential historic preservation needs in the Historic Downtown Area.
- 3) Provision of business loans to for-profit entities to carry out economic development, such as growing the industry

or business in the City of Woodland.

The 2007, the City established an Economic Development Manager position to carry out economic development goals and objectives. While economic development activities were funded in previous years, no economic development activities with the exception of the City's Water Assistance Project were undertaken in 2012-2013 and previously approved projects were completed prior to the 2012-2013 period.

As mentioned above, the City of Woodland also implemented a Water Assistance Project to help families/households in need of assistance to pay their utility bills. Over the past several years, the city has transitioned to metered water billing. Eventually every water connection in Woodland will be metered, assessed a flat rate and charged for water usage. In its initial year, the Water Assistance project assisted 43 households to reduce their "flat rate water bill" by \$15 per month for a period of 3 consecutive months in any 12 month period. In June 2013, the City Council increased the monthly assistance to \$58.75 to cover the fixed rate portions of the water and sewer services provided by the City. Applications in English and Spanish have been made available on the City's website and other local websites to assist qualified families. The City has also marketed the program through announcements sent out with utility bills.

In 2010-2011, the City of Woodland, in partnership with Yolo County, City of Davis, and the City of West Sacramento, established a Business Response Team. This program was funded through ARRA funds through the County Department of Employment and Social Services. The funding served as seed money to further develop the "Rapid Response" program countywide to better serve

“displaced employees” affected by the downsizing or closure of business. The County, State Employment Development Department and respective cities made contact with every business in the community over that time period and made presentations to affected employees and human resource departments about what services are available (in the community) for the “laid off employees”. The funding deadline expired on March 31, 2011 but the “Rapid Response” program remains in place and the collaboration has implemented a business assistance website countywide called “Tools for Business Success”.

B. Affordable Housing

Several priorities related to development, preservation, and rehabilitation of affordable (low and very low-income) and market-rate (moderate and above moderate-income) housing were identified in the Strategic Plan including meeting the housing needs of very low income, low income and moderate and above moderate income persons. The following text provides a summary of 2012-2013 program year accomplishments related to these priorities.

The City of Woodland’s Housing Element of the General Plan identifies the housing needs, inventory of available land for housing, and summary of resources for housing. The Housing Element also establishes programs and policies designed to address the City’s housing needs and goals for the planning period. The Housing Element was adopted by the City Council on March 24, 2009, and approved by HCD on June 3, 2009; the update covers the 2008-2013 planning period. The City is in the process of updating its housing element and expects to adopt an update for the 2013 – 2021 period this year. Recently, the State Department of Housing and

Community Development reviewed the City’s draft 2013-2021 Housing Element Update and found it in compliance with State housing law.

The Housing Element identifies actions taken by the City to promote affordable housing. The City offers developers density bonuses if a proposed housing development consists of five or more dwelling units and it meets specific thresholds for providing senior or low- and moderate-income housing units. The City adopted an Affordable Housing Ordinance (6A) in May 2004. The Ordinance promotes the development of affordable housing by private developers. The policy requires all housing development, both ownership and rental projects, to provide certain percentages of affordable units. For-sale projects of at least eight units in size must provide 10% of the total units at prices affordable to low-income homebuyers. Rental projects of at least 10 units in size are required to include 10 percent of their units for low income households and 20 percent of their units for very low-income households or 25 percent of the units for very low-income households. This has resulted in the production of a significant amount of affordable housing in the City as noted below.

In November 2007 the City revised the 6A Ordinance to clarify and improve the implementation of the housing ordinance. Some of the changes include opening the program to moderate income buyers, 120 percent of Area Median Income (AMI); strengthening the design and makeup of units; requiring the dispersion of units; and giving the City the right of first refusal to buy a property that is losing its affordability.

- *Affordable and market-rate housing development in the Southeast Area Specific Plan:*

The Starlyn Park subdivision began construction of residential units in early 2011. This subdivision will complete the Southeast Area Specific Plan. Through a negotiation with the City, the Developer has agreed to provide four units for sale to low income households (80% AMI and less) and four units for sale to moderate income households (120% AMI and less). The Developer end up selling five units to low income households. Each of the households received loans through the City's first time homebuyer program.

- *Affordable and market-rate housing development in the Spring Lake Specific Plan area:*

The first stages of development within the Spring Lake area began in 2005 with building permits for the first ten affordable units issued in September 2005. During the 2012-2013 program year the City's affordable housing program conducted several initial application/income review for first time homebuyers.

As required by the Specific Plan, affordable housing units are to be built concurrently with market rate units. While the City did not close on any loans for affording units in Spring Lake during the 2012-2013 program year, it closed on four affordable units through the its first time homebuyer program. Repayment of the loans is deferred for up to 30 years and the City begins to forgive the accrued interest after a homeowner completes 21 years of home ownership. The City used its 2011 HOME grant and HOME Program Income to fund the loans.

The Huntington Square subdivision began construction of residential units in 2010. The subdivision will include a total of 162 single family, for sale units and 16 units will be reserved for purchase by low income households (80% AMI and less) pursuant to the Spring Lake Affordable Housing Plan.

- *Other Affordable and market-rate housing development in Woodland:*

The City of Woodland has a limited capacity for infill development outside the Spring Lake Specific Plan area. Most of the City's large sites for potential infill housing development are located in underutilized areas of the Downtown, including two old railroad yards. Other small site infill opportunities exist around Woodland, including opportunities for both single family and multifamily housing.

Mutual Housing California approached the City about constructing an affordable housing project in the Spring Lake Specific Plan Area and in July 2010 the City Council approved funding assistance of up to \$910,000 for the project including a pre-development loan of \$350,000. Beginning in 2011-2012, the City has disbursed pre-development loan funds of nearly \$350,000 to assist SYMHA with the building design and other project-related expenses. Their proposed project would be in the Heidrick I Area of the Specific Plan. The project would consist of 100 low and very-low income units. The City Council approved a \$910,000 57-year term residual receipts loan for the Mutual project in February 2013. In August 2013 the City approved a development impact fee deferral agreement in order to defer the payment of more than \$750,000 in City

development impact fees during construction of the first 62 units of the Mutual project. Mutual was awarded tax credits in July 2013 through the California Tax Credit Allocation Committee and expects to begin construction of the first 62 units in Fall 2013.

C. Continuum of Care/Homeless Services

The City of Woodland participates in the countywide Homeless Coordination Project that provides services to the homeless in Yolo County. The project consists of two components—Homeless Coordination and Cold Weather Shelter. The intent of the Homeless Coordination Project is to:

- 1) Improve and expand services to homeless and very low-income individuals;
- 2) Increase funding for local agencies serving the homeless and very low-income individuals;
- 3) Increase the efficiency with which grant funds are obtained; and
- 4) Manage and improve the health of non-profit agencies serving the homeless.

As one part of the Project, the City continues its financial commitment of housing monitoring funds and City General Funds for a Yolo County Homeless Coordinator.

The Cold Weather Shelter operated by the Yolo Wayfarer Center currently provides shelter to 50 homeless individuals during the four coldest months from November to February. The Phase II facility offers a 5,000 square foot building. The facility is complete with kitchen and dining facilities, a dorm area, along with showers and offices. The homeless shelter is open 365 days a year, significantly

improving and expanding the scope and capacity of services provided at the old facility. CDBG funding was allocated in program years 2005-2006 and 2006-2007 to support increased capacity of the program through the construction of the Phase II facility.

The City and the Yolo Wayfarer Center have received one-year renewable Supportive Housing Grants (SHP) for each calendar year during the period 2003-2012. The SHP renewal grant amount for 2012 is \$165,920. The grant is used to support the singles and families housing programs. Additionally, the Wayfarer Center was awarded \$46,034 in 2009 and \$46,204 in 2010. The 2009 award will fund permanent supportive housing at 505 Community Lane for two single individuals in one apartment while the 2010 award will fund permanent supportive housing for two families at the Community Lane location. The 2009 and 2010 grants are currently underway.

In 2011, the Yolo Wayfarer Center applied for an additional Permanent Supportive Housing grant to provide two families permanent supportive housing in the same complex for 2012. Through the SHP grants, the City and Wayfarer Center have continued their efforts to provide assistance to homeless and at-risk individuals and families in the transition from homelessness to independent living.

During program year 2012-2013, the City continued to fund service agencies currently providing emergency services and transitional shelter to Woodland's homeless and at-risk population. The Emergency Food and Shelter program provided emergency food and shelter services on a daily basis to low-income citizens of the City of Woodland and Yolo County. To provide for the continuum of care, several support service agencies served at-risk populations with emergency services and

emergency/transitional housing including the Strength Through Education Program provided by the Yolo Literacy Council (serving homeless persons with job skills, family skills, literacy, etc.), and the Enough to Eat Program provided by the Food Bank of Yolo County (serving homeless persons and persons in need with emergency food). These programs received funding to assist persons, families, and individuals with special needs in making the transition from homelessness to transitional and permanent housing.

In addition, in cooperation with Yolo County and other cities in Yolo County, Woodland is participating in the implementation of the countywide “Ten Year Plan to End Homelessness.”

D. Affirmatively Furthering Fair Housing

An updated analysis of impediments to fair housing was completed by the City of Woodland Community Development Department and the City’s Fair Housing consultant and was adopted in June 2011. Through this study, the following impediments to fair housing that exist in the City of Woodland were identified:

- *Housing development costs:*
The analysis revealed that typical development costs for improved residential lots, for example in the Spring Lake Specific Plan Area of Woodland, are approximately \$220,000 for a 1,200 square foot home.
- *Construction costs:*
Construction costs in the region have increased over the past several years due to increases in building materials costs and demand for labor.

- *Access to credit:*
Due to issues with the recession the economy is currently suffering through, lenders have tightened lending standards to a point where many households do not have access to credit.
- *Lack of financial assistance for housing:*
Unlike many larger jurisdictions, the City has very little guaranteed funding that is allocated annually. This lack of funding requires the City to pursue funds competitively from state and federal sources. These funds are not guaranteed which affect financing and timing of possible housing projects.
- *Intrusive public policies, actions, and other requirements:*
Development of affordable housing with state or federal funds quite often require the payment of prevailing wages. This results in increased construction costs and the need for additional project funding.

The City of Woodland adopted the 2008-2013 Housing Element Update in 2009, which identified similar constraints to affordable housing including: availability of financing; land costs; development costs and zoning and other land use regulations. This year the City expects to adopt a housing element update to cover the 2013 – 2021 period.

Actions Taken to Affirmatively Further Fair Housing

During CDBG program year 2012-2013, the City continued actions to affirmatively further fair housing and to eliminate barriers to fair and affordable housing, as summarized below:

Fair Housing Hotline Project:

The City continued its effort to eliminate discrimination in housing within the City of Woodland. The City contracted with Legal Services of Northern California to operate a Fair Housing Hotline. This program offered free information and advice to both tenants and landlords on fair housing issues. Fair Housing Hotline staff provided services addressing all types of housing discrimination under federal and state fair housing laws. A client intake system was used to log case data and produce quarterly reports for the City on fair housing activity.

Legal Services assisted 346 Woodland residents with housing issues, including claims of housing discrimination during the 2012-2013 program year.

Legal Services of Northern California (LSNC), City of Woodland, and Yolo County Housing jointly hosted a fair housing workshop on April 25, 2013 for tenants and landlords covering fair housing laws and requirements. A total of 67 property managers and landlords attended the workshop. Approximately ten additional guests from the Department of Housing and Urban Development, California Department of Fair Housing and Employment, and Legal Services of Northern California attended the workshop.

The City of Woodland's demographic makeup shows a large number of Spanish-speaking households. In recognition of this, fair housing educational materials are printed and distributed in both Spanish and English. Bilingual production of these materials has proven a successful tool of community outreach and education.

Zoning Ordinance Amendments:

The City has also implemented new policies that will alleviate the potential impediment to fair housing through the public review process for approval of residential projects. In May 2004, several amendments to the City's Zoning Ordinance were adopted. These amendments were aimed at removing barriers to affordable and multifamily housing. Prior to the amendments, a Conditional Use Permit (CUP) was required for multifamily projects located in infill areas of the City. The amendments removed this requirement, so multifamily projects only need review for design, zoning, and General Plan conformity for approval.

Reasonable Accommodation Ordinance:

In July 2004 the City of Woodland adopted another Zoning Ordinance amendment to establish clear criteria for staff to evaluate requests for reasonable accommodation under existing codes and standards to allow access to housing for disabled persons. The intent of the ordinance is to facilitate the process for making such a request, thereby furthering fair housing within the City.

Fair Housing Policies and Objectives:

The following policies and objectives directed towards furthering fair housing in the City of Woodland have been established, and continue to be utilized through the City's fair housing and affordable housing efforts:

- *Fair Housing Policies:*

- 1) To assure equal housing opportunities to all without regard to race, color, religion, sex, national origin, ancestry, marital status, or physical handicap;
- 2) To take positive steps to assure that all segments of the population are aware of their rights and responsibilities regarding fair housing;

- 3) To ensure that fair housing practices are applied to all housing offered within the City; and
- 4) To encourage cooperation from the housing industry.

▪ *Fair Housing Policy Objectives:*

- 1) To document discriminatory practices;
- 2) To educate the public and the housing industry regarding applicable rights and responsibilities regarding fair housing;
- 3) To assist victims of discrimination in seeking legal recourse;
- 4) To expand housing opportunities for minorities; and
- 5) To reduce the level of discrimination within the community.

The City's Analysis of Impediments was updated in the 2010-2011 year and adopted on June 7, 2011 to incorporate all policy and procedural changes.

E. Other Actions

During the 2012-2013 CDBG program year, the City of Woodland continued a number of actions related to the stated objectives and goals of the Consolidated Plan, as described in the following text.

Reduction of Lead-Based Paint Hazards

In order to reduce and abate lead-based paint hazards, the City of Woodland provided information and technical assistance to individuals undertaking home improvement projects. When CDBG funds are available for the City's Housing Rehabilitation Program, a portion of these funds are made available for lead assessment and abatement services.

Other Actions to Assist Persons and Families At-Risk of Homelessness

In 2012-2013, the Yolo Wayfarer Center received funding to provide emergency shelter and emergency services to homeless persons.

Overcoming Gaps in Institutional Structures

In an effort to eliminate gaps in institutional structures, the City remains actively involved with outside agencies and regional governmental entities. The City coordinates with Yolo County Housing which operates public housing facilities in the county to address affordable housing needs related to Section 8 and public housing activities, the County Homeless Coordinator along with various non-profit organizations to maximize resources for the provision of services to the homeless population, and the Yolo County Department of Environmental Health to address substandard housing conditions.

Reduction of the Number of Persons Living Below the Poverty Level

The City of Woodland relies on the cooperation and coordination of a wide range of service providers to assist in the effort to help individuals and families become self-sufficient. The City is a partner in this relationship through its provision of funding to public service agencies along with its programs and policies aimed at affordable housing production. During the 2012-2013 fiscal year, the City allocated a total of \$61,136 in CDBG funds to public service agencies for various programs to assist the homeless and/or low and moderate-income individuals and families. Through the assistance provided for Section 8 Housing Vouchers through Yolo County Housing, households are assisted with housing

costs reducing the burden this places on low income families.

Compliance with Program and Comprehensive Planning Requirements

As the administering agency for the City's Community Development Block Grant program, the Community Development Department is responsible for ensuring that the monitoring of all aspects of the CDBG program is adequately completed. These responsibilities include the necessary environmental review and National Environmental Protection Act (NEPA) clearance for activities, Davis-Bacon labor standards compliance on all applicable projects, and program monitoring for all CDBG-funded projects and programs.

During 2012-2013, the City transitioned the lead role in overseeing the administration of the City's CDBG Program from the Economic Development Manager to a Senior Planner within the Community Development Department. Appropriate program documentation is maintained for all projects, such as environmental review records and documents related to federal labor standards compliance. The City also requires its subrecipients to maintain programmatic documentation, including some or all of the following:

- 1) Address of activity;
- 2) Name of household or person served by activity;
- 3) Income category of household or person;
- 4) Race/ethnicity of household or person;
- 5) Total number of households or persons assisted;
- 6) Funding source used for activity; and
- 7) Type of assistance provided by the activity.

These sub-grantees are expected to be monitored annually through on-site visits to ensure all regulatory requirements are being met and that accomplishments and program beneficiary information is reported to the City in an accurate and timely manner. Subrecipients are also monitored through written monthly, quarterly, and/or yearly reports that are required to be submitted to the City. During the 2012-2013 program year quarterly and annual reports were submitted by eight public services subrecipients.

F. Leveraging Resources

As previously mentioned, the City and the Yolo Wayfarer Center have received one-year renewable Supportive Housing Grants (SHP) for each calendar year during the period of 2003 - 2012. The SHP renewal grant amount for 2012 is \$165,920. The grant is used to support the singles and families transitional housing programs. Additionally, the Yolo Wayfarer Center was awarded \$46,034 in 2009 and \$46,204 in 2010. The 2009 funding will provide permanent supportive housing at 505 Community Lane for two single individuals in one apartment while the 2010 funding will provide two families with permanent supportive housing at the Community Lane location. The 2009 and 2010 grants are currently underway.

In 2011, the Yolo Wayfarer Center has also applied for an additional Permanent Supportive Housing grant to provide two families permanent supportive housing in the same complex for 2012. Through the SHP grants, the City and Wayfarer Center have continued their effort to provide assistance to homeless and at-risk individuals and families in the transition from homelessness to independent living.

The City will continue to leverage several sources of funding for affordable housing projects from various State and Federal grant and loan programs. For example, the City was awarded an \$800,000 first time homebuyer grant through the HOME program in 2011 and has been using the funds to assist low income homebuyers purchase income-restricted units in the new residential subdivisions and resale homes.

G. Citizen Comments

As prescribed by HUD's Public Participation Process, the City of Woodland published a notice announcing the availability of the 2012-2013 CAPER for public examination and citizen comment. The City's notice was printed in the Daily Democrat on August 16, 2013. A copy of the published notice is included in this CAPER (Appendix C. Proof of Public Notice). A draft copy of the CAPER was made available at City Hall in the Community Development Office, 300 First Street, Woodland, California, 95695 and on the City website for a 30 day review period. No comments were received.

H. Self-Evaluation

The Self-Evaluation section of the CAPER narrative allows jurisdictions the opportunity to provide an analysis of their efforts and accomplishments in meeting their Consolidated Plan goals and objectives. The following questions have been provided by HUD to assist jurisdictions in completing their self-evaluation:

Are the City's activities and strategies making an impact on identified needs; and what indicators would best describe the results?

The City of Woodland's efforts to provide social services have continued to make a

positive impact on the community development needs of the area. Through CDBG grants to programs providing food, shelter, and other vital services, the City has made a significant impact in providing for homeless assistance and prevention through continuum of care homeless programs. Public services funding has also provided for senior programs and youth programs, which were identified as a high priority, and serves at-risk populations. Over the past year the City has made progress toward the accomplishment of its Consolidated Plan goals.

The City has continued to make major progress in its effort to provide affordable housing for very-low, low, and moderate income levels through the adoption of new policies and the affordable housing ordinance (6A) as well as securing substantial amounts of grant and loan funds for affordable housing activities. The Homebuyers Assistance Program, to date, has provided for the sale of 82 homes sold to low- and moderate-income households. In 2012-2013 four units were closed with HOME and HOME Program Income funds through the City's first time homebuyer program. In the past the City has used CDBG Program Income funds for homebuyer assistance.

The CDBG program has also provided funding for public facilities improvements to assist special needs populations including developmentally disabled adults, seniors, and the mentally ill.

Friends of the Mission (FOM) received CDBG funds (FY 2012-2013 funding) to rehabilitate a 7-unit apartment complex that it operates. FOM provides permanent supportive housing at the complex for formerly homeless families and singles who are graduates of the Yolo Wayfarer Center's Transitional Housing

programs. The project was completed in June 2013 and included a slurry seal for the parking lot; striping the parking lot for parking spaces, an ADA space, and a fire lane; the removal and replacement of fencing; the construction of a shade structure; and installation of a clothes line.

St. John's Retirement Village, a senior citizen supportive housing facility in Woodland, completed additional ADA ramp compliance work (FY 2011-2012 funding). This project replaced a high traffic handicap ramp on the east side of the kitchen. The 1980s ramp was no longer ADA compliant. The work was completed in late 2012 and resulted in an ADA compliant ramp with handrails that provides a safe route for residents who use walkers, wheelchairs, and motorized scooters. St. John's provides 23 very-low income senior units and a skilled nursing facility for very-low income seniors.

In August 2012, Haven House completed the remaining portions of its exterior rehabilitation project (FY 2011-2012 funding) which included a re-roof, window replacement, dry rot repairs, and exterior painting. Haven House provides housing and a structured day rehabilitation program for mentally ill.

New Hope Development Corporation, an organization of Yolo County Housing, used CDBG assistance (FY 2010-2011 funding) to complete exterior improvements at Cottonwood Meadows, a senior complex of 52 frail seniors living in 47 units. While there delays in construction because of health and safety issues; the project was completed in June 2013. The project improved existing parking areas through the application of a seal coat, the installation of ADA compliant sidewalk ramps, and striping for ADA parking

spaces. Other improvements included the repair of existing sidewalk areas that were impacted by tree root infestation.

The CDBG Program continues to have a big impact on the community as measured by the large amount of people served through CDBG-funded public service agencies. Several of the organizations that make up the fabric of social service in the Woodland community depend on their CDBG funding to provide essential services to those in need.

What barriers may have a negative impact on fulfilling the strategies and the overall vision?

Limited and declining resources of available funding continue to be the primary negative impact on fulfilling the strategies and the overall vision of the Consolidated Plan. The City expects community development needs to increase as public funding sources and private donations to public service agencies decrease in these difficult economic times. This situation has been further impacted by the dissolution of the City's redevelopment agency as a result of the 2011 passage of AB 1x 26. This reality will continue to pose a challenge for the City and local service providers to be resourceful and creative in order to maintain current levels of service throughout the 2013-2014 program year.

The City works with an active network of public service and non-profit agencies to target every possible source of funding for programs and projects within the City and County. Along with CDBG funds, Supportive Housing Program funds have been utilized by the City for a number of years to further the objectives of the Consolidated Plan. Other State and Federal sources of affordable housing financing are also targeted to assist in the development of housing for low and moderate-income households.

What is the status of the City's grant programs and are any activities or types of activities falling behind schedule?

Public service agencies that provide social services have continued to maintain an excellent record of timeliness in spending CDBG funds. There has been difficulty in the past completing various public improvement projects. This has occurred in the past due to project management issues that have arisen

on the part of the subrecipients. The City must continue to be diligent in overseeing the management and progress of these public facilities improvement projects. Progress has been made during the 2012-2013 program year as nine public facilities improvement projects were either completed or substantial progress was made with construction.

The nine projects include Cottonwood Meadows Rehabilitation (Yolo County Housing, FY 2010-2011 funding), ADA Accessibility Program (City of Woodland, FY 2011-2012 funding), Series Street Light Replacement Southeast of Downtown (City of Woodland, FY 2011-2012 funding), ADA Ramp Project (St. John's, FY 2011-2012 funding), Haven House Repairs (Yolo County Care Continuum, FY 2011-2012 funding), City Hall ADA Restrooms (City of Woodland, FY 2011-2012 funding), New Health Care Clinic (Communicare, FY 2011-2012 funding – program income), ADA Accessibility Program (City of Woodland, FY 2012-2013 funding), Affordable Housing Project for Families (Friends of the Mission, FY 2012-2013 funding).

Moving forward, the timing for the implementation of public facility projects should be carefully considered and, when appropriate, should be recommended funding assistance in phases especially as the City finds that funds are in greater demand in future years.

It is the intent of the City to always maintain its available funding below HUD's Performance Policy cap, and efforts have been made to ensure timely expenditure of funds by all City grantees. HUD's regulations require that cities have no more than 1.5 times their entitlement amount unspent. In 2012 Woodland was able to exceed that performance measure by having no more than .48 of its entitlement

unspent. The expenditure ratio exceeded 1.5 at the start of the fiscal year, but by year's end the ratio was significantly reduced to .48.

In consideration of the need to meet HUD's timeliness expenditure of funds requirement, City staff will continue to monitor and maintain close contact with CDBG-funded projects and programs which fall behind schedule of completion. It has been the general practice of the City to not disencumber funds for a project, but rather scale back the scope of projects that cannot be completed due to budget shortfalls. The City will also consider funding projects in phases.

Are grant disbursements timely, and do actual expenditures differ substantially from letter of credit disbursements?

The City of Woodland continued to make progress in expending CDBG funds from current and prior year activities during the 2012-2013 program year as mentioned above.

Typically about half of the public services grantees' grant disbursements are completed monthly and the other half is completed on a quarterly basis. The only exception is for public facility projects, which receive grant disbursements upon project's completion or by construction progress reimbursements. The City's draw-downs from the IDIS system are regularly prepared and authorized on at least a quarterly basis. The City will continue to work to maintain this standard to ensure CDBG funds are being drawn down on a regular and timely basis.

Staff is not aware of any substantial differences between actual expenditures and letter of credit disbursements. Both the Community Development Department and the City of Woodland Finance Department

maintain accurate records of expenditures which are reconciled quarterly with expenditure reports generated from the IDIS system.

Are major goals on target?

The City's progress towards meeting the goals stated in the Consolidated Plan has substantially been met. Public services needs and public facility needs have been addressed resulting in services for seniors, victims of domestic violence, mentally ill patients, homeless persons and those at risk of homelessness, as well as, youth services. During the 2012-2013 program year, CDBG funding advanced the objectives of providing for public services needs, and addressing the needs of homeless persons in Woodland primarily through providing ongoing funding.

Other goals of the Consolidated Plan, such as stated strategies and objectives related to affordable housing and fair housing have substantially been met as a result of programs, policies, and resources put to use by the City. The City also met priority public improvements objectives by providing for infrastructure improvements including ADA .

What, if any, adjustments or improvements to strategies and activities might meet your needs more effectively?

The City in July 2012 started the process of transitioning the responsibility for oversight of the CDBG Program from the Economic Development Manager to a Senior Planner in the Community Development Department. The transition was completed in May 2013; however, the Economic Development Manager will continue to provide guidance and assistance on CDBG-related matters. Through the first three years of the 2010-2014

Consolidated Plan, the City continues to make progress on substantially accomplishing its stated goals within the timeframe of its current Consolidated Plan.

IV. CDBG PROGRAM YEAR 2012-2013 NARRATIVE STATEMENT

This section of the CAPER provides the required narrative statements for issues specifically applied to the Community Development Block Grant Program, as follows:

Nature and Reasons for Changes in Program Objectives

During the 2012-2013 program year, no changes were made to the Community Development Block Grant Program objectives identified in the City's 2010-2014 Consolidated Plan.

Grantee Efforts in Carrying out Planned Actions of the 2012-2013 Action Plan

As noted throughout this CAPER, the City's CDBG program grantees that completely expended 2012-2013 program year funds were successful in carrying out planned actions of the 2012-2013 Action Plan.

For CDBG projects, nine projects were completed or made substantial progress during the 2012-2013 program year. The projects include Cottonwood Meadows Rehabilitation (Yolo County Housing, FY 2010-2011 funding), ADA Accessibility Program (City of Woodland, FY 2011-2012 funding), Series Street Light Replacement Southeast of Downtown (City of Woodland, FY 2011-2012 funding), ADA Ramp Project (St. John's, FY 2011-2012 funding), Haven House Repairs (Yolo County Care Continuum, FY 2011-2012 funding), City Hall ADA Restrooms (City of

Woodland, FY 2011-2012 funding), New Health Care Clinic (Communicare, FY 2011-2012 funding – program income), ADA Accessibility Program (City of Woodland, FY 2012-2013 funding), Affordable Housing Project for Families (Friends of the Mission, FY 2012-2013 funding).

Funds not Used Exclusively for Three National Objectives

City of Woodland CDBG funds were not expended for programs that did not meet one of the three national objectives of the CDBG program.

Displacement as a Result of Acquisition, Rehabilitation, or Demolition of Occupied Real Property

There was no displacement of residential or business properties as a result of acquisition, rehabilitation, or demolition activities during the 2012-2013 program year.

Limited Clientele

The City did not serve any limited clientele that did not qualify on an income basis or meet the category of presumed benefit limited clientele with its 2012-2013 CDBG program year funds.

HUD-Approved Neighborhood Revitalization Strategies

The City does not have a HUD-approved Neighborhood Revitalization Strategy.

Program Income

During the 2012-2013 program year, the City of Woodland received loan repayments in its Housing Rehabilitation Program of \$xxxx.



When received, these repayments are considered "Program Income" and can be spent on eligible CDBG projects following approval by City Council and subsequent approval by HUD staff.

The City of Woodland depends heavily on its CDBG entitlement and Program Income funds to address pressing community development and social service needs. The additional CDBG funds made available to the City for eligible uses through Program Income provide a beneficial supplement in the City's effort to carry out its Consolidated Plan strategies and objectives.

V. APPENDICES

The following list of additional information including: previous years CDBG summary table; IDIS Reports, and proof of publication have been included with this CAPER as Appendices:

- A. Summary Assessment of First Three Years Expenditures for 2010-2014 Five-Year Strategic Plan Goals and Objectives
- B. IDIS Reports

C. Proof of Public Notice



APPENDIX A

SUMMARY ASSESSMENT OF FIRST – THIRD
YEARS OF EXPENDITURES FOR 2010-2014 FIVE-
YEAR STRATEGIC PLAN GOALS AND
OBJECTIVES

DRAFT

CITY OF WOODLAND
Community Development Block Grant
Summary Assessment of Five-Year Consolidated Plan Expenditures
Year 3 – July 1, 2012 to June 30, 2013

STRATEGIC PLAN OBJECTIVE CATEGORY	ACTIVITY/DESCRIPTION	FY	BUDGETED	EXPENDED	DIFFERENCE
Housing/Rehabilitation	Housing Assistance Program	2008	\$87,648.00	\$85,437.50	\$2,210.50
	YCCC Supportive Housing Rehab	2009	\$69,631.10	\$48,362.75	\$21,268.35
	Section 108 Loan Payment				
	Affordable Housing for Seniors				
	Women's Residential Treatment and Housing Facility				
	Woodland Summer House Accessible Entrance Project	2010	\$11,000.00	\$11,000.00	\$0.00
	Heidrick Ranch Duplex Build - Yolo Habitat for Humanity	2010	\$38,983.00	\$38,983.00	\$0.00
	Cottonwood Meadows Rehab Project - Yolo County Housing	2010	\$43,000.00	\$38,426.00	\$4,574.00
	FOM Afford Hsng Proj for Families	2012	\$25,000.00	\$25,000.00	\$0.00
	Subtotal		\$275,262.10	\$247,209.25	\$28,052.85
Homeless Prevention	STEAC - Homeless Prevention Program				
	YWC Day Services/Emergency Food & Shelter	2010	\$15,000.00	\$15,000.00	\$0.00
		2011	\$9,004.00	\$9,004.00	\$0.00
		2012	\$9,136.00	\$7,957.84	\$1,178.16
	Subtotal		\$33,140.00	\$31,961.84	\$1,178.16
Economic Development	Microenterprise Loan Program				
	Neighborhood Enhancement/Code Compliance				
	COW Water Assistance Program (1)	2010	\$15,000.00	\$9,000.00	\$6,000.00
		2012	\$6,000.00	\$6,000.00	\$0.00
	Subtotal		\$21,000.00	\$15,000.00	\$6,000.00
General Public Services	Fair Housing Hotline	2010	\$10,000.00	\$10,000.00	\$0.00
		2011	\$10,000.00	\$10,000.00	\$0.00
		2012	\$10,000.00	\$7,500.00	\$2,500.00
	New Dimensions Supportive Housing - YCCC	2011	\$6,000.00	\$6,000.00	\$0.00
		2012	\$6,000.00	\$4,471.38	\$1,528.62
	Home Delivered Meals - Elderly Nutrition	2010	\$10,000.00	\$10,000.00	\$0.00
		2011	\$9,000.00	\$9,000.00	\$0.00
		2012	\$10,000.00	\$10,000.00	\$0.00

General Public Services	Homeless Youth Support Servcs -	2010	\$9,835.00	\$9,816.13	\$18.87
	Yolo Family Resource Center (2)				
	Literacy Council S.T.E.P. Program	2010	\$9,873.00	\$9,873.00	\$0.00
		2011	\$8,000.00	\$8,000.00	\$0.00
		2012	\$6,500.00	\$6,500.00	\$0.00
	Low Income Counseling -				
	Yolo Family Service Agency	2011	\$6,000.00	\$6,000.00	\$0.00
	Enough to Eat - Food Bank	2010	\$15,000.00	\$15,000.00	\$0.00
		2011	\$9,000.00	\$9,000.00	\$0.00
	Moving Out Mentors				
	Adult Day Health Transportation				
	Shelter Program/Wallace and				
	Vannucci Center				
	Teen Success - PPMM	2010	\$9,873.00	\$9,873.00	\$0.00
		2011	\$6,000.00	\$6,000.00	\$0.00
		2012	\$6,500.00	\$4,875.00	\$1,625.00
	COW Recreation Scholarships	2011	\$6,000.00	\$6,000.00	\$0.00
	Health Services - CommuniCare	2012	\$7,000.00	\$5,250.00	\$1,750.00
	Woodland In-home Respite				
		Subtotal	\$170,581.00	\$163,158.51	\$7,422.49
Planning and Administration	CDBG Administration	2010	\$126,108.00	\$126,108.00	\$0.00
		2011	\$105,325.00	\$105,325.00	\$0.00
		2012	\$81,514.00	\$81,514.00	\$0.00
		Subtotal	\$312,947.00	\$231,433.00	\$81,514.00
Public Facilities	COW ADA Accessibility Improvements	2010	\$186,971.32	\$186,971.32	\$0.00
		2011	\$84,731.46	\$84,731.46	\$0.00
		2012	\$150,000.00	\$135,000.00	\$15,000.00
	Yolo County Hsng Playgrnd - funds shifted from unep. TANA proj funds (FY 07, 08) per amendment - work completed in 2010	2009	\$65,825.82	\$65,825.82	\$0.00
	COW Series Street Lighting	2011	\$160,000.00	\$109,497.08	\$50,502.92
	Sac Valley Hist Railways Train Depot	2012	\$64,921.00	\$0.00	\$64,921.00
	St. John's - ADA Compliance (ph 2)	2010	\$16,800.00	\$16,800.00	\$0.00
	St. John's - ADA ramp	2011	\$15,000.00	\$15,000.00	\$0.00
	St. John's Weather Walkway	2012	\$25,000.00	\$0.00	\$25,000.00
	YCCC Haven House Repairs (3)	2011	\$39,199.00	\$39,199.00	\$0.00
	WCC Training Project (4)	2011	\$22,000.00	\$0.00	\$22,000.00
	YCH Site Prep for Edu/Rec Fac (4)	2011	\$12,000.00	\$0.00	\$12,000.00

	COW City Hall ADA Restrooms (5)	2011	\$60,000.00	\$60,000.00	\$0.00
Public Facilities	CommuniCare Clinic BP Fees (5)	2011	\$50,000.00	\$50,000.00	\$0.00
		Subtotal	\$952,448.60	\$763,024.68	\$189,423.92
	TOTAL		\$1,765,378.70	\$1,533,301.28	\$232,077.42

- (1) The \$6,000 balance shifted to HUD Activity #359 (COW Recreation Scholarship) per HUD 2011-12 Amendment.
- (2) Defunded remaining balance of \$18.87.
- (3) Project funding will be increased by \$12,368.90 through 2012-2013 HUD Amendment.
- (4) Projects funded through re-programming of FY 2011-12 funds.
- (5) Projects funded through 2011-2012 Program Income Amendment.

DRAFT



APPENDIX B

IDIS REPORTS

DRAFT



APPENDIX C

PUBLIC NOTICE

DRAFT

**PUBLIC NOTICE
CITY OF WOODLAND
CONSOLIDATED ANNUAL
PERFORMANCE REPORT
FOR FY 2012-2013**

Notice is hereby given that the City of Woodland's Community Development Department has completed its Consolidated Annual Performance Evaluation Report (CAPER) for the period of July 1, 2012 to June 30, 2013. The CAPER concerns the overall use of Community Development Block Grant (CDBG) funds received from the Department of Housing and Urban Development (HUD) in relationship to the needs of the community as outlined in its Consolidated Plan.

The City's overall objective in the CDBG program is the development of viable communities by providing decent housing, a suitable living environment, and expansion of economic opportunities primarily for low-to-moderate income persons.

All persons interested in reviewing the CAPER may inspect the report at the City of Woodland, City Hall, 300 First Street or at www.cityofwoodland.org. Questions or comments may be directed to Dan Sokolow at (530) 661-5927 or dan.sokolow@cityofwoodland.org on or before September 16, 2013.

**AVISO PÚBLICO
CIUDAD DE WOODLAND
INFORME CONSOLIDADO ANUAL DE RESULTADOS
DEL 2012-2013**

El aviso se da por este medio que la ciudad de Woodland ha terminado el Informe Consolidado Anual de Resultados para el período del 1 de julio de 2012 al 30 de junio de 2013. El Informe Consolidado Anual de Resultados se refiere al uso total de los fondos de Desarrollo de la Comunidad de la ciudad de Woodland (Community Development Block Grant - CDBG) recibidos del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos en la relación a las necesidades de la comunidad conforme a su plan consolidado.

El objetivo general de la ciudad en el programa de CDBG es el desarrollo de comunidades viables por el proveo de viviendas adecuadas, un medio ambiente apropiado, y la extensión de oportunidades económicas principalmente para las personas de ingresos bajos a moderados.

El Informe Consolidado Anual de Resultados está disponible para la revisión pública en las oficinas administrativas de la ciudad localizada en el 300 First Street, en Woodland, CA 95695 o en www.cityofwoodland.org. Favor de comunicarse con Dan Sokolow, al (530) 661-5927 o a dan.sokolow@cityofwoodland.org si tiene preguntas o comentarios antes del 16 de Septiembre de 2013.

Woodland Daily Democrat

711 Main Street
Woodland, CA 95695
530-406-6223
legals@dailydemocrat.com

WOODLAND, CITY OF - LEGALS
2130710
ATTN: ACCOUNTS PAYABLE, 300 FIRST ST
WOODLAND CA 95695

PROOF OF PUBLICATION (2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Yolo

FILE NO. CDBG CAPER-08-16-13

The Daily Democrat

A newspaper of general circulation, printed and published daily in the City of Woodland, County of Yolo, and which newspaper has been adjudged a newspaper of general circulation as defined by the Superior Court of the County of Yolo, State of California, under the date of June 30, 1952, and in accordance with the provisions of Title 1, Division 7, of the government Code of the State of California; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

08/16/2013

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Woodland, California,
this 16th day of August 2013


Signature

Legal No. 0004936702

PUBLIC NOTICE CITY OF WOODLAND CONSOLIDATED ANNUAL PERFORMANCE REPORT FOR FY 2012-2013

Notice is hereby given that the City of Woodland's Community Development Department has completed its Consolidated Annual Performance Evaluation Report (CAPER) for the period of July 1, 2012 to June 30, 2013. The CAPER concerns the overall use of Community Development Block Grant (CDBG) funds received from the Department of Housing and Urban Development (HUD) in relationship to the needs of the community as outlined in its Consolidated Plan. The City's overall objective in the CDBG program is the development of viable communities by providing decent housing, a suitable living environment, and expansion of economic opportunities primarily for low-to-moderate income persons. All persons interested in reviewing the CAPER may inspect the report at the City of Woodland, City Hall, 300 First Street or at www.cityofwoodland.org. Questions or comments may be directed to Dan Sokolow at (530) 661-5927 or dan.sokolow@cityofwoodland.org on or before September 16, 2013.

AVISO PUBLICO
CIUDAD DE WOODLAND
I N F O R M E
CONSOLIDADO ANUAL
DE RESULTADOS DEL
2012-2013 El aviso se
da por este medio
que la ciudad de
Woodland ha terminado
el Informe Consolidado
Anual de Resultados
para el periodo del
1 de julio de 2012 al
30 de junio de 2013.
El Informe Consolidado
Anual de Resultados
se refiere al uso total
de los fondos de
Desarrollo de la
Comunidad de la
ciudad de Woodland
(Community Development
Block Grant - CDBG)
recibidos del Departamento
de Vivienda y
Desarrollo Urbano
de los Estados
Unidos en la relación
a las necesidades de

la comunidad conforme a su plan consolidado. El objetivo general de la ciudad en el programa de CDBG es el desarrollo de comunidades viables por el proveo de viviendas adecuadas, un medio ambiente apropiado, y la extensión de oportunidades económicas principalmente para las personas de ingresos bajos a moderados. El Informe Consolidado Anual de Resultados está disponible para la revisión pública en las oficinas administrativas de la ciudad localizada en el 300 First Street, en Woodland, CA 95695 o en www.cityofwoodland.org. Favor de comunicarse con Dan Sokolow, al (530) 661-5927 o a dan.sokolow@cityofwoodland.org si tiene preguntas o comentarios antes del 16 de Septiembre de 2013.

This space is for the County Clerk's Filing Stamp

Server Error

The server encountered a temporary error and could not complete your request.

Please [try again](#) in 30 seconds.



County of Yolo

www.yolocounty.org

To: Supervisor Duane Chamberlain, Chair
and Members of the Board of Supervisors

Consent-General Government #

11.

Board of Supervisors

County Counsel

Meeting Date: 06/04/2013

Brief Title: Stormwater Drainage Agreement

From: Robyn Truitt Drivon, County Counsel

Staff Contact: Philip J. Pogledich, Senior Deputy County Counsel, x8275

Information

Subject

Approve agreement addressing stormwater drainage services provided by the City of Woodland. (General fund impact approximately \$30,000) (Drivon)

Recommended Action

Authorize the Chair of the Board to sign an agreement (attached) relating to stormwater drainage services provided by the City of Woodland.

Strategic Plan Goal(s)

Collaborate to maximize success

Preserve and support agriculture

Provide fiscally sound, dynamic and responsive services

Reason for Recommended Action/Background

In 1970, the County and the City of Woodland entered into an agreement (Yolo County Agreement No. 70-274) (the "1970 Agreement") to cover the cost of building, operating, and maintaining a storm drainage pumping facility serving areas within and east of the City. Under the 1970 Agreement, the County agreed to pay a share of these facility costs. Initially, the County's share was 30% of such costs (with a total of 9,111 unincorporated acres served). Due to annexations, the County's share has declined over time to 6% of facility costs.

The County has not made any payments under the 1970 Agreement for many years (if ever). Recently, the City and County have discussed resolving any claims for past due amounts and ensuring that payments are made regularly going forward. As part of these discussions, the City agreed to waive any right to recover past due amounts in recognition of the County's substantial unreimbursed costs (over \$840,000) for reconstruction of the levee at Huff's Corner, which protects portions of the City. In turn, the County agreed to pay amounts owed pursuant to the 1970 Agreement for the 2012-2013 fiscal year and in each future fiscal year.

The attached agreement memorializes this outcome. The 1970 Agreement is included as Exhibit A thereto. Staff recommend approval of the agreement on the basis that it reflects a fair and reasonable allocation of costs between the County and City for storm drainage, flood protection, and related matters of mutual concern.

Other Agency Involvement

The attached agreement was developed through discussions with the City Manager and related staff. The Planning and Public Works Department, County Administrator, and the Office of the County Counsel all participated in this effort.

Fiscal Impact

Fiscal impact (see budgetary detail below)

Fiscal Impact (Expenditure)

Total cost of recommended action:	\$ 30,000
Amount budgeted for expenditure:	\$ 0
Additional expenditure authority needed:	\$ 30,000
On-going commitment (annual cost):	\$ 30,000

Source of Funds for this Expenditure

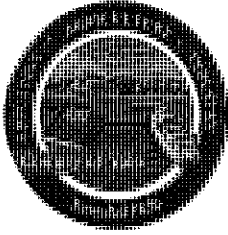
General Fund	\$30,000
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Explanation (Expenditure and/or Revenue)

No fiscal impact is expected in FY 2012-13. If the Woodland City Council accepts the agreement, the \$30,000 County cost of the agreement will be added to the 2013-14 budget.

AttachmentsAtt. A. Agreement on Stormwater Drainage**Form Review**

Inbox	Reviewed By	Date
Phil Pogledich (Originator)	Phil Pogledich	05/24/2013 01:34 PM
John Bencomo	John Bencomo	05/28/2013 08:22 AM
Patrick Blacklock	Patrick Blacklock	05/28/2013 01:50 PM
Robyn Drivon	Robyn Drivon	05/29/2013 11:13 AM
Ivan Vonk	Ivan Vonk	05/29/2013 11:15 AM
Auditor	Howard Newens	05/29/2013 01:55 PM
County Counsel	Hope Welton	05/29/2013 01:59 PM
Phil Pogledich (Originator)	Phil Pogledich	05/24/2013 01:34 PM
John Bencomo	John Bencomo	05/28/2013 08:22 AM
Patrick Blacklock	Patrick Blacklock	05/28/2013 01:50 PM
Robyn Drivon	Robyn Drivon	05/29/2013 11:13 AM
Ivan Vonk	Ivan Vonk	05/29/2013 11:15 AM
Auditor	Howard Newens	05/29/2013 01:55 PM
County Counsel	Hope Welton	05/29/2013 01:59 PM
Form Started By: Phil Pogledich		Started On: 05/21/2013 04:05 PM
Final Approval Date: 05/29/2013		



County of Yolo

PLANNING AND PUBLIC WORKS DEPARTMENT

John Bencomo
DIRECTOR

292 West Beamer Street
Woodland, CA 95695-2598
(530) 666-8775 FAX (530) 666-8156
www.yolocounty.org

TO: SUPERVISOR JIM PROVENZA, Chair,
and Members of the Board of Supervisors

FROM: John Bencomo, Director, Planning & Public Works

DATE: April 10, 2012

BRIEF TITLE: Agreement Between the County of Yolo and the City of Woodland
regarding Storm Drainage Services.

SUBJECT: Approve agreement between the County of Yolo and the City of Woodland in
the amount of \$30,100 for FY11/12 storm drainage services (general fund).

AGENDA CATEGORY

Consent

RECOMMENDED ACTIONS

Approve ongoing agreement between County of Yolo and the City of Woodland in the initial
amount of \$30,100 for FY11/12 stormwater drainage services.

FISCAL IMPACT

Total Cost of Recommended Action: \$____,000

Amount Budgeted: \$____,000

Net Variance from Budget: \$0

One-time Commitment: \$0 On-going Commitment Cost: \$____

Source of Funds: County General Fund

Funding Category: ____ Amount: ____

STRATEGIC PLAN GOALS

Provide fiscally sound, dynamic and responsive services

REASON FOR RECOMMENDED ACTIONS

The City of Woodland has provided stormwater drainage services for the benefit of properties
within unincorporated areas of the county consistent with a 1970 stipulated agreement that was
developed to address significant drainage problems impacting private property, and to convey

the excess water through existing ditches that is then pumped into the Cache Creek settling basin.

BACKGROUND

The county executed agreement (No. 70-274) to cover the cost of constructing a storm drainage pumping facility, and the ongoing maintenance and operations costs. The subject agreement was primarily between the county and the City of Woodland, and part of a settlement agreement developed in response to a lawsuit brought against the entities to address reoccurring incidences of flooding. The agreement is over 40 years old, and was recently discovered by city staff. Based on recent discussions, the city is now requesting that the county reinstate the annual payments, consistent with the schedule of payments included within the original agreement. The total amount for this years payment is approximately \$____ for the O&M portion.

In researching the origin and circumstances surrounding this agreement, staff has not found any evidence of regular payments since the inception of said agreement. However, based on a memorandum of September 1, 1978, from David Rowlands, County Administrator, it appears that funds had been transferred from contingencies to a newly established Flood Control problems impacting the private property.

According to the County and City Agreement for Storm Drainage #70-274, the County agreed to pay a percentage of the O&M costs for the City storm drainage system based on the percentage of county lands drained by the City's storm drainage system. On April 9, 1970, the County executed Agreement No. 70-274 to pay a portion of the costs incurred in constructing a pumping plant to dispose of the City and the County's accumulated storm drainage waters in the territory east of Woodland. The drainage area totaled 14,538 acres of which 5,427 acres were located within the City and 9,111 acres were located within the county.

The Agreement divided the costs of constructing the facility and the drainage distribution system Budget. The primary issue or impetus for the lawsuit was to address the significant drainage between the Parties: the City and the County's share was 70/30 respectively. The Agreement also allocated a portion of the operation and maintenance (O&M) expenses to the County: the County's share was proportionate to the percentage of county property drained by the City's storm drainage facility, with the County's O&M obligation proportionately reduced by the number of acres subsequently annexed by the City in accordance with the schedule set forth in Agreement No. 70-274 (county pro rata share has decreased to approximately 6%).

City/County Discussions:

More recently, the CAO and I had been actively engaged in a series of discussions with the City of Woodland's then city manager, Mark Deven, the interim, Kevin O'Rourke, and city staff, regarding the outstanding drainage fee due to the City of Woodland from the County. The County agreed to reestablish the annual payments to the City for the County's proportionate share of O&M costs accrued each fiscal year, until the County's O&M obligation is 0% in accordance with the schedule set forth in Agreement No. 70-274.

While the county acknowledged that there was a substantial balance due for city services over several years due to an oversight of both parties, the county also presented information

regarding the recent flood mitigation efforts and substantial costs borne by the county that had resulted in significant benefits to residents and businesses within the City limits, as discussed in the following:

During the New Year's storm event, Cache Creek came within inches of overtopping its banks, although there was no resulting flooding during this event. It was recognized that if the Huff's Corner levee were to fail in a 30-year flood event (bank to bank full scenario) about 10 homes in the unincorporated County, the industrial area on the north side of Woodland, west of East Street, and about 40 homes and businesses in Woodland, would likely be impacted.

Between December 17, 2005 and January 3, 2006, a series of major winter storms caused extensive damage across northern California. On January 5, 2006, the BOS ratified a Resolution of the Existence of a Local Emergency, which had previously been executed on January 1st, at the height of the New Year's storm. A State of Emergency was also declared for Yolo County at both the State and federal levels.

The Legislature declared this event a "disaster" under the California Disaster Assistance Act ("CDAA"). Road and levee facilities in Yolo County were heavily damaged during this disaster. The most extensive local damage occurred in two locations along Cache Creek north of the City of Woodland:

Site One: A County flood protection levee sustained significant erosion damage, later permanently repaired by the County at a cost of about \$200,000.

Site Two (Huff's Corner): Flows up to two feet above flood stage eroded the face and a portion of the crown of a County levee at Huff's Corner. The levee and a portion of the County road atop it were ultimately replaced at a cost of about \$1.8 million.

The City and county engaged in a series of ongoing discussions during the winter storm event itself and the ensuing flood mitigation efforts to reconstruct the Huff's Corner levee structure. During public discussions both in 2x2 meetings between the city and county or during the BOS meetings, it was acknowledged that there was substantial protective benefit to the City of Woodland from the levee repair work undertaken by the county. This understanding was memorialized in the county's letters (September 18, 2006 and September 26, 2006) acknowledging the City's willingness to share the costs of the repair projects.

The County had spent about \$2 million to repair road and levee facilities damaged by this disaster. It coordinated all expenditures closely with the California Emergency Management Agency ("CalEMA"). It also worked closely with CalEMA staff in attempting—unsuccessfully, as it turned out—to secure reimbursement from the Federal Emergency Management Agency. Finally, the County also consulted with CalEMA staff prior to turning down an offer from DWR to pay back 50 percent of its repair costs. To date, the total unreimbursed amount to the county is \$844,430.01.

Agreement No. __-__

Agreement Between the County of Yolo and the City of Woodland Regarding Storm Drainage Services Provided Pursuant to Agreement No. 70-274 and the Huff's Corner Flood Protection Project

This Agreement ("Agreement") is entered into this __ day of _____, 2013 by and between the County of Yolo ("County") and the City of Woodland ("City").

RECITALS

WHEREAS, pursuant to an April 9, 1970 agreement (Agreement No. 70-274) (the "1970 Agreement"), Exhibit A hereto, in addition to agreeing with the City to form and operate a joint powers authority to address certain storm water drainage issues, the County agreed to pay a portion of the costs incurred by the City for building, operating, and maintaining a pumping plant to handle storm water from lands located east of the City; and

WHEREAS, under the 1970 Agreement, the County's payment obligation corresponded to the percentage of unincorporated area lands served by the City's storm drainage facility; and

WHEREAS, over the past 42 years, the City has annexed nearly 7,000 of the original 9,111 acres of unincorporated territory initially served by the City's storm drainage facility; and

WHEREAS, per the terms of the 1970 Agreement, the County's payment obligation has declined significantly as a result of such annexations to about 6 percent of the overall annual cost of operating and maintaining the City's storm drainage facility; and

WHEREAS, to date, the City has not invoiced the County (nor has the County paid) any amounts for the construction, operation, or maintenance of the City's storm drainage facility pursuant to the 1970 Agreement; and

WHEREAS, the County spent nearly \$2,000,000 in 2006-07 to construct a levee along Cache Creek in an area referred to as "Huff's Corner" and to repair other road and flood protection facilities in the same vicinity; and

WHEREAS, based on technical reports prepared by a qualified engineering firm, the construction of the levee at Huff's Corner benefits the City by enhancing public safety and providing a level of flood protection to local residential, commercial, and other structures located on the north side of Woodland, west of East Street, the City that would not otherwise exist; and

WHEREAS, the City supported the County's construction of these improvements and, as memorialized in County letters dated September 18 and 26, 2006, indicated a willingness to share in the cost of these projects during public discussions at "2x2" meetings; and

WHEREAS, while the County's expenditures have been partially reimbursed by the State of California, approximately \$844,430 of the County's costs could not be recovered from the state or federal government despite the County's diligent efforts;

NOW, THEREFORE, in consideration of the mutual promises contained herein, the parties hereby agree as follows:

AGREEMENT

1. Obligations of County. Beginning with the 2012/13 fiscal year and continuing for each year thereafter during the Term of this Agreement (Section 5, below), the County will pay its proportionate share of the operation and maintenance costs of the City's storm drainage facility. The County's share shall be determined in the manner described in the 1970 Agreement. All other matters relating to the invoicing and payment of the County's share shall be handled in accordance with Section 3, below (Method of Payment).

2. Obligations of City. The County intends to perform a study that objectively examines the present benefit afforded to lands in the unincorporated area by the City's continued maintenance and operation of the storm drainage facility. The City will cooperate in good faith in such County efforts by providing any information or other assistance reasonably requested by the County. Within a reasonable amount of time after completion of the study, the parties will negotiate an amendment to this Agreement to adjust the County's proportionate share in a manner that corresponds to the outcome of the study. No increase to the County's proportionate share, however, shall take effect unless the County successfully establishes a fee, assessment, tax, or other manner of obtaining reimbursement for its share of operation and maintenance costs.

3. Method of Payment. The City shall submit invoices to the County by September 1 of each year for costs covered by the 1970 Agreement during the prior fiscal year. If reasonably requested by the County, the City shall provide reasonable documentation or other supporting information to verify the reimbursement sought by the City. Within thirty (30) calendar days of the County's receipt of the invoice, the County Administrator shall (1) authorize payment of the reimbursement sought for all costs within the scope of the 1970 Agreement, and (2) if necessary, advise the City in writing of any concerns that the County Administrator has with any aspect of the invoice for which the County Administrator is not authorizing payment. As to any matters disputed by the County Administrator, the parties shall promptly meet and confer in an attempt to resolve the County Administrator's concerns.

4. Past Due Sums. In recognition of the mutually beneficial nature of the Woodland storm drainage facility and the Huff's Corner flood protection project, each party hereby foregoes, waives, and releases any right, claim, or interest that it may have with against the other party relating to amounts owed, or claimed to be owed, in connection therewith.

The Parties intend for the Agreement to be a full and final resolution of all claims arising from the 1970 Agreement and the Huff's Corner flood protection project, notwithstanding any potential later-discovered facts or information. Accordingly, each Party assumes the risk of unknown and unanticipated facts and claims, and hereby specifically waives any and all protection of California Civil Code Section 1542, which provides as follows:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR

AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.

Each Party represents that it has consulted with counsel, is fully informed on the consequences of the full and final waiver encompassed herein, and knowingly waives any protections of California Civil Code Section 1542, or any similar provisions of common or statutory law. The provisions of this Section shall survive the expiration or termination of this Agreement.

5. Term. The term of this Agreement shall be from the date that it is duly approved and fully executed by the governing bodies of the City and the County until the completion of the payment obligation pursuant to the terms of the 1970 Agreement.

6. Fees and Assessments. Nothing in this Agreement limits or otherwise affects the legal authority of the parties to establish or amend fees, assessments, taxes, or other charges imposed to cover costs associated with the operation and maintenance of the flood protection and storm drainage facilities covered by this Agreement.

7. Effect on 1970 Agreement. Except for provisions of the 1970 Agreement that are expressly referenced herein, the 1970 Agreement shall terminate and be of no further force or effect upon the full execution of this Agreement.

8. Amendments. Modifications or amendments to the terms of this Agreement shall be in writing and executed by both parties.

9. Notices. All notices, letters, and other communications under this Agreement from one party to the other will be mailed, first class, or hand delivered, or via facsimile followed by delivery of the original documents to the address shown. Either party may change its address at any time by providing written notification to the other party.

If to City:

City of Woodland
300 First Street
Woodland, CA 95695
Attn: City Manager

If to the County of Yolo:

County of Yolo
625 Court Street, Room 202
Woodland, CA 95695
Attn: County Administrator

No change of address shall be binding upon the other party hereto until such party receives, at the address shown herein, written notice thereof. All notices shall be in English and shall be effective upon receipt.

10. No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation of either party to this Agreement.

11. Jurisdiction. Any lawsuit, action, or other proceeding arising from this Agreement shall be brought in a California state court located in the County of Yolo, California.

12. Successors and Assigns. This Agreement may be assigned with the consent of the other party. It shall be binding upon and inure to the benefit of the parties and their respective successors and assigns. No assignment or delegation of the obligation to make any payment or reimbursement hereunder will release the assigning party without the prior consent of the other party.

13. Severability. If any provision of this Agreement is deemed invalid or unenforceable, the balance of this Agreement shall remain in full force and effect; provided that if any material obligation or benefit under this Agreement is deemed invalid or unenforceable, the parties shall negotiate in good faith to amend the Agreement to ensure adequate consideration by both parties.

14. Integration. This Agreement constitutes the entire understanding among the parties pertaining to the subject matter hereof and, except as noted above with respect to the 1970 Agreement, supersedes all prior understandings and representations of the parties with respect to the subject matter hereof. Any representation, promise, or condition not incorporated into this Agreement shall not be binding on any party.

CITY OF WOODLAND

COUNTY OF YOLO

By _____
Skip Davies, Mayor

By _____
Duane Chamberlain, Chair
Board of Supervisors

Attest:
Ana Gonzalez, City Clerk

Attest:
Julie Dachtler, Deputy Clerk
Board of Supervisors

By _____
Deputy (Seal)

By _____
Deputy (Seal)

Approved as to Form:
Best Best & Krieger, LLP

Approved as to Form:
Robyn Truitt Drivon, County Counsel

By _____
Andrew J. Morris, City Attorney

By _____
Philip J. Pogledich, Senior Deputy

FILED

APR - 9 1970

LAURENCE P. HENIGAN, Clerk
By
Deputy

AGREEMENT NO. 70- 274

THIS AGREEMENT by and between the COUNTY OF YOLO, a political subdivision of the State of California, hereinafter referred to as COUNTY, and the CITY OF WOODLAND, a municipal corporation, hereinafter referred to as CITY,

W I T N E S S E T H:

1. This agreement is entered into to implement a four party agreement which is in the process of being entered into between WOODLAND BY-PRODUCTS COMPANY, a corporation, COUNTY, CITY and SACRAMENTO-SAN JOAQUIN DRAINAGE DISTRICT acting by and through the RECLAMATION BOARD OF THE STATE OF CALIFORNIA. The said agreement shall hereafter be referred to as FOUR PARTY AGREEMENT.

2. Upon completion of the public and private works contemplated in the FOUR PARTY AGREEMENT, it shall become necessary for CITY and COUNTY, in order to dispose of their respective storm drainage accumulated in the area east of Woodland, to construct a pumping plant in the easement area more particularly referred to in Paragraph 1 (c) of the FOUR PARTY AGREEMENT. From this pumping plant, the storm drainage waters of CITY and COUNTY shall be pumped into the Cache Creek Settling Basin to be carried easterly to the Yolo By-Pass. In order so to transport such storm drainage water, it shall be necessary for CITY and COUNTY to acquire an easement for the use of an existing drainage canal, or in the alternative, an easement for a new drainage canal in the same several vicinity.

3. For the purpose of implementing the FOUR PARTY AGREEMENT hereinabove referred to, and for the purpose of jointly exercising their respective powers and public purposes of accumulation and disposition of storm drainage waters, and related public purposes, CITY and COUNTY hereby agree jointly to acquire all

RECEIVED
FEB 10 1970

1 easements and construct all facilities necessary to provide the
2 pumping plant and storm drainage collection and disposal system
3 contemplated in the FOUR PARTY AGREEMENT and in this agreement,
4 the respective contributions of CITY and COUNTY to the cost thereof
5 to be as hereinafter set forth. Thereafter, CITY and COUNTY shall
6 maintain and operate the said facilities, including the drainage
7 ditch and easement more particularly referred to in Paragraph 1 (c)
8 of the FOUR PARTY AGREEMENT, the proportionate contributions of
9 CITY and COUNTY to the cost of said maintenance and operation to
10 be as hereinafter set forth.

11 4. A committee composed of COUNTY'S Director of Public
12 Works and CITY'S City Engineer shall constitute the agency for the
13 joint exercise of powers herein provided. All plans and specifica-
14 tions for the construction of the pumping plant and related facili-
15 ties shall be prepared by CITY'S City Engineer and approved by
16 COUNTY'S Director of Public Works. CITY'S City Engineer shall
17 assume responsibility for immediate supervision of construction,
18 maintenance and operation of the pumping facilities and drainage
19 disposition system, provided that the committee may from time to
20 time determine that particular maintenance operations can be more
21 economically conducted by COUNTY, in which event COUNTY'S Director
22 of Public Works will assume responsibility for immediate supervi-
23 sion of such maintenance and operation procedures. Any proceedings
24 in eminent domain for acquisition of drainage ditch right of way
25 shall be maintained in the names of both parties, CITY, however,
26 to assume immediate responsibility for the prosecution of the pro-
27 ceedings.

28 5. With regard to all construction costs hereinabove
29 provided, cost of acquisition of easement, cost of preparation of
30 plans, and cost of any civil proceedings required to acquire in
31 eminent domain any necessary easements shall be divided between
32 the parties as follows:

1 CITY 70%

2 COUNTY 30%

3 Thereafter, the parties shall contribute in the same proportion

4 to the cost of maintenance and operation of the said facilities

5 until such time as CITY has annexed to itself by appropriate

6 annexation proceedings portions of the "COUNTY drainage area",

7 consisting of approximately 9,100 acres, as the same is depicted

8 on the diagram which is attached hereto, marked EXHIBIT "A" and

9 hereby incorporated by reference. As such territory is annexed

10 to CITY, COUNTY'S proportionate contribution shall be reduced and

11 CITY'S increased in accordance with the schedule hereinafter set

12 forth, so that if, and when, the entire "COUNTY drainage area"

13 has been annexed to CITY, COUNTY shall have no further obligation

14 to contribute to the cost of maintenance and operation of said

15 pumping plant and drainage distribution system:

16	<u>TOTAL ACREAGE ANNEXED</u>	<u>COUNTY'S CONTRIBUTION</u>	<u>CITY'S CONTRIBUTION</u>
17	333	29%	71%
18	507	28%	72%
19	688	27%	73%
20	874	26%	74%
21	1068	25%	75%
22	1268	24%	76%
23	1475	23%	77%
24	1690	22%	78%
25	1913	21%	79%
26	2144	20%	80%
27	2385	19%	81%
28	2635	18%	82%
29	2896	17%	83%
30	3167	16%	84%
31	3430	15%	85%
32	3744	14%	86%

1	4052	13%	87%
2	4373	12%	88%
3	4708	11%	89%
4	5062	10%	90%
5	5431	9%	91%
6	5819	8%	92%
7	6226	7%	93%
8	6655	6%	94%
9	7106	5%	95%
10	7582	4%	96%
11	8086	3%	97%
12	8618	2%	98%
13	8864	1%	99%
14	all	0%	100%

15 The foregoing schedule is based on a total drainage area
16 of 14,538 acres of which 5,427 acres is located within CITY and
17 of which 9,111 acres is located within COUNTY. It is assumed that
18 the cost of draining CITY territory is four times that of draining
19 COUNTY territory. If blocks of one hundred acres or more of
20 COUNTY territory are hereafter converted to urban uses, the schedule
21 shall be revised based on the assumption that the cost of draining
22 this COUNTY territory is also four times that of the remaining
23 COUNTY territory. Acreages are rounded to the nearest acre.

24 6. This agreement shall remain in effect until such time
25 as the SACRAMENTO-SAN JOAQUIN DRAINAGE DISTRICT acting by and
26 through the RECLAMATION BOARD OF THE STATE OF CALIFORNIA carries
27 out a more permanent plan and solution for the drainage problems
28 of the Cache Creek Settling Basin area, or until such time as the
29 parties hereto by mutual agreement determine that a more expedient
30 or more economical solution can be effected for the drainage
31 problems of the respective parties hereto.

32 7. In connection with the road abandonment proceedings

1 contemplated to be undertaken by COUNTY pursuant to the FOUR PARTY
2 AGREEMENT, COUNTY agrees to reserve for the use and benefit of the
3 CITY perpetual easements for construction, installation, mainte-
4 nance and repair of lines of pipe for sanitary sewerage and storm
5 drainage as follows:

6 a. County Road 21. A sewer line easement 60
7 feet in width including complete rights of
8 ingress and egress for purposes of mainte-
9 nance, repair, reconstruction and replace-
ment to cover existing parallel sewer lines
presently located within the road right of
way of County Road 21.

10 b. County Road 103 South of Road 20. A sewer
11 line easement, with the same rights of in-
12 gress and egress as indicated above, 40 feet
13 in width for the maintenance and repair of
the existing sanitary sewer line, including
14 in addition, however, an easement for the
construction, installation, maintenance and
15 repair of a future parallel sewer line.

16 DATED: March 9, 1970.

17 COUNTY OF YOLO, a political subdivision

18 BY Wm E. Sullivan
19 CHAIRMAN OF THE BOARD OF SUPERVISORS

20
21 ATTEST:
22 LAURENCE P. MENIGAN, CLERK

23 BY Donald A. Rodgers
24 DEPUTY

25 (SEAL)

26 CITY OF WOODLAND, a municipal
27 corporation

28 BY Charles L. Siddle
29 MAYOR

To:

Auditor
County Counsel
Public Works
City of Woodland ✓

BOARD OF SUPERVISORS
Yolo County, California

Date: MARCH 9, 1970
Entry No. 28

File:
ROADS-COUNTY-No. 103.
ROADS-COUNTY-No. 21.
-No. 20.

SEE:
AGREEMENT BOOK NO. 10

MINUTE ORDER NO. 70-282 : APPROVING AGREEMENT NO. 70-274, WITH THE CITY OF WOODLAND REGARDING DRAINAGE AT COUNTY ROAD 103 AND STATE HIGHWAY 16, AND AUTHORIZED THE CHAIRMAN OF THE BOARD OF SUPERVISORS TO SIGN SAID AGREEMENT.

Upon motion of Supervisor Bell, seconded by Supervisor Stephens, and duly carried, the above Minute Order and Agreement were approved by the following vote:

Ayes: Edmonds, Bell, Espigares, Stephens, Duncan.

Noes: None.

Absent: None.

XEROX
COPY

ORIGINAL

TO: City of Woodland-c/o S.R. Fairlee-City Clerk MEMORANDUM

DATE: April 9, 1970

Board of Supervisors

SUBJECT: Agreement No. 70-274

YOLO COUNTY, CALIFORNIA

Dear Sir:

Enclosed please find a Xerox Copy of Minute Order No. 70-282, which was approved by the Yolo County Board of Supervisors on March 9, 1970, in which they approved Agreement No. 70-274, with the City of Woodland.

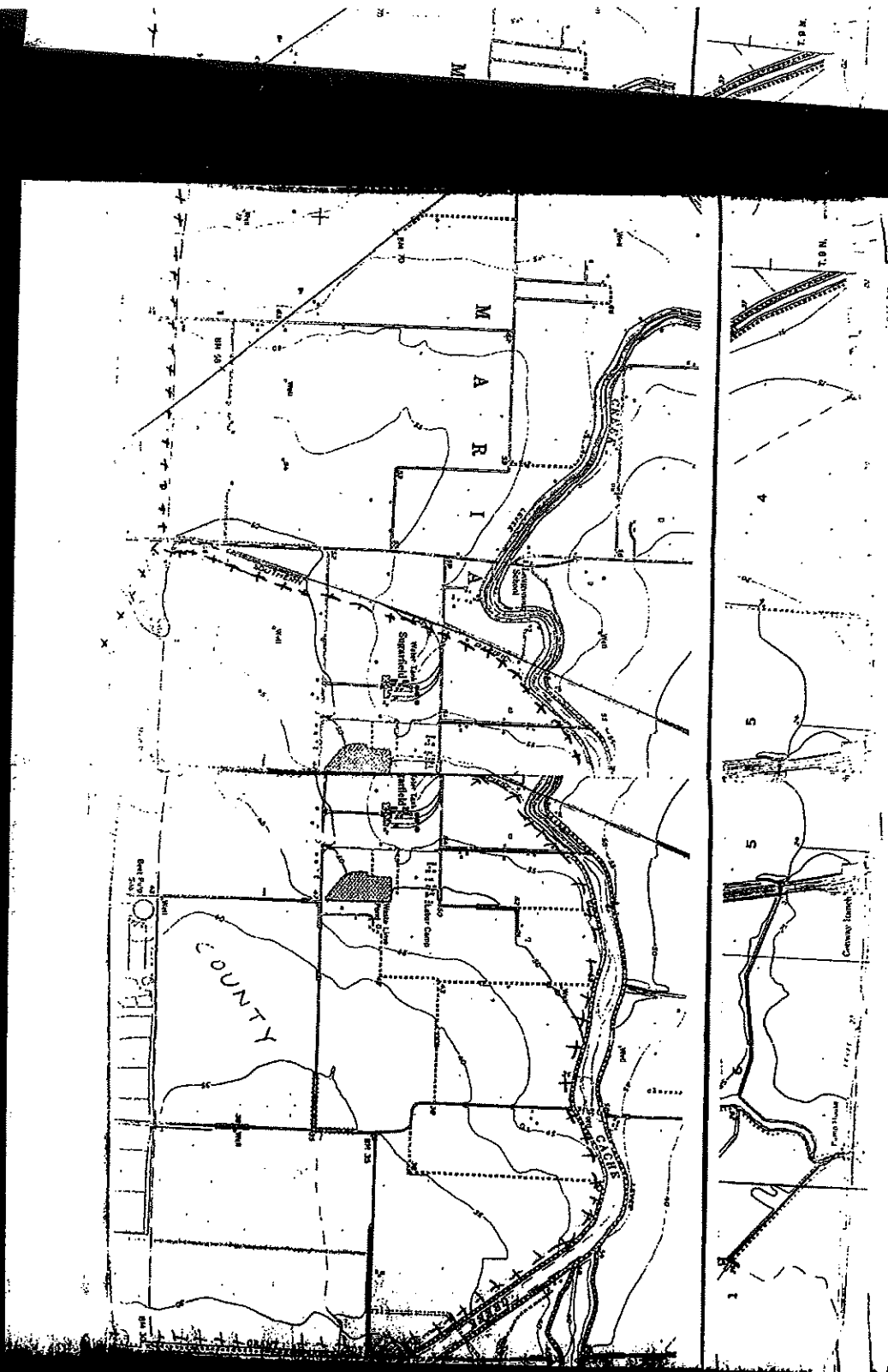
Said above mentioned copies are for your information and files.

Thank you for your cooperation regarding this matter.

Respectfully,

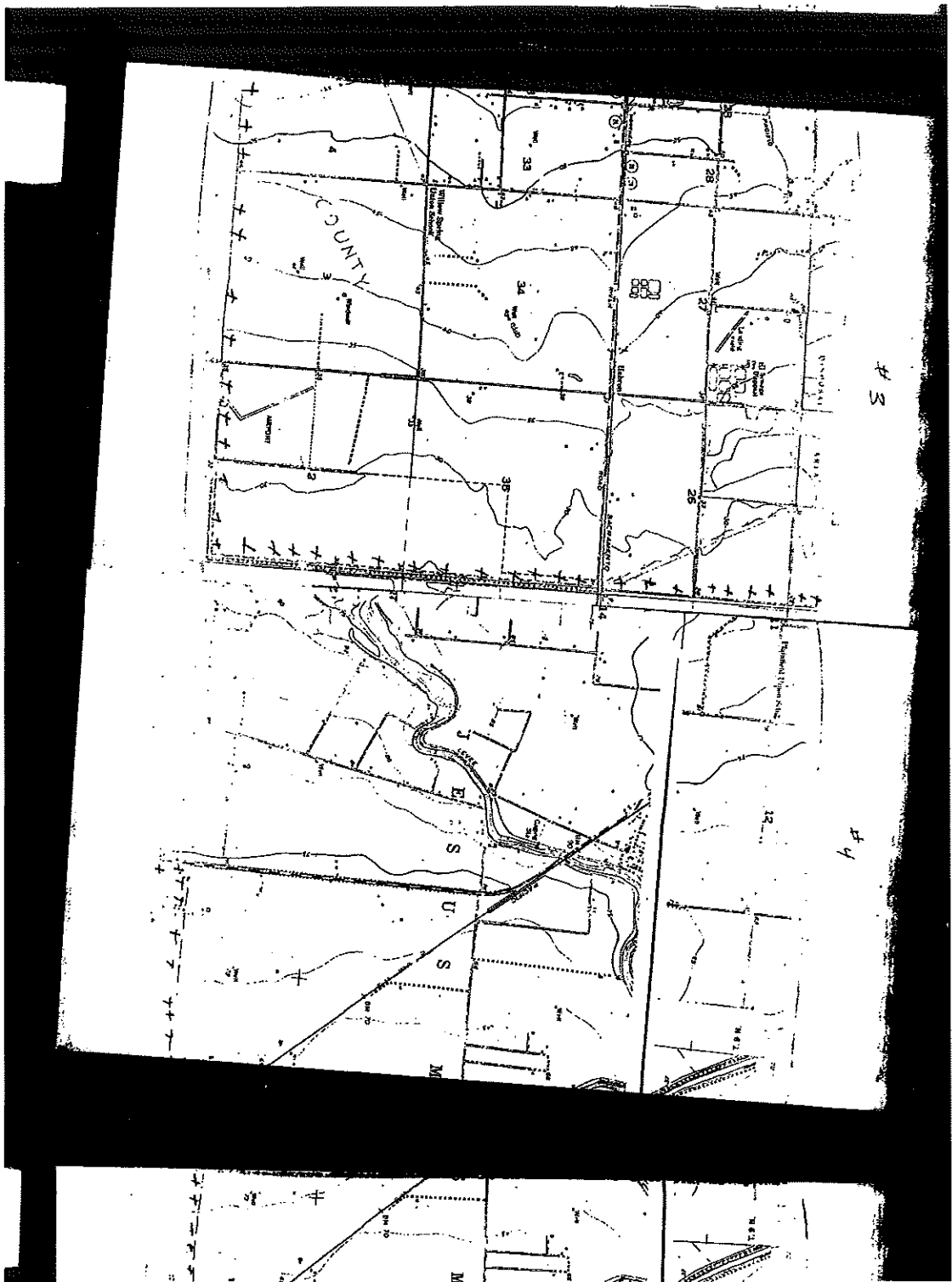
LAURENCE P. HENIGAN, COUNTY CLERK
Clerk of the Board of Supervisors

By Donald Rodgers Deputy



#5

#6



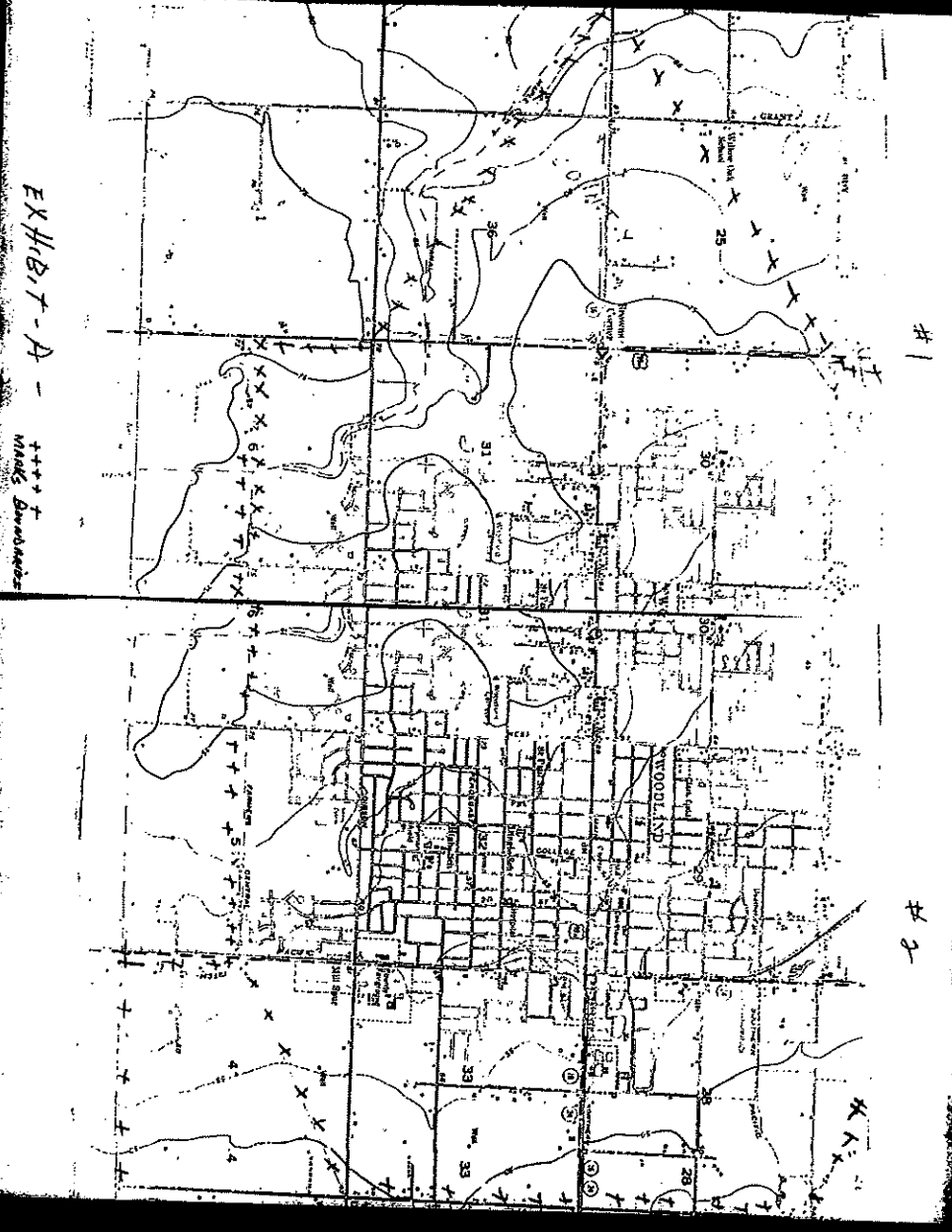


EXHIBIT-A -

+++
made by...

#1

#2

Recorded at request of:)
City Clerk)
City of Woodland)
)
When recorded return to:)
City of Woodland)
300 First Street)
Woodland, CA 95695)
Attention: City Clerk)
)

Exempt from filing fees pursuant to Government Code §6103

AN AMENDED AND RESTATED DEVELOPMENT AGREEMENT BETWEEN

CITY OF WOODLAND,

A DEVELOPMENT AGREEMENT BETWEEN

CITY OF WOODLAND

and

CAL WEST INVESTORS LLC AND OPTIMISTIC PARTNERS LLC

8.29.13 version

DEVELOPMENT AGREEMENT NO. [_____]

This Development Agreement (hereinafter "Agreement") is entered into as of this ____ day of September, 2013 by and between the City of Woodland, California ("CITY"), and Cal/West Investors LLC and Optimistic Partners, LLC, California corporations (collectively "OWNER"):

RECITALS

WHEREAS, CITY is authorized to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to Section 65864, et seq. of the Government Code; and

WHEREAS, CITY has approved the Spring Lake Specific Plan ("Plan") which encompasses OWNER's property, more fully described on Exhibit "A" and shown on Exhibit "B" to this Agreement (Property), and which requires owners of property within the Plan area to enter into development agreements as a precondition of development; and

WHEREAS, this Agreement includes the ten acre park and neighborhood commercial site shown on Exhibit B, and Owner agrees to submit an application for its development prior to acceptance of the first final map; and

WHEREAS, CITY and Cal/West Seeds entered into a development agreement relative to the development known as the Cal/West Seeds Inc. 20 acres, which development agreement was recorded in the Official Records of Yolo County on November 4, 2011, as Instrument No. 2011-0030468-00, and on or around October 9, 2012, City approved a lot line adjustment whereby a portion of the Cal/West Seeds property would be owned by Cal West Investors, LLC and subject to the Cal/West Seeds development agreement; and

WHEREAS, Cal/West Seeds subsequently sold its 20-acre property to Optimistic Partners, LLC, which currently owns the 20 acres formerly owned by Cal/West Seeds; and

WHEREAS, CITY and Cal West Investors, LLC entered into a certain development agreement relative to the development known as the Cal West Investors LLC 25 acres, which development agreement was recorded in the Official Records of Yolo County on July 20, 2012 as Instrument No. 2012-0023092-00, and on or around October 9, 2012, City approved a lot line adjustment whereby a portion of the Cal West Investors property would be owned by Cal/West Seeds and subject to the Cal West Investors, LLC development agreement; and

WHEREAS, OWNER(s) and CITY now wish to enter into an Amended and Restated Development Agreement, which shall replace both the Cal West Investors, LLC and Cal/West Seeds Development Agreements as they pertain to the Property allowing for the construction of a project as described herein ("Project"); and

WHEREAS, OWNER has applied to CITY for certain entitlements for development of its Property, including this Agreement, and proceedings have been taken in accordance with the rules and regulations of CITY; and

WHEREAS, the terms and conditions of this Agreement have undergone extensive review by CITY and OWNER and have been found to be fair, just and reasonable; and

WHEREAS, the best interests of the citizens of the City of Woodland and the public health, safety and welfare will be served by entering into this Agreement; and

WHEREAS, the City Council hereby finds and determines that this development agreement is of major significance because it will enable the City to fund much needed capital improvements and provide much needed public services and will therefore also have a major, beneficial economic impact on the City; and

WHEREAS, all of the procedures of the California Environmental Quality Act have been met with respect to the Project and the Agreement, with the Woodland City Council's certification of the Environmental Impact Report for the Spring Lake Specific Plan (Turn of the Century EIR, SCH #99022069, August 15, 2000) and adoption of addenda to the Turn of the Century EIR; and

WHEREAS, this Agreement and the Project are consistent with the Woodland General Plan and the Spring Lake Specific Plan; and

WHEREAS, all actions taken and approvals given by CITY have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the Project in accordance with this Agreement will provide substantial benefits to CITY and will further important policies and goals of CITY; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly development of OWNER's property, ensure progressive installation of necessary improvements, provide for public services appropriate to the development of the Project, and generally serve the purposes for which development agreements under Section 65864, et seq. of the Government Code are intended.

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. The following terms when used in this Agreement shall be defined as follows:

1.1.1 “Agreement” means this Development Agreement.

1.1.2 “CITY” means the City of Woodland, a California municipal corporation.

1.1.3 “City Council” means the duly elected city council of the City of Woodland.

1.1.4 “Commencement Date” means the date the Term of this Agreement commences.

1.1.5 “Development” means the improvement of the Property (as defined herein) for the purposes of completing the structures, improvements and facilities comprising the Project including, but not limited to: grading; the construction of infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. “Development” does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.

1.1.6 “Development Approvals” means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:

- (a) specific plans and specific plan amendments;
- (b) tentative and final subdivision and parcel maps;
- (c) conditional use permits, public use permits and plot plans;
- (d) zoning;
- (e) grading and building permits.

1.1.7 “Development Exaction” means any requirement of CITY in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.

1.1.8 “Development Impact Fee” means a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to

the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, and which may be increased or updated from time to time, but does not include fees for processing applications for governmental regulatory actions or approvals, fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4, or fees collected pursuant to agreements with redevelopment agencies which provide for the redevelopment of property in furtherance or for the benefit of a redevelopment project for which a redevelopment plan has been adopted pursuant to the Community Redevelopment Law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code).

1.1.9 “Development Plan” means the plan for development of the Property as set forth in Exhibit “C”.

1.1.10 “Effective Date” means the date the ordinance approving and authorizing this Agreement becomes effective.

1.1.11 “Land Use Regulations” means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement, and construction standards and specifications applicable to the development of the Property. “Land Use Regulations” does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:

- (a) the conduct of businesses, professions, and occupations;
- (b) taxes (special or general) and assessments;
- (c) the control and abatement of nuisances;
- (d) the granting of encroachment permits and the conveyance of rights and interests that provide for the use of or the entry upon public property;
- (e) the exercise of the power of eminent domain.

1.1.12 “Mortgagee” means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.

1.1.13 “OWNER” means the persons and entities listed as OWNER on page 1 of this Agreement and their successors in interest to all or any part of the Property.

1.1.14 “Project” means the development of the Property contemplated by the Development Plan as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.

1.1.15 “Property” means the real property described on Exhibit “A” and shown on Exhibit “B” to this Agreement.

1.1.16 “Reservation of Rights” means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.3 of this Agreement.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit “A” – Legal Description of the Property

Exhibit “B” – Map showing Property and its location

Exhibit “C” – Development Plan and Conditions of Approval

Exhibit “D” – Development Impact Fees

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out in accordance with the terms of the Development Plan and this Agreement.

2.2 Ownership of Property. OWNER represents and covenants that it is the owner of the fee simple title to, or has an equitable interest in, the Property or a portion thereof.

2.3 Term. The term of this Agreement shall commence on the date (the “Commencement Date”) that is the Effective Date, and shall continue for a period of 20 years thereafter, unless this term is modified or extended pursuant to the provisions of this Agreement. Thereafter, the OWNER shall have no vested right under this Agreement, regardless of whether or not OWNER has paid any Development Impact Fee. Any tentative map approved by CITY for the Property shall have a duration co-extensive with the duration of this Agreement.

2.4 Assignment.

2.4.1 Right to Assign. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map

Act, Government Code Section 66410, et seq.) to any person, partnership, joint venture, firm or corporation at any time during the Term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement and be made in strict compliance with the following conditions precedent:

(a) No sale, transfer or assignment of any right or interest under this Agreement shall be made unless made together with the sale, transfer or assignment of all or a part of the Property.

(b) Concurrent with any such sale, transfer or assignment, OWNER shall notify CITY, in writing, of such sale, transfer or assignment and shall provide CITY with an executed agreement ("Assignment and Assumption Agreement"), in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties, obligations, agreements, covenants, and waivers of OWNER under this Agreement, including, without limitation, the covenants not to sue and waivers contained in Sections 7.2 and 8.4 hereof.

Any sale, transfer or assignment not made in strict compliance with the foregoing conditions shall constitute a default by Owner under this Agreement. Notwithstanding the failure of any purchaser, transferee or assignee to execute the agreement required by Paragraph (b) of this Subsection 2.4.1, the burdens of this Agreement shall be binding upon such purchaser, transferee or assignee, but the benefits of this Agreement shall not inure to such purchaser, transferee or assignee until and unless such agreement is executed.

2.4.2 Release of Transferring Owner. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement with respect to the transferred Property or any transferred portion thereof, unless such transferring OWNER is given a release in writing by CITY (which written confirmation may be in the form of execution and recordation of the Assignment and Assumption Agreement), which release shall be provided by CITY upon the full satisfaction by such transferring OWNER of the following conditions:

(a) OWNER no longer has a legal or equitable interest in all or any part of the Property subject to the transfer.

(b) OWNER is not then in default under this Agreement.

(c) OWNER has provided CITY with the notice and executed agreement required under Paragraph (b) of Subsection 2.4.1 above.

(d) The purchaser, transferee or assignee provides CITY with security equivalent to any security previously provided by OWNER to secure performance of its obligations

hereunder.

2.4.3 Subsequent Assignment. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section.

2.4.4 Utilities. The Project shall be connected to all utilities necessary to provide adequate water, sewer, gas, electric, and other utility service to the Project, prior to the issuance of a certificate of occupancy for any portion of the Project.

2.4.5 Sale to Public and Completion of Construction. The provisions of Subsection 2.4.1 shall not apply to the sale or lease (for a period longer than one year) of any lot that has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user. This Agreement shall terminate with respect to any lot, and such lot shall be released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:

(a) The lot has been finally subdivided and individually (and not in "bulk") sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and

(b) A certificate of occupancy has been issued for a building on the lot, and the fees for such lot set forth in this Agreement have been paid.

2.5 Amendment or Cancellation of Agreement. This Agreement may be amended or canceled in whole or in part only by written consent of all parties in the manner provided for in Government Code Section 65868. This provision shall not limit any remedy of CITY or OWNER as provided by this Agreement.

2.6 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

(a) Expiration of the stated Term of this Agreement as set forth in Section 2.3.

(b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.

(c) The adoption of a referendum measure overriding or repealing the ordinance approving this Agreement.

(d) Completion of the Project in accordance with the terms of this Agreement including issuance of all required occupancy permits and acceptance by CITY or applicable public agency of all required dedications.

Termination of this Agreement shall not constitute termination of any other land use entitlements approved for the Property. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement that has occurred prior to such termination or with respect to any obligations that are specifically set forth as surviving this Agreement. Upon such termination, any Development Impact Fees paid by OWNER to CITY for residential units on which construction has not yet begun shall be refunded to OWNER by CITY.

2.7 Notices.

(a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.

(b) All notices shall be in writing and shall be considered given either: (i) when delivered in person to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below; or (iii) on the date of delivery shown in the records of the telegraph company after transmission by telegraph to the recipient named below. All notices shall be addressed as follows:

If to CITY:

City of Woodland
300 First Street
Woodland, CA 95695
Attn: City Manager
Telephone: (530) 661-5800
Facsimile: (530) 661-5848

Copy to:

Best, Best & Krieger, LLP
5400 Capitol Mall, Suite 1700
Sacramento, CA 95814
Attn: Woodland City Attorney
Telephone: (916) 325-4000
Facsimile: (916) 325-4010

If to OWNER:

Cal West Investors, LLC
Attn: Melanie Mathews
173 Court Street, Suite D
Woodland, Ca 95695

Optimistic Partners
Attn: Bill Streng
1949 Fifth Street, Suite 108
Davis Ca 95616

(c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

3.1 Rights to Develop.

3.1.1 Subject to the terms of this Agreement including the Reservation of Rights, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, this Agreement. Except as expressly provided otherwise herein, the Project shall remain subject to all Land Use Regulations and Development Approvals, whether in effect on the Effective Date or subsequently adopted or amended, that are required to complete the Project as contemplated by the Development Plan. Except as otherwise provided in this Agreement, and notwithstanding the authority of the CITY to further revising the Land Use Regulations pursuant to Government Code section 65866, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Land Use Regulations and Development Approvals, whether in effect on the Effective Date or subsequently adopted or amended. OWNER shall comply with all mitigation measures required to be undertaken pursuant to any document prepared in compliance with the California Environmental Quality Act with respect to the Project.

3.1.2 CITY and OWNER acknowledge that this Agreement has been prepared and executed in order to comply with the requirement in the Spring Lake Specific Plan that a development agreement be entered into in connection with any rezoning of land or tentative map approval within the Specific Plan area. This Agreement is for Tentative Subdivision Map # 4991, and the 10 acre park and neighborhood commercial parcel, which is the subject of this Agreement,

which result in 176 R-8 units, and a remainder parcel that is zoned for a possible 84 units on the multi-family site.

The Specific Plan indicates that the 2-acre commercial sites shall be floating designations with the precise location determined at the time of the land division that creates the park and surrounding residential lots. Prior to acceptance of the first final map the applicant shall either submit an application for a Spring Lake Plan Amendment or provide funding toward a future Plan Amendment for the relocation of the park west of its existing location. Determination for the location of the remaining 2 acres shall be provided at that time.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement including the Reservation of Rights, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Land Use Regulations and Development Approvals, whether in effect on the Effective Date or subsequently adopted. In connection with any subsequently imposed Development Approvals and except as specifically provided otherwise herein, CITY may exercise its discretion in accordance with the Land Use Regulations then in effect, as provided by this Agreement, including, but not limited to, the Reservation of Rights. CITY shall accept for processing, review and action all applications for subsequent development approvals, and such applications shall be processed in the same manner and the CITY shall exercise its discretion, when required or authorized to do so, to the same extent it would otherwise be entitled in the absence of this Agreement.

3.3 Reservation of Rights.

3.3.1 Limitations, Reservations and Exceptions. Notwithstanding any other provision of this Agreement, the following regulations shall apply to the development of the Property:

(a) Processing fees and charges of every kind and nature imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued.

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure.

(c) Regulations, adopted policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including, without limitation, all uniform codes adopted by the City and any local amendments to those codes adopted by the CITY, including, without limitation, the CITY's Building Code, Plumbing Code, Mechanical Code, Electrical Code, and Grading Ordinance.

(d) Regulations imposing Development Exactions; provided, however, that no such subsequently adopted Development Exaction shall be applicable to development of the Property unless such Development Exaction is applied uniformly to development, either throughout the CITY or within a defined area of benefit which includes the Property. No such subsequently adopted Development Exaction shall apply if its application to the Property would physically prevent development of the Property for the uses and to the density or intensity of development set forth in the Development Plan. In the event any such subsequently adopted Development Exaction fulfills the same purposes, in whole or in part, as the fees set forth in Section 4 of this Agreement, CITY shall allow a credit against such subsequently adopted Development Exaction for the fees paid under Section 4 of this Agreement to the extent such fees fulfill the same purposes.

(e) Regulations that may be in material conflict with this Agreement but that are reasonably necessary to protect the residents of the project or the immediate community from a condition perilous to their health or safety. To the extent possible, any such regulations shall be applied and construed so as to provide OWNER with the rights and assurances provided under this Agreement.

(f) Regulations that are not in material conflict with this Agreement or the Development Plan. Any regulation, whether adopted by initiative or otherwise, limiting the rate or timing of development of the Property shall be deemed to materially conflict with the Development Plan and shall therefore not be applicable to the development of the Property.

(g) Regulations that are in material conflict with the Development Plan; provided OWNER has given written consent to the application of such regulations to development of that Property in which the OWNER has a legal or equitable interest.

(h) Regulations that impose, levy, alter or amend fees, charges, or Land Use Regulations relating to consumers or end users, including, without limitation, trash can placement, service charges and limitations on vehicle parking.

(i) Regulations of other public agencies, including Development Impact Fees adopted or imposed by such other public agencies, although collected by CITY.

3.3.2 Subsequent Development Approvals. This Agreement shall not prevent CITY, in acting on subsequent development approvals and to the same extent it would otherwise be authorized to do so absent this Agreement, from applying subsequently adopted or amended Land Use Regulations that do not materially conflict with this Agreement.

3.3.3 Modification or Suspension by State or Federal Law. In the event that State, County or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this

Agreement shall be modified or suspended as may be necessary to comply with such State or Federal laws or regulations; provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce.

3.3.4 Intent. The parties acknowledge and agree that CITY is restricted in its authority to limit certain aspects of its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power that cannot be or are not expressly so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority that cannot be or is not by this Agreement's express terms so restricted.

3.4 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not within the control of CITY may possess authority to regulate aspects of the development of the Property separately from or jointly with CITY, and this Agreement does not limit the authority of such other public agencies.

3.5 Timing of Development. The parties acknowledge that OWNER cannot at this time predict when or the rate at which phases of the Property will be developed. Such decisions depend upon numerous factors which are not within the control of OWNER, such as market orientation and demand, interest rates, absorption, completion and other similar factors. Since the California Supreme Court held in Pardee Construction Co. v. City of Camarillo (1984) 37 Ca1.3d 465, that the failure of the parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the parties' intent to cure that deficiency by acknowledging and providing that OWNER shall have the right to develop the Property in such order and at such rate and at such times as OWNER deems appropriate within the exercise of its subjective business judgment, subject only to any timing or phasing requirements set forth in the Development Plan.

3.6 Public Works. If OWNER is required by this Agreement to construct any public works facilities which will be dedicated to CITY or any other public agency upon completion, and if required by applicable laws to do so, OWNER shall perform such work in the same manner and subject to the same requirements as would be applicable to CITY or such other public agency should it have undertaken such construction.

3.7 Acquisition of Property for Construction of Improvements Off-Site. OWNER shall, in a timely manner as determined by CITY and consistent with the requirements of the Specific Plan, acquire the property rights necessary to construct or otherwise provide the public improvements contemplated by the Specific Plan.

3.8 Acquisition of Real Property Interests. In any instance where OWNER is required to construct any public improvement on land not owned by OWNER, OWNER shall at its sole cost and expense provide or cause to be provided, the real property interests necessary for the construction of

such public improvements. If and to the extent this section 3.8 conflicts with Section 66462.5 of the Subdivision Map Act, this section will control.

3.9 Credits and/or Reimbursement for Dedication of Property or Construction of Infrastructure. To the extent OWNER dedicates land, funds or constructs public facilities that exceed the size or capacity required to serve the Property for the benefit of other properties, or if such dedication or improvements benefit other properties regardless of its size or capacity, CITY shall enter into an agreement to reimburse OWNER to the extent of such benefit as determined by CITY. Such reimbursement may take the form of fee credits and/or benefit assessments, special taxes, or other fees or assessments collected from benefiting properties, as the CITY may determine. Notwithstanding the foregoing, the CITY shall not reimburse the OWNER for costs of interim temporary improvements, nor shall City require OWNER to pay for interim temporary improvements installed by others on OWNER's property.

3.10 Water Supply Planning. To the extent the Development Plan includes one or more tentative maps totaling more than 500 dwelling units, and to the extent the Project, or any part thereof, is not exempt under Government Code Section 66473.7(i), each such tentative map shall comply with the provisions of Government Code Section 66473.7.

4. PUBLIC BENEFITS.

4.1 Intent. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.

4.2 Development Impact Fees.

4.2.1 Amount of Fee. The Development Impact Fees set forth in Exhibit "D" shall be charged to the Project.

4.2.2 Time of Payment. The fees required pursuant to Subsection 4.2.1 shall be paid to CITY prior to the issuance of building permits for each residential unit. No fees shall be payable for building permits issued prior to the Effective Date of this Agreement, but the fees required pursuant to Subsection 4.2.1 shall be paid prior to the re-issuance or extension of any building permit for a residential unit for which such fees have not previously been paid.

4.2.3 Fee Credits and Reimbursements. OWNER shall be entitled to credit or reimbursement against the fees required pursuant to Subsection 4.2.1 for the dedication of land, the construction of improvements or the payment of fees as specifically set forth in an agreement entered into between CITY and OWNER pursuant to Section 3.9.

4.2.4 Future Development Impact Fees; Increases. The Parties hereby agree that, in addition to the Development Impact Fees included in Exhibit "D", the Project shall be subject to the imposition of any Development Impact Fee that becomes effective after the Effective Date. In addition, the Project shall be subject to any increase, decrease, amendment or alteration of any Development Impact Fee that becomes effective after the Effective Date.

4.2.5 Prepayment. In no event shall the prepayment of any Development Impact Fees required hereunder establish a vested right on the part of OWNER or any other owner of the Property or any person or entity with an interest therein to develop the Project or the Property following the expiration, cancellation or termination of the Term of this Agreement. Following the expiration, cancellation or termination of this Agreement, all Development Impact Fees then in effect shall be applicable to the Project and Property notwithstanding any provision of this Agreement and notwithstanding the prepayment of the Development Impact Fees set forth in Exhibit "D", any increase or amendment of any Development Impact Fee, or any combination thereof. Nothing contained in this Subsection 4.2.5 shall be construed as limiting the right of OWNER to a credit against any Development Impact Fees as set forth in Section 4.2.3 hereof.

4.3 Agricultural Conservation Easements. CITY has established specific criteria for agricultural conservation easements, as provided in CITY's Agricultural Mitigation Program. Prior to approval of the first final map, or prior to commencement of any construction activity, whichever occurs first, OWNER shall provide to CITY executed agricultural conservation easements as required by the Agricultural Mitigation Program, in recordable form for recording with the Yolo County Recorder. Any such easement shall be dedicated to the Yolo Land Trust or another suitable entity selected by CITY. Under the terms of any such easement, CITY shall have no responsibility for the payment of any portion of the required endowment fee. OWNER is responsible for all escrow costs in association with establishment of easements, including but not limited to title insurance.

4.4 Swainson's Hawk Mitigation. In addition to the requirements of Section 4.3 above, OWNER shall, prior to approval of the first final map, or prior to commencement of any construction activity, whichever occurs first, provide evidence of the approval of the Department of Fish & Game of a plan for the purpose of Swainson's Hawk habitat mitigation.

4.5 Dedication of On-Site Easements and Rights of Way. OWNER shall dedicate to CITY all on-site rights of way and easements deemed necessary for public improvements, in CITY's sole discretion, within 15 days of receipt of written demand from CITY.

4.6 Timing of Construction of Off-Site Infrastructure. Approval of any building permits on the Property shall be conditioned upon CITY's determination, in its sole discretion, that sufficient progress is being made on construction of off-site infrastructure serving development of OWNER's Property.

4.7 Assigned Building Unit Allocations. OWNER agrees that CITY shall not approve any final subdivision map unless each lot to be subdivided thereby has a building unit allocation assigned to it pursuant to CITY's building unit allocation ordinance.

4.8 Inclusionary Housing Agreement. Prior to approval of any final map and improvement plan package to CITY, OWNER and CITY shall enter into an Inclusionary Housing Agreement consistent with the Spring Lake Specific Plan Affordable Housing Plan.

4.9 Financing Plan Cost Estimates. Notwithstanding any fee amounts listed in Exhibit "D," OWNER acknowledges and agrees that the cost estimates contained in the Spring Lake Specific Plan Financing Plan and Capital Improvement Plan (CIP) are estimates only, and that OWNER shall pay its share of the costs of improvements and amenities identified in the Financing Plan in amounts to be determined by CITY, which may be more or less than the estimates contained in the Financing Plan.

4.10 Infrastructure and Improvements. Prior to receiving a building permit for the Project, OWNER shall either have: (i) applied for and received a subdivision map for the Property, and have entered into a new development agreement with CITY or an amendment to this Agreement, or (ii) submitted plans for infrastructure and improvements necessary to serve the Project in accordance with CITY standards, and received approval of such plans by the City Engineer.

5. FINANCING OF PUBLIC IMPROVEMENTS. OWNER may propose, and if requested by CITY shall cooperate in, the formation of any special assessment district, community facilities district or alternate financing mechanism to pay for the construction and/or maintenance and operation of public infrastructure facilities required as part of the Development Plan. To the extent any such district or other financing entity is formed and sells bonds in order to finance such reimbursements, OWNER may be reimbursed to the extent that OWNER spends funds or dedicates land for the establishment of public facilities. Notwithstanding the foregoing, it is acknowledged and agreed by the parties that nothing contained in this Agreement shall be construed as requiring CITY or the City Council to form any such district or to issue and sell bonds.

6. REVIEW FOR COMPLIANCE.

6.1 Periodic Review. The CITY shall review this Agreement annually, on or before the anniversary of the Effective Date, in order to ascertain the compliance by OWNER with the terms of the Agreement. OWNER shall submit an Annual Monitoring Report, in a form acceptable to the City Manager, within thirty (30) days after written notice from the City Manager. The Annual Monitoring Report shall be accompanied by an annual review and administration fee sufficient to defray the estimated costs of review and administration of the Agreement during the succeeding year. The amount of the annual review and administration fee shall be set annually by resolution of the City Council.

6.2 Special Review. The City Council may order a special review of compliance with this Agreement at any time. The Community Development Director, or his or her designee, shall conduct such special reviews.

6.3 Procedure.

(a) During either a periodic review or a special review, OWNER shall be required to demonstrate good faith compliance with the terms of the Agreement. The burden of proof on this issue shall be on OWNER.

(b) Upon completion of a periodic review or a special review, the Community Development Director, or his or her designee, shall submit a report to the Planning Commission setting forth the evidence concerning good faith compliance by OWNER with the terms of this Agreement and his or her recommended finding on that issue.

(c) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has complied in good faith with the terms and conditions of this Agreement, the review shall be concluded.

(d) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has not complied in good faith with the terms and conditions of this Agreement, the Commission may recommend to the City Council modification or termination of this Agreement. OWNER may appeal a Planning Commission determination pursuant to this Section 6.3(d) pursuant to CITY's rules for consideration of appeals in zoning matters then in effect. Notice of default as provided under Section 7.3 of this Agreement shall be given to OWNER prior to or concurrent with proceedings under Section 6.4 and Section 6.5.

6.4 Proceedings Upon Modification or Termination. If, upon a finding under Section 6.3, CITY determines to proceed with modification or termination of this Agreement, CITY shall give written notice to OWNER of its intention so to do. The notice shall be given at least ten (10) calendar days prior to the scheduled hearing and shall contain:

- (a) The time and place of the hearing;
- (b) A statement as to whether or not CITY proposes to terminate or to modify the Agreement; and,
- (c) Such other information that the CITY considers necessary to inform OWNER of the nature of the proceeding.

6.5 Hearing on Modification or Termination. At the time and place set for the hearing on modification or termination, OWNER shall be given an opportunity to be heard. OWNER shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The

burden of proof on this issue shall be on OWNER. If the City Council finds, based upon substantial evidence, that OWNER has not complied in good faith with the terms or conditions of the Agreement, the City Council may terminate this Agreement or modify this Agreement and impose such conditions as are reasonably necessary to protect the interests of the CITY. The decision of the City Council shall be final.

6.6 Certificate of Agreement Compliance. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon request by OWNER, issue a Certificate of Agreement Compliance ("Certificate") to OWNER stating that after the most recent Periodic or Special Review and based upon the information known or made known to the Community Development Director and City Council that: (1) this Agreement remains in effect; and (2) OWNER is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, shall state whether the Certificate is issued after a Periodic or Special Review and shall state the anticipated date of commencement of the next Periodic Review. OWNER may record the Certificate with the County Recorder.

Whether or not the Certificate is relied upon by assignees or other transferees or OWNER, CITY shall not be bound by a Certificate if a default existed at the time of the Periodic or Special Review, but was concealed from or otherwise not known to the Community Development Director or City Council.

7. DEFAULT AND REMEDIES.

7.1 Remedies in General. It is acknowledged by the parties that CITY would not have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER, or to any successor in interest of OWNER, or to any other person, and OWNER covenants not to sue for damages or claim any damages:

(a) For any breach of this Agreement or for any cause of action that arises out of this Agreement; or

(b) For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or

(c) Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.

7.2 Release. Except for non-monetary remedies, OWNER, for itself, its successors and assignees, hereby releases CITY, its officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown,

present or future, including, but not limited to, any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth and Fourteenth Amendments to the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, upon CITY because it entered into this Agreement or because of the terms of this Agreement. OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR."

By initialing below, OWNER hereby waives the provisions of Section 1542 in connection with the matters that are the subject of the foregoing waivers and releases.

Owner's Initials

7.3 Termination or Modification of Agreement for Default of OWNER. CITY may terminate or modify this Agreement for any failure of OWNER to perform any material duty or obligation of OWNER under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default"); provided, however, CITY may terminate or modify this Agreement pursuant to this Section only after providing written notice to OWNER of default setting forth the nature of the default and the actions, if any, required by OWNER to cure such default and, where the default can be cured, OWNER has failed to take such actions and cure such default within sixty (60) days after the effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.

8. LITIGATION.

8.1 General Plan Litigation. CITY has determined that this Agreement is consistent with its General Plan, and that the General Plan meets all requirements of law. OWNER has reviewed the General Plan and concurs with CITY's determination. CITY shall have no liability in damages under this Agreement for any failure of CITY to perform under this Agreement or the inability of OWNER to develop the Property as contemplated by the Development Plan of this Agreement as the result of a judicial determination that on the Effective Date, or at any time thereafter, the General Plan, or portions thereof, are invalid or inadequate or not in compliance with law.

8.2 Third Party Litigation Concerning Agreement. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement, or the approval of any permit granted pursuant to this Agreement. CITY shall promptly notify OWNER of any claim, action, proceeding or determination included within this Section 8.2, and CITY shall cooperate in the defense. CITY may in its discretion participate in the defense of any such claim, action, proceeding or determination.

8.3 Environmental Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission. CITY may in its discretion participate in the defense of any such action.

8.4 Indemnity. In addition to the provisions of sections 8.1, 8.2, and 8.3 above, OWNER shall indemnify and hold CITY, its officers, agents, employees and independent contractors free and harmless from any liability whatsoever, based or asserted upon any act or omission of OWNER, its officers, agents, employees, subcontractors and independent contractors, for property damage, bodily injury, or death (OWNER's employees included) or any other element of damage of any kind or nature, relating to or in any way connected with or arising from the activities contemplated hereunder, including, but not limited to, the study, design, engineering, construction, completion, failure and conveyance of the public improvements, save and except claims for damages arising through the sole active negligence or sole willful misconduct of CITY. OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents, employees and independent contractors in any legal action based upon such alleged acts or omissions. CITY may in its discretion participate in the defense of any such legal action.

8.5 Reservation of Rights. With respect to Sections 8.1, 8.2, 8.3, and 8.4 herein, CITY reserves, the right to either (1) approve the attorney(s) that the indemnifying party selects, hires or otherwise engages to defend the indemnified party hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense; provided, however, that the indemnifying party shall reimburse the indemnified party forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor.

8.6 Challenge to Existing Land Use Approvals. By accepting the benefits of this Agreement, OWNER, on behalf of itself and its successors in interest, hereby expressly agrees and covenants not to sue or otherwise challenge any land use approval affecting the Property and in effect as of the Effective Date. Such agreement and covenant includes, without limitation, the covenant against any direct suit by OWNER or its successor in interest, or any participation, encouragement or

involvement whatsoever that is adverse to CITY by OWNER or its successor in interest, other than as part of a required response to lawful orders of a court or other body of competent jurisdiction. OWNER hereby expressly waives, on behalf of itself and its successors in interest, any claim or challenge to any land use approval affecting the Property and in effect as of the Effective Date. In the event of any breach of the covenant or waiver contained herein, CITY shall, in addition to any other remedies provided for at law or in equity, be entitled to:

- (a) impose and recover (at any time, including after sale to a member of the public or other ultimate user) from the party breaching such covenant or waiver, the full amount of Development Impact Fees that the breaching party would have been required to pay in the absence of this Development Agreement; and
- (b) impose any subsequently adopted land use regulation on those land use approvals for which the breaching party had not, as of the time of such breach, obtained a building permit.

OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR."

By initialing below, OWNER hereby waives the provisions of Section 1542 in connection with the matters that are the subject of the foregoing waivers and releases.

Owner's Initials

8.7 Survival. The provisions of this Section 8 shall survive the termination of this Agreement.

9. MORTGAGEE PROTECTION.

The parties hereto agree that this Agreement shall not prevent or limit OWNER, in any manner, at OWNER's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property. CITY acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and agrees upon request, from time to time, to meet with OWNER and representatives of such lenders to negotiate in good faith any such request

for interpretation or modification. CITY will not unreasonably withhold its consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Property shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the Property, or any part thereof, which Mortgagee, has submitted a request in writing to the CITY in the manner specified herein for giving notices, shall be entitled to receive written notification from CITY of any default by OWNER in the performance of OWNER's obligations under this Agreement.

(c) If CITY timely receives a request from a mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.

(d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.4 of this Agreement.

10. MISCELLANEOUS PROVISIONS.

10.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the Yolo County Recorder by the Clerk of the City Council within ten (10) days after the City enters into the Agreement, in accordance with Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement, or if the CITY terminates or modifies this Agreement as provided herein for failure of the OWNER to comply in good faith with the terms and conditions of this Agreement, the City Clerk may have notice of such action recorded with the Yolo County Recorder.

10.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements that are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

10.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement and Exhibit "D" to this Agreement, including the payment of the Development Impact Fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

10.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

10.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

10.6 Singular and Plural. As used herein, the singular of any word includes the plural.

10.7 **[reserved]**

10.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

10.9 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

10.10 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

10.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, strikes and other labor difficulties beyond the party's control, (including the party's employment force), government regulations, court actions (such as restraining orders or injunctions), or other causes beyond the party's control. If any such events shall occur, the Term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the Term of this Agreement shall not be extended under any circumstances for more than five (5) years.

10.12 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

10.13 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each party and each successor in interest (including assignees) during ownership of the Property or any portion thereof.

10.14 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

10.15 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Yolo, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.

10.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.

10.17 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all

obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

10.18 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

10.19 Agent for Service of Process. In the event OWNER is not a resident of the State of California or it is an association, partnership or joint venture without a member, partner or joint venturer resident of the State of California, or it is a foreign corporation, then in any such event, OWNER shall file with the Community Development Director, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence and business addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon OWNER. If for any reason service of such process upon such agent is not feasible, then in such event OWNER may be personally served with such process out of this County and such service shall constitute valid service upon OWNER. OWNER is amenable to the process so served, submits to the jurisdiction of the Court so obtained and waives any and all objections and protests thereto.

10.20 Authority to Execute. The person or persons executing this Agreement on behalf of OWNER warrants and represents that he or she/they have the authority to execute this Agreement on behalf of his or her/their corporation, partnership or business entity and warrants and represents that he or she/they has/have the authority to bind OWNER to the performance of its obligations hereunder.

10.21 Obligations Joint and Several. The obligations of OWNER under this Agreement shall be joint and several with respect to the entities which, collectively, comprise OWNER. Further, the obligations of OWNER under this Agreement shall apply with respect to the entire Property, as it may be subdivided, sold, transferred, or otherwise conveyed, and run with the land.

IN WITNESS WHEREOF, the parties hereto have executed this Development Agreement on the last day and year set forth below.

OWNER

Cal West Investors, LLC

By: _____

Its: _____

Dated: _____

Optimistic Partners, LLC

By: _____

Its: _____

Dated: _____

CITY

**CITY OF WOODLAND, a California
Municipal Corporation**

By: _____

Marlin, 'Skip' Davies
Mayor

Dated: _____

ATTEST:

By: _____

Ana Gonzalez
City Clerk

APPROVED AS TO LEGAL FORM:

BEST BEST & KRIEGER LLP

City Attorney

STATE OF CALIFORNIA)
)
COUNTY OF _____) ss.

On _____, 2013 before me, _____, Notary Public,
personally appeared _____, proved to me on the basis of
satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument
and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies),
and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of
which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Notary Public

STATE OF CALIFORNIA)
)
COUNTY OF _____) ss.

On _____, 2013 before me, _____, Notary Public,
personally appeared _____, proved to me on the basis of
satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument
and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies),
and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of
which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Notary Public

STATE OF CALIFORNIA)
)
COUNTY OF _____) ss.

On _____, 2013 before me, _____, Notary Public,
personally appeared _____, proved to me on the basis of
satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument
and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies),
and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of
which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Notary Public

EXHIBIT “A”

(Legal Description of the Property)

Exhibit A

LEGAL DESCRIPTION

Real property in the City of Woodland, County of Yolo, State of California, described as follows:

BEING A PORTION OF PARCEL 1 AND PARCEL 2 OF THAT CERTAIN LOT LINE ADJUSTMENT, DOCUMENT NO. 2007-0023630-00, YOLO COUNTY RECORDS, YOLO COUNTY, CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF PARCEL 2 OF SAID LOT LINE ADJUSTMENT, THENCE THE FOLLOWING 6 (SIX) COURSES:

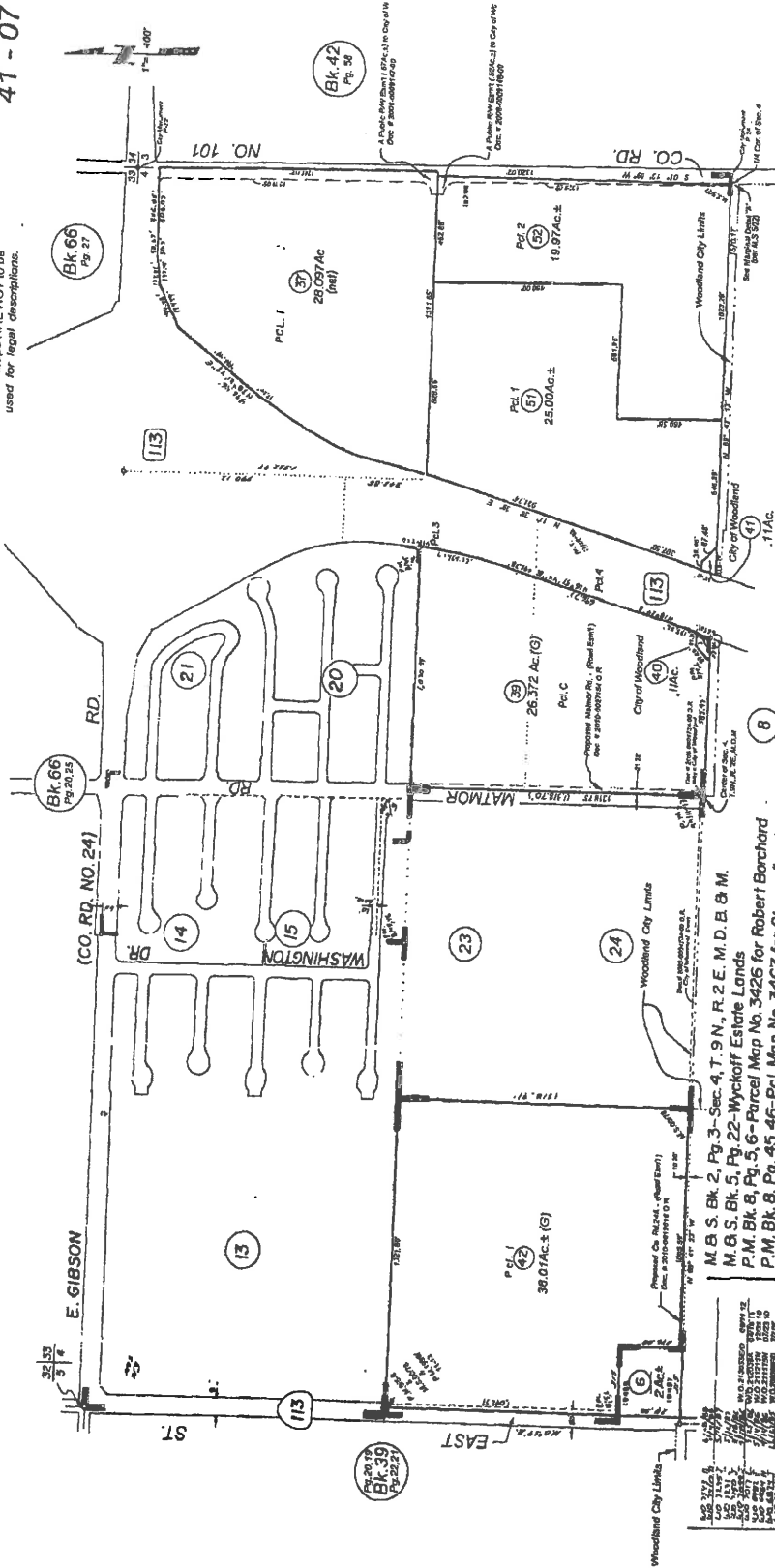
- 1) SOUTH 01° 13' 09" WEST, 1320.02 FEET;
- 2) THENCE NORTH 89° 42' 13" WEST, 1023.28 FEET;
- 3) THENCE NORTH 00° 16' 55" EAST, 469.58 FEET;
- 4) THENCE SOUTH 89° 43' 05" EAST, 581.98 FEET;
- 5) THENCE NORTH 00° 16' 55" EAST, 850.00 FEET;
- 6) THENCE SOUTH 89° 43' 05" EAST, 462.88 FEET TO THE POINT OF BEGINNING; AND DESCRIBED IN THAT CERTAIN "CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT," RECORDED AUGUST 8, 2012 AS INSTRUMENT NOS. 2012-0025469-00 AND 2012-0025470-00, RECORDS OF YOLO COUNTY, CALIFORNIA.

EXCEPTING THEREFROM ALL OIL, OIL RIGHTS, MINERALS, MINERAL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS, AND OTHER HYDROCARBONS BY WHATSOEVER NAME KNOWN THAT MAY BE WITHIN OR UNDER THE HEREIN ABOVE DESCRIBED PROPERTY, AS CONTAINED IN THE DEED FROM NORINE ROTH NELSON, A MARRIED WOMAN, AS HER SOLE AND SEPARATE PROPERTY, TO THE STATE OF CALIFORNIA, DATED NOVEMBER 21, 1967, RECORDED JANUARY 3, 1968, IN BOOK 871 OF OFFICIAL RECORDS, AT PAGE 416.

APN: 041-070-052-000 (New, Not Yet Assessed)
APN: 041-070-044-000 (Underlying, Portion Of)
APN: 041-070-046-000 (Underlying, Portion Of)

N.1/2 SEC. 4, T. 9N., R. 2E., M.D.B. & M. 41 - 07

CAUTION- These Maps ARE NOT to be used for legal descriptions.



CITY OF WOODLAND
Assessor's Map Bk. 41, Pg. 07
County of Calif.

NOTE - Assessor's Block Number Shown in Ellipses
Assessor's Parcel Number Shown in Circles

(formerly par. 24 - 052)
(formerly all 24 - 38)

M.B.S. Bk. 2, Pg. 3 - Sec. 4, T. 9N., R. 2E., M.D.B. & M.
M.B.S. Bk. 5, Pg. 22 - Wyckoff Estate Lands
P.M. Bk. 8, Pg. 5, 6 - Parcel Map No. 3426 for Robert Borchard
P.M. Bk. 8, Pg. 45, 46 - Pcl. Map No. 3467 for Streng/Lewis
M.B.S. Bk. 13, Pg. 29 - 43 - Co. St. Dept. of Trans.
P.M. Bk. 99, Pg. 11 - 13 - Pcl. Map # 4345.
M.S. Bk. 00, Pg. 78 - Record of Survey.

NO.	DATE	REVISIONS
1	1/1/00	Initial Survey
2	1/1/00	Initial Survey
3	1/1/00	Initial Survey
4	1/1/00	Initial Survey
5	1/1/00	Initial Survey
6	1/1/00	Initial Survey
7	1/1/00	Initial Survey
8	1/1/00	Initial Survey
9	1/1/00	Initial Survey
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41	1/1/00	Initial Survey
42	1/1/00	Initial Survey

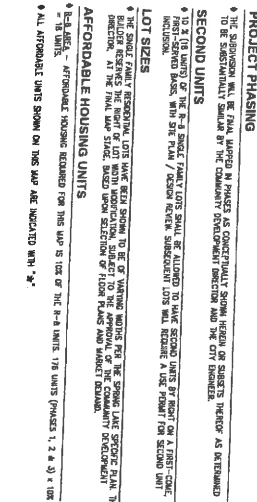
NOTICE

EXHIBIT “B”

(Map of the Property)

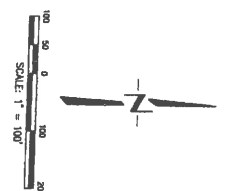
Exhibit B

PROPOSED LOT LINE
EXISTING LOT LINE
PROPOSED HIGH-6-WAY
EXISTING HIGH-6-WAY
PROPOSED EXISTENT
EXISTING EXISTENT
PROPOSED ROAD CENTERLINE
EXISTING ROAD CENTERLINE
EXISTING DRAIN OR FLOOD
DRAINAGE DITCH
EXISTING DITCH OR FLOOD
DRAINAGE DITCH
CONTRIBUTOR LINE - 7'
PUMP LIFT
THE BOUNDARY
EXISTING LOT ROAD
EXISTING HIGH-6-WAY
SUBMISSION MAP NO. 5003

[illegible]

INTERSECTION CLUB RADII TABLE	
INTERSECTION TYPE	SMALLER RADII AT TYPE OF CLUB
LOCAL TO LOCAL	32
LOCAL TO COLLECTOR	32
COLLECTOR TO COLLECTOR	32
COLLECTOR TO ARTERIAL	32
ARTERIAL TO ARTERIAL	82

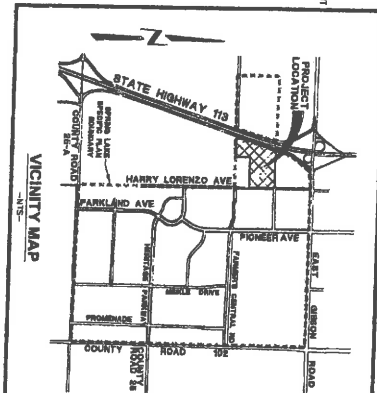
SHEET INDEX	
STREET & LOTTING PLAN	CD
DRAINING AND DRAINAGE PLAN	CD
WATER & SEWER PLAN	CD
DETAILS	CD
	CD



OWNER / DEVELOPER:
 CAL WEST INVESTORS
 1715 GARDEN STREET, SUITE D
 DOWNEY, CA 90245
 (310) 966-4050

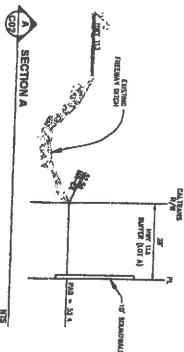
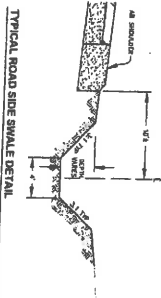
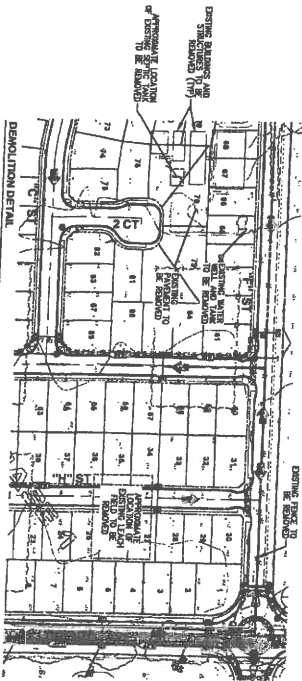
CIVIL ENGINEER:
 STEVE GREENFIELD RCE C50880
 CHANGMAH ENGINEERING
 2540 SPARTAN STREET
 DANA, CALIFORNIA 95818
 (310) 798-2026

PARCEL NUMBERS AND APNs:
 PARCEL 1 OF 067 2001-0000000 004

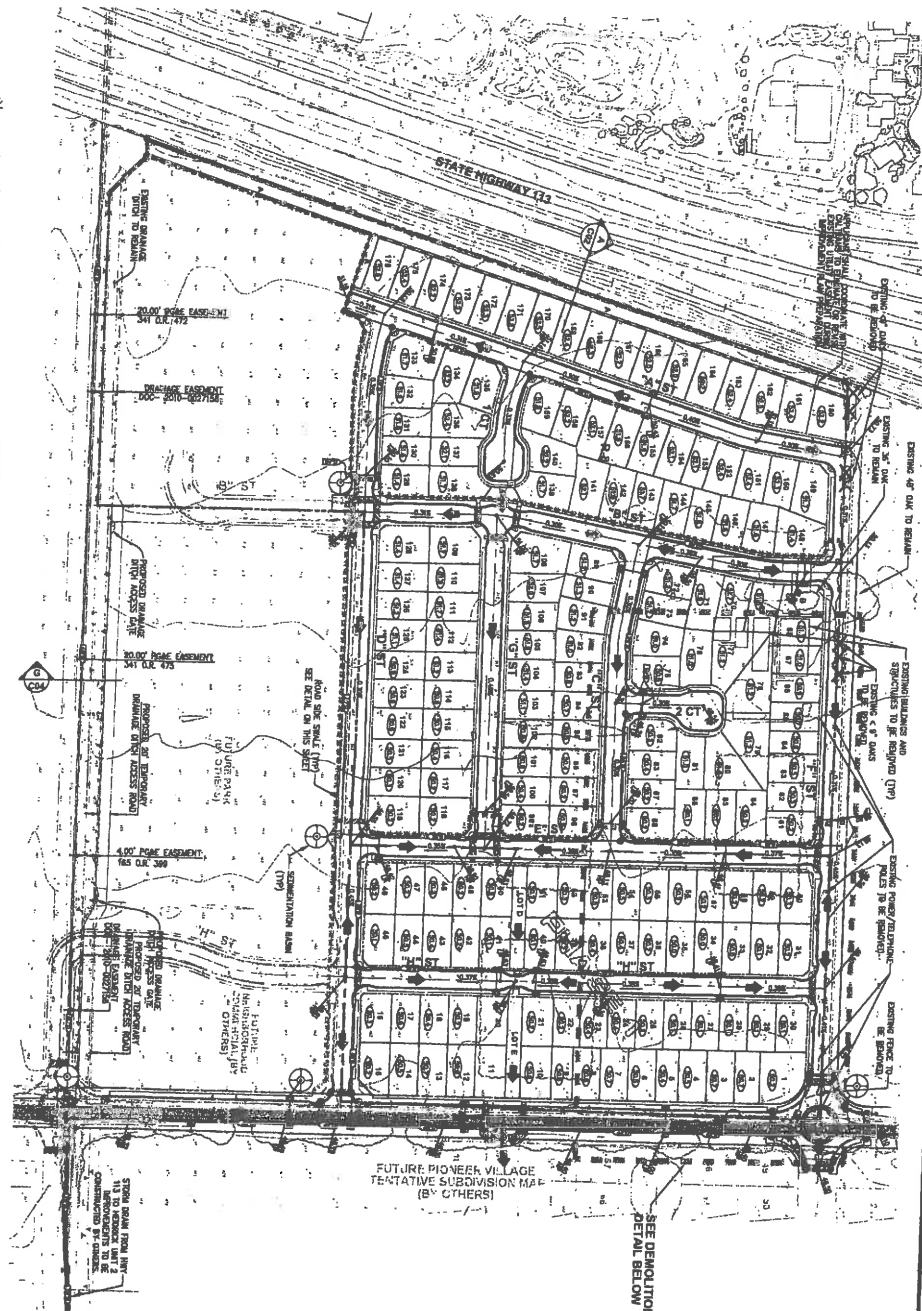


REVISIONS				
NEL	BULK	REVISIONS	BY	APPD

DATE: 07/11/11	SUBJECT C01 OF 5	CITY OF
----------------	---	---------



100 50 0 50 100
SCALE 1" = 100'



- NOTES:**
1. THE PROPOSED GRADING AND DRAINAGE PLAN HAS BEEN PREPARED TO ACCORD WITH THE CITY OF WOODLAND SPECIFICATIONS FOR DRAINAGE AND GRADING. THE PROPOSED GRADING AND DRAINAGE PLAN HAS BEEN PREPARED TO ACCORD WITH THE CITY OF WOODLAND SPECIFICATIONS FOR DRAINAGE AND GRADING. THE PROPOSED GRADING AND DRAINAGE PLAN HAS BEEN PREPARED TO ACCORD WITH THE CITY OF WOODLAND SPECIFICATIONS FOR DRAINAGE AND GRADING.
 2. THE PROPOSED GRADING AND DRAINAGE PLAN HAS BEEN PREPARED TO ACCORD WITH THE CITY OF WOODLAND SPECIFICATIONS FOR DRAINAGE AND GRADING. THE PROPOSED GRADING AND DRAINAGE PLAN HAS BEEN PREPARED TO ACCORD WITH THE CITY OF WOODLAND SPECIFICATIONS FOR DRAINAGE AND GRADING. THE PROPOSED GRADING AND DRAINAGE PLAN HAS BEEN PREPARED TO ACCORD WITH THE CITY OF WOODLAND SPECIFICATIONS FOR DRAINAGE AND GRADING.
 3. ALL DRAIN PIPES ARE 12" DIAMETER UNLESS NOTED OTHERWISE.

ABBREVIATIONS:

SYMBOL	DESCRIPTION
○	ORIGINAL GRADE
○	PAID GRADE
○	LOT NUMBER
○	PROPOSED STREET GRADE AND DIRECTION
○	FINISH GRADE ELEVATION
○	EXISTING STORM DRAIN INLET
○	EXISTING STORM DRAIN MANHOLE
○	PROPOSED STORM DRAIN INLET
○	PROPOSED STORM DRAIN MANHOLE
○	PROPOSED STORM DRAIN JUNCTION BOX
○	EXISTING STORM DRAIN PIPE, SIZE AND FLOW DIRECTION
○	PROPOSED STORM DRAIN PIPE, SIZE AND FLOW DIRECTION
○	DIRECTION OF GRAVITATIONAL FLOW
○	OVERLAND RELEASE
○	EXISTING TREES TO BE REMOVED

LEGEND

- ORIGINAL GRADE
- PAID GRADE
- LOT NUMBER
- PROPOSED STREET GRADE AND DIRECTION
- FINISH GRADE ELEVATION
- EXISTING STORM DRAIN INLET
- EXISTING STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN JUNCTION BOX
- EXISTING STORM DRAIN PIPE, SIZE AND FLOW DIRECTION
- PROPOSED STORM DRAIN PIPE, SIZE AND FLOW DIRECTION
- DIRECTION OF GRAVITATIONAL FLOW
- OVERLAND RELEASE
- EXISTING TREES TO BE REMOVED

**SPRING LAKE SPECIFIC PLAN
CAL WEST
TENTATIVE SUBDIVISION MAP #4991
GRADING AND DRAINAGE PLAN**

CITY OF WOODLAND CALIFORNIA



Project Planning • Civil Engineering • Landscape Architecture
Sacramento Office • 2120 30th Street, Suite 200
Sacramento, CA 95811
(916) 655-0025

CECWEST.COM

DAVE OFFICE • 2940 Spaulding Street, Suite 200
Oak, CA 94612
(925) 754-0025

DESIGNED BY: **SS/AB**
DRAWN BY: **LE/AB**
CHECKED BY: **SS**
SCALE: **AS SHOWN**

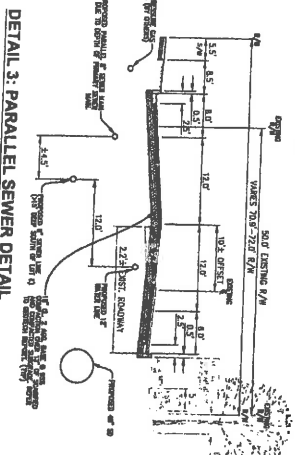
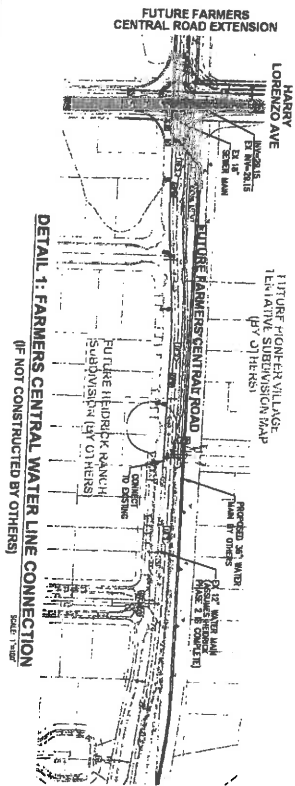
CO2

5

DATE: 07/02/13

JOB NO: 000-040

(SEE DETAIL 1 ON THIS SHEET FOR CONTINUATION)



FUTURE FARMERS CENTRAL ROAD
(SEE DETAIL 1 ON THIS SHEET FOR CONTINUATION)

DETAIL 2
SCALE 1"=40'

NOTES:
1. THE CITY ENGINEER HAS REVIEWED THIS MAP AND A LETTER OF APPROVAL HAS BEEN ISSUED TO THE CITY ENGINEER.
2. THE CITY ENGINEER HAS REVIEWED THIS MAP AND A LETTER OF APPROVAL HAS BEEN ISSUED TO THE CITY ENGINEER.
3. THE CITY ENGINEER HAS REVIEWED THIS MAP AND A LETTER OF APPROVAL HAS BEEN ISSUED TO THE CITY ENGINEER.

LEGEND

204	LOT NUMBER
205	EXISTING WATER PIPE AND SIZE
206	PROPOSED WATER PIPE AND SIZE
207	EXISTING PIPE HYDRAULIC ASSEMBLY
208	PROPOSED PIPE HYDRAULIC ASSEMBLY
209	EXISTING SEWER PIPE, SIZE, AND DIRECTION OF FLOW
210	PROPOSED SEWER PIPE, SIZE, AND DIRECTION OF FLOW
211	EXISTING SEWER MANHOLE
212	PROPOSED SEWER MANHOLE
213	PROPOSED SEWER INVERT ELEVATION
214	PROPOSED SEWER PIPE SLOPE

**SPRING LAKE SPECIFIC PLAN
CAL WEST
TENTATIVE SUBDIVISION MAP #4991
WATER AND SEWER PLAN**

CITY OF WOODLAND CALIFORNIA

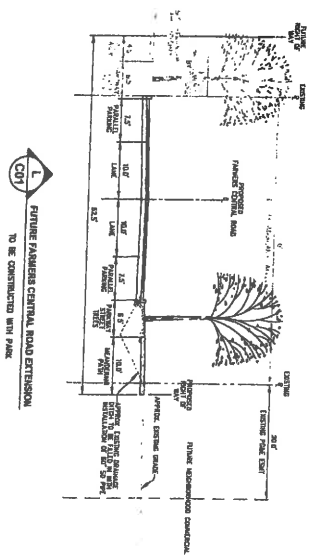
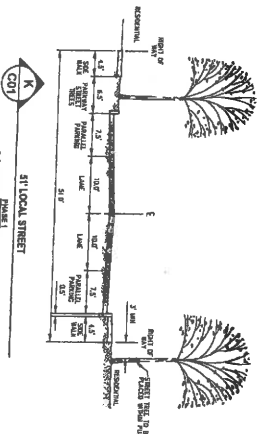
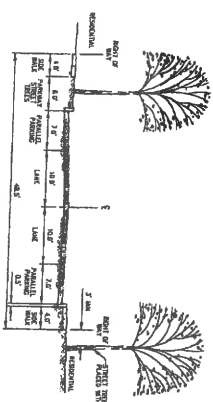
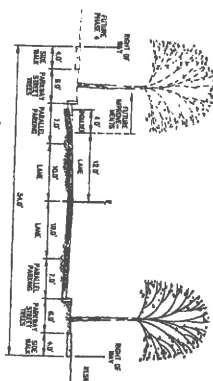
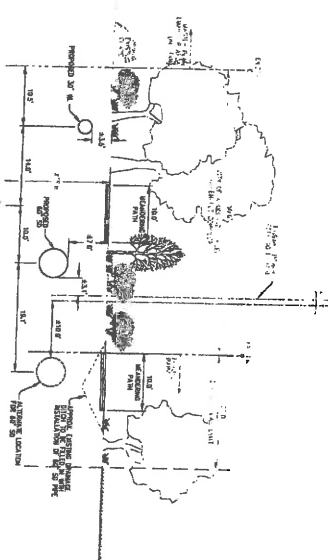
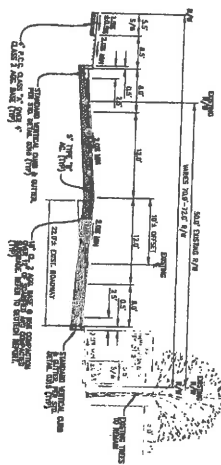
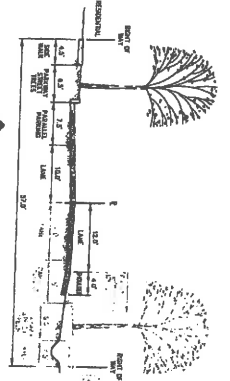
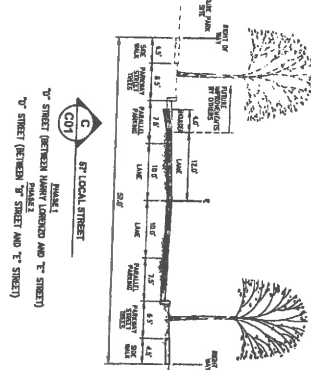
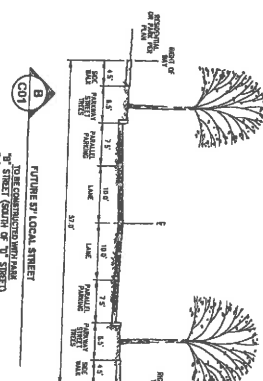
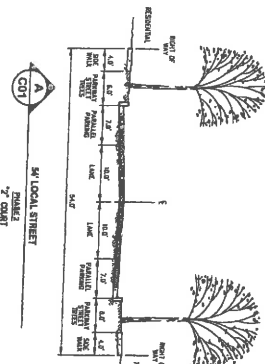


Project Planning • Civil Engineering • Landscape Architecture
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Sacramento, CA 95811
(916) 435-2025

DESIGNED BY	SC/AB
DRAWN BY	LC/AB
CHECKED BY	SC
SCALE	AS SHOWN

C03
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DATE: 07/05/11
JOB NO. 905.40



PHASE 1
BETWEEN 7th STREET AND PARKS CENTRAL ROAD

PHASE 2
BETWEEN 7th STREET AND PARKS CENTRAL ROAD

PHASE 3
BETWEEN 7th STREET AND PARKS CENTRAL ROAD

PHASE 4
BETWEEN 7th STREET AND PARKS CENTRAL ROAD

PHASE 5
BETWEEN 7th STREET AND PARKS CENTRAL ROAD

PHASE 6
BETWEEN 7th STREET AND PARKS CENTRAL ROAD

SPRING LAKE SPECIFIC PLAN CAL WEST TENTATIVE SUBDIVISION MAP #4991 SECTIONS

CITY OF WOODLAND

CALIFORNIA



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Bacchetta CA 95605
(916) 453-2028

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NO.	DATE	REVISION
1	07/23/13	AS SHOWN

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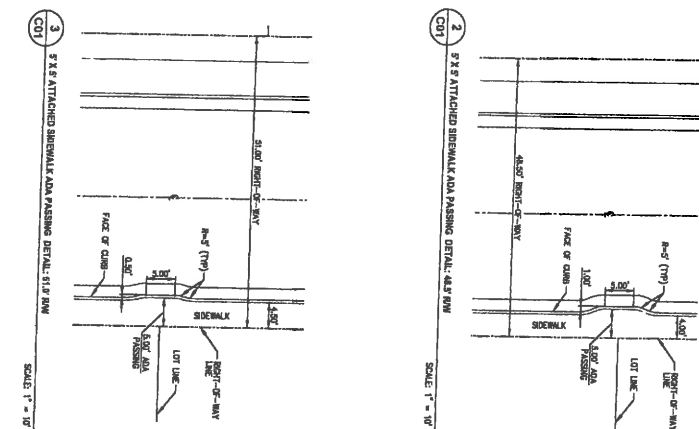


EXHIBIT “C”

(Development Plan and Conditions of Approval)

In addition to the Conditions of Approval set forth in the body of the Agreement, the Conditions of Approval included in the staff report for the Cal West Tentative Map #4991 – Cal West Investors, LLC and Optimistic Partners, LLC item on the September 3, 2013 City Council agenda are incorporated herein by reference and made a part of this Agreement.

Exhibit C

EXHIBIT “D”

(Development Impact Fees)

CITY may, in its sole discretion, collect any of the following fees either prior to the issuance of a building permit for the Project or concurrently with the approval of a final subdivision map for the Property. The fees set forth herein do not include fees imposed by other agencies, such as the County of Yolo or Woodland Joint Unified School District.

Development Impact Fees for the following categories and amounts are shown as of June 30, 2013, but actual fee amounts owed by OWNER will be the then-current amounts of such fees at the time they are paid by OWNER.

Development Impact Fee	SFD	MF
General City	\$794	\$662
Fire	\$1,224	\$917
Library	\$49	\$41
Police	\$1047	\$873
Wastewater	\$5,744	\$4,788
Water	\$527	\$323
Parks--Springlake	\$3,627	\$3,022
Surface Water (a future fee for the development of surface water treatment facilities)	\$2,742	By meter size
Admin	\$160	\$130
Surface Water Administration	\$21	By meter size

Other fees include all fees identified in this Agreement or conditions of approval which are linked to final map approval or issuance of a building permit. These fees include, but are not limited to, the following:

- SLIF fees for SFD \$39,377 and MF \$25,988; for the fair share of backbone infrastructure to the Spring Lake Specific Plan area (These are the 2013 costs, the cost is subject to annual change).
- Spring Lake Fire Department Operation and Maintenance Funding Fee of \$771.00/DUE;
- Public transit capital fee: Prior to final map or project approval single family applicant shall pay \$208.00/single family DUE (more on some maps) for the construction of transit capital improvements
- Public transit operations fee: Prior to final map or project approval applicant shall pay a \$35.00 per single family DUE fee.
- If a multi-family project does not require a final map (rental apartments), the project shall pay prior to building permit a per unit fee of \$146 for transit capital and \$25 for transit operation.
- Spring Lake Offsite Affordable Housing fee of \$1,100 per market rate single family lot.
- Fiscal Deficit mitigation fees of \$1500 for SFD, and \$1050 for MFD
- The Project's prorated share of the Habitat Monitoring and Farming Education Fees; amount to be determined at final map estimated @\$56 per SFD, and \$40 per MF unit
- \$794 per house for 25A, construction and reimbursement, the fee is due at building permit.
- \$150 per lot at final map for the advance planning study for the SR 113 bike overcrossing.

**FINDINGS AND CONDITIONS OF APPROVAL FOR THE CAL WEST PROJECT
INCLUDING TENTATIVE SUBDIVISION MAP # 4991, AND DEVELOPMENT
AGREEMENT**

(As approved by the Woodland City Council September 3, 2013).

August 29, 2013

FINDINGS

CEQA Findings:

1. On August 15, 2000 the City Council certified the Turn of the Century FEIR (SCH #99022069; Resolution No. 4215 adopted August 15, 2000).
2. The City Council subsequently adopted the following CEQA Addendums to the Turn of the Century EIR: a) Addendum #1 (Resolution No. 4330 adopted December 18, 2001) for the purposes of approval of the final Spring Lake Specific Plan (SLSP); b) Addendum #2 (Resolution No. 4399 adopted November 19, 2002) for the purposes of amending the Plan to satisfy the Settlement Agreement and to make other staff-initiated errata; c) Addendum #3 (Resolution No. 4406 adopted December 17, 2002) for the purposes of amending the Plan based on a request from the Spring Lake Planning Group LLC; and d) Addendum #4 (April 15, 2003) for the purposes of the Williamson Act Rescission Agreement for the Russell Property; e) Addendum #5 (Resolution No 4583 adopted October 19, 2004 for the purposes of amending the Plan based on a request from the Spring Lake Planning Group LLC); and f) Addendum # 6 (Resolution No 4806 adopted February 27, 2007, for the purposes of amending the Plan based on a request by Reynen and Bardis); and g) Addendum # 7 (Resolution No 5146 adopted November 16, 2010 for the purposes of amending the Plan based on a request by the Gibson Ogden Investors LLC to remove a bike overcrossing and path); and h) Addendum # 8 (Resolution No 5159 adopted December 14, 2010 for the purposes of amending the Plan based on a request by Cal West Investors LLC to modify land use designations and rezone a school site; and i) Amendment # 9 based on a request by Parkview by ALC IV Woodland Spring Lake LLC for the purposes of amending land use designations to rezone a former school site and multi-family site to single family R-8.
3. Section 65457(a) of the California Government Code and Section 15182(a) of the California Environmental Quality Act (CEQA) provides that no EIR or Negative Declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified.
4. The EIR for the SLSP has been written to qualify all of the planned SLSP residential projects for this exemption, assuming they are consistent with the SLSP and that they fulfill all conditions and CEQA mitigation measures.
5. The SLSP requires that each development application include certain project-level and project-specific technical analyses to demonstrate consistency with the performance thresholds and requirements of the SLSP and SLSP Mitigation Monitoring Plan (MMP). All the required studies have been submitted for the subject project, reviewed by staff, and the following conclusions reached: a) the studies satisfy the SLSP requirements; b) applicable requirements or conditions recommended in the studies have been included in the conditions

of approval for the subject project; c) the studies identify no environmental circumstances specific to the subject site or the proposed project that were not previously anticipated and addressed in the original EIR and later addendums.

6. The City of Woodland hereby finds that these studies provide the substantial evidence demonstrating that the project as conditioned is consistent with the adopted Specific Plan and fulfills all conditions and CEQA mitigation measures.
7. Therefore, pursuant to Section 65457(a) of the California Government Code and Section 15182(a) of the CEQA Guidelines, no other CEQA clearance is required for the City to take action to approve this project.

General Plan Consistency Findings:

1. The project is consistent with the General Plan.

Spring Lake Specific Plan Consistency Findings:

1. The project is consistent with the policy language (goals, policies, and objectives) of the SLSP.
2. The project is consistent with the land use designations, roadways, and bike paths identified in the SLSP.
3. The project is consistent with the Land Use Summary and other relevant Plan text throughout the SLSP.
4. The project is consistent with the Development Regulations in the SLSP including a determination of substantial consistency with Regulations 2.6, 6.1, 6.4, and 6.7 based on language in Section 4.29 of the Development Agreement which precluded submittal of final maps until infrastructure plans are completed and tentative maps made consistent, if applicable.
5. The project is consistent with the figures and tables in the SLSP.
6. The project is consistent with the SLSP Design Standards and SLSP Affordable Housing Plan.
7. This project represents a unique situation in which an additional buffer from the freeway has been required, thereby affecting lot layout and density. In order to maintain the lot density and to provide an enhanced aesthetic appearance on SR 113 and to provide a significant buffer for noise and air quality purposes, modifications to the sidewalk location on the north south oriented local streets to allow one side to have curb adjacent walks have been allowed in this case.

Zoning Consistency Findings:

1. Single family Residential (R-1) zoning is identified on page 2-22 of the Specific Plan as a consistent zone within the R-8 Specific Plan land use categories.
2. The project, as conditioned, meets all applicable regulatory requirements of the Zoning Ordinance.

Tentative Subdivision Map Findings:

1. The tentative map is consistent with the goals and policies of the General Plan and Specific Plan.
2. The tentative map is in conformance with the applicable provisions of the Subdivision Ordinance and Zoning Ordinance of the City.
3. The tentative map is in conformance with the Subdivision Map Act.

Findings Related to Community Design Guidelines:

1. The project substantially satisfies the requirements of the Community Design Guidelines.

Findings Related to Other Regulatory Requirements:

1. The project substantially satisfies the relevant requirements of the City's Standard Specifications and Details.
2. The project substantially satisfies the Infrastructure Master Plans for streets, water, sewage, and storm drainage.
3. The Development Agreement satisfies the City's Development Agreement Resolution and the requirements of State law.

CONDITIONS OF APPROVAL FOR THE CAL WEST INVESTORS Tentative
Subdivision Map #4991 and DEVELOPMENT AGREEMENT

Conditions of Approval: The following conditions shall be fully satisfied prior to acceptance of Final Map (unless otherwise stated):

General Conditions

1. Project Approval. The project shall be substantially (as determined by the City) developed as depicted on the maps and exhibits included in the August 20, 2013 City Council staff report, as approved by City Council, for the Cal West Investors, LLC and Optimistic Partners, LLC project, except as modified by these conditions of approval. Substantive modifications to the project description shall require modification of the Development Agreement, conditions and environmental documents.
2. Indemnification. The applicant shall defend, indemnify, and hold harmless the City of Woodland, its agents, officers or employees from any claim, action or proceeding against the City of its agents, officers or employees to attack, set aside, void or annul an approval of the subject application by the City, its legislative body, advisory agencies or administrative officers. The City will promptly notify the applicant of any such claim, action or proceeding against the City and the applicant will either, at the City's discretion, undertake defense of the matter and pay the City's associated legal costs, or will advance funds to pay for the defense of the matter by the City Attorney.
3. Deed Disclosures. Deed Disclosures that satisfy Development Regulation 2.1 (Disclosures) of the Spring Lake Specific Plan shall be submitted for review and approval by the Community Development Director and City Attorney. These approved disclosures shall be placed on deeds for final lots as specified by the Development Regulation. The deed disclosures for all lots shall include language that addresses Development Regulation 2.35.6 (Landscape Strips along local streets) within Spring Lake.
4. Responsibility to Inform. The applicant/developer shall be responsible for informing all subcontractors, consultants, engineers, or other business entities providing services related to the project of their responsibility to comply with all pertinent requirements of the City of Woodland Municipal Code, including the requirement that a business license be obtained by all entities doing business in the City as well as hours of operation requirements in the City in addition to applicable state and federal laws.
5. Construction Management Plan. Prior to issuance of any permit or inception of any construction activity on the site, the developer shall submit a construction impact management plan including a project development schedule and "good neighbor" information for review and approval by the Community Development Department. The plan shall include, but is not limited to public notice requirements for periods of significant impacts (noise/vibration/street closures, tree removal, etc.), special street posting, construction vehicle parking plan, phone listing for community concerns, names

of persons who can be contacted to correct problems, hours of construction activity, noise limits, dust control measures, and security fencing and temporary walkways.

6. Fee Notice. The conditions of approval set forth herein include certain fees, dedication requirements, reservation requirements and/or other exactions. Pursuant to Government Code, Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions.

The applicant is hereby notified that the 90-day protest period, commencing from the date of project approval, has begun. If the applicant fails to file a timely protest regarding any of the fees, dedication requirements, reservation requirements and/or other exactions contained in this notice, complying with all the requirements of Government Code, Section 66020, the applicant will be legally barred from later challenging such fees, dedications requirements, reservation requirements and/or other such exactions. Notwithstanding the foregoing, the City does not waive any rights it may have to enforce any settlement agreement, memorandum of understanding or other agreement with the applicant which authorizes the City to impose certain fees, and which may waive the applicant's right to challenge the imposition of some or all of the fees, dedication requirements, reservation requirements, and/or other exactions set forth in these conditions of approval.

7. Coordination of Plans. The applicant shall be responsible for coordinating all plans to ensure consistency with and including site plan, landscaping, and improvement plans, prior to submittal for review.
8. Affordable Housing. The project is subject to the Spring Lake Affordable Housing Plan and Ordinance 6A, the City's Inclusionary Housing Ordinances. Where there is a conflict, the Spring Lake Affordable Housing Plan shall prevail. The Plan requires 10 percent (10%) of single-family units to be affordable to Low-Income households. For multi-family projects the Plan requires that ten percent (10%) of all multi-family units be affordable to Low-income households and that twenty percent (20%) of the units to be affordable to very low income households, or that twenty five percent (25%) of the units are affordable to Very-low income households.. This project requires 18 single family affordable units, based on a total unit count of 176 single family lots. The total number of affordable multi-family units will be determined at the time a development application is submitted.
9. Concurrent Construction. The affordable single family units shall be dispersed throughout the project in terms of location and product type. Affordable dwelling units shall be constructed concurrently with, or prior to, market-rate units within the residential project. In phased developments, inclusionary units should be constructed and occupied in proportion to the number of units in each phase of the residential project. The Community Development Department and Housing Staff shall review and approve the location of the affordable sites prior to approval of the Final Map. If the Developer

desires to modify the approved locations of the Affordable dwelling units, the requested modifications shall be submitted along with a map review fee, with the final map.

10. Inclusionary Housing Agreement. Prior to the City approving the applicant's first final map, the OWNER and City shall enter into an Inclusionary Housing Agreement as required by the SLSP Affordable Housing Plan (AHP). This agreement shall be prepared by the City, shall be consistent with all applicable provisions of the SLSP AHP, and shall contain language inclusive of, but not limited to, the checklist in the SLSP AHP.
11. SLSP AHP Compliance. Prior to approval of the map(s), the OWNER shall show proof of compliance with the Spring Lake Specific Plan Affordable Housing Plan through preliminary designation of affordable housing lots. Tentative Map #4991 will result in 176 single family lots of which 18 will be available low income units.
12. Offsite Affordable Fee. The off-site Affordable housing fee shall be paid for each single family market rate unit.
13. Affordable Unit replacement site. With respect to the currently zoned R-15 multi-family property, located east of SR 113 and designated as a remainder parcel in TSM # 4991, any low or very-low income units may be deemed as replaced with the units that may be developed as a result of the proposed future development of the Heidrick Phase I, R-25 site (Mutual Housing). However, only those units for which building permits have been pulled on the R-25 site, may be considered as potential replacement units and only if they are in excess of the minimum number of affordable units required for the R-25 multi-family site, (13 low income units and 25 very low income or 32 very low income units).
14. Affordable unit size. There shall be an average of three bedrooms provided per affordable unit, and the developer can provide more but not less than the average target, unless it can be clearly demonstrated that a different average is required in order for the units to be sold in the affordable marketplace. A developer of a for-sale residential project may request an exemption from the requirements of this condition if, based on substantial evidence and financial information, such a mixture would be infeasible to the satisfaction of the Community Development Director. Affordable, for-sale single family units may be smaller in square footage than the Market-Rate units that trigger the affordable housing obligation, with a minimum living area of 850 square feet, however, a mix of bedroom numbers and square footage among for-sale single family house is desired.
15. Affordable quality of materials. The design of affordable units and the materials used in construction of affordable units shall be of an equal standard; however, affordable for-sale units may feature different interior amenities than those of the market rate units.
16. Fair Share Cost. The applicant agrees to fund on a fair share basis, as determined by the City of Woodland nexus study, public facilities, services, and improvements including transit capital and operating costs, design and construction of transit stops, fire station

construction and operations (Development Regulations 4.7.3, 4.9.5, 6.22 and 6.23), police operations (Development Regulations 6.30 and 6.31), park development (Development Regulation 5.6), greenbelts/pathways/trails (Development Regulation 5.28), and library services (Development Regulation 6.42 and 6.43) pursuant to Development Regulation 2.7 (Fair Share fees and Financing).

17. Backbone infrastructure. Prior to occupancy within any subdivision, necessary backbone infrastructure and services to serve the subdivision, as determined by the City of Woodland, must be in place, and adequate fire service must be demonstrated, pursuant to Development Regulation 2.8 (Infrastructure and service availability), 4.4 through 4.7 (roadway improvements), 6.24 and 6.25 (fire station).
18. Nexus Study. The applicant must comply with the requirements of the Spring Lake Specific Plan Nexus Study.
19. Funding Public Services. Prior to issuance of a building permit, the funding of public services shall be addressed pursuant to Development Regulations 2.7, 6.23 and 6.37.
20. SLIF Fee Revenue. Additional SLIF revenue generated by the additional residential units, as a result of the prior approved rezone of the project site on December 14, 2010, shall provide benefit overall to the Spring Lake Plan, and allocation of those units to cover any funding shortfall, as determined by the City shall be applied as follows: 1) Should the affordable multi-family project, (by Mutual Housing California) on the R-25 site in the Heidrick Ranch Phase 1 be developed, the difference between the maximum density of 125 units and the proposed unit density of 101 units, or 24 units, for that site may be made up through application of the Cal West Investor LLC and Optimistic Partner LLC project's additional fee revenue. 2) Any additional remaining fee revenue as a result of the Cal West Investors LLC and Optimistic Partners LLC development would be available should any possible future rezone applications on the Cal West Investors and Optimistic Partner project site be presented; and 3) Any remaining fee revenue would be utilized at the City's discretion.
21. Building Unit Allocations (BUA)s. With the exception of affordable and multi-family housing, approval of a final map requires that all lots included in the final map, have a building unit allocation. No final map shall be recorded by the City unless BUAs for that map are assigned with the final map. In this case, with respect to the site formerly zoned for a school site, assignment may require requesting that additional BUAs be added to the Spring Lake Plan area. If BUA's are transferred from another site, or if BUAs are requested to be added, either transaction shall be recorded to the satisfaction of the Community Development Department and in compliance with the BUA Ordinance.
22. Reservation of Lots for public sale. The requirements of Section 21-15-1 of the City Code relating to "Reservation of Lots for Public Sale" shall be met. Lots shall be offered at a fair market price. If the offered lots have not sold by the end of the 45-day period, the subdivider shall be required to demonstrate that the lots were offered at a fair market

price. This will entail the provision of an appraisal by a qualified professional appraiser. If appraiser indicates that he offered price unreasonably exceeded the fair market price, the lots shall be re-offered for an additional 45- days at a fair market value.

Finance Department

1. SL Maintenance Facilities District. Prior to recordation of each final map, with respect to that map, OWNER shall petition the City to be annexed into the boundaries of the Spring Lake Maintenance Community Facilities District. The OWNER agrees to provide any and all information necessary to complete such annexation within 45 days of making this petition.
2. SL Community Facilities District 2004-1. At OWNER's option, OWNER may petition the City to be annexed into the boundaries of the Spring Lake Community Facilities District 2004-1 prior to the approval of each final map. OWNER agrees to provide any and all information necessary to complete such annexation within 45 days of making this petition. Alternatively, OWNER may instead meet its SLIF financial obligation by paying the then equivalent bond proceeds in cash at building permit, before applying fee credits or paying cash, at OWNER's option, for balance of the fee creditable portion of the SLIF.
3. Fee Credits. Any financing method employed which would allow additional proceeds to be raised to pay back the First Release Property Owners, would then allow OWNER to use the fee credits associated with the Community Facilities District.

Community Development

1. Design Review. For all residential uses, final site plans, architectural plans, elevations, sound wall, and landscape plans shall be submitted for review and approval by the Planning Commission to ensure consistency with the Spring Lake Specific Plan and Spring Lake Design Standards. Additional design detail shall be provided on corner lots with emphasis on side elevations, porches and entries (Design Standard 2.7). (All mechanical equipment, whether roof mounted or on the ground, shall be fully screened from view (Development Regulation 2.21 Utility Facilities). All antennas shall be placed in building interiors. Satellite dish antennas are prohibited on roofs. Units shall be energy efficient pursuant to Development Regulation 2.25 (Energy Efficiency). Dwelling unit shall be oriented toward the street pursuant to Development Regulation 2.31 (street loading), Development Regulations 2.35.3 (separated entry walks), 7.5 (Fireplaces), 7.6 (air conditioning), 7.7 (wiring), 7.10 (energy efficiency), 7.16 through 7.18 and 7.20 and 7.21.1 and 7.21.2 relating to energy conservation.)
2. Block Length on Street "A". In order to mitigate for the extended block length on the west side of Street A, the homes along this stretch shall be designed so that there is variability provided through careful use of such elements as front setback, mix of one and two-story, and building architectural frontage design. All homes along this segment extending from lot 160 to lot 176 shall have either a full usable front porch or a separated front patio extension with low walls.

3. Architectural Diversity. Emphasis shall be placed on creating architectural diversity within the development as discussed in Sections 2.3, 2.4 and 2.5 of the Spring Lake Design Standards. Particular care will be required to create a diverse architectural appearance on lots that are fairly narrow (40 to 45 feet in width). Creativity and innovation will be encouraged.
4. Energy Efficiency. All building designs shall be designed to meet and are recommended to exceed energy efficiency
5. Landscape Plan Submittal. Detailed Landscape and Irrigation Plans, shall be designed and prepared by a licensed landscape architect and shall be certified in accordance with State water conservation requirements. Landscape plans shall be submitted and approved by the Community Development and Public Works Departments prior to issuance of building permits. Landscape plans shall specify the following:
 - Locations, size and quantity of all plant materials.
 - A plant legend specifying species type (botanical and common names), container size, maximum growth habit and quantity of all plant materials.
 - Location of all pavements, fencing, buildings, accessory structures, parking lot light poles, property lines and other pertinent site plan features.
 - Planting and installation details and notes including soil amendments. A soil fertility test shall be prepared prior to approval of plans to determine planting and amendment requirements.
 - Existing trees on site shall be identified. Trees planned for removal or relocation shall be marked on the plans, methodology to preserve trees in place provided on plans.
 - Details of all irrigation (drip, sprinkler, bubbler) as well as equipment such as backflow controller and water meter devices identified.
6. Street Tree Master Plan. Street Tree Master Planting Plan shall be approved prior to the issuance of the first building permit. Shall be reviewed for conformance with the SL Design Standards and shall be reviewed and approved by the Community Development Department and the City's Public Works Department – Urban Forestry division. A soils test shall be submitted that will assist in appropriate species selection.
7. Public Landscaping. Landscaping design, materials, installation and maintenance in roadways, medians, greenbelts, subdivision trails, and other public areas shall be consistent with applicable City requirements. Landscaping shall satisfy and fully implement Development Regulations 2.15.1 and 4.16 (Tree Canopy), 2.22 (Drought – tolerant plantings), 4.17 (Timing of landscaping), 4.17.1 (landscaping at intersections), 4.18 and 4.19 (bikeway and landscaping) and 7.13 (public landscaping).
8. Tree Preservation and Replacement Planting

- *Replacement.* In accordance with Section 20A of the City of Woodland Municipal Code, the applicant shall comply with the following replanting schedule for removal of trees on and adjacent to the project site:
 - A. Replacement planting is required for each heritage, specimen, and landmark tree removed at a rate of four 15- gallon trees for each six-inches, or fraction thereof, of trunk diameter removed. Removal of street trees requires replacement planting of approved species at a rate of two 15 –gallon trees for each six inches removed in accordance with Section 20A -1-100.
 - B. The approved species and locations of replanting shall be specifically shown on the Landscape and Development plans and shall be subject to review and approval by the Community Development and Public Works departments. Replacement planting shall be in addition to standard planting requirements.
 - C. Landscape Development plans shall be submitted concurrently with subdivision improvement plans prior to any grading on site and final map approval.
- *Preservation.* The City’s Tree Preservation Ordinance requires preservation of Heritage Trees to the extent possible. The two existing Heritage Oak trees shall be preserved. Prior to issuance of a grading permit which impacts each Oak Tree, the applicant shall submit a tree protection plan to be included in the improvement plans which shall indicate measures to be taken to protect the trees during construction.
 - A. The oak tree on Lot B shall be preserved in place. Lot B shall be dedicated to the city to create a small pocket park around the existing tree. Park amenities, (such as a bench, DG/mulch, and drainage swale to support the oak tree) shall be provided and design approved by the Community Development Department Public Works Departments prior to acceptance of the final map which dedicates Lot B.
 - B. Upon approval of the park design and installation of all required amenities for Lot B, the OWNER shall receive the equivalent in park fee credits of \$10,000
 - C. The Heritage Oak tree located off-site, north of Lot B, shall also be preserved in place, unless it cannot be preserved in place due to infrastructure requirements. The “F” Street cross section may be modified subject to approval by the City Engineer, at that location to accommodate the preservation of this street tree (i.e. removing the planting strip and attaching the sidewalk at that locations, etc...)
 - D. The trees and pocket park shall be included in the Spring Lake Lighting and Landscaping assessment district.

9. Utility Design. The location of all utility structures shall be coordinated with and depicted on the landscaping plans. Location and installation of utility structures shall be to the satisfaction of the Community Development Director and City Engineer. Public utility lines, along public street frontages and /or landscaped areas shall be underground type unless otherwise approved by the Community Development Director and City Engineer. The applicant shall ensure consistency with Development Regulation 2.11 (Utilities), 2.13 (connectivity), 2.21 (utility facilities) and 6.17 through 6.19 (general utility requirements).
10. Light pole location. Light poles shall not be located so as to conflict with planting or future growth and shading of trees throughout the site. Review shall be provided prior to issuance of final map.
11. Street and Lot lighting. Lights along local roads and in public use areas shall be consistent with SL Development Regulation 2.22.2.
12. Compliance with State Water Conservation Ordinance. The project shall comply with State Water Conservation Ordinance, as well as water conserving requirements in the Spring Lake Specific Plan and SL Design Standards. This applies to all yard and public landscaping. Plans shall be reviewed for compliance prior to issuance of building permits.
13. Sound Wall. A freeway adjacent sound wall is required in accordance with the Environmental Noise Analysis and shall be 10-feet in height. The sound wall design shall meet the SLSP Design Standards (Section 6.2.1). Access for required maintenance shall be provided via Lot A shall be 28 feet in width. The entire length of the project sound wall shall be constructed at one time, with the Phase 3 final map, including the portion of the wall on the remainder parcel. The wall design, including freeway adjacent landscaping, shall be submitted for Design Review to the Planning Commission prior to acceptance of the Phase 3 final map. Sound wall will need to be bonded for and included in the public improvements and are eligible for SLIF credits.
14. Sound Wall Landscaping. Landscaping shall be provided in accordance to 6.2.1 (d) to help screen the wall, minimize graffiti and shade on the west elevation. Landscaping shall include trees, shrubs and groundcover. The landscaping, predominately trees (fine needled such as pines or redwoods depending on soil fertility report recommendations), will be planted in a fairly dense manner within a 28 foot easement on the west side of the wall. A reciprocal access and maintenance agreement will be established and recorded with the sound wall and landscaping in order to provide access for maintenance of the sound wall and landscaping. The landscape plans shall be reviewed and approved by the Community Development and Public Works Departments prior to issuance of permits for the wall. Landscaping shall be installed at the same time as the wall. Landscaping will need to be bonded for and included in the public improvements and are eligible for SLIF credits upon addition to the Spring Lake CIP.

15. Single Story Homes. Consideration shall be given to the extent possible that the units constructed on the lots backing to the HWY 113 freeway be single story, or that the second story portion be recessed from the back of the single story portion.
16. Interconnecting Walk and Pathway. Interconnecting walks and pathways shall be a minimum of 25 feet wide and landscaped consistent with Section 6.9 of the SL Design Standards.
17. Residential Fencing. All wood fence footings and foundations shall be constructed of galvanized steel, reinforced concrete, or masonry. No treated wood materials in contact with the ground will be permitted. All wood fencing shall be stained with a water sealant to prevent water damage and staining. Consideration shall be given to the use of wood with integral stain. All required notes/details shall be provided on plans prior to the issuance of permits. Fencing shall comply with Section 2.9 of the SL Design Standards.
18. Entry signs. Per the Spring Lake Specific Plan and the Spring Lake Design Standards, the applicant shall establish neighborhood entry signs. A sign shall be provided at the north west corner entry of Harry Lorenzo Avenue and "D" Street consistent with SL Design Standard 1.6.2.

A design specification for this signs shall be prepared for review and approval by the Community Development and City Engineer prior to acceptance of the final map. The signs shall be installed prior to the issuance of the first house permit in Phase I.
19. Prohibit RV Parking. Provisions in the CC&Rs for the Single Family (R-8) Development shall be adopted that prohibit recreational vehicle parking in the front yard for longer than 24 hours. This provision shall be enforced through mechanisms established in the CC&Rs.
20. Prohibit Garage Conversions. Provisions in the CC& Rs for all residential development shall be adopted that prohibit garages from being converted to residential use except for a model home sales office. When the sales office is vacated, it must be converted back to a garage.
21. No Restriction on Color. Provisions in the CC&Rs shall be adopted that prohibit any restrictions of color on residential structures. This provision shall be enforced through mechanisms established in the CC & Rs.
22. Multi-family Development. Multi-family development shall comply with the Spring Lake Specific Plan and Design Standards including Development Regulations 2.35 (Multi-family Attached Rental Development), 2.35.7 (R-15 Façade Requirements).
23. Bike Parking. Bicycle parking for multi-family units shall be provided at a minimum ratio of 10 percent of the normally required number of vehicle spaces, or to the satisfaction of the Community Development Department. Bicycle parking shall be

highly visible, in a secure location, and to the greatest extent feasible, located in a covered area.

24. Future Park and Rezone Application. The Specific Plan indicates that the 2-acre commercial sites within the Plan area shall be floating designations with the precise location determined at the time of the land division that creates the park and surrounding residential lots. Prior to acceptance of the first final map the applicant shall either submit an application for a Spring Lake Plan Amendment or provide funding toward a future Plan Amendment for the relocation of the park west of its existing location. Determination for the location of the remaining 2 acres shall be provided at that time.

SLSP Mitigation Measures:

1. Mitigation Requirements. The project applicant shall comply with all mitigations required by the TOC EIR Mitigation Monitoring Program provided as Attachment A to the SLSP, as well as any further analysis provided through additional studies and evaluations required to ensure compliance with mitigations.
2. Environmental Noise Analysis. The design of the project shall comply with the exterior and interior noise level requirements of the Noise Element of the City of Woodland General Plan and with the requirements specified in the Environmental Noise Analysis prepared by Bollard Acoustical Consultants, Inc dated July 19, 2011.
 - A 10-foot tall noise barrier should be constructed along the western property line of the project site. The barrier heights shown are those required to reduce future SR 113 traffic noise to 65 dB Ldn or less. Barriers should be constructed of masonry block, concrete or earth berms. A combination of berms and walls is acceptable provided the combined height is sufficient to achieve satisfaction with City noise standards. Final design and wall height to achieve adequate protection shall be determined at the time of the final Phase 3 grading plan submittal.
 - City of Woodland's interior noise standard is 45 dB Ldn. Exterior noise levels at second floor facades facing the freeway can be up to 77 dB Ldn. Recommendations to reduce interior noise as stated in the Environmental Noise Analysis, dated April 20, 2011, prepared by Bollard Acoustical Consultants shall be complied with. If two story units are proposed, the additional construction techniques identified shall be followed as well.
 - When final site lot and grading plans are completed they shall be reviewed by an acoustical consultant to ensure that the conclusions of the acoustical study have not changed.
 - Disclosure statements shall be provided to all prospective residences notifying them of the elevated projected future Hwy 113 noise environment and informing them that satisfaction with the City of Woodland 45 dB Ldn interior noise standard may only be achieved with windows in closed positions.
3. Ground nesting Raptor Survey. Pursuant to Mitigation Measure 4.5-3, thirty (30) days prior to commencement of grading or any site work, the applicant shall have prepared

and submitted a survey for ground nesting raptors (e.g. northern harrier and burrowing owl). This survey shall be prepared by a qualified raptor biologist using appropriate protocol acceptable to responsible agencies. If survey nesting raptor species are found, then Mitigation Measures 4.5-3 (b-d) of the Spring Lake Specific Plan Mitigation Monitoring plan shall be followed. Survey results shall be valid only for the season when construction activity occurs.

4. Mitigation Easements. Mitigation for loss of agricultural land and hawk habitat in the form of land set asides shall be fully executed and in place pursuant prior to final map approval or commencement of development activity, consistent with Development Regulation 2.2 (Land Set Asides) and 7.2 related to the 1:1 mitigation requirement. Fully executed, meaning signed and recorded with the County.
5. Raptor Survey. Each landowner or applicant shall conduct a pre-construction or pre-tree pruning or removal survey of trees greater than 30 feet tall during the raptor breeding season (March 1 through September 15). This survey shall be conducted for a half mile around the proposed site at which any construction activity is proposed. The survey shall be conducted by a qualified raptor biologist during the same calendar year that he proposed activity is planned to begin to determine if any nesting birds of prey would be affected.
6. Geotechnical. The recommendations contained in the Conclusions and Recommendations Section of the Geotechnical Engineering Report (Geocon Consultants, Inc May 2011 – Geocon project no s9574-06-01)
7. Air Quality Directives. Owner shall comply with Air Quality Management District directives as specified in Development Regulation 2.12 for both off-road and on-road low-emissions heavy duty vehicles and construction equipment during all grading and construction. (SLSP page 7-4, Regulation 7.3).
8. Mosquito Vector Control. Prior to each construction season each landowner or applicant with a project under construction shall consult with, and implement the recommendations of the Mosquito Vector Control District regarding control of mosquitoes, black gnats, and other vectors.
9. Construction Recycling. Prior to the commencement of construction on any project, the applicant shall ensure that the construction contractor has established construction recycling measures pursuant to the requirements of the Mitigation Monitoring Plan and all other City requirements. (MM 4.13-18)
10. Dust Suppression. Applicant shall comply with all dust suppression requirements during all grading and construction activities (SLSP Regulation 7.4)

11. Off site improvements. Off-site improvements must satisfy the requirements of SLSP and SLSP MM including but not limited to Development Regulation 6.13 and Mitigation Measure 4.5-7.
12. Cultural Resources. During grading or any site work, development must comply with Development Regulation 7.22 (MM 4.10-1)

Engineering Development Services

Roadways

1. Regarding “E” Street between phase 1 and phase 2 and “B” Street road between 2 and 3 and “D” Street between phase 3 and phase 4. The road may be revised to a partial street section (similar to cross section C on Sheet 4 with approval of the City Engineer).
2. Streets fronting the park: Phase 1 shall construct full street section and curb gutter, sidewalk, and landscaping along opposite side of the street fronting the park (“D” Street). Phase 2 shall construct a full section of curb, gutter, sidewalk, and landscaping of Street opposite the park (“D” Street). Phase 4 shall construct full street section and curb gutter, sidewalk, and landscaping along opposite side of the street fronting the park (“B” Street). This requirement may be reduced or altered by the City Engineer, if, the appropriate portions of park frontage are added to the SLIF fee capital improvement program.
3. Applicant shall revise partial street cross sections; partial street sections shall have 4’ shoulders with 2’ paved shoulders to the same structural section as the remainder of the road and 2’ unpaved.
4. Unless constructed by others project shall construct Harry Lorenzo from “F” Street to Farmers Central Road (including park frontage with first final map without transition) in accordance with section E. If land fronting Harry Lorenzo Avenue is rezoned to residential lots prior to application for final map, the improvement plans may be modified to reduce fronting improvement requirements, with the approval of the City Engineer. Upon request of the applicant City will enter into a third party reimbursement agreement to allocate fair share costs to the adjacent property owners. Fair share costs shall include 50% of the total cost less the west sidewalk, landscaping, water and sewer services. The third party reimbursement agreement shall be completed prior to the approval of the final map. Final cost determination shall approved by the City Engineer.
5. Unless constructed by others, project shall place a type III slurry or micro pave, at the discretion of the City Engineer, and stripe Harry Lorenzo Avenue from the improvements of the Harry Lorenzo Drive to its southerly terminus.

6. Unless constructed by others the project shall construct/extend Farmers Central Road from Pioneer Avenue to Harry Lorenzo Avenue with the first final map. If necessary for access, only the road section may be reduced to two twelve foot lanes plus four foot shoulders on each side with additional turn lanes as necessary at Harry Lorenzo Drive. Design of the interim/partial road improvements shall be compatible with the ultimate design of the roadway. Upon request of the applicant City will enter into a third party reimbursement agreement to allocate fair share costs to the adjacent property owners. The third party reimbursement agreement shall be completed prior to the approval of the final map.
7. Along the alignment of Farmer's Central Extension there shall be a 20 foot landscaped greenbelt corridor including a 10 foot bike path, and 10 foot landscaping component. Path may meander to the north only if necessary to avoid PG&E transmission poles. Path design and alignment shall be subject to the approval of the City. At a minimum, the corridor shall include a 10 foot path shall: be reinforced to support maintenance/emergency vehicles, include 10 foot of landscaping, parkway level lighting along the length of the corridor, and connect to "B" Street as well as align ultimately for the SR 113 overcrossing. Furthermore, design of the greenbelt corridor shall include working with PG&E to vacate its existing easement and establish a new easement that aligns with the actual transmission line. Property descriptions and easements shall be to the satisfaction of the City Engineer. Timing of the greenbelt corridor may be deferred until the development of the remainder parcel provided that fair share payments are made on a per unit basis for phases 1, 2 & 3 into a City held escrow account. A fair share shall be determined by the following process.
 - A. With the first final map application the applicant shall prepare a preliminary design with a cost estimate for the greenbelt corridor. The cost estimate shall include a 20% contingency and 7.5% in plan check and inspection rate, 10% design costs, and a 7% CM overhead rate. Cost estimate greenbelt corridor shall be itemized separately so that SLIF credits may be applied towards that portion of the cost separate from the balance of the remainder of the subdivision improvements. Payments collected towards construction and construction costs are eligible for SLIF credits and reimbursements. The calculation shown below is an example based on the anticipated number of units in the map. The calculation shall be updated as needed.
 - B. Then the total cost shall be divided by 234 (176 units for the map plus 84 x .7 for the multi family).
 - C. Then each final map shall pay the amount at time of final map on a per unit basis. Once paid, a fee credit in an amount equal to the amount paid in cash will be added to the property's fee reimbursement account and used subject to the Administrative Guidelines for Allocation and Distribution of BUA's in the Spring Lake Specific Plan

adopted by the City Council on March 5, 2013 and as subsequently amended, and in accordance with the Funding and Reimbursement Agreement

- D. Upon request, the City will enter into a 3rd party reimbursement agreement to seek a proportional share reimbursement from the adjacent residentially zoned benefitting property owner. .
 - E. Cash payments and construction costs may be reimbursable or creditable from the SLIF if the facility is included in the SLIF CIP subject to restrictions of the Administrative Guidelines for Allocation and Distribution of BUA's in Spring Lake Specific Plan adopted by the City Council on March 5, 2013 and as subsequently amended and in accordance with the Funding and Reimbursement Agreement..
- 8. Prior to approval of the first final map the applicant shall submit for approval of the City Engineer a traffic calming plan for the entire tentative map area. Plan shall generally conform to recommendations made in the traffic study. Traffic calming features may vary from those shown on the tentative map. Applicant shall construct components of the traffic calming plan as part of the public improvement program.
 - 9. Underground overhead distribution utilities on the property. Transmission lines in the PG&E easement may remain overhead.
 - 10. With first final map and the extension of Farmers Central Road from Pioneer Avenue to Harry Lorenzo Drive the applicant shall construct roundabouts at the intersection of Farmers Central Road and Harry Lorenzo Avenue and at "F" Street and Harry Lorenzo Avenue. Upon inclusion in the Spring Lake SLIF CIP, the cost of the roundabout shall be SLIF reimbursable/creditable.
 - 11. Details for the construction of "F" Street shall include a tree preservation plan for the Heritage Oak(s) required to remain on site. Design of the pre-preservation plan, fencing materials, and all other components shall be approved at the sole discretion of the City.
 - 12. Project shall provide paved access with bollard or gate control to City approved openings in the sound wall for Maintenance access. Paved access and access control design shall be subject to the approval of the City. Paved access shall meet alley width minimum requirements, or the width may be reduced to 15 feet with the approval of the City Engineer.

13. Cross section J shall have a 4.5 foot sidewalk adjacent to curb and 10' PUE behind the monolithic curb.
14. Cross sections 2/C01 and 3/C02 shall be removed from Sheet C05 of the Tentative Map.

Easements and Right of Way

1. A seven (7) / ten (10) foot adjacent to monolithic sidewalk foot public utility easement back of (separated) sidewalk, adjacent to all public streets within the development shall be dedicated to the City and may be required elsewhere as requested by the utility companies and approved by the City.
2. Prior to approval of first set of improvement plans and final map, Applicant shall acquire all rights of way and easements necessary to construct off-site and on-site improvements associated with the tentative map. Final determination of Right of Way Requirements shall be made by the City Engineer.
3. Phase 3 final map shall dedicate a 28 foot strip between the tentative map edge and Caltrans Right of Way.
4. Lots 160 through 176 shall include a general access easement to the City for repair and maintenance of the sound wall.
5. Project shall acquire or dedicate 15' maintenance access easements along the north edge of the property (may be on adjacent property) and along the south side of Lot 176. Project shall provide paved PCC access with bollard control to City approved openings in the sound wall for maintenance access.
6. Should, after a good faith effort based on a MAI Appraisal, the applicant has been unable to obtain offsite right of way, the applicant may request that the City obtain the land at the cost of the applicant. Applicant shall deposit estimated cost of land, staff time and attorney time to obtain the land. After land has been obtained City shall relinquish balance of funds on hand.
7. Applicant shall acquire by deed or lot line adjustment the right of way for the knuckle on "B" Street, with the final map which includes this portion of "B" Street prior to sale of the Park site, unless mapping of that corner can be made without expanded corner, subject to the approval of the City Engineer.

Wastewater and Sewer Collection System

1. The property shall be connected to the City of Woodlands sewer system, with a separate sewer lateral required for each parcel, in accordance with City of Woodland standards.
2. The Tentative Map Sewer Plan showing sewer routing, pipe slopes and sizing and locations, are preliminary only and do not constitute approval in any way. Final approval for the Sewer Plan shall occur with the final improvements based on the requirements set forth in these conditions of approval.
3. Construction of deep sewer mains shall be connected to laterals by a parallel main and connections at Manholes.
4. Applicant shall obtain a groundwater discharge permit from the State Board of Reclamation prior to ground dewatering.
5. Any onsite Septic tanks shall be to county health department standards, prior to the final map within which boundary it is contained.

Storm Water

1. A comprehensive storm drainage plan shall be prepared by a registered civil engineer for project watershed(s), including the plan area. The plan shall identify specific storm drainage design features to control increased runoff from the project site. 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 and assumptions and design details shall be submitted to the City Engineer 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 City Standard Specifications and Details. The plan shall incorporate secondary flood routing analysis and shall include final sizing and location of on-site and off-site storm conduit channels, structures and (detention basins if required). The Storm Drainage Plan shall be submitted for approval prior to submittal of the first final map and/or construction drawings for checking. The applicant shall pay the cost associated with all improvements required by the plan and an appropriate reimbursement agreement shall be drafted to reimburse the applicant for oversize improvements on a pro rata basis per the Project level Development Agreement.
2. A topographic survey of the entire site and a comprehensive grading plan prepared by a registered civil engineer shall be required for the development. The plan shall include

topographic information on adjacent parcels. In addition to grading information, the grading plan shall indicate all existing trees, and trees to be removed as a result of the proposed development, if any. A statement shall appear on the site grading and drainage plan, which shall be signed by a registered civil engineer or land surveyor and shall read, "I hereby state that all improvements have been substantially constructed as presented on these plans". Reference the City of Woodland Engineering Design and Construction Standards for additional requirements.

3. The Tentative map Grading and Drainage plan showing grading and drainage information including topographic information, drainage routing, pipe slopes and sizing and locations and including topographic information, and overland drainage routing are preliminary only and do not constitute approval in any way. Final approval for the grading and Drainage Plan shall occur with the final improvements based on the requirements set forth in these conditions of approval.
4. Unless constructed by others the first final map shall construct the extension of the 72" storm drain line along Farmers Central Road from Pioneer Avenue to Harry Lorenzo Avenue.
5. Development of the remainder parcel (multi-family site) will require construction of the 60" storm drain line from SR 113 to Harry Lorenzo Avenue at its sole cost less any reimbursement collected by item 6 below.
6. Each phase of the project shall contribute fair share costs for the 60" Storm Drain line along the southerly boundaries; payments collected towards construction and construction costs are eligible for SLIF credits and reimbursements. Fair share payments are made on a per unit basis for phases 1, 2 & 3 (for reimbursement and or construction into a City held escrow account). The calculation shown below is an example based on the anticipated number of units in the map. The calculation shall be updated as needed. A fair share shall be determined by the following process:
 - A. With the first final map the applicant shall prepare a preliminary design with a cost estimate 60" storm drain, access road, gates, and appurtenances. The cost estimate shall include a 20% contingency and 7.5% in plan check and inspection rate, 10% design costs, and a 7% CM overhead rate.
 - B. Then the total cost shall be divided by 234 (176 units for the map plus 84 x. 7 for the multi family).

Then each final map shall pay the amount at time of final map on a per unit basis. Once paid, a fee credit in an amount equal to the amount paid in cash will be added to the property's fee credit account and used subject to the Administrative Guidelines for Allocation and Distribution of BUA's in Spring Lake...adopted by the City Council on March 5, 2013 as subsequently amended and in accordance with the Funding and Reimbursement Agreement.

- C. Upon request the City will enter into a 3rd party reimbursement agreement to seek a proportional share reimbursement from the adjacent residentially zoned benefitting property owner.
- D. Cash payments (once made) and construction costs will be reimbursable or creditable from the SLIF subject to restrictions of the Administrative Guidelines for Allocation and Distribution of BUA's in Spring Lake Specific Plan as adopted by the City Council on March 5, 2013 as subsequently amended and in accordance with the Funding and Reimbursement Agreement. .

Storm Water Quality Control

- 1. Construction of projects disturbing more than one acre of soil shall require a National Pollution Discharge Elimination System (NPDES) construction permit. Applications/projects disturbing less than one acre of soil shall implement BMP's to prevent and minimize erosion. The improvement plans for construction of less than 1 acre shall include a BMP to be approved by the City Engineer. Projects of this size shall also prepare a SWPPP (Storm water Pollution prevention plan).
- 2. Project shall comply with Storm Water Quality Ordinance, for site specific, general, and treatment control measures.
- 3. The Developer shall create a storm water phasing plan to be approved by the City Engineer prior to a grading permit or final map, unless otherwise determined unnecessary by the City Engineer.

Water Infrastructure Conditions

- 1. All materials and installation of the water system shall be at the developer's expense per City of Woodland Standard Specifications and Details.
- 2. Until such time as actual service connections are approved for the subdivision, the water agency may withhold water service due to a water shortage declared by the water agency.

3. If not constructed by others, the first final map shall construct a 12" water line in Harry Lorenzo Avenue connecting to the water mains in Farmers Central Road and Gibson Road and extend the 12" main in Farmers Central Road from Pioneer Avenue to Harry Lorenzo Avenue. Upon request, the City may enter into a 3rd party reimbursement agreement to seek a proportional share reimbursement from the adjacent residentially zoned benefitting property owner, if determined applicable to the adjacent development.
4. The Tentative Map Water Plan showing water routing, sizing and locations, are preliminary only and do not constitute approval in any way. Final approval for the Water Plan shall occur with the final improvements based on the requirements set forth in these conditions of approval. Applicant shall comply with making changes to water system distribution pipe sizes and alignments based on the results of the specific water modeling performed for the project. Applicant shall pay for all required water modeling for identifying water infrastructure needs to serve its development and shall construct offsite water improvements to connect to the City water distribution system.
5. Per City of Woodland Cross Connection Control Program, all types of commercial buildings and landscape irrigation services are required to maintain an approved backflow prevention assembly, at the developer's expense. Service size and flow-rate for the backflow prevention assembly must be submitted. Location of the backflow prevention assembly shall be per the City of Woodland Standard Specifications and Details. Prior to the installation of any backflow prevention assembly between the public water system and the owner's facility, the owner or contractor shall make application and receive approval from the City Engineer or his designated agent.
6. Any fire hydrant installed will require, in addition to the blue reflector noted in Standard Drawings, an additional blue reflector and glue kit that is to be supplied to the City of Woodland Fire Department for replacement purposes.
7. One Water Sampling Station shall be installed with the first final map.
8. Applicant shall abandon all on site private wells with the demolition of existing structures served by the wells prior to final map within which the well is located.

Landscaping

1. Landscaping of public areas is a public improvement. Design and construction of public landscaping areas shall proceed concurrently with adjacent development. Public improvements will not be formally accepted until a 90-day maintenance period on landscaping improvements is completed. This requirement may be waived at time of acceptance of other public improvements with approval of the Parks, Public Works and

Community Development departments, but if waived shall require submittal of a separate security to ensure landscaping completion.

2. The phase 3 final map in Calwest shall construct the entire sound wall along the western edge of the tentative map. Sound wall design and construction costs are eligible for SLIF credits.
3. Phase 3 shall construct 28' landscape strip along western boundary. Landscaping will need to be bonded for and are included in the public improvements and are eligible for SLIF credits upon addition to the Spring Lake CIP.

Grading

1. A topographic survey of the entire site and a comprehensive grading and drainage plan prepared by a registered civil engineer, shall be required for the development. The plan shall include topographic information on adjacent parcels. In addition to grading information, the grading plan shall indicate all existing trees, and trees to be removed as a result of the proposed development, if any. A statement shall appear on the site grading and drainage plan, which shall be signed by a registered civil engineer or land surveyor and shall read, "I hereby state that all improvements have been substantially constructed as presented on these plans". Reference the City of Woodland Engineering Design and Construction Standards for additional requirements.
2. The Tentative map Grading and Drainage plan showing grading and drainage information including topographic information, drainage routing, pipe slopes and sizing and locations and excluding topographic information, and overland drainage routing are preliminary only and do not constitute approval in any way. Final approval for the grading and Drainage Plan shall occur with the final improvements based on the requirements set forth in these conditions of approval.
3. The differential in elevation between rear and side abutting lot lines shall not exceed twelve inches (12") without construction of concrete or masonry block retaining walls.

Fees

1. The Owner shall pay all required fees for processing final maps (technical check) with final map submittal.
2. Prior to approval of improvement plans, the Owner shall pay all fees for plan check and inspection of offsite infrastructure improvements, as approved by City Council and defined in the City Fee Schedule. If Owner pays a deposit only at improvement plan submittal, the balance shall be paid prior to improvement plan approval by the City Engineer.

3. At building permit issuance the applicant shall pay applicable Development Impact Fees or connect fees in effect at the time of building permit issuance.
4. Shall pay \$794 per house for 25A; construction & reimbursement, the fee is due at building permit. (DA Item)
5. Transit Capital fee: Prior to final map or project approval (for single-family) applicant shall pay a \$208 per DUE fee. (DA item)
6. Transit Operation fee: Prior to final map or project approval (for single family) applicant shall pay a \$35 per DUE fee. (DA item)
7. If a multi family project does not require a final map (rental apartments), the project shall pay prior to building permit a per unit fee of \$146 for transit capital and \$25 for transit operation. (DA Item)
8. The conditions of approval set forth herein include certain fees, dedication requirements, reservation requirements and/or other exactions. Pursuant to Government Code, Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions.

The applicant is hereby notified that the 90-day protest period, commencing from the date of project approval, has begun. If the applicant fails to file a timely protest regarding any of the fees, dedication requirements, reservation requirements and/or other exactions contained in this notice, complying with all the requirements of Government Code, Section 66020, the applicant will be legally barred from later challenging such fees, dedications requirements, reservation requirements and/or other such exactions. Notwithstanding the foregoing, the City does not waive any rights it may have to enforce any settlement agreement, memorandum of understanding, or other agreement with the applicant which authorizes the City to impose certain fees, and which may waive the applicant's right to challenge the imposition of some or all of the fees, dedication requirements, reservation requirements, and/or other exactions set forth in these conditions of approval.

9. If existing buildings are demolished, applicant shall document size and type of buildings prior to demolition to determine if there is a credit for impact fees, If there are no sewer or water service connections no sewer or water impact fees will be credited.

10. Applicant shall pay \$150 per lot at final map for the advance planning study for the SR 113 bike overcrossing. (DA Item)

Engineering General Conditions

1. Prior to final map the applicant shall submit and have approved a revised tentative map in compliance with these conditions. The revised tentative map is subject to the approval of the City Engineer and Community Development Department.
2. Developer shall document and show evidence that all tentative map conditions are met with submittal of final map.
3. Enter into a (Subdivision) Improvement Agreement for the construction of public improvements prior to construction of any improvements, approval of improvement plans, approval of final map, or building permits.
4. Prepare improvement plans for any work within the public right-of-way and submit them to the Engineering Division for review and approval. The improvement plan sheets shall include the title block as outlined in the City of Woodland Standard Specifications. This submittal is separate from the building permit submittal. All public improvements shall conform to the current City of Woodland Standard Specifications.
5. Submit proposed Street names to fire department for approval with a copy to Engineering prior to improvement final map submittal.
6. Public improvements, in addition to roadway construction shall include water, sewer and storm drain mains, Fire hydrants, street lights and appurtenances
7. All non single family water services to this site shall include backflow prevention devices and water meters, with meters located within the Public Utilities Easement (P.U.E.) adjacent to the public road, in a location approved by the Public Works Department.
8. Submit an application for reapportionment of assessments with the parcel map or subdivision map.
9. Project shall obtain a Caltrans encroachment permit for construction of the sound wall and landscaping if necessary. A copy of the permit shall be provided to the City prior to approval of the final map and start of construction.

10. All utility poles that are to be relocated in conjunction with this project shall be identified on the improvement plans, with existing and proposed locations indicated.
11. All public landscape areas shall include a separate point of connection for water laterals with meters and PG&E power service points for automatic controllers.
12. If improvements are constructed and/or installed by a party or parties other than the Developer, which improvements benefit Developer's property, Developer shall pay a proportionate share of the costs of said improvements, including interest, prior to the issuance of building permit(s) (approval of the final map) to Developer.
13. If conditions for the project require Owner to construct improvements which benefit parties other than Owner, and are subject to reimbursement by others as determined by the City Engineer, Owner may request to enter into a reimbursement agreement drafted by the City. City shall endeavor to collect reimbursements from the benefiting party(ies) including requiring payment prior to approval of any entitlements for benefiting party(ies). All reimbursement agreements shall be executed prior to final map approval.
14. If greater than 640 S.F., second units shall pay single family dwelling unit development fees.
15. All Second units shall have separate water service and meter.
16. This project is subject to the construction and demolition debris recycling and diversion ordinance; contact Marshal Echols, Conservation coordinator, at 661-2063 for more information.
17. Joint trench/utility plans shall be submitted to the City Engineer for review, prior to approval of the final map and improvement plans.
18. U.S. Post Office mailbox locations shall be shown on the improvement plans subject to approval by the City Engineer and Postmaster.
19. A registered landscape architect shall design landscape and sound wall and privacy wall improvements and improvements shall be per the SLSP and other City Standards, as applicable.

20. Project shall include in the disclosure document for each house that the future park does not have a scheduled date for construction and that future construction will be subject to available funds.

Fire Department

1. Weed Abatement. The project site shall comply with the City of Woodland Weed Abatement Ordinance. The project, parcel map, along with any lots shall be maintained throughout the year so that all dead trees or any vegetation growing upon the streets, sidewalks, or upon private property which bears seeds of a wingy or downy nature shall be removed and maintained so as to meet the City of Woodland standards.
2. Fire Flow- The minimum fire flow required shall be determined as specified by the City of Woodland Municipal Code, Chapter 9, 2010 California Fire Code and the City of Woodland Standard Specifications and Details, 2010 edition. Given the present plans and information, the required fire flow is approximately 1,500 gallons per minute at 20 psi for a minimum 2 hour duration. The applicant shall meet the required volume and duration at the project site prior to obtaining a building permit.
3. Water Supply and Hydrants. Water supply and fire hydrants shall be installed in accordance with CFC Article 9 (903). When any portion of the facility or building is in excess of 150 feet from a water supply on a public street, on site fire hydrants will be required. A plan shall be submitted to the Fire Department to determine the location of the fire hydrants. Plans shall be approved prior to the installation.

Building Division

1. The project will be required to conform to the current codes that are in effect at the time of plan submittal.
2. Plans will need to be complete at the time of submittal as the City of Woodland does not accept deferred submittals.
3. All sub-contractors/companies working on the project will be required to obtain a City of Woodland Business Registration.
4. The project shall comply with FEMA regulations.

Yolo Solano Air Quality Management District

1. Portable diesel fueled equipment greater than 50 horsepower (HP), such as generators or pumps, must be permitted with the District, or under specific circumstances as approved by the District, may be registered with the Air Resources Board's (ARB's) Portable Equipment Registration Program (PERP) (<http://www.arb.ca.gov/perp/perp.htm>).

2. Dust emissions must be prevented from creating a nuisance to surrounding properties as regulated under District Rule 2.5 Nuisance.

Legislation Details (With Text)

File #: 13-235 Version: 1 Name:
Type: Consent Item(s) Status: Agenda Ready
File created: 9/9/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Adopt Ordinance to Amend CalPERS Employee Cost Sharing of 4.887% for Classic Local Police Members

Recommendation for Action

Staff recommends that the City Council adopt an ordinance to amend CalPERS Employee Cost Sharing of 4.887% for classic police members.

Staff Contact

Sheila McShane, Human Resources Manager - 530-661-5807,
Sheila.mcshane@cityofwoodland.org

Sponsors:

Indexes:

Code sections:

Attachments: [Exhibit to Amend Cost Share for Police Classic Members](#)
[Ordinance to amend PERSO contract 2013.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: September 17, 2013

SUBJECT: Adopt Ordinance to Amend CalPERS Employee Cost Sharing of 4.887% for Classic Local Police Members

Recommendation for Action

Staff recommends that the City Council adopt an ordinance to amend CalPERS Employee Cost Sharing of 4.887% for classic police members.

Staff Contact

Sheila McShane, Human Resources Manager - 530-661-5807, Sheila.mcshane@cityofwoodland.org

Fiscal Impact

Currently all classic police members PERS Cost Share is at 4.887% consequently, there is no fiscal impact.

Report in Brief

The City and the all three of the Police Bargaining Units; Woodland Police Employees' Association, Woodland Police Supervisors' Association, and Woodland Police Mid Management Unit reached an agreement in July 2012 to amend the PERS Contract to increase the PERS Cost Share from 4.00% to 4.887%. Since this is a change in the employee contribution rates, it requires approval by the City Council and a secret ballot election by employees who are affected by the contract amendment.

Discussion

All three bargaining units agreed to increase the PERS Cost Share from 4.000% to 4.887% in July 2012. All three bargaining units are currently contributing 4.887% as agreed. The purpose of this Ordinance is to amend the contract to reflect the 4.887% Employee Cost Share. Once the Ordinance is approved, an election is conducted. The contract shall be amended if a majority of the affected members vote to approve the proposed plan.

Conclusion

Staff recommends that the City Council adopt the Ordinance No ____ to amend the PERS contract to increase the Employee Cost Share from 4.00% to 4.887%.

Prepared by: Sheila McShane, Human Resources Manager

Paul Navazio, City Manager

Attachment: Ordinance to Amend PERS Contract
Exhibit: Amendment to the Contract



EXHIBIT

California
Public Employees' Retirement System

AMENDMENT TO CONTRACT

Between the
Board of Administration
California Public Employees' Retirement System
and the
City Council
City of Woodland

The Board of Administration, California Public Employees' Retirement System, hereinafter referred to as Board, and the governing body of the above public agency, hereinafter referred to as Public Agency, having entered into a contract effective September 1, 1946, and witnessed August 5, 1946, and as amended effective January 1, 1956, June 1, 1960, April 1, 1963, August 1, 1964, November 1, 1968, July 1, 1973, October 4, 1973, May 1, 1974, January 1, 1977, February 1, 1979, September 1, 1979, January 1, 1980, October 1, 1980, July 1, 1991, July 31, 1992, January 1, 1993, June 6, 1993, July 5, 1996, June 30, 1997, July 23, 1998, December 4, 1998, March 21, 2001, June 26, 2001, December 1, 2003, April 1, 2005, May 17, 2005, March 1, 2006, June 1, 2006, September 1, 2010, June 1, 2012 and December 5, 2012 which provides for participation of Public Agency in said System, Board and Public Agency hereby agree as follows:

- A. Paragraphs 1 through 17 are hereby stricken from said contract as executed effective December 5, 2012, and hereby replaced by the following paragraphs numbered 1 through 17 inclusive:

4. Employees of Public Agency in the following classes shall become members of said Retirement System except such in each such class as are excluded by law or this agreement:
 - a. Local Fire Fighters (herein referred to as local safety members);
 - b. Local Police Officers (herein referred to as local safety members);
 - c. Employees other than local safety members (herein referred to as local miscellaneous members).
5. In addition to the classes of employees excluded from membership by said Retirement Law, the following classes of employees shall not become members of said Retirement System:
 - a. **PERSONS HIRED ON OR AFTER OCTOBER 4, 1973, WHO ARE EMPLOYED AS "SLEEPERS" IN THE FIRE DEPARTMENT.**
6. Prior to January 1, 1975, those members who were hired by Public Agency on a temporary and/or seasonal basis not to exceed 6 months were excluded from PERS membership by contract. Government Code Section 20336 superseded this contract provision by providing that any such temporary and/or seasonal employees are excluded from PERS membership subsequent to January 1, 1975. Legislation repealed and replaced said Section with Government Code Section 20305 effective July 1, 1994.
7. The percentage of final compensation to be provided for each year of credited prior and current service as a local miscellaneous member in employment before and not on or after December 1, 2003 shall be determined in accordance with Section 21354 of said Retirement Law (2% at age 55 Full).
8. The percentage of final compensation to be provided for each year of credited prior and current service as a local miscellaneous member in employment on or after December 1, 2003 and not entering membership for the first time in the miscellaneous classification after December 5, 2012 shall be determined in accordance with Section 21354.5 of said Retirement Law (2.7% at age 55 Full).
9. The percentage of final compensation to be provided for each year of credited current service as a local miscellaneous member entering membership for the first time in the miscellaneous classification after December 5, 2012 shall be determined in accordance with Section 21353 of said Retirement Law (2% at age 60 Full).

10. The percentage of final compensation to be provided for each year of credited prior and current service as a local fire member and for those local police members entering membership in the police classification on or prior to June 1, 2012 shall be determined in accordance with Section 21362.2 of said Retirement Law (3% at age 50 Full).
11. The percentage of final compensation to be provided for each year of credited current service as a local police member entering membership for the first time in the police classification after June 1, 2012 shall be determined in accordance with Section 21363.1 of said Retirement Law (3% at age 55 Full).
12. Public Agency elected and elects to be subject to the following optional provisions:
 - a. Section 21222.1 (One-Time 5% Increase - 1970). Legislation repealed said Section effective January 1, 1980.
 - b. Section 21222.2 (One-Time 5% Increase - 1971). Legislation repealed said Section effective January 1, 1980.
 - c. Section 20965 (Credit for Unused Sick Leave).
 - d. Section 21319 (One-Time 15% Increase for Local Miscellaneous Members Who Retired or Died Prior to July 1, 1971). Legislation repealed said Section effective January 1, 2002.
 - e. Section 20020.1 ("Local Police Officer" shall include employees of a police department who were employed to perform identification or communication duties on August 4, 1972 and who elected to be local safety members within six months of January 1, 1977). Legislation repealed said Section effective January 1, 1985.
 - f. Section 21325 (One-Time 3% to 15% Increase For Local Miscellaneous Members Who Retired or Died Prior to January 1, 1974). Legislation repealed said Section effective January 1, 2002.
 - g. Section 21326 (One-Time 1% to 7% Increase For Local Miscellaneous Members Who Retired or Died Prior to July 1, 1974). Legislation repealed said Section effective January 1, 2002.
 - h. Section 21327 (One-Time Increase For Local Miscellaneous Members Who Retired or Died Prior to January 1, 1975). Legislation repealed said Section effective January 1, 2002.

- i. Section 20042 (One-Year Final Compensation) for local fire members, local police members entering membership on or prior to June 1, 2012 and for those local miscellaneous members entering membership on or prior to December 5, 2012.
- j. Section 20903 (Two Years Additional Service Credit).
- k. Section 21024 (Military Service Credit as Public Service).
- l. Section 21574 (Fourth Level of 1959 Survivor Benefits).
- m. Section 21583 (Additional Opportunity to Elect 1959 Survivor Benefits) for local police members only.
- n. Section 21023.5 (Public Service Credit for Peace Corps, AmeriCorps VISTA, or AmeriCorps Service).
- o. Section 20516 (Employees Sharing Cost of Additional Benefits):

Section 21362.2 (3% @ 50 Full formula) and Section 21363.1 (3% @ 55 Full formula) for local police members.

From and after April 1, 2005 and until the effective date of this amendment to contract the police employees of Public Agency shall be assessed an additional 4% of their compensation for a total contribution rate of 13% pursuant to Government Code Section 20516.

Section 21362.2 (3% @ 50 Full formula) for local fire members.

From and after June 1, 2006 the fire employees of Public Agency shall be assessed an additional 4% of their compensation for a total contribution rate of 13% pursuant to Government Code Section 20516.

- p. Section 20516 (Employees Sharing Additional Cost).
4.887% for classic local police members.
- q. Section 21548 (Pre-Retirement Option 2W Death Benefit) for local safety members only.
- r. Section 20475 (Different Level of Benefits). Section 21363.1 (3% @ 55 Full formula) and Section 20037 (Three-Year Final Compensation) are applicable to local police members entering membership for the first time in the police classification after June 1, 2012.

Section 21353 (2% @ 60 Full formula) and Section 20037 (Three-Year Final Compensation) are applicable to local miscellaneous members entering membership for the first time in the miscellaneous classification after December 5, 2012.

13. Public Agency, in accordance with Government Code Section 20790, ceased to be an "employer" for purposes of Section 20834 effective on January 1, 1977. Accumulated contributions of Public Agency shall be fixed and determined as provided in Government Code Section 20834, and accumulated contributions thereafter shall be held by the Board as provided in Government Code Section 20834.
14. Public Agency shall contribute to said Retirement System the contributions determined by actuarial valuations of prior and future service liability with respect to local miscellaneous members and local safety members of said Retirement System.
15. Public Agency shall also contribute to said Retirement System as follows:
 - a. Contributions required per covered member on account of the 1959 Survivor Benefits provided under Section 21574 of said Retirement Law. (Subject to annual change.) In addition, all assets and liabilities of Public Agency and its employees shall be pooled in a single account, based on term insurance rates, for survivors of all local miscellaneous members and local safety members.
 - b. A reasonable amount, as fixed by the Board, payable in one installment within 60 days of date of contract to cover the costs of administering said System as it affects the employees of Public Agency, not including the costs of special valuations or of the periodic investigation and valuations required by law.
 - c. A reasonable amount, as fixed by the Board, payable in one installment as the occasions arise, to cover the costs of special valuations on account of employees of Public Agency, and costs of the periodic investigation and valuations required by law.
16. Contributions required of Public Agency and its employees shall be subject to adjustment by Board on account of amendments to the Public Employees' Retirement Law, and on account of the experience under the Retirement System as determined by the periodic investigation and valuation required by said Retirement Law.

17. Contributions required of Public Agency and its employees shall be paid by Public Agency to the Retirement System within fifteen days after the end of the period to which said contributions refer or as may be prescribed by Board regulation. If more or less than the correct amount of contributions is paid for any period, proper adjustment shall be made in connection with subsequent remittances. Adjustments on account of errors in contributions required of any employee may be made by direct payments between the employee and the Board.

B. This amendment shall be effective on the _____ day of _____, _____.

BOARD OF ADMINISTRATION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

CITY COUNCIL
CITY OF WOODLAND

BY _____
KAREN DE FRANK, CHIEF
CUSTOMER ACCOUNT SERVICES DIVISION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
PRESIDING OFFICER

Witness Date

Attest: _____

Clerk

ORDINANCE _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING AN AMENDMENT TO THE CONTRACT BETWEEN THE CITY
COUNCIL OF THE CITY OF WOODLAND AND THE BOARD OF ADMINISTRATION OF
THE CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

The City Council of the City of Woodland does ordain as follows:

Section 1.

That an amendment to the contract between the City Council of the City of Woodland and the Board of Administration, California Public Employees' Retirement System is hereby authorized. A copy of said amendment being attached hereto, marked as an Exhibit, and by such reference made a part hereof as though herein set out in full.

Section 2.

The Mayor of the City Council of the City of Woodland is hereby authorized, empowered, and directed to execute said amendment for and on behalf of the City of Woodland.

Section 3.

This ordinance shall take effect thirty (30) days after the date of its adoption, and prior to the expiration of thirty (30) days from the passage thereof, shall be published at least once in the Daily Democrat, a newspaper of general circulation, published and circulated in the City of Woodland, County of Yolo, and thenceforth and thereafter the same shall be in full force and effect.

This ordinance adopted and approved this 15 day of October, 2013 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marlin H. Davis, Mayor

ATTEST:

APPROVED AS TO FORM:

Ana B. Gonzalez, City Clerk

Kara Ueda, City Attorney

Legislation Details (With Text)

File #: 13-245 Version: 1 Name:
Type: Consent Item(s) Status: Agenda Ready
File created: 9/11/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Authorize Principal Civil Engineer Position
Recommendation for Action
Staff recommends that the City Council authorize a new Principal Civil Engineer Position
Staff Contact
Brent Meyer, City Engineer, 530-661-5947, brent.meyer@cityofwoodland.org

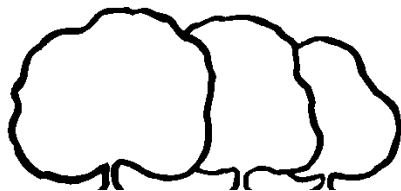
Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: September 17, 2013

SUBJECT: Authorize Principal Civil Engineer Position

Recommendation for Action

Staff recommends that the City Council authorize a new Principal Civil Engineer Position

Staff Contact

Brent Meyer, City Engineer, 530-661-5947, brent.meyer@cityofwoodland.org

Fiscal Impact

Because this will be an internally advertised position, the budget impact is only the difference between the

current position held by the successful candidate and the new Principal position. The budget impact is just under \$12,000 in capital program funds. No additional budget is needed because this amount will be reallocated from other funds within the existing budget. It should be noted that the City realized significant budgetary savings in the FY2014 budget as a result of the elimination of two Senior Civil Engineer positions. Once an internal candidate is selected, that person's position will be eliminated resulting in no net position increase for the Department.

Background

In the spring of this year, the Senior Civil Engineer position overseeing Capital Projects was eliminated due to the retirement of the incumbent. The Engineering work group used an acting pay assignment to cover this workload in the interim. In an effort to right size the engineering division, we are recommending that two work groups be consolidated under a new Principal Civil Engineer position. Because of the span of control and scope of responsibility, we feel that it is appropriate to fill this position at the Principal level. A position will be eliminated in order to fund this position.

Discussion

In the past, the non-utility engineering group had three senior level employees overseeing development services, capital projects and transportation. As a result of this action, the City will have one senior level employee overseeing one of the work groups with the Principal position overseeing the other two consolidated work groups. The work group assignments will be based on the skills and abilities of the successful candidate. Staff believes this organization structure will provide better oversight to the program areas in the most efficient means possible.

Conclusion

Staff recommends that the City Council authorize a new Principal Civil Engineer Position

Prepared by: Brent Meyer, City Engineer

Reviewed by: Kim McKinney, Finance Officer

Paul Navazio, City Manager

Legislation Details (With Text)

File #: 13-223 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 9/5/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Woodland General Plan Update - Community Vision and Guiding Principles, Opportunities and Challenges Report, and Revised Schedule

Recommendation for Action

Staff recommends that the City Council:

- 1) Review and comment on the draft Community Vision and Guiding Principles (Attachment A);
- 2) Receive the Opportunities and Challenges Report (Attachment B) and provide comment comments for consideration and inclusion in the report;
- 3) Direct staff to utilize these as working documents along with the other General Plan background information in the next phase of the General Plan Update processes of developing the General Plan policies and land use scenarios;
- 4) Accept the revised General Plan Update schedule as outlined in this report.

Staff Contact

Ken Hiatt, Community Development Director; 530-661-5930; ken.hiatt@cityofwoodland.org

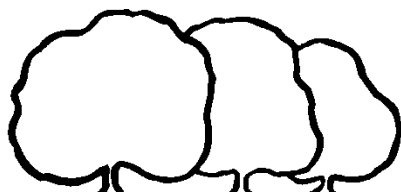
Sponsors:

Indexes:

Code sections:

Attachments: [Attachment A - Woodland Vision Brochure](#)
[Opportunities and Challenges 9.10.13 LOW.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: September 17, 2013

SUBJECT: Woodland General Plan Update - Community Vision and Guiding Principles,

Opportunities and Challenges Report, and Revised Schedule

Recommendation for Action

Staff recommends that the City Council:

- 1) Review and comment on the draft Community Vision and Guiding Principles (Attachment A);
- 2) Receive the Opportunities and Challenges Report (Attachment B) and provide comment comments for consideration and inclusion in the report;
- 3) Direct staff to utilize these as working documents along with the other General Plan background information in the next phase of the General Plan Update processes of developing the General Plan policies and land use scenarios;
- 4) Accept the revised General Plan Update schedule as outlined in this report.

Staff Contact

Ken Hiatt, Community Development Director; 530-661-5930; ken.hiatt@cityofwoodland.org

Fiscal Impact

The proposed General Plan update is authorized for funding in the Capital Budget in FY 2013/14 in the amount of \$917,000. An additional amount of \$183,000 will be requested in the FY 2014/15 Capital Budget for a total of \$1,100,000. The full fiscal impact associated with the General Plan Update is currently estimated at \$1.1 million and is paid for with a combination of General Fund contributions and development impact fees.

Background

The purpose of this City Council agenda item is to provide an overview of the draft Community Vision and Guiding Principles, Opportunities and Challenges Report, and revised project schedule. The staff and consultant team will provide a summary of these three items and be available to answer questions of the Council and public.

Community Vision and Guiding Principles

A general plan is, in essence, a book of community values for a city. Many, if not most, communities begin their general plan process by defining a community-based vision of the future. The existing City General Plan contains such a vision in the form of Guiding Principles (pages 15-20, Woodland General Plan Policy Document, December 17, 2002) and as a part of the ongoing update process, the general plan team has refreshed this part of the current General Plan to reflect the feedback and analysis prepared to date for the current update effort.

The proposed revised vision statement and guiding principles are provided in **Attachment “A”**. They were developed using the existing guiding principles as a starting point, with extensive work by staff and the consultant team to update and revise them based on input received from the community outreach and data gathering that has taken place since the kick-off of this project in February of this year.

If so directed by the City Council, the Community Vision and Guiding Principles will be used as a working draft throughout the process to guide the development of the revised General Plan. After adoption of the General Plan, the final version of this vision statement will continue to be used as an overall guide for subsequent policy interpretation and land use decision-making.

Opportunities and Challenges Report

The Opportunities and Challenges Report, (**Attachment “B”**) , provides information on existing conditions, opportunities, and challenges in the following subject areas:

- Land use
- Environmental resources and constraints
- Circulation
- Public facilities and services.

This important report complements the community outreach that has occurred to date and is a parallel document to the Economic and Fiscal Background Report. This report was developed by the consultant team based on original research, department interviews, and review of City documentation and studies produced since the last General Plan update. It is a key technical input to the development of policies and land use alternatives, and to the General Plan Update Environmental Impact Report (EIR).

Key sections of the report include the Executive Summary and Chapter 6.0, Planning Opportunities and Challenges which provide valuable overview information and a summarized form. In particular, Table E-1 in the Executive Summary provides an “at-a-glance” overview of key information by topic.

Revised Schedule

In order to address the key factors and concerns expressed by policy makers and the public, the original schedule has been modified. The following are anticipated dates for key milestone activities and decisions:

Sep 17 (2013) City Council -- vision statement, opportunities and challenges report, and revised schedule

Oct 15 City Council -- growth projections and identification of land use scenarios; final action on Housing Element

Feb 6 (2014) Community Workshop -- Land use scenario analysis

Feb 25 City Council -- Land use scenario analysis; determination of preferred Land Use Plan

Mar 11 City Council -- confirmation of final preferred Land Use Plan

Sep 15 Release draft General Plan, Draft EIR, and draft Climate Action Plan (CAP) for 45-day review period

Oct Meetings and hearings to review and discuss documents

Jan (2015) Final meetings and hearings

Feb City Council - certification of Final EIR; adoption of General Plan 2035 and CAP

Next Steps

On October 15, 2013 the City Council will receive a presentation on area growth projections and draft land use scenarios for purpose of evaluation and determination of a final preferred General Plan Land Use Plan. As part of a separate action on the 15th, the Council will also be asked to take final action on the Housing Element for which preliminary certification of compliance has been received from the State Department of Housing and Community Development. The analysis of the three land use scenarios is expected to be released in February of 2014 with

Conclusion

1. Review and comment on the draft Community Vision and Guiding Principles (Attachment A);

2. Receive the Opportunities and Challenges Report (Attachment B) and provide comment comments for consideration and inclusion in the report;
3. Direct staff to utilize these as working documents along with the other General Plan background information in the next phase of the General Plan Update processes of developing the General Plan policies and land use scenarios;
4. Accept the revised General Plan Update schedule as outlined in this report.

Prepared by: Heidi Tschudin, General Plan Project Manager

Reviewed by: Cindy A. Norris, Principal Planner

Ken Hiatt, Community Development Director

Paul Navazio, City Manager

Attachment A - Community Vision and Guiding Principles

Attachment B - Opportunities and Challenges, Issues and Options Report

General Plan Update 2035



CITY OF WOODLAND

Community Vision and Guiding Principles



September 2013

WORKING DRAFT

General Plan Update 2035



CITY OF WOODLAND



Our Vision for the Future

The General Plan represents the City's shared vision of the future and defines a path to lead the community toward its desired future to 2035 and beyond. The General Plan is the City's primary tool for guiding future development.

Each day the City must make decisions about growth, services, and where and how to focus resources. The General Plan provides the guidance for these decisions by establishing long-term goals for the City's future, policies to guide day-to-day decisions, and implementing programs to achieve the vision. The General Plan is the foundation for many of the City's regulatory and community and economic development documents. It is intended to provide for orderly growth and convey the community's values and expectations into the future. The General Plan sets the discussion for evaluating future development projects, planning for future public services and community projects, defining and maintaining economic sustainability, meeting transportation and mobility needs, and protecting our natural and historic resources.

A first step in the General Plan process is the development of a vision for the future, and guiding principles to achieve that vision. A vision statement is an aspirational description of what the community would like to be in the future. It is a summary of the shared goals to be achieved by the General Plan.

The draft Vision and Guiding Principles are based on input from the community. This input has been obtained through interviews, community workshops, and through a community survey.

www.cityofwoodland.org/generalplanupdate

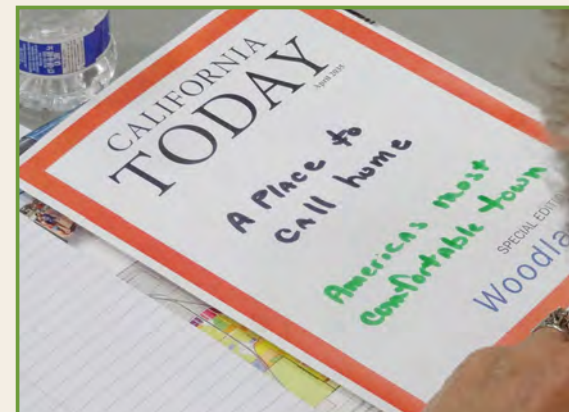
Community Vision



Vision Statement

*In 2035 Woodland is a community that is a highly desirable place to **live, learn, work** and **recreate**. It has maintained its small-town feel while maturing into an attractive, vibrant, and sustainable city that celebrates its architectural heritage and cultural diversity. Woodland is a **healthy community** with a **thriving** downtown, **livable** neighborhoods, **excellent** public schools and recreational amenities connected by a seamless network of trails and paths.*

*The city is the region's center of **agricultural technology** and food production and is recognized globally as a **leader** in sustainable agriculture. The community is **prosperous** and **fiscally** sound, offering **abundant** employment opportunities to its **diverse** and **creative** workforce. Woodland has become a **destination** for visitors seeking to experience its unique agricultural, historical, recreational, cultural and entertainment amenities.*





Guiding Principles



- 1. Quality and Character:** *Enhance Woodland's quality of life, its distinctive identity, small-town character, and strong neighborhoods.*

The General Plan seeks to maintain and improve Woodland's quality of life by preserving and enhancing the best qualities of its existing neighborhoods, and promoting the development of new neighborhoods with similar desirable qualities: attractive, safe, welcoming, and community-oriented. Existing and new neighborhoods are supported by schools, parks, convenient shopping, community gathering places, and well-connected, safe, and pleasant streets.

- 2. Orderly Development:** *Promote new growth while achieving an orderly pattern of community development consistent with economic, social, fiscal, and environmental needs.*

The General Plan allocates sufficient land for new development to allow the city to capitalize on market forces and economic opportunities, and provide flexibility to adapt to changing economic and market conditions. Growth will be phased to ensure adequate infrastructure, public services, and amenities that the City can sustainably provide and maintain.





3. **Economic Health:** *Provide for a diversified economic base with a range of employment opportunities for all residents.*

The General Plan promotes a diversified economic base and seeks to capitalize on Woodland's location and assets—access to I-5, Sacramento International Airport, rail service, prime farmland, and U.C. Davis—by supporting and assisting business development and mitigating constraints to economic investment. The Plan provides sites in a variety of infill and new growth locations to attract hotel, office, industrial, and research and development uses, which in turn will provide jobs and help the City achieve fiscal sustainability. The General Plan seeks partnerships in higher education, seed research, agricultural technology, food production, and other locally appropriate sectors. It supports linkages with Woodland's strong historical and cultural resources and promotes tourism.



4. **Agricultural Heritage:** *Preserve and protect agricultural lands around the community.*

Woodland's surrounding agriculture is an important part of the community's heritage, plays a major role in the city's economy, and endows Woodland with a unique sense of place. To help maintain this important resource, the General Plan maintains the voter-approved Urban Limit Line within which urban development will be contained. Development will occur in an orderly, contiguous manner to preserve agricultural use of land as long as possible. Outside the current city limits, the City will encourage and support continued agricultural use of land.

General Plan Update 2035



5. Strong Downtown: *Revitalize Downtown as the heart of the city.*

With a rich fabric of historic buildings that tie the community to its past, Downtown is a key part of Woodland's identity and has the bones to be the center of community activity, commerce, and civic identity. The General Plan promotes a broader mix of uses, including increased dining, retail, and entertainment destinations, with an array of urban housing, new business opportunities, and community gathering space to serve Woodland residents, their families, and visitors. The Plan also promotes appreciation of Woodland's history, architecture, and cultural resources by outlining policies for preservation and rehabilitation of historically significant buildings.

6. Housing Choice: *Provide a diverse array of housing types to meet the needs of all segments of the community.*

The General Plan encourages and enables the development of a mix of housing types and densities that will provide Woodland residents with access to a full range of housing opportunities, and enable the City to meet its fair share of the region's housing needs. Housing types facilitated by the General Plan range from larger lot housing to small-lot single-family homes, townhomes and apartment buildings and lofts in a variety of locations and settings—from infill development in Downtown and corridors to master-planned greenfield development. Guidelines for high quality design and neighborhood development are included.



7. Mobility Options: *Coordinate land use and transportation planning to foster increased opportunities for walking, biking, and transit use and reduced congestion.*



The General Plan promotes development patterns and enhancements to the circulation network that encourage walking, bicycling, and transit use, which in turn will help Woodland achieve environmental and public health objectives (reduced vehicle miles traveled, reduced greenhouse gas emission, improved air quality, and opportunities for active transportation) while maintaining satisfactory traffic flow. The Plan incorporates the development of "Complete Streets," which safely and effectively serve the needs of all modes of travel. The circulation system connects neighborhoods to schools, daily services, recreation, and other amenities.

8. Recreational Opportunity: *Promote a wide range of parks and recreational facilities and activities.*

The General Plan supports a balance of active and passive recreational opportunities to serve all segments of the population, while ensuring that these facilities can be maintained over time. The General Plan ensures that adequate park and recreational amenities are provided as the city grows, and seeks ways to increase access to parks and recreational facilities. The Plan promotes creation of a recreational greenbelt and expansion of walking and biking paths to enable residents to connect with open space and nearby communities.



9. Quality Education: *Provide quality educational and enrichment opportunities for youth, and ensure the safety of all Woodland residents.*



The General Plan underscores the importance of high quality educational opportunities—including K-12 education, higher education, workforce training, and general community enrichment—to Woodland’s quality of life. The City recognizes the link between education, safety, and opportunities for economic advancement in the community for youth, their families, and all Woodland residents. To this end, the Plan supports continued partnership with the Woodland Joint Unified School District, the County Office of Education, and Woodland Community College in planning, facility sharing, extracurricular activities and recreation, and promoting academic achievement, as well as linkages between Woodland’s growing cluster of agricultural technology and research establishments and higher education.

10. Environmental Stewardship: *Protect and improve the quality of the natural environment and protect residents from hazards.*



The General Plan encourages preservation of the area’s natural resources, including creeks, native trees, and wetlands. Water resources are identified, protected, and conserved. Woodland will continue supporting regional efforts to improve air quality and reduce greenhouse gas emissions; promote land use patterns that minimize exposure to hazards including excessive noise, fire, and flooding; and support proactive solutions to flooding.



In 2035 Woodland is a community that is a highly desirable place to live, learn, work, and recreate. It has maintained its small-town feel while maturing into an attractive, vibrant, and sustainable city that celebrates its architectural heritage and cultural diversity.

Find out more about the new General Plan and how you can get involved:

www.cityofwoodland.org/generalplanupdate

General Plan Update 2035



Opportunities and Challenges, Issues and Options



SEPTEMBER 2013

PREPARED BY

DYETT & BHATIA
Urban and Regional Planners

WOODLAND GENERAL PLAN UPDATE 2035

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The City of Woodland is updating its General Plan: the “constitution” that will guide growth and development of the city and its environs through 2035. Successful completion of the General Plan Update requires in-depth knowledge of the existing conditions, opportunities, and constraints across a range of key issue areas that the City is facing today. This knowledge is gained through a combination of outreach to the community (to assess the main issues and priorities from the public’s perspective) as well as technical research and analysis.

The Opportunities and Challenges, Issues and Options Report is a key piece of technical work completed for the Woodland General Plan Update, complementing the public outreach conducted to date and the Economic and Fiscal Background Report completed in April 2013. It assesses all aspects of the city’s built form, infrastructure, service provision, circulation network, and natural environment. Following the introduction, it includes chapters on:

- Land Use
- Environmental Resources and Constraints
- Circulation
- Public Facilities and Services

A final chapter, “Planning Opportunities and Challenges,” summarizes the opportunities, challenges, issues, and options for each topic presented in the document. This assessment will directly inform the drafting and testing of land use alternatives, as well as the formulation of General Plan policies. Background research conducted for this document will also inform the environmental review of the General Plan required under the California Environmental Quality Act (CEQA). The following table (Table E-1) summarizes these opportunities and challenges.

TABLE E-1 SUMMARY OF OPPORTUNITIES AND CHALLENGES BY TOPIC

ISSUES	OPPORTUNITIES	CHALLENGES
Growth/Development		
Residential	- Projected demand of approximately 4,000 to 5,500 dwelling units (du) through 2035 (depending on methodology used) - Spring Lake Specific Plan (SLSP) has ±3,000 dus to build out - Infrastructure capacity to the Spring Lake Master Plan Remainder Area (MPRA) provided through oversizing capacity in SL - Infill opportunities - Possibility for higher density land use categories - Create/expand mixed use categories in key locations like Downtown - Land supply, sufficient demand through 2035	- How much new land is needed to support residential growth, and where? - Timing and phasing regarding the extent of residential land development - Ensuring high quality design - Cost to build vs. market support/price - Providing affordable housing without redevelopment agency - Cost of connection fees and other City service charges for new construction
Retail	- Projected 400,000 square feet (SF) demand for local-serving retail through 2035 - Successful highway commercial at Gateway I - Capture leakage to other communities approximately 150,000 SF - Consider differentiating between uses allowed in HC and uses allowed in NC and CC - Auto sector specific retail opportunities include auto center, agricultural equipment, etc. - Available entitled land and buildings	- Land supply and available stock exceeds projected demand through 2035 - Type, age, configuration, location, concentration of existing commercial corridor auto-centric uses - Attracting retail Downtown - Capturing more regional sales without undermining Downtown's success - Cost of connection fees and other City service charges for new construction
Office	- Projected demand of 250,000 SF for local-serving office space through 2035 - Ample infill/reuse space available - Opportunities exist Downtown, along W Main; W Court; vacant retail areas - Opportunity to develop a business park that supports UC Davis and agriculture/biotech/seed industry - Increase non-residential Floor Area Ratios to allow for more intense commercial development (i.e. more square footage allowed on a site)	- Woodland not recognized in the regional office market - Majority of space available does not meet the needs of office-based companies the City may wish to attract - Successful business park requires substantial investment, marketing, long term development strategy - Cost of connection fees and other City service charges for new construction - Overcome the inertia of on-going obsolescence

TABLE E-1 SUMMARY OF OPPORTUNITIES AND CHALLENGES BY TOPIC

ISSUES	OPPORTUNITIES	CHALLENGES
Growth/Development, continued		
Industrial	• Freeway/Rail access for distribution • Available land supply • Reuse opportunities • Large industrial base • Low land values • Increased demand post-flood fix • Opportunity to expand/increase agriculture/food industrial technology sector • Provide for business / tech parks that allow a greater mix of uses	• Land supply exceeds projected demand through 2035 • Age/obsolescence of existing structures • Quality/availability of amenities • Flood risk/insurance costs • High storm drainage impact fees • Warehouse uses typically have low employment/land intensity • Not significant contributor to the City's General Fund • Competition from neighboring communities that are not affected by flood constraints • Uncertain demand for traditional manufacturing uses • Cost of connection fees and other City service charges for new construction versus low revenue generation
Downtown	• Increase activity, events, nightlife • Differentiate use experience • Distinctive/historic architecture • Available space, vacancies • Courthouse re-use • Demand for additional restaurants; entertainment, cultural uses activities • Important community asset	• Short-term infrastructure constraints • Competition with highway commercial • Higher development costs on many parcels because of reuse • Age of structures • Absentee owners • Parking: real or perceived shortage • Distance/awareness from I-5 and SR 113 • Cost of redevelopment compared to existing market rents • Environmental review for historic impacts
General Land Use Considerations	• Increase land use mix • Improve sustainability • Increase service efficiency • Encourage other modes of travel • Focus on corridors and transit lines	• Recent loss of development momentum • Regional economic situation • Loss of redevelopment agency • City has limited fiscal resources • Cost of infrastructure

TABLE E-1 SUMMARY OF OPPORTUNITIES AND CHALLENGES BY TOPIC

ISSUES	OPPORTUNITIES	CHALLENGES
Growth/Development, continued		
Special Use Areas	- Plan mall, fairgrounds site as one area - Armfield area - Kentucky Avenue corridor - Crossroads and Cottonwood centers - SW corner SR 113/Main St - Gateways/entries - Ability to look at these sites holistically - Clarify intent and policies	- Outdated specific plans and policies that add confusion and constraints - Non-conforming sites and review delay
Recreation and Open Space	- Provide passive and active recreational opportunities - Improve “livability” and “quality of life”	- Ability to meet service standards - Funding for acquisition and maintenance and operation
Urban Limit Line (ULL)	- Ample available land to serve long-term growth needs - Phasing/sequencing of future growth - Landowner partnership opportunities	- Annexation requires revenue sharing with County - Devise reasonable phasing strategy - Post 2035 capacity? - Greenfield sites compete with infill sites - Impacts to agricultural land and habitat
Transportation		
Roadways	- Low congestion - Available capacity - Generally good shape - Low impact fees - Redefine service levels/thresholds	- Funding for traffic calming program - Backlog of funding for ongoing operation and maintenance - PCI standards - Funding for “complete streets” projects
Rail Relocation	- Improves flood capacity in bypass (trestle) - Regional and local value - Creates trail opportunity and link to Davis - Improves auto circulation, congestion and delay - Catalyze East Street corridor redevelopment	- Funding relocation - Engineering challenges - Multiple stakeholders
Transit	- Excellent existing service provider - Improve service coverage - Improve service frequency - Improve service capacity - Air quality - Community health	- Funding (primarily for operations/maintenance) - Need greater density and mix of uses to support service expansion

TABLE E-1 SUMMARY OF OPPORTUNITIES AND CHALLENGES BY TOPIC

ISSUES	OPPORTUNITIES	CHALLENGES
Transportation, continued		
Bicycle	• Create network of paths and trails • Improve “livability” • Reduce congestion • Safe Routes to School • Improvements to air quality • Community health	• Right-of-way availability • Funding for capital and operation/maintenance
Pedestrian	• Encourage walking • Air quality and GHG improvements • Community health	• Need connectivity; fix gaps • Funding for improvements, operation/maintenance
Infrastructure		
Water	• Supply with surface water project sufficient to meet discharge requirements • Surface water project (2016) • Douglas storage tank (2014) • Recycling (potential for reclaimed water) • Aquifer storage/water banking • Regional Water Production and Distribution with County Service Areas and Districts	• Aging wells; distribution system • Water quality (nitrates) • Low pressure Downtown (summer peak) • Will cost be a constraint? • Regional Water Production and Distribution with County Service Areas and Districts
Sewer	• Plant/treatment (hydraulic) capacity • “Regionalization” – expanding service to neighboring unincorporated communities (Madison; Knights Landing) • Water conservation creates capacity • Gibson and Kentucky trunk lines have capacity • Interceptors to rebalance trunk lines • Aeration project to address solids	• Beamer trunk line – infiltration and capacity issues Downtown • Age of conveyance system • Managing solids • Accommodating increased density • Accommodating “wet” users
Storm Drainage	• Re-examine fees • Re-examine areas of benefit • Allow project-level solutions	• High impact fees • Program funding • New NPDES requirements • Distribution system undersized • Age of conveyance system • Levels of service vary by area • Street flooding in older areas

TABLE E-1 SUMMARY OF OPPORTUNITIES AND CHALLENGES BY TOPIC

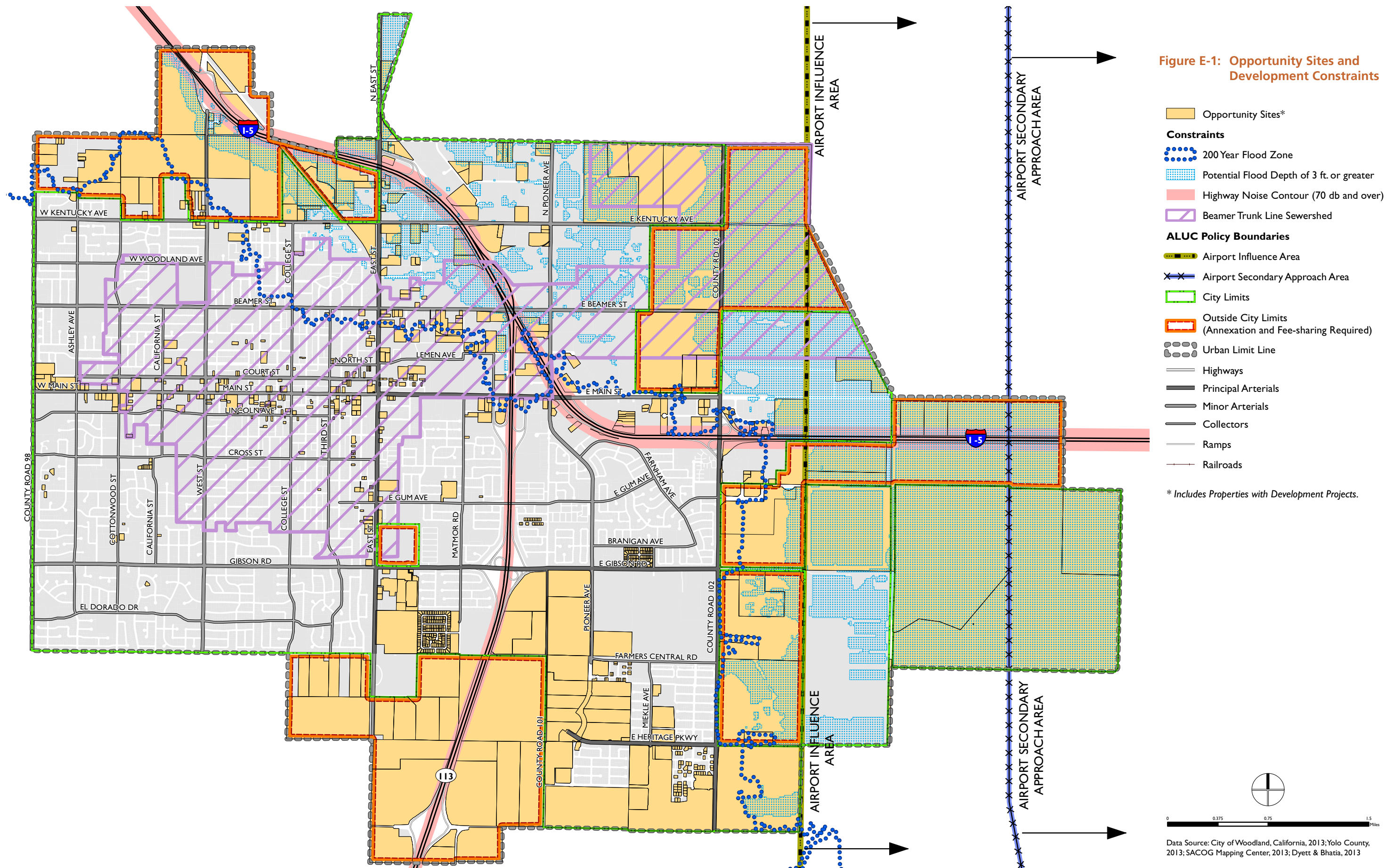
ISSUES	OPPORTUNITIES	CHALLENGES
Infrastructure, continued		
Flood Protection	- Identify shallow versus deep depth areas "Workarounds" for shallow areas - Possible private flood insurance options - Use fill in settling basin to build up pads - Opportunity for funding flood solution through a regional rail solution - Assessment district	- Need to improve Woodland's competitiveness - New laws place liability on City - In areas of deeper floodplain flood insurance requirements, be available through private parties - Unknown comprehensive solution; likely post-2035 - Cost of infrastructure improvements may exceed benefit without multiple funding sources (Federal/State/Private)
Impact Fees	- Increase to meet service levels and fully fund identified improvements - Decrease service levels to achieve affordable fee structure	- Land values able to support fee levels - Improvements fully funded - Improvement triggers (timing) to avoid CEQA impacts
Public Services		
Police, fire, parks, public works, planning, library, general government	- Re-evaluate community priorities - Align General Plan, budget, and fiscal constraints - Create service partnerships	- Do more with less - Fiscal impacts on service provision - Meeting response times - Public expectations (service level expectation vs. revenue requirements) - Reactive v proactive - Safety; crime; gang influence - Funding for operations/maintenance - Funding for SLSP fire station - Evolving demand for parks/recreation facilities - Youth and senior needs - Reset service level standards - Asset management
Other		
Demographics	- Multi-cultural community - Multi-generational ties - Options for senior housing with aging population	- Understanding and adapting to change - Communicating with all sectors (age, family orientation, ethnicity) - Incorporating changing generational values in work, family, community

TABLE E-1 SUMMARY OF OPPORTUNITIES AND CHALLENGES BY TOPIC

ISSUES	OPPORTUNITIES	CHALLENGES
Other, continued		
Job Creation and Growth	• Surrounding agriculture • Agriculture and food processing industry • Seed technology industry cluster • Research and development companies • Manufacturing, distribution hub • Proximity to UC Davis • Proximity to airports, including SMF • Access to Rail, SR 113 and I-5	• Help small business • Real/perceived regulatory constraints • Fiscal limitations • Broader economic trends • Loss of redevelopment agency • Real/perceived risk due to flooding in industrial area • Physical condition of industrial area
Education	• Community College • Public and private schools • Partnerships for joint use/service agreements with schools/district • Safe Routes to Schools	• Quality of K-12 system (real versus perceived) • Funding for facilities
Environmental	• Woodland Regional Park habitat site • Relatively few environmental constraints overall besides flooding (limited habitat due to agricultural activities) • Successful odor management efforts • Consideration of noise standards for more urban environments	• Odor management (PCP; ponds, head-works) • Regional air quality conformity • Toxic air contaminant and noise exposure along freeways • Funding new regulatory requirements
Climate Change	• Improve sustainability • Lower energy demand for municipal and community use • Maximize use of resources • Water conservation practices • Adoption of CAP and alignment of policy and practice – often results in improved quality of life factors	• State regulation (reduced VMT) • CEQA exposure • Greenhouse gas emissions reduction • Expense to new development, residents and businesses • Increased environmental regulations • Climate change adaptation policies
CEQA/Regulatory Streamlining	• Consistent projects move quickly • Eliminates exposure to lawsuits • Creates certainty • Minimizes risk • Saves money	• Upfront cost • Upfront level of detail and analysis • User education/implementation • Concerns over flexibility

Figure E-1 illustrates opportunities sites where development or redevelopment is likely to occur, and major constraints on new development. Features shown on the map include:

- Potential development opportunity sites, in red. These include a preliminary identification of vacant and underutilized parcels, as well as farmland in the Planning Area, and represent areas where the city may see new development over the course of the planning period.
- Deep (3 feet or greater) flooding areas, in blue. Development on properties within the 200-year floodplain must be designed to meet FEMA regulations, which may include elevating the floor above a specified base flood elevation and/or limiting the types of uses that are allowed on the ground floor. Properties with deep (3 feet or greater) historic flood depths are likely to face more serious development constraints than those that have typically experienced shallow flooding. These are the sites where development would be most constrained by flood risk.
- Areas within the current city limit versus outside the city limits (10-year and 20-year Sphere of Influence, as well as outside the SOI entirely but still within the ULL). Annexation of land outside of the city limits will require revenue-sharing agreements with Yolo County.
- The area where wastewater flows to the Beamer sewer trunk line, which has very limited capacity to serve additional development.
- 70-decibel noise contours around highways. Some land uses are incompatible with this level of noise.
- The Sacramento Airport Influence Area and Secondary Approach Area. Woodland is far enough from the Sacramento International Airport not to be affected by noise or aircraft approach restrictions, but a small portion of the Planning Area is within the Secondary Approach Area. Residential development in this area requires an overflight notification to be recorded.





1.1 Purpose of the General Plan Update

Report Purpose

The City of Woodland has embarked on a comprehensive update of its General Plan. This document—Opportunities and Challenges, Issues and Options Report—describes existing land use conditions, known future conditions, and evaluates opportunities and challenges related to the use of land in and adjacent to Woodland. The report also discusses planning implications that will need to be addressed as part of the planning process. The information conveyed will also help community members, City staff, and elected officials make informed input and decisions throughout the rest of the General Plan Update. Economic, market, and fiscal issues are analyzed in the Economic and Fiscal Background Report, which was completed in March 2013 by Bay Area Economics (BAE), and is available at: http://www.cityofwoodland.org/gov/depts/cd/woodland_general_plan_2035documents/default.asp.

Woodland General Plan

The General Plan is the policy document that guides growth and development of California cities, and has been described by the courts as the “constitution” of a city. The General Plan is required by state law, and must address the full range of topics related to the city’s physical development. Topics mandated by state law to be addressed in the General Plan include the following seven issue areas: land use, transportation, housing, open space, conservation, safety, and noise.

In addition to the State-mandated elements, Woodland’s current General Plan also addresses community design, public facilities and services, educational and community services, historic preservation, environmental resources, health, economic development, and administration and implementation. In effect, the plan serves as the City’s business plan. Woodland’s General Plan was last comprehensively updated in 1996, with a technical update in 2002 and an update of the Housing Element adopted in 2009. The most recent update to the Housing Element was completed as part of this General Plan Update effort and has been certified by the California Department of Housing and Community Development; its adoption by the City Council is forthcoming.



The General Plan contains policies that guide the City's long-term decisions about growth and development.

Why Update the General Plan?

Woodland's current General Plan is dated, reflecting conditions and trends from nearly 20 years ago. The General Plan Update provides an exciting opportunity for community members to envision the city's future and articulate the city's long-term goals and direction for development. The purpose of this General Plan Update is to:

- Establish a long-range vision that reflects the aspirations of the community, and outline steps to achieve this vision;
- Establish fiscal health and economic sustainability policies and priorities in order to function as the City's business plan for guiding decision making for private, community and public functions;
- Establish long-range development policies that will guide City departments, Planning Commission and City Council decision-making;
- Provide a basis for judging whether specific development proposals and public projects are in harmony with the vision and values of the community;
- Plan in a manner that meets future land needs based on the projected population and job growth;
- Allow City departments, other public agencies, and private developers to design projects that will preserve and enhance community character and environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the zoning ordinance, subdivision regulations, specific and master plans, and the Capital Improvement Program.

1.2 Regional Location and Planning Boundaries

Regional Location

The City of Woodland is the county seat of Yolo County, located in California's Sacramento Valley. The city is situated approximately 20 miles northwest of Sacramento, eight miles west of the Sacramento International Airport, and 12 miles north of Davis at the intersection of Interstate 5 (I-5) and State Route 113 (SR 113). The Yolo Bypass of the Sacramento River lies approximately three miles east of the city, Willow Slough is located about one mile to the southeast, and Cache Creek is located approximately two miles to the north. Woodland covers an area of approximately 9,624 acres or 15 square miles and is surrounded by agricultural land uses. Figure 1-1 shows Woodland in its regional Northern California context.

Planning Area

The Planning Area is the geographic area for which the General Plan establishes policies about urban growth, agricultural protection, and future public facilities and services. According to state law, each city must include in its General Plan all territory within the boundaries of the incorporated area as well as “any land outside its boundaries which in the planning agency’s judgment bears relation to its planning” (California Government Code Section 65300).

In Woodland, the Planning Area is the same as the Urban Limit Line (ULL), established by voters in 2006. Illustrated in Figure 1-2, the Planning Area totals 12,772 acres, which includes 9,624 acres within the city plus an additional 3,148 acres outside the city limits but within the ULL. It is bounded roughly by Churchill Downs Avenue to the north, County Road 98 to the west, and County Road 25A to the south. Various agricultural and industrial parcels form the boundary to the east. Most of the unincorporated area within the ULL is currently vacant or in agricultural use.

Contained within the Planning Area is Woodland’s Sphere of Influence (SOI). The SOI is a boundary that encompasses lands that are expected to ultimately be annexed by the City. Yolo County Local Agency Formation Commission (LAFCO), which is an entity empowered to review and approve proposed boundary changes and annexations by incorporated municipalities, determines the SOI. The SOI is divided into a 10-year boundary and a 20-year boundary, based on LAFCO’s determination of roughly when the land would need to be annexed to accommodate growth. However, LAFCO does not have land use authority; the SOI is intended to guide urban land uses into an efficient and well-planned development pattern, with consideration given to preserving prime farmland and other open space lands. LAFCO must also consider consistency with the city’s General Plan and any specific plans. Portions of the Planning Area beyond the current SOI would likely be included in a future SOI.

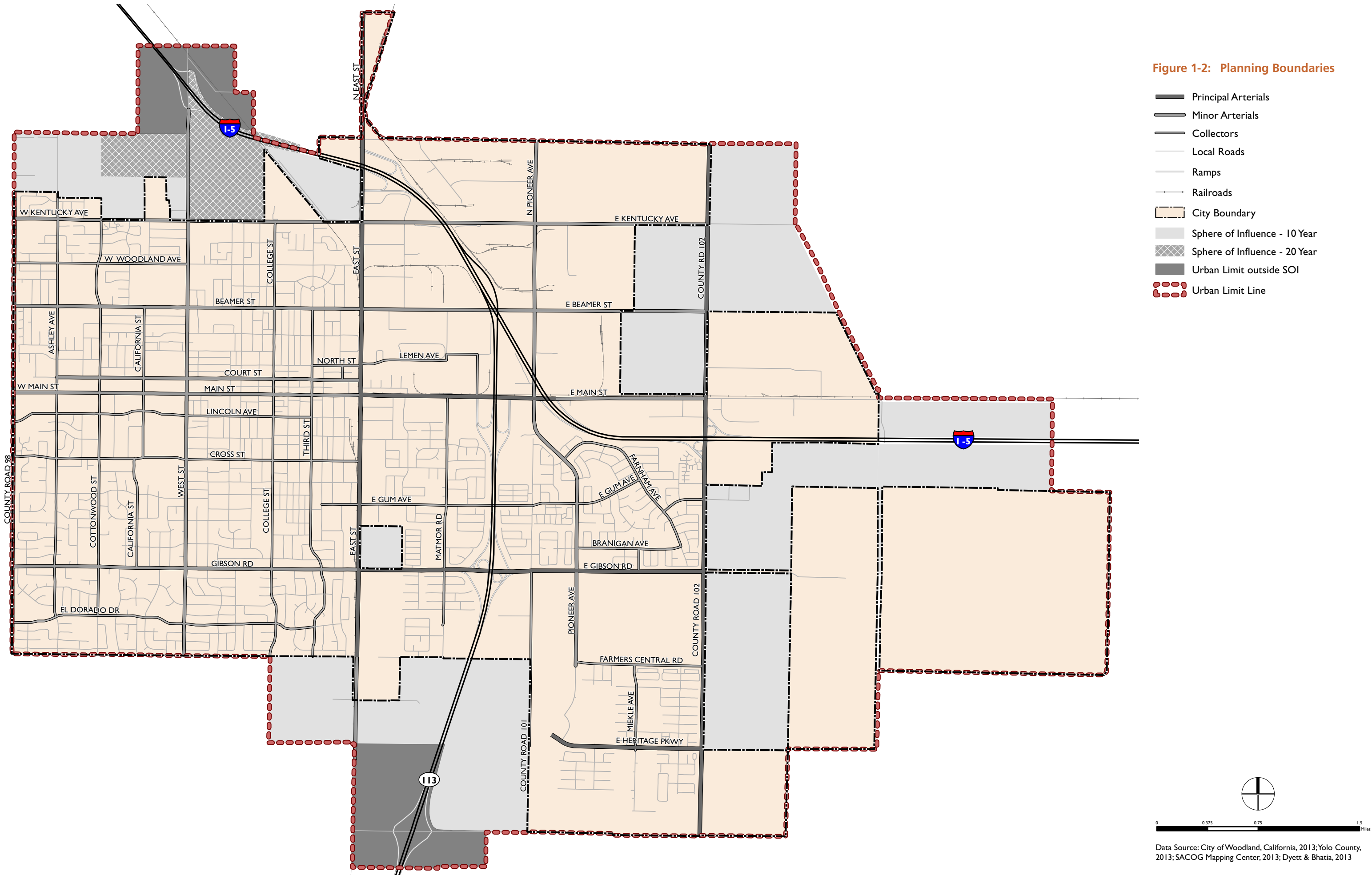
Woodland is not bound to restrict its planning to the SOI as currently defined. The city’s SOI (which is established by LAFCO) describes its probable physical boundaries and service area and can be used as a benchmark for the minimum extent of the Planning Area—but it need not represent the maximum extent. Following completion of the General Plan Update, Woodland may request an amendment to its SOI to more accurately reflect the intentions of the General Plan.

Figure 1-2 shows the ULL/Planning Area, the city limits, and the SOI.

Figure 1-1: Regional Location



Figure 1-2: Planning Boundaries



Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013

1.3 Community Outreach and Key Issues

Community Outreach to Date

As of July 2013, substantial public input regarding visioning and issue assessment has been gathered. Outreach activities to date have included:

- City Council and Planning Commission meetings and workshops;
- General Plan Steering Committee meetings;
- Stakeholder interviews;
- Community workshops;
- A housing forum;
- A citywide mail-in survey;
- Newsletter and e-mails; and
- General Plan 2035 project website.

The community engagement program was designed to provide a range of avenues through which the Woodland community could learn about the General Plan and contribute their ideas—from participating at a workshop to attending a City Council meeting to filling out a survey at their home. Brief summaries and key takeaways from each of the individual outreach efforts are summarized below.

Stakeholder Interviews

On February 7 and 8, 2013 the consultant team conducted interviews with a cross-section of stakeholders representing residents, business owners and employers, decision-makers, developers, community groups, and service providers. A total of 34 stakeholders participated in the interview process. The issues discussed most commonly by those interviewed included the following:

- Economic development and job creation
- Growth patterns and small town character
- Agricultural preservation and the agricultural economy
- Downtown
- Flood protection and water resources
- Circulation, transit, and parking
- Housing affordability and diversity
- Historical resources and preservation
- Aesthetics and urban design
- Public education
- Safety



Residents discussed Woodland's assets, challenges, and aspirations for the future at two community visioning workshops.

For more in-depth information regarding the themes and priorities, please see the Stakeholder Interviews Report available on the General Plan Update website.

Community Visioning Workshops

The first series of community workshops were held on April 11 and 13, and May 2, 2013. A presentation, activities, and small group discussions gave participants (approximately 64 in attendance) opportunities to learn more about the planning process and share their ideas, priorities, and concerns. Participants completed two main activities: a planning issues “pop quiz,” in which they wrote down their top priorities for a range of issues presented; and a visioning exercise, in which they created a “magazine cover” highlighting Woodland’s achievements in the year 2035.

Key themes from the “pop quiz included:

- Woodland’s identity seen as “historic,” “small town,” “friendly”
- Aspects to improve include revitalize existing neighborhoods and downtown; improve schools and safety
- Support for infill development and finishing Spring Lake
- Desire for restaurants, entertainment, and nightlife Downtown
- Strong support for better bike infrastructure/lanes, walking trails, green-belt

Common ideas expressed in the visioning/magazine cover exercise included:

- Prioritize jobs and economic development (especially growing the agriculture technology sector)
- Preserve Woodland’s small-town character and improve neighborhood quality
- Revitalize of Downtown, preserve historic resources
- Strengthen schools (making a connection between schools and economic development, labor market)

The full results of the workshops are summarized in a report found on the General Plan Update website.

Mail-in Survey

The first project newsletter was distributed on March 26, 2013. The newsletter was written in both English and Spanish. It introduced the General Plan Update, announced the first workshop, and contained the mail-in survey, as well as provided a link to the City's new General Plan website and an online version of the survey. The bilingual mail-in (and online) survey included a mix of open-ended and marked-choice questions about various community issues. Two key priorities emerged from analysis of the survey questions overall. These were jobs/economic development and Downtown revitalization. These priorities were shared consistently across the various age, income, and ethnic groups that responded. Other priorities that emerged included support for more retail downtown (versus at the freeways), public safety improvements, and revenue generation through new development (versus increased taxes or fees).

General Plan Update 2035
CITY OF WOODLAND

What is the General Plan?
The General Plan is the guide for the future social, physical, and economic development of the City. It establishes where, what kind, and how much development can occur, in addition to policies on land use, transportation, environmental quality, and resource conservation. All cities in California must adopt general plans. It is the "constitution" for the City.

What will it cover?
A wide range of topics will be addressed in the General Plan Update, such as how and where the City should grow; connections between the older neighborhoods, downtown, and newer developments; strategies for attracting new businesses, homes, and high-quality jobs; protecting important natural and agricultural areas; strategies for growth management; and quality of life issues such as public facilities, air quality, parks, walkability, environmental sustainability, and livability. The new General Plan will contain chapters or "elements"—such as land use and community design, housing, conservation, transportation, safety, open space and recreation, and historic preservation—in public future decisions on these important issues.

What is the Process?
Updating the General Plan is a comprehensive process, where each step builds on the last and involves community discussion. The first step involves gathering public input on goals, hopes, and visions for Woodland, and mapping existing land use patterns, resources, and development opportunities. Alternating growth and development scenarios will then be presented for public discussion before the new General Plan is prepared. A simultaneous team specializing in general plans and urban planning is facilitating this process.

For more information, go to www.cityofwoodland.org and click on Woodland General Plan Update 2035.

Woodland General Plan Update Survey
You can also fill out the survey online! Go to www.cityofwoodland.org and click on GENERAL PLAN UPDATE SURVEY

Encuesta del Plan General de Woodland
También puede llenar la encuesta por Internet! Visite www.cityofwoodland.org y haga click en GENERAL PLAN UPDATE SURVEY

What is the best way for the City to generate revenue to support City programs, services, and infrastructure maintenance? (Rank in order of preference, with 1 being best and 6 being worst. Use each number only once.)

	1	2	3	4	5	6
a. Development that provides revenue and increases employment						
b. Residential development that increases property tax base						
c. Increase in voter-approved sales tax						
d. Parcel tax for specific services (such as public safety, parks, youth services, libraries)						
e. Increased fees and assessments for water, sewer, and storm drain infrastructure						
f. Other (specify):						

Please return by April 17, 2013

What is the best way for the City to generate revenue to support City programs, services, and infrastructure maintenance? (Rank in order of preference, with 1 being best and 6 being worst. Use each number only once.)

	1	2	3	4	5	6
a. Development that provides revenue and increases employment						
b. Residential development that increases property tax base						
c. Increase in voter-approved sales tax						
d. Parcel tax for specific services (such as public safety, parks, youth services, libraries)						
e. Increased fees and assessments for water, sewer, and storm drain infrastructure						
f. Other (specify):						

Por favor devuelva antes del 17 de abril, 2013

Following the release of the survey results, the City Council requested that there be a comparison of issues raised through the survey as compared to other outreach methods. The top themes and priorities voiced in the survey responses were largely consistent with what was heard through other community engagement activities. Responses to the surveys did, however, provide additional information on topics not typically raised at workshops and other venues (e.g. preferences for raising city revenue).

Housing Forum

On March 7, 2013, a forum on housing issues was held at City Hall, as part of the Housing Element Update process. The Housing Element is a required element of the General Plan, but the update is proceeding according to a different schedule in order to comply with State law. This forum was open to the public, and was specifically aimed at organizations that serve lower-income and special needs populations and affordable and market-rate housing providers. Participants gave their input on housing issues and trends in Woodland; opportunities and potential locations for compact housing and high density zoning; constraints to housing development; and fees and funding sources for affordable housing and programs.

The group identified the greatest housing needs in Woodland as:

- Senior housing
- Housing for single farmworkers (i.e., those not with their families), close to place of work
- Extremely low-income housing, especially for those living on low fixed incomes
- Entry-level housing and compact housing types (townhouses, condominiums, in-law units) to help individuals and families enter the housing market
- Supportive housing for individuals with disabilities, coupled with appropriate services
- Housing for large, often multigenerational households (4+ bedrooms)

The group suggested opportunities/locations for compact and more affordable housing. These included Downtown, along West Main Street, repurposed older commercial areas, and in the Spring Lake Specific Plan area. Constraints to housing development that participants identified included high impact fees, the loss of redevelopment funds, and regulatory barriers to developing in Downtown and to creating mixed use or live/work projects.

General Plan Steering Committee Kickoff

The General Plan Steering Committee (GPSC) held its kickoff meeting on February 7, 2013. The GPSC is comprised of 17 members of the Woodland community, representing a range of interests and experience in planning, development, community service, local government, and business. At the kick-off meeting, the GPSC was asked three questions to guide discussion of issue identification and priorities for the General Plan Update:

1. What is your overall vision for Woodland for 2035? What are the city's major opportunities and challenges?
2. What are your thoughts and ideas on economic development priorities? What long-term strategies would you like the General Plan to explore?
3. What are the most important considerations relating to the city's physical development?

The primary elements of the GPSC's vision for Woodland's future were: preserve and enhance Woodland's agricultural heritage; promote Downtown revitalization; and expand multimodal transportation opportunities. Other topics discussed as part of the group's vision included the need to refocus on education, preserve and enhance safety, promote sustainable development, and promote greater housing diversity while preserving neighborhood character. Regarding economic development, the GPSC discussed how economic development occurs when there is good quality of life (e.g. quality education, creating a welcoming and safe community). In addition, the need to better capitalize on Woodland's assets to attract jobs and businesses was discussed. GPSC priorities pertaining to land use and physical development included revitalizing Downtown, preserving historic resources, developing infill sites, and enhancing Woodland's industrial areas.

Full GPSC meeting minutes can be found on the General Plan Update website.

Planning Commission Kickoff

The Planning Commission held a General Plan kickoff meeting on February 21, 2013. The Commission was asked three questions to guide discussion of issue identification and priorities for the General Plan Update, the same as those posed to the GPSC (listed above). The top priorities that emerged as part of the Commission's vision for Woodland's future were a revitalized Downtown, with more housing, thriving businesses, and a greater mix of uses overall; focused development on infill sites and staying within the Urban Limit Line; and creation of a more walkable, sustainable community. Additional comments focused on creating a business-friendly atmosphere and attracting jobs.

City Council Meetings

The Woodland City Council held its General Plan kickoff meeting on February 5, 2013. The Council was given the same three guiding questions as the GPSC and the Planning Commission:

1. What is your overall vision for Woodland for 2035? What are the city's major opportunities and challenges?
2. What are your thoughts and ideas on economic development priorities? What long-term strategies would you like the General Plan to explore?
3. What are the most important considerations relating to the city's physical development?

Many of the Council's top priorities were similar to those expressed by the advisory groups and the general public, such as promoting Downtown/corridor revitalization and infill, and preserving neighborhood character. A few key elements were emphasized more greatly and discussed at length:

- Prioritize fiscal sustainability and strong tax base
- Enhance industrial areas; mitigate flood constraints
- Increase land use flexibility
- Capitalize on key economic assets: location, UC Davis, airport, agriculture, etc.
- Use the Plan and EIR to streamline future CEQA
- Preserve and enhance agricultural heritage, sense of community, history

The Woodland City Council and Planning Commission met again in a joint session concerning the General Plan Update on June 11, 2013. The purpose of this meeting was to hear the results of the community outreach efforts to date and the results of the economic analysis, and to continue brainstorming about key opportunities and challenges that are needed to guide development of the land use alternatives.

Common Themes from Public Outreach

Since the General Plan Update process began in early 2013, these engagement opportunities have yielded a wide range of ideas for the new General Plan and highlighted many shared priorities. These commonly expressed visions and priorities provide guidance to the General Plan Update consultant team, City staff, and decision-makers as the process moves forward. Specifically, recurring themes include:

- Jobs/Economic Development
 - Attract high-tech, research, professional jobs; tie-ins with agriculture (seed research, e.g.) and UC Davis

- Downtown Revitalization
 - Focus on increasing vitality, activity – make it a destination. More restaurants, stores, gathering spaces
- Key Quality of Life Issues
 - Schools
 - Safety
- Mobility, especially walkability
 - Recreation as well as convenience
 - Make it easier to get around town without a car
- Corridors/Key Sites Revitalization
 - East Street; mall site; others
- Community Character
 - Neighborhood character
 - Historic preservation

Taken together, these themes and issue areas will form the basis for the Community Vision and Guiding Principles, which will articulate the community's vision for the city in 2035 and the ways in which the General Plan will help to achieve that vision.

Next Steps in Public Outreach

Throughout the General Plan Update process, public participation will remain a critical input to the creation of the new plan. A comment form has been available on the project website where community members can submit questions, comments, and concerns at any time, and formal public outreach efforts, including additional community workshops at key points, will continue through the General Plan Update process. Key decision-making points will include the evaluation of alternatives, the development of a Preferred Plan, and the drafting of General Plan policies. An Environmental Impact Report (EIR) will be completed in conjunction with the General Plan, which will assess ways to reduce or avoid environmental impacts that may be associated with the plan's adoption and implementation. Community members will also have additional opportunities to provide input during the EIR process.

The proposed public engagement schedule is as follows:

- September 2013 – City Council review and discussion of General Plan Vision and Guiding Principles and Opportunities and Constraints report
- October 2013: City Council discusses draft land use alternatives to be analyzed

- February 2014: Community workshops on land use alternatives and choosing a preferred land use plan
- February/March 2014: City Council and Planning Commission approve a Preferred Plan and key policies
- April/May 2014: GPSC meetings address key issues in draft General Plan
- September/October 2014: Community open house on Public Review Draft General Plan
- September/October 2014: Draft EIR comment period
- January 2015: City Council and Planning Commission hearings on General Plan and EIR

1.4 Report Organization

Chapters in the Opportunities and Challenges, Issues and Options Report are organized by topic, as follows:

1. **Introduction and Purpose.** Overview of the General Plan Update process, Woodland's regional context and planning boundaries, discussion of key objectives and community issues, and next steps.
2. **Land Use and Development Potential.** Identifies current land uses in the Planning Area and their magnitude and distribution, describes development trends and major development projects, discusses current general plan land uses and summarizes existing plans, and describes Woodland's growth management policies.
3. **Environmental Resources and Constraints.** Examines the current state and concerns related to assets and hazards of Woodland's natural environment, including geology, biological resources, air quality, greenhouse gases, hydrology, flooding, and noise.
4. **Transportation Systems and Circulation.** Examines the existing conditions of roadways, transit, and bicycle and pedestrian facilities, and compares these with level of service (LOS) standards and other metrics as a way to evaluate how these systems are performing.
5. **Community Facilities and Services.** Describes the current regulatory context and conditions and future needs of Woodland's parks, recreation, and open spaces; public schools; police and fire departments; water supply; and wastewater and stormwater infrastructure.
6. **Planning Opportunities and Challenges.** Discusses key findings and planning implications for all topics discussed in the preceding chapters.

The research and analysis on each topic is communicated through text, tables, and maps. Key findings and planning implications are summarized in Chapter 6.

1.5 Next Steps

Alternative Land Use Plans

Next steps include identifying three alternative land use scenarios and key policies that will be further studied, followed by selection of a preferred land use plan for more detailed analysis. The three land use alternatives will reflect findings from this Opportunities and Challenges, Issues and Options Report; incorporate feedback from community members and decision makers garnered from the public outreach activities discussed above; meet the regional housing needs assessment target; and offer choices for future growth and development in Woodland. Evaluation of the three alternatives and selection of a preferred plan will be based on the following upcoming activities:

- Consultant team and staff consider all information (community and decision-maker input and opportunities/constraints analysis) and identify three draft alternatives that best test land use issues and key policies.
- City Council meeting to review and provide direction on the draft alternatives before analysis begins. Analysis of the merits and disadvantages of each alternative will include quantification and comparison of each alternative's impacts including economic and fiscal impacts to the city; population, jobs/housing balance and other demographic factors; and transportation impacts. Key policy strategies will also be presented, including phasing and sequencing of development, quantity and extent of residential land, fiscal implications of infrastructure cost, service needs/desires and costs.
- Steering committee meeting to review alternatives and assessment.
- Workshops to discuss and compare the alternative plans and review ideas related to fiscal impacts, transportation/complete streets, commercial development, and housing.
- City Council and Planning Commission meetings to review the alternatives, their impacts, and community reaction to them.

Based on the outcome of these activities, one alternative (or combination of alternatives) will be chosen that best meets the needs and desires of the community and community leaders.

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This chapter evaluates land uses in the Planning Area to take stock of the community's assets and determine availability of sites to accommodate projected growth.

2.1 Land Use Pattern

Existing land uses were identified from City and County data, windshield reconnaissance, and aerial photography. The City and County data use parcel-level information from the jurisdictions' Geographic Information Systems (GIS) databases, including Assessor's data, updated in 2012. Aerial photography is current as of 2011. Figure 2-1 shows existing land uses in the Planning Area.

Magnitude and Distribution of Existing Uses

There are approximately 9,619 acres in the current city limits, and an additional 3,161 acres of land contained within the Planning Area outside of the city limits. Within the entire Planning Area, vacant and agricultural land are the largest existing land uses, each occupying about 18 percent (18%) of the total land area, and thus together account for more than one-third of the Planning Area acreage. Nearly 86 percent (86%) of vacant land is located inside city limits, whereas nearly 86 percent (86%) of agricultural land is located outside city limits, concentrated in the eastern and southern sections of the Planning Area. A large concentration of agricultural land is also located in the northwest corner of the Planning Area. Vacant land within the city limits is concentrated in the northeast quadrant (generally north of Main Street and east of East Street) and southern part (Spring Lake Specific Plan area) of the city. Within the Spring Lake Specific Plan area, approximately 268 acres of land currently in agricultural use (farmland) and 175 acres of land on which there is no active use (vacant land) are designated for new residential and commercial development.



Vacant land in Woodland occupies large and small parcels, representing a range of development opportunities.

Around 21 percent (21%) of the total land area is residential (16.4% low density, 3.5% medium density, and 1.4% high density). Industrial uses occupy about 12 percent (12%) of the Planning Area, including warehouse uses, which account for more than a third of all industrial land. Public and institutional uses such as schools, city buildings, and hospitals account for 10 percent (10%) of the Planning Area. Additionally, about 13 percent (13%) of the land in the Planning Area is allocated to right-of-way uses such as roads, highways, interchanges, sidewalks, and railroads. The majority of commercial and office uses are located within the city of Woodland and account for a little more than 5 percent (5%) of land within the city limits. These include a mix of downtown, community, and highway commercial uses. Table 2.1-1 shows the breakdown of existing land uses in the Planning Area and within the city limits.

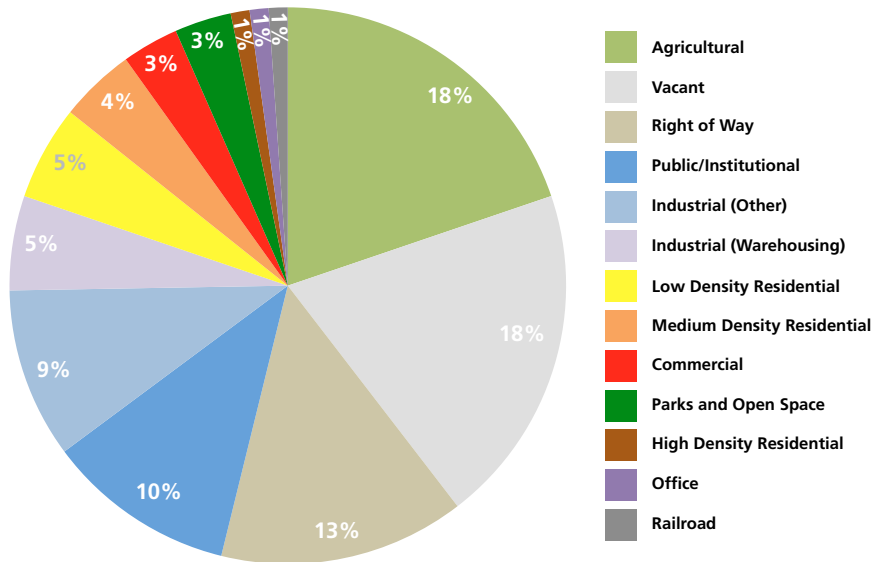
TABLE 2.1-1 EXISTING LAND USES IN THE PLANNING AREA

LAND USE	INSIDE CITY LIMITS		OUTSIDE CITY LIMITS		TOTAL PLANNING AREA	
	Acres	Percent	Acres	Percent	Acres	Percent
Low Density Residential (1-8 du/ac)	1,997	20.8%	102	3.2%	2,099	16.4%
Medium Density Residential (9-16 du/ac)	443	4.6%	0	0.0%	443	3.5%
High Density Residential (>16 du/ac)	180	1.9%	0	0.0%	180	1.4%
Commercial	405	4.2%	6	0.2%	411	3.2%
Office	111	1.2%	3	0.1%	114	0.9%
Industrial (Warehousing)	596	6.2%	0	0.0%	596	4.7%
Industrial (Other)	773	8.0%	190	6.0%	963	7.5%
Park and Open Space	358	3.7%	41	1.3%	400	3.1%
Public/Institutional	960	10.0%	338	10.7%	1,298	10.2%
Agricultural	315	3.3%	1,924	60.9%	2,238	17.5%
Vacant	1,923	20.0%	323	10.2%	2,246	17.6%
Right of Way ¹	1,500	15.6%	215	6.8%	1,715	13.4%
Railroad	58	0.6%	19	0.6%	77	0.6%
Total	9,619	100.0%	3,161	100.0%	12,781	100.0%

¹ "Right of Way" acreage is estimated by subtracting the sum of the existing land use acreages for parcels from the total Planning Area acreage.

Source: Dyett & Bhatia, 2013.

Chart 2-1: Existing Land Use Distribution in the Planning Area



Current Land Use Pattern

Vacant

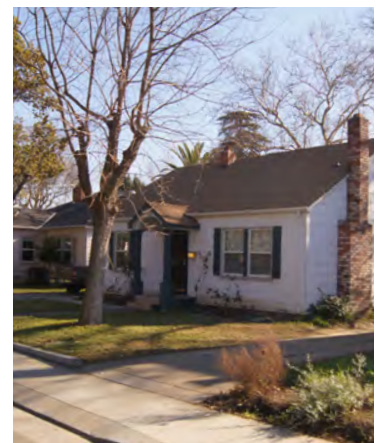
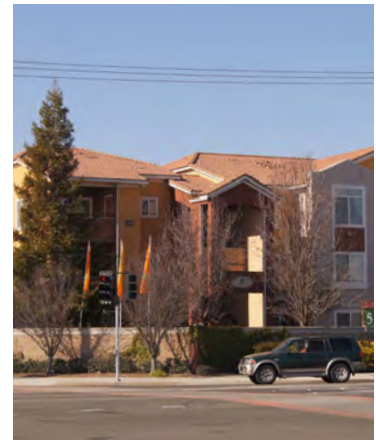
Eighteen percent (18%) of the land within the total Planning Area is currently vacant—that is, it has no active use. Vacant land totals 2,246 acres and consists of a wide range of parcel sizes, from small infill sites less than an acre in size near Downtown, to larger sites of up to 460 acres. Vacant land is generally scattered throughout the Planning Area, however a large amount of the vacant land is located in the northeastern quadrant (generally north of Main Street and east of East Street) in Woodland's industrial area and southeastern quadrant (Spring Lake Specific Plan area and east of County Road 102).

Agriculture

Land in active agricultural use also comprises about 18 percent (18%) of the land (2,238 acres) within the Planning Area. The vast majority of farmland—86 percent (86%)—is located outside the city limits along the northwestern, northeastern, and southern (primarily in Master Plan Remainder area) boundaries of the city. Agricultural land located inside the city limits is primarily located in the western portion of the Spring Lake Specific Plan area.

Residential

After agricultural, residential land uses are the most prevalent within the Planning Area, at 21 percent (21%) or 2,722 acres. More than 96 percent (96%) of residential development is located within the city limits. Only a small amount of residential land—102 acres—is located outside of the city, primarily in the northwest corner of the Planning Area.



Woodland's housing stock consists of a range of types, densities, and architectural styles.



The Yolo County fairgrounds is a unique public facility in Woodland.

Residential land makes up about 27 percent (27%) of land inside the city limits. The majority of residential uses—76 percent (76%)—is low density residential (defined as one to eight dwelling units per acre). Medium density (defined as nine to sixteen units per acre) comprises 17 percent (17%), and the remaining 7 percent (7%) is high density residential (defined as more than 16 units per acre). Residential development is located primarily in the western (west of East Street) and central (south of East Street and west of County Road 102) parts of the city, with a smaller, but growing residential concentration in the Spring Lake Specific Plan area along the southern city boundary.

Industrial

Woodland's industrial land is concentrated primarily in the northeast quadrant (north of Main Street and east of East Street) of the Planning Area and consists of a mix of automotive, industrial and warehouse uses. Total industrial land within the Planning Area is 1,559 acres, of which approximately 88 percent (88%) is located within the city limits. Warehouse uses (44%) make up the majority of existing industrial land, followed by light and heavy industrial (38%), automotive (7%), and other miscellaneous industrial (11%) uses. Smaller concentrations of industrial land are located in the northwest quadrant of the Planning Area (primarily outside city limits) and along the southern segment of East Street (south of Main Street).

Public, Semi-Public, and Community Facility

There are 1,298 acres of public, semi-public and institutional uses in the Planning Area, making up more than 10 percent (10%) of the total. Within city limits, public, semi-public, and institutional uses account for about the same (10%) of the total existing land uses. These uses include schools and Woodland Community College, City and County government facilities, utilities, and medical facilities. Many of these uses occupy very large parcels (e.g. Woodland Community College, Pioneer High School, Woodland High School, and Yolo County Fair Grounds (located outside city boundaries)) and are activity centers in the community. Another large public facility in the Planning Area is the Yolo County Jail.

Commercial

Commercial (including office uses) comprise 4 percent (4%) of land (525 acres) in the Planning Area. The majority of this acreage—more than 98 percent (98%)—is located within the city limits. Commercial land uses are generally concentrated in the downtown along Main Street, with a large amount of neighborhood and service related commercial along west Main, a large amount of office, with a high concentration of highway commercial and retail uses located east of Main Street adjacent to the Interstate 5 (I-5) corridor. Commercial uses also generally front East Street to the north and south as well as Kentucky Avenue in the northwest quadrant. Pockets of smaller, neighborhood-serving commercial establishments are scattered throughout otherwise residential areas.

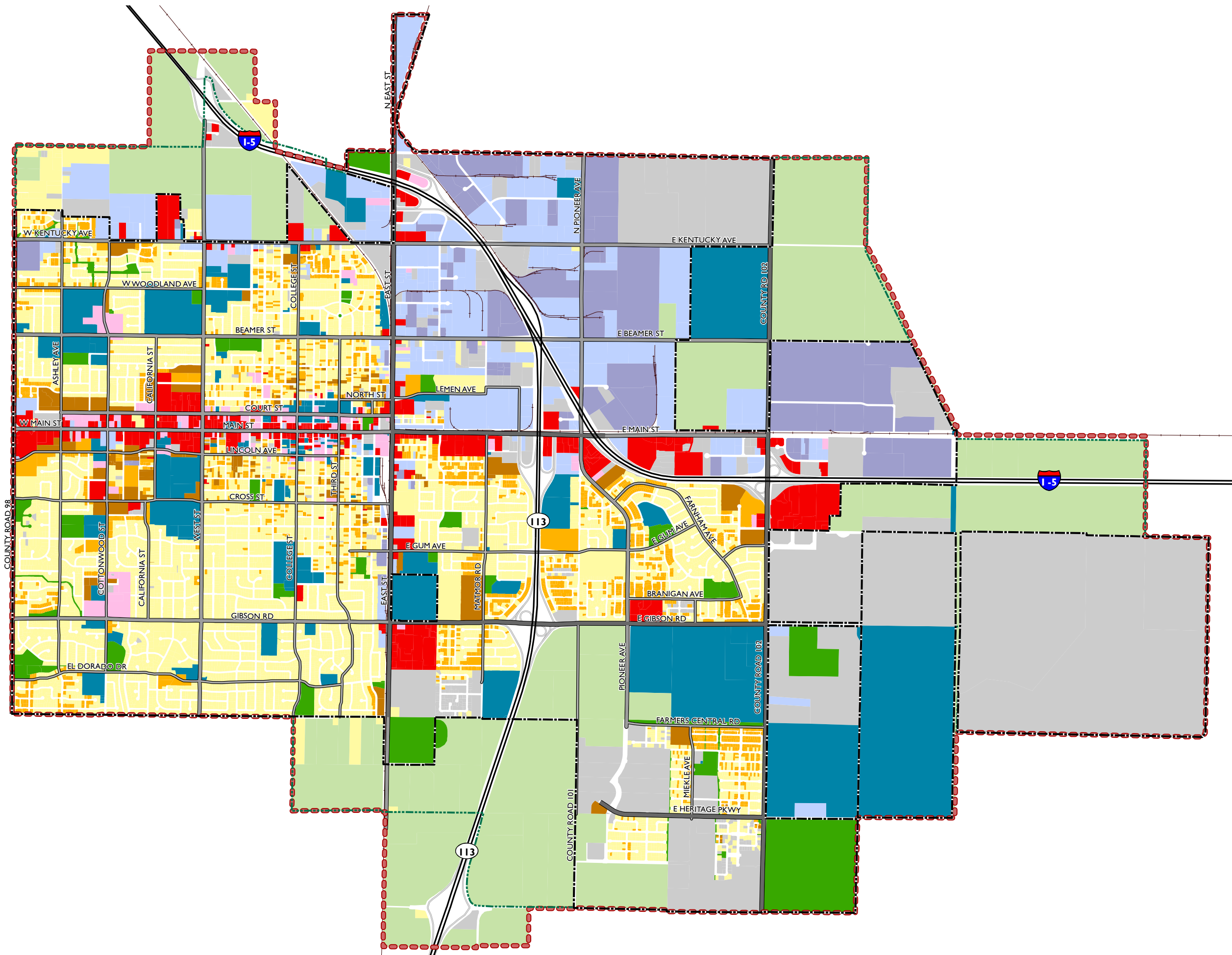
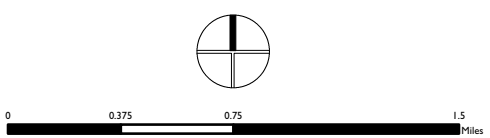


Figure 2-1: Existing Land Use

- Low Density Residential (0-8 du/acre)
- Medium Density Residential (8-16 du/acre)
- High Density Residential (Over 16 du/acre)
- Commercial
- Office
- Industrial (Warehousing)
- Industrial (Other)
- Parks & Open Space
- Public/Institutional
- Agricultural
- Vacant
- Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Ramps
- Railroads
- City Limits
- Sphere of Influence
- Urban Limit Line



Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013

2.2 Development Trends and Major Development Projects

This section describes development projects that are currently in the pipeline as of June 2013. The tables include projects at all stages of the development process, from initial review to under construction. Projects that are under review, or approved but not yet under construction, represent what residents may see developed in Woodland over the next few years. As of June 2013, nine residential projects, four retail and commercial, one hotel, and one public project were approved but not constructed. A second public project is under construction, as are several commercial tenant improvements. Additionally, two residential projects and one industrial/retail project were proposed (projects with completed applications as of the General Plan notice of preparation date) for development. Tables 2.2-2 and 2.2-3 list the current residential and non-residential development projects, respectively, and Figure 2-2 maps their location and land use.

Residential

Since the late 1990s, the majority of residential growth has occurred in the east and southeast parts of Woodland. Sycamore Ranch in the east was developed first, followed by the adoption and initial development of the Spring Lake Specific Plan area. Currently, most of Woodland's approved single-family residential development potential exists in the Spring Lake Specific Plan area (see Table 2.2-1 below).

About 254 acres are in the residential development “pipeline” for a total of 1,416 units, the majority of which are located in the Spring Lake Specific Plan area (937 units). These are comprised of approved tentative maps, final maps, and proposed tentative maps for which there is a complete application but no final action has been taken on the project.

Of the units and lots in current development projects, 1,311 are single-family and 105 are multi-family units (93% and 13% respectively). For the pipeline projects listed in Table 2.2-2, gross densities of single-family developments average 6 units per acre and multi-family development average 20 units per acre; average density on a net basis—excluding land needed for public purposes such as streets—will be higher. Most of the projects are on sites large enough to require new public streets and infrastructure. Table 2.2-2 summarizes the current residential development projects.

In 2005, City Council established a 5,000-unit cap on new residential development between 2001 and 2020 in Woodland, replacing a prior policy that set a population limit. The residential unit cap applies only to development of new single-family units in planned neighborhoods and does not apply to new infill or multi-family development. According to City staff, about 3,000 single-family units remain before reaching the 5,000-unit cap. See Section 2.5 below for further discussion of the City's growth management policy.

Spring Lake Specific Plan

The Spring Lake Specific Plan (SLSP), adopted in 2001, comprises 1,097 acres of a 1,748 master plan area identified by the 1996 General Plan for future residential growth. The Spring Lake Specific Plan provided for about 4,000 new single-family and multi-family units in southeast Woodland. Since 2001 a little more than 1,000 units have been constructed in Spring Lake leaving about 3,000 units of remaining development potential. The Master Plan Remainder Area (MPRA) is a 651-acre future specific plan area that will share infrastructure with the SLSP. The MPRA was assumed in prior infrastructure planning to have about 2,400 units of possible additional residential development potential, however, City Council has not yet approved this area for new residential development nor annexed the land. Remaining development potential in the Spring Lake Specific Plan and Master Plan Remainder areas is summarized in Table 2.2-1 below.

TABLE 2.2-1 REMAINING DEVELOPMENT CAPACITY IN SPRING LAKE SPECIFIC PLAN AREA

	SPRING LAKE	MASTER PLAN REMAINDER	TOTAL
Specific Plan Development Potential	4,067	2,438	6,505
Units Constructed 2001-2013	1,017	0	1,017
Total Units Remaining	3,050	2,438	5,488

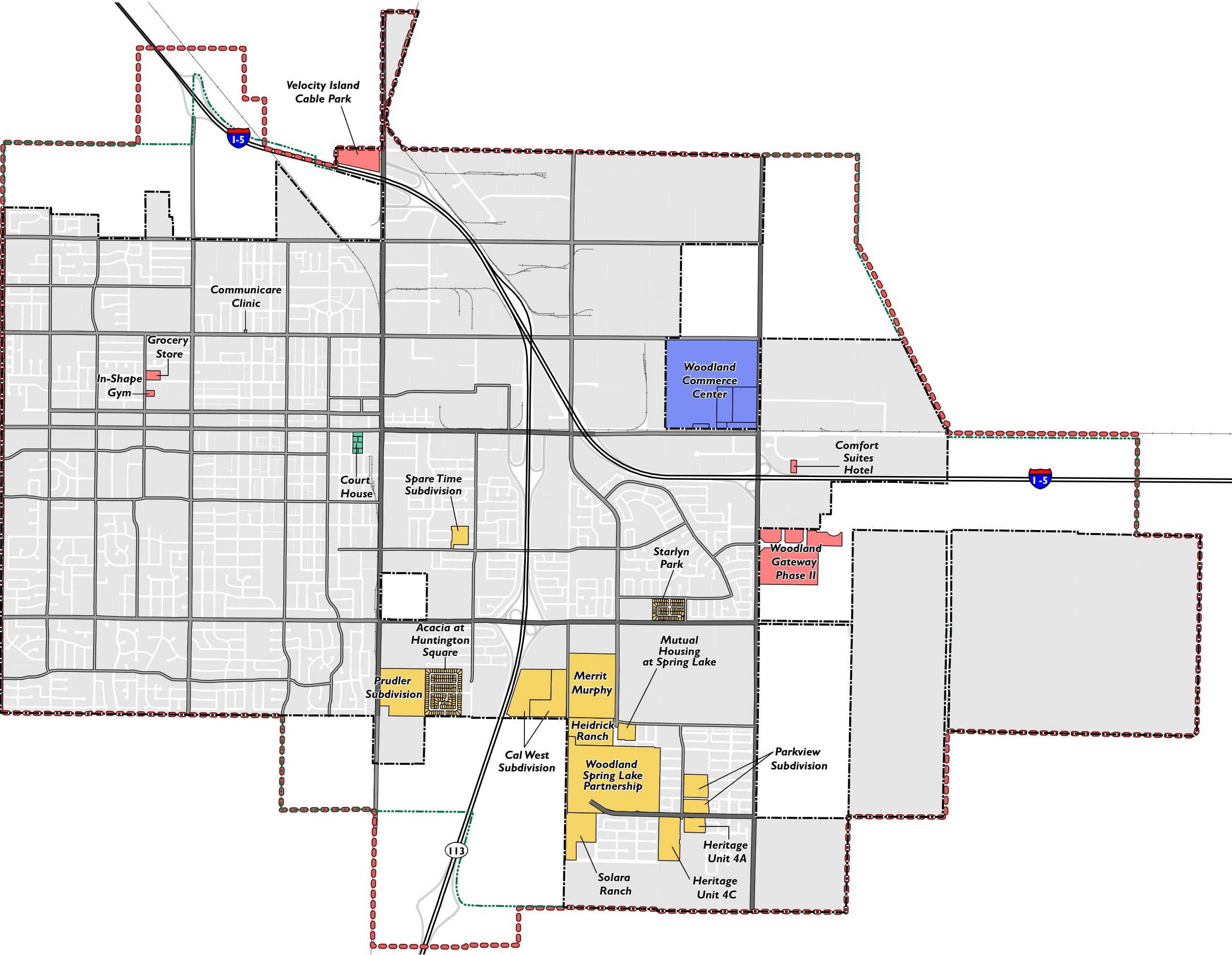
Source: BAE, Dyett & Bhatia, 2013.



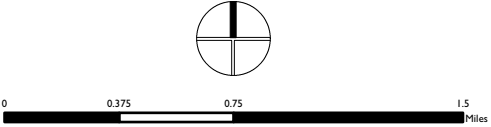
Most of the recent new home development has been in the Spring Lake Specific Plan area, which still has capacity for around 3,000 new housing units.

Figure 2-2: Current Development Projects

Major Developments: Proposed, Approved or Under Construction



- Residential
- Commercial
- Industrial
- Public
- Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Local Roads
- Ramps
- Railroads
- City Limits
- Sphere of Influence
- Urban Limit Line



Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013

TABLE 2.2-2 CURRENT RESIDENTIAL DEVELOPMENT PROJECTS

NAME / DESCRIPTION	ADDRESS/LOCATION	SPRING LAKE SP AREA	ZONING DISTRICT	SITE AREA (ACRES)	TOTAL LOTS OR UNITS	SINGLE FAMILY	MULTI FAMILY	DENSITY (DU/ GROSS ACRE)	STATUS ¹
Merritt Murphy Units 1 & 2	NW corner of Pioneer Ave and Farmers Central Road	Yes	R-5	55.41	241	241		5.0	Approved
Cal West Subdivision	NW corner of Harry Lorenzo Ave and Farmers Central Road; east of Hwy 113	Yes	R-8	27.76	173	173		6.1	Proposed
Prudler Subdivision (general plan amendment and rezone)	North of Sports Park Dr., east of East St., and south of County Fair Mall	No	R-5, R-8	37.27	204	204		5.0	Proposed
Heritage Units 4A and C	Unit 4A: SE corner of Heritage Parkway and Meikle Ave; Unit 4C: SW corner of Heritage Parkway and Meikle Ave	Yes	R-4	21.59	116	116		4.0	Approved
Parkview Subdivision (general plan and spring lake specific plan amendment)	NE corner of Meikle Ave & Heritage Parkway	Yes	R-8	6.25	108	108		6.7	Approved
Heidrick Ranch Phase 2 & 3	SW corner of Farmer's Central Road and Pioneer Ave	Yes	R-5	21.26	104	104		5.0	Approved
Mutual Housing at Spring Lake	Pioneer Ave, Farmers Central Road, Brubaker St, and Armus Place	Yes	R-25	5.14	101		101	19.6	Approved
Acacia at Huntington Square (Standard Pacific Homes)	End of Matamor Drive	No	R-5	40.00	162	162		5.0	Approved
Starlyn Park (Centex Homes)	East Gibson and Branigan Avenue	No	LDR-7	14.47	75	75		1.0	Approved
Solara Ranch	SW corner of Parland Ave and Heritage Parkway	Yes	R-5	19.22	94	94		5.0	Approved
Spare Time Subdivision	1341 East Gum St	No	R-1	5.65	38	34	4	6.7	Approved
Total				254.02	1,416	1,311	105	5.6	
Total Spring Lake Specific Plan Area				156.63	937	836	101	6.0	

¹ Proposed projects are those with submitted applications as of the notice of preparation date for this General Plan update.

Source: City of Woodland, 2013.



The Gateway Commercial Center is one of the largest new retail developments in Woodland. A second phase is planned to the south.

Non-Residential

Retail

As a result of new residential development in Sycamore Ranch and the Spring Lake Specific Plan area, Woodland has experienced a significant amount of new retail development on the city's eastern edge. This includes big box retail development along East Main Street, east of County Road 102 (CR 102) including Walmart, Home Depot, Office Max, and smaller ancillary retail tenants; the Bel-Air supermarket at the northeast corner of Gibson Road and Pioneer Avenue; and more recently, the development of the Gateway Phase I commercial center at the southeast corner of CR 102 and I-5. Phase I of the Gateway Commercial Center includes Costco, Target (relocated from the County Fair Mall), Best Buy, Michael's, and a range of smaller retailers. This center has capacity for approximately 100,000 square feet of additional space.¹

On December 6, 2011, City Council approved a development agreement and rezoning application associated with the annexation of approximately 154 acres located east of CR 102 and north of County Road 24 (CR 24)/East Gibson Road for the Gateway Phase II project. Of the 154 acres, City Council approved rezoning of 61 acres for commercial development, with the other 93 acres remaining in agricultural use. The project includes 340,000 square feet of future retail development plus sites for three auto dealerships (typically 25,000 square feet) on the 61-acre site.²

Industrial

Most of Woodland's industrial space is concentrated in the northeastern part of the city, north of Main Street, and east of East Street. Woodland's industrial inventory has a mixture of building ages and sizes, although there are relatively few modern buildings. According to the Economic and Fiscal Background Report prepared by BAE as part of the General Plan Update process, Woodland has about a 10-plus year supply of vacant industrial space. Low demand and the high costs associated with flood proofing new construction have limited new industrial development in northeastern part of the city. While rents are the lowest in the region, the added expense of required flood insurance for new tenants and flood proofing of new construction for most industrial buildings has resulted in challenges in leasing vacant space and selling vacant industrial land for new development. Please refer to Chapter 3 for more detail on constraints related to flooding and how it impacts development opportunity.

More than 38 percent (38%) of industrial land located in the Planning Area is currently used for warehouse and distribution facilities. Low-cost land in conjunction with close proximity to I-5 and Interstate 80 (I-80), as well as Sierra Northern Railway and California Northern Railroad has attracted a number

¹ Economic and Fiscal Background Report, City of Woodland. BAE (2013).

² Staff Report to City Council, Woodland Gateway Phase II Project. City of Woodland (September 20, 2011)

of large-scale, cost sensitive warehousing operations. Major warehouse and distribution facilities located within the Planning Area include Target, Walgreens and Rite Aid. Together these facilities employ nearly 2,000 people.³

A developer recently proposed annexation of 146 acres (located in the 100-year floodplain) in the northeast portion of the Planning Area, adjacent to Woodland's boundaries northwest of the East Main Street and CR 102 intersection. The proposed project—Woodland Commerce Center—proposes to subdivide the 146-acre site into approximately 15 parcels for future industrial and retail development and create more than 3.1 million square feet of new industrial uses including up to 20,000 square feet of new retail uses.

Office

There are no applications for private office space being processed nor are there any approved unbuilt private office projects at this time, despite relatively low vacancy rates (around 10% to 11%). Overall, Woodland does not have a large presence in the regional office market; with the exception of the courthouse-related office uses, most office space in Woodland serves as local market. Woodland's office tenants have historically been local residents who own small businesses and seek inexpensive class B and C space.⁴

The city does not currently have any business park projects. Business parks provide larger concentrations of office space that could command regional visibility. A 48-acre site was designated in the Master Plan Remainder area for a future business park use. The site is located in the northwest quadrant of the SR 133 and CR 25A intersection in the southern part of the city. However, the site has not been entitled, and the area remains outside the city limits. A specific plan process would be required to prepare the site for development.

While demand for office space in Woodland is low, there exists some potential for new office development associated with construction of the new County courthouse building (see below). When completed, law offices are expected to gradually relocate to buildings closer to the new courthouse building, and out-of-town attorneys are expected to generate additional demand for office space.⁵

Public

Yolo County is constructing a new 163,000 square foot facility that will consolidate and replace seven court facility sites spread throughout Downtown Woodland. The new facility is located on the south side of Main Street, between 5th and 6th streets. The courthouse relocation presents an opportunity for the City regarding reuse of the old courthouse space—possibilities include more office space, education-related uses (e.g. a satellite campus of some higher learning institution), or similar.



Relocation of the Yolo County courthouse, currently under construction, is anticipated to catalyze further office development downtown.

³ Comprehensive Annual Financial Report, FY 2010/11. City of Woodland (2011).

⁴ Economic and Fiscal Background Report, City of Woodland. BAE (2013).

⁵ *ibid*

TABLE 2.2-3 CURRENT NON-RESIDENTIAL DEVELOPMENT PROJECTS

NAME / DESCRIPTION	ADDRESS / LOCATION	ZONING DISTRICT	SITE AREA (ACRES)	TOTAL SF	RETAIL/ COMMERCIAL (SF)	INDUSTRIAL (SF)	PUBLIC (SF)	HOTEL (ROOMS)	FAR	STATUS ²
Commercial										
Comfort Suites Hotel	2080 Freeway Drive	EOZ/ CH/ PD	1.30	56,628				66	1.0	Approved
Woodland Gateway Phase II ¹	East of County Road 102 and north of CR 24/East Gibson Road	C-2	61.30	415,000	415,000				0.2	Approved
Velocity Island Wakeboard Park	755 North East Street	OS	15.00	1,824	1,824				N/A	Approved
In-Shape Gym (Tenant Improvements)	285 California Street	C-2	N/A	24,500	24,500				N/A	Under Construction
Grocery Store (Tenant Improvements)	215 California Avenue	R-M	2.41	40,000	40,000				0.4	Under Construction
Industrial										
Woodland Commerce Center (30 Lots)	NW Corner of East Main Street and CR 102	I	146.00	3,196,932	20,000	3,176,932			0.5	Proposed
Public										
CommuniCare Clinic	215 Beamer Street	R-1	0.16	21,000			21,000		3.0	Under Construction
Court House (14 Courtrooms)	1000-1022 Main Street	DSP	1.81	163,000			163,000		2.1	Approved
Total			227.98	3,918,884	501,324	3,176,932	184,000	66	0.4	

1 Project includes 340,000 square feet of potential retail/commercial development and three sites of approximately 25,000 square feet for auto dealerships.

2 Proposed projects are those with submitted applications as of the notice of preparation date for this General Plan update.

Source: City of Woodland, 2013.

2.3 Densities & Intensities

The General Plan establishes density/intensity standards for each type of land use. These standards regulate how much development is permitted on a site. For residential uses, the density/intensity standards are expressed as the number of housing units per gross acre.⁶ For non-residential uses, development intensity is controlled by a measure known as Floor Area Ratio (FAR), which refers to the ratio between a building's total floor area and the total area of the site. For instance, a one-story building occupying a quarter of a parcel has an FAR of 0.25; a two-story building occupying the same quarter of a parcel has an FAR of 0.5. When FAR is specified for a residential and non-residential mixed use classification, the FAR refers to the amount of non-residential use only (per the current General Plan, Table B-1, page 1-9).

The current General Plan land use classifications are described below and mapped in Figure 2-3. Land use classifications may be modified as appropriate during the General Plan Update.

Residential

Housing is the primary use intended for residential land use designations. However, in each classification, some non-residential uses may also be permitted, such as medical and professional office uses, and public and quasi-public uses. Residential densities are expressed as gross dwelling units per acre.

Rural Residential

This designation provides for single family detached homes, secondary residential units, hobby farming and keeping of animals, public and quasi-public uses, and similar and compatible uses. Residential densities shall not exceed 2.0 units per gross acre. The FAR for non-residential uses shall not exceed 0.40.

Very Low Density Residential

This designation provides for single family detached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 1.0 to 4.0 units per gross acre. The FAR for non-residential uses shall not exceed 0.30.

Low Density Residential

This designation provides for single family detached and attached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 3.0 to 8.0 units per gross acre. The FAR for non-residential uses shall not exceed 0.40.

⁶ Woodland General Plan Policy Document, Part II, p. 1-2. City of Woodland (2002).

Neighborhood Preservation

This designation provides for single family detached and attached homes, duplexes, existing triplexes and fourplexes, existing multi-family units, existing nurseries, nursing, and convalescent homes and hospitals, limited commercial uses, public and quasi-public uses, and similar and compatible uses. This designation has the same density range and use provisions as low density residential, but allows the following uses in existence as of December 6, 1979: multiple-family residential uses, nurseries, nursing, and convalescent homes, and hospitals to continue to operate as legal uses. The primary focus of this designation is residential. Residential densities shall be in the range of 3.0 to 8.0 units per gross acre. The FAR for non-residential uses shall not exceed 0.50. This designation is applied to older residential neighborhoods where a mix of housing types has developed due to previous land use designations and where continued conversions may negatively affect the overall low density residential character of the area, the capacity of services, and the circulation system.

Medium-Low Density Residential

This designation provides for single family detached and attached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 5.0 to 12.0 units per gross acre. The FAR for non-residential uses shall not exceed 0.50.

Medium Density Residential

This designation provides for single family homes, duplexes, triplexes, fourplexes, multi-family residential units, group quarters, mobilehome parks, medical and professional offices, public and quasi-public uses, and similar and compatible uses. Medical and professional offices may be allowed with discretionary approval, when found to be compatible with the surrounding neighborhood. Residential densities shall be in the range of 8.0 to 16.0 units per gross acre. The FAR for non-residential uses shall not exceed 0.50.



The Neighborhood Preservation designation is applied to older residential areas near Downtown Woodland and is intended to maintain the area's unique character.

High Density Residential

This designation provides for triplexes, fourplexes, multi-family residential units, group quarters, medical and professional offices, public and quasi-public uses, and similar and compatible uses. Medical and professional offices may be allowed with discretionary approval when found to be compatible with the surrounding neighborhood. Residential densities shall be in the range of 16.0 to 25.0 units per gross acre. Densities greater than 25.0 units per acre may be allowed subject to a conditional use permit. The FAR for non-residential uses shall not exceed 0.50.

Planned Neighborhood

This designation provides for single-family detached and attached homes, secondary residential units, multi-family residential units, neighborhood commercial uses, parks, open space, public and quasi-public uses, and similar and compatible uses. All urban development under this designation shall be approved pursuant to an adopted specific plan. As these specific plans are approved, the Planned Neighborhood designation shall be replaced through corresponding general plan amendments with more specific land use designations. Policies 1.C.3 through 1.C.5 in Part II, Chapter 1, of this Policy Document [in the 2002 General Plan] include guidelines for the preparation of specific plans for Planned Neighborhood areas. The overall average residential density for residential lands (i.e., excluding lands designated for Neighborhood Commercial, Open Space, or Public Service) shall not exceed 7.0 units per gross acre. Prior to adoption of a specific plan, allowable uses shall include only those specified under the Agriculture (A) and Open Space (OS) designations.



Townhouses and flats can be built in areas designated for medium- and high-density residential uses.



Commercial designations provide for a variety of retail, service, and office uses that serve local residents and visitors.

Mixed Use

The mixed use designation allows for the combination of residential and non-residential uses within the same project. Mixed use developments are currently only permitted within the Downtown Specific Plan area, East Street Corridor Specific Plan area,⁷ in the C-2 zoning district, and in the C-3 zoning district with a conditional use permit.

Commercial/Residential Mixed Use

This designation provides for medium to high density residential uses, retail and service uses, restaurants, banks, professional and administrative offices, and similar and compatible uses. This designation is seen as a transition zone utilized to buffer residential and more intensive commercial uses. The FAR for non-residential uses shall be in the range of 0.6 to 1.5. The allowable density for residential projects shall be in the range of 0.0 to 25.0 units per gross acre. Residential uses shall be subject to discretionary review and approval.

Commercial

Non-residential use—such as office and retail—is the primary use intended for commercial land use designations.

Neighborhood Commercial

This designation provides for neighborhood and locally-oriented retail and service uses, public and quasi-public uses, and similar and compatible uses. This designation is applied to areas of 15 acres or less within residential neighborhoods for the purpose of providing services to the immediate neighborhood. The FAR shall not exceed 0.50.

Central Commercial

This designation provides for retail and service uses, restaurants, banks, entertainment uses, professional and administrative offices, residential units above the ground floor, public and quasi-public uses, and similar and compatible uses. The FAR for non-residential uses shall not exceed 4.0. The FAR for non-residential uses in the East Street Corridor Specific Plan area shall be between 0.80 and 1.50. Residential densities shall be in the range of 5.0 to 12.0 units per gross acre. Residential densities in the East Street Corridor Specific Plan area shall be in the range of 0.0 to 25.0 units per gross acre. Residential uses shall be subject to discretionary review and approval.

⁷ It should be noted that the East Street Corridor Specific Plan is somewhat inconsistent in how it addresses mixed use. In 2004 an amendment was made to restrict SF/duplex/split lot uses such that they have to be part of a mixed use project and are subject to a zoning administrator permit. However, this is in conflict with the requirement that multi-use developments require a conditional use permit.

General Commercial

This designation provides for retail, services, restaurants, professional and administrative offices, hotels and motels, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.80. The FAR in the East Street Corridor Specific Plan Area shall be between 0.60 and 1.50.

Service Commercial

This designation provides for heavy commercial uses such as repair shops when activities are conducted indoors, contractors shops, auto and other vehicle sales lots; large retail building supply businesses, storage warehouses, and nurseries; eating establishments; entertainment and recreation facilities; and small and large grocery stores, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.80.

Highway Commercial

This designation provides for restaurants, service stations, truck stops, hotels and motels, and retail and amusement uses that are oriented principally to highway and through traffic, regional retail uses, regional offices, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.50.

Industrial

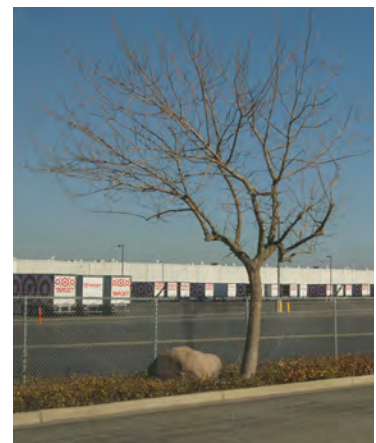
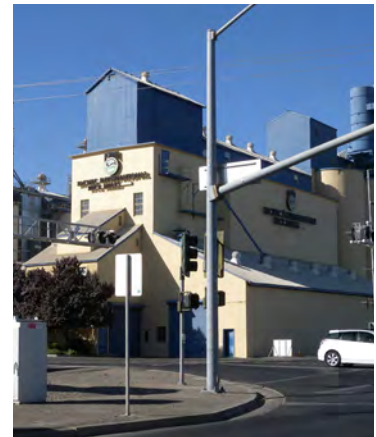
Industrial is the primarily use intended for industrial land use designations. However, the Business Park land use designation allows for some commercial uses such as office and research and development (R&D). Housing is not a permitted use for any industrial designation.

Business Park

This designation provides for office parks, research and development, warehouses and light manufacturing related to research and development, general commercial uses that cater to industrial uses in this designation, professional offices, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.50.

Industrial

This designation provides for industrial parks, warehouses, manufacturing, research and development, commercial uses compatible with the industrial uses, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.60.



Uses permitted under the Industrial land use designation include food processing, warehousing, and distribution.



Schools and libraries are among the uses permitted in the Public Services land use designation. Public and quasi-public uses, such as churches and schools, are also permitted under residential designations.

Public and Open Space

Public Services

This designation provides for public facilities such as colleges, schools, hospitals, sanitariums, penal institutions, libraries, museums, government offices and courts, churches, meeting halls, cemeteries and mausoleums, and similar and compatible uses. The FAR shall not exceed 0.50.

Open Space

This designation provides for agricultural uses, outdoor recreational and equestrian uses, habitat protection, irrigation canals, reservoirs, watershed management, public and quasi-public uses, and areas typically limited for human occupation due to public health and safety hazards such as earthquake faults, flood- ways, unstable soils, or areas containing wildlife habitat and other environmentally-sensitive features. Such land areas are primarily publicly owned, but may include private property. The FAR for non-residential uses shall not exceed 0.10.

Agriculture

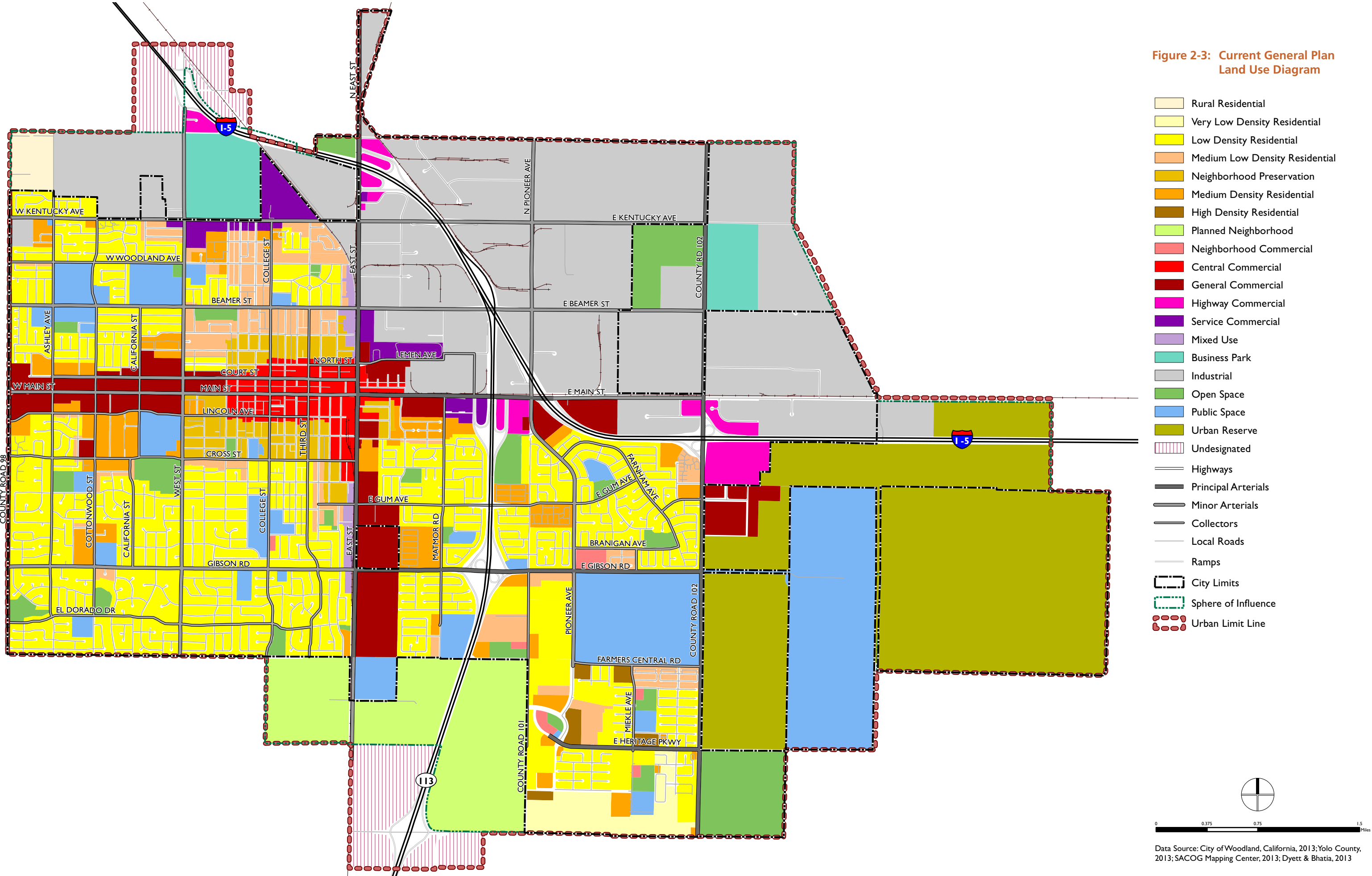
This designation provides for agricultural uses, limited agricultural support service uses (e.g., barns, animal feed facilities, silos, stables, fruit stands, and feed stores), industrial uses related directly to agriculture, public and quasi public uses, and similar and compatible uses. The minimum parcel size shall be 20 acres. Allowable residential development in areas designated Agriculture includes single family homes, secondary residential units, caretaker/employee housing, and farmworker housing. The FAR for non-residential uses shall not exceed 0.40. This designation is applied to lands outside the Planning Area, but does not prohibit lands within the Planning Area from being used for agricultural purposes.

Urban Reserve

This designation is applied to land outside the Urban Limit Line within the Planning Area, which may be considered for development with urban uses. No urban development may occur on lands designated Urban Reserve before the General Plan is amended to specify a primary land use designation for the property. Allowable uses include wastewater treatment facilities and other uses specified under the Agriculture (A) and Open Space (OS) designations.

It should be noted that the definition of Urban Reserve included here reflects the wording in the 2002 General Plan, which differs from the meaning implied by the Urban Limit Line voter initiative. The initiative that established, by vote, a permanent ULL spoke to the ideas of infill, residential development, and preservation of agricultural land; the Urban Reserve definition in the current General Plan is focused more on minimizing use conflicts with the wastewater treatment facility.

Figure 2-3: Current General Plan Land Use Diagram



2.4 Existing Plans

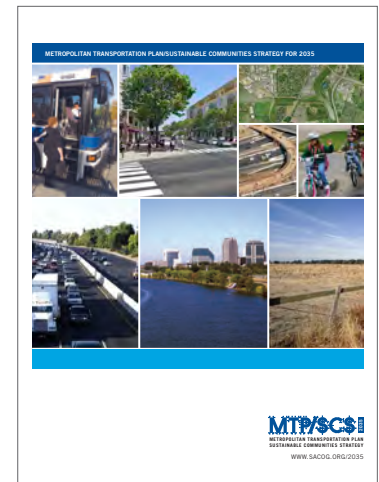
This section summarizes the key points and objectives of a range of regional and local plans, regulations, and programs that establish the existing local context and form a basis for the Woodland General Plan Update. The various specific plans discussed in this section are mapped on Figure 2-4.

SACOG Sustainable Communities Strategy (2012)

Under Senate Bill 375 (SB 375) (Statutes of 2008), as the regionally identified Metropolitan Planning Organization, the Sacramento Area Council of Governments (SACOG) is required to develop a Sustainable Communities Strategy (SCS) as part of its Metropolitan Transportation Plan (MTP). The MTP identifies policies and strategies to reduce per capita GHG emissions from passenger vehicles. The SCS is intended to encourage an integrated approach to land use and transportation planning that not only reduces vehicle travel, but accommodates an adequate supply of housing, reduces impacts on valuable habitat and productive farmland, increases resource use efficiency, and promotes a prosperous regional economy.

SACOG adopted its MTP/SCS in 2012 and categorized the urbanized land within its jurisdiction into four Community Types according to land use and density/intensity. According to the MTP/SCS, three Community Types are represented in Woodland, as follows:

- **Center and Corridor Communities.** Land uses are typically higher density and more mixed than surrounding land uses. These areas are identified in local plans as historic downtowns, main streets, commercial corridors, rail station areas, central business districts, town centers, or other high density destinations. They typically have more compact development patterns, a greater mix of uses, and a wider variety of transportation infrastructure compared to the rest of the region. In Woodland, this Community Type designation is applied to the Downtown and East Street Corridors.
- **Developing Communities.** These areas are typically, though not always, situated on vacant land at the edge of existing urban or suburban development; they are the next increment of urban expansion. Areas are identified in local plans as special plan areas, specific plans, or master plans and may be residential-only, employment-only, or a mix of residential and employment uses. Transportation options in Developing Communities often depend, to a great extent, on the timing of development. In Woodland, this Community Type designation is applied to the Spring Lake Specific Plan area.



SACOG adopted its first Sustainable Communities Strategy, required under SB 375, in 2012.

- **Established Communities.** Typically these areas are adjacent to, or surrounding, Center and Corridor Communities. Local land use plans aim to maintain the existing character and land use pattern. Land uses are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. This Community Type represents all areas of Woodland outside those noted in the Community Types above.

The fourth Community Type, which is not represented in Woodland, is Rural Residential. Rural Residential communities are typically located outside of urbanized areas and are predominately very low-density residential, with some small-scale hobby or commercial farming. While some unincorporated areas within Woodland's ULL may currently exhibit characteristics similar to Rural Residential communities (specifically in unincorporated farmland areas), SACOG recognizes that most of these areas have the potential to transition to higher intensity uses during the planning period due to their location within the ULL.

Notably, SACOG categorizes much of Woodland's land area in the "Established Communities" Community Type, which is considered the least likely for future change or growth. While this characterization is largely true for many areas of Woodland, particularly in low- and medium-density residential neighborhoods, it does not recognize other areas that have been identified locally as districts for community growth and revitalization. These areas include the Northeast Industrial Area, commercial nodes along 1-5, the West Main Street Corridor, and Kentucky Avenue. Given that SACOG projects Woodland's population will grow 20 percent (20%) by 2035, adding nearly 11,500 people, and total employment to grow by 20 percent (20%), with an additional 5,000 jobs, it will likely be necessary to consider these as potential growth areas in addition to Downtown, East Street, and Spring Lake. SACOG has not identified any Transit Priority Areas within Woodland. These are defined as areas within one-half mile of a rail station stop or a high-quality (minimum headways, or time between trains/buses, of 15 minutes during peak hours) transit corridor. Woodland has no rail transit, and bus headways all exceed 15 minutes.

SB 375 does not require the City's land use policies or regulations, including its General Plan, to conform to the SCS. However, SB 375 places indirect pressure on local governments to be consistent with the SCS in their planning by creating financial incentives, as SACOG may only award funding to projects that are consistent with the SCS. In addition to qualifying for federal funding, general plan consistency with the SCS also provides local jurisdictions with CEQA streamlining benefits. Specifically, (1) all housing and mixed-use projects consistent the SCS are exempt from requirements to analyze the impact of the project on passenger vehicle greenhouse gas emissions, the regional transportation system, and growth inducement; (2) Transit

Priority Projects have an easier legal burden of proof to meet and may prepare a short-form Sustainable Communities Environmental Assessment instead of a full EIR; and (3) a very limited number of infill projects qualify for a complete waiver from any CEQA review.⁸

City of Woodland General Plan (1996, Technical Update 2002)

The City of Woodland's most recent General Plan was last comprehensively updated in 1996, with technical updates adopted by the City Council in 2002. In addition to the seven state-required elements (land use, housing, circulation, open space, conservation, safety, and noise), the General Plan also addresses community design, public facilities and services, educational and community services, historic preservation, environmental resources, health, economic development, and administration and implementation. The General Plan establishes long-range policies to guide the use of private and public lands within the community's planning boundaries through the horizon year of 2020. Though a technical update was completed in 2002, the plan has not been fully reconsidered since 1996, with the exception of the Housing Element. As required under State law, the Housing Element has been update more recently: the most recent adoption was 2009, and the most recent revision was in August 2013 as part of the parallel General Plan update process. The new Housing Element is scheduled for approval by October 31, 2013 pursuant to requirements of State law.

Downtown Specific Plan (1993, Revised 2003)

The Downtown Specific Plan was originally adopted in 1993 with the intention of revitalizing Woodland's core Historic Downtown and reestablishing it as the specialty retail, business, entertainment, cultural, and government center for the community. This plan was revised in 2003, following a very extensive public process. The Specific Plan revision was developed concurrently with the 2002 General Plan Update, and as such, is consistent with the existing General Plan goals and policies. The Downtown Specific Plan identifies numerous "Plan Concepts" that serve as guiding principles for implementation and cover topics ranging from economic viability and physical environment to circulation and historic preservation. The Downtown Specific Plan area is shown in Figure 2-4.

The plan establishes design guidelines for new construction and building renovations in Downtown. The guidelines encourage pedestrian-oriented development with active, visible ground floor uses along Main Street. Parking, service areas, and vehicle entries would be located away from the pedestrian realm and on secondary streets. Emphasis is placed on building design and character, including massing, scale, and articulation, as well as materials, roof lines, and design details.

8 <http://www.sacog.org/2035/the-plan/sustainable-communities-strategy/about-senate-bill-375/>. Accessed on 8/30/13.

The Downtown Specific Plan has shown great success in preservation and reuse of historic buildings, as well as development of vacant infill lots in Downtown Woodland. Constructed in 1913 in the Beaux Arts style, deferred maintenance and a high vacancy rate had eroded the Porter Building's once elegant appearance and viability as a retail anchor in the downtown. Recent renovation and improvements to the building allowed Cambridge College to locate there, which has a long-term goal to increase enrollment to 300 students in the three-story building. The presence of the students, staff and faculty have added new vibrancy to Downtown as well as supported business in the downtown. Additionally, the Woodland Corporate Center has proven to be a catalyst for Downtown infill development, and has created an appealing atmosphere at the entrance of Downtown. The success of the project has resulted in the city seeing significant interest for infill development in the downtown area.

However, strong retail competition from other parts of Woodland, specifically the Gateway Shopping Center, and the lack of large improved retail spaces required for retail anchors have severely inhibited Downtown's ability to attract new and viable retail tenants. During the General Plan Update, further consideration should be given to the types of uses that are appropriate for the Downtown.



The Downtown Specific Plan is intended to help revitalize Woodland's historic core. It includes policies and design guidelines related to urban design, streetscape, historic preservation, and mobility.

Southeast Area Specific Plan (1990, Revised 1995)

The Southeast Area Specific Plan, adopted in 1990 and amended most recently in 1995, covers the portion of Woodland directly south of I-5 and east of State Route 113 (SR 113) and was intended to implement a major expansion of the city's eastern urban footprint. In addition to land use and circulation programs, the plan includes design guidelines and standards relevant to residential, commercial and industrial development. Over the last 20

years, this neighborhood has been completely built-out and generally reflects the land use pattern articulated in the plan. Southeast Woodland is a primarily low- and medium-density residential neighborhood with some large format commercial uses along Gibson Road and Pioneer Avenue as well as public uses, including an elementary school, recreational fields, and two public parks. The Southeast Specific Plan area is shown in Figure 2-4.

In general the Southeast Area Specific Plan has been successful in providing new housing at various affordability levels for Woodland residents. While the majority of housing development in the Specific Plan area is single family development, two mobile home parks are also located in the Specific Plan area, which provide housing to lower-income households. Additionally, as part of the buildout of the Southeast Specific Plan area, two parks were constructed and the Bel-Air Shopping center was developed, contributing to the park and retail inventory of the city. Currently there is only one undeveloped residential site within the Specific Plan area that is presently being developed by Centex Homes. Centex plans to construct 75 single-family homes on the site. See Figure 2-2 for the location of the Starlyn Park residential project.

Spring Lake Specific Plan (2001, Revised 2007)

The Spring Lake Specific Plan (SLSP) was adopted in 2001 and has been amended numerous times, most recently in 2007. The Plan covers more than 1,000 acres in southeast Woodland south of Gibson Road and east of SR 113 and, as adopted, would include new parks, schools, and neighborhood commercial areas in addition to more than 4,000 housing units at an average density of approximately 3.7 units per acre. Pockets of higher density housing are interspersed throughout the plan area. The plan, accompanied by a separate set of design standards (adopted in 2003), calls for a “neo-traditional” land use pattern and architectural design in order to foster greater pedestrian connectivity and community interaction. Currently, the plan area is only partially built out. Just over 1,000 residential units, Pioneer High School, and the Community and Senior Center have been constructed. The Spring Lake Specific Plan area is shown in Figure 2-4.

The 651-acre Master Plan Remainder area, also shown in Figure 2-4, has about 2,400 units of possible additional residential development potential. This area includes proposed land use allocations for additional parks, schools, neighborhood commercial, and business park uses.

Approximately 20 percent of the SLSP has been implemented, with many significant land use and policy changes along the way. Neighborhood commercial and neighborhood school concepts were amended out, and significant proposed changes for the central area are currently proposed. Residential densities overall have been lowered. Buildout of Spring Lake has been hindered by market forces, as new residential development region-wide slowed significantly with the economic downturn starting in 2008.

East Street Corridor Specific Plan (1998, Revised 2005)

The East Street Corridor Specific Plan was adopted in 1998, with a minor revision in 2005. The intent of the plan is to enhance the East Street Corridor as a mixed-use residential, shopping, service, and community district. East Street functions as an important north-south connection through Woodland's eastern neighborhoods and provides access to the city's northeast industrial sector. Generally, the plan focuses on encouraging new types of development that create an active community node, enhancing the public realm to make it a more attractive place to gather and conduct business. It contains an extensive urban design element that encourages connectivity and multi-modal transportation options. The East Street Corridor Specific Plan area is shown in Figure 2-4.

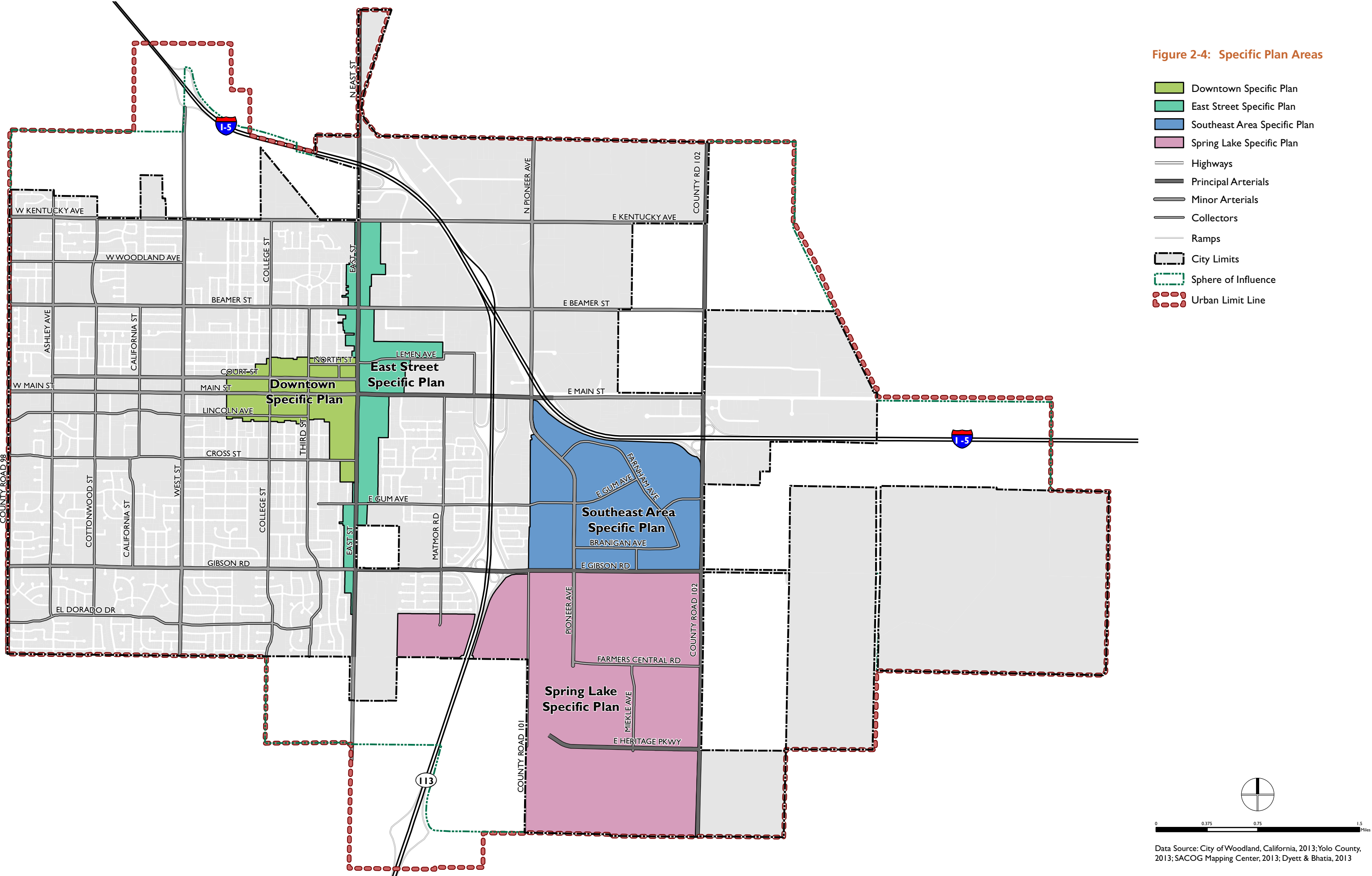
The City has seen limited success in implementing the East Street Corridor Specific Plan. The plan in general is viewed as not being flexible enough in allowing a broad variety of uses that the market is ready to provide. Furthermore, the large number of existing industrial uses are incompatible with the goals of the plan, which focus on creating a mixed use residential corridor. In addition, the plan is somewhat convoluted in how it addresses mixed use: in 2004 there was an amendment to restrict SF/duplex/split lot uses such that they have to be part of a mixed use project and are subject to a zoning administrator permit; however, this conflicts with the requirement that multi-use developments require a conditional use permit.

Some “clean up” of the Specific Plan is needed to address these inconsistencies and other problems. This process can begin by using the General Plan Update to clarify the community's intent for the corridor. The General Plan Update should also reconsider the land use designations and regulatory standards in this area, reassess the redevelopment potential of sites within the Specific Plan area, and examine strategies for minimize conflicts between incompatible uses given that not all existing uses are likely to redevelop.



The East Street Corridor is characterized by service commercial uses, development opportunity sites, and the railroad. The Specific Plan envisions the area as having a broader mix of uses.

Figure 2-4: Specific Plan Areas



Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013

Woodland Community Design Standards (1998, Revised 2004)

The Woodland Community Design Standards were adopted in 1998 and updated in 2004. The standards are part of a stand-alone document and do not apply to areas governed by the Downtown Specific Plan, East Street Corridor Specific Plan, Southeast Area Specific Plan, or Spring Lake Specific Plan unless the language in a specific plan is ambiguous or silent. They are intended to supplement the basic development standards found in the Zoning Ordinance (Chapter 25 of the Woodland Municipal Code). The standards aim to express the community's shared vision for the quality and attractiveness of development. All development must comply with both the development standards and these design standards.

The Community Design Standards apply to all of those physical elements that constitute the public realm (streets, squares, parks, trails, and the network of natural features that ring and cross the town) and to aspects of private development that shape and give character to the public realm (the interaction of building facades, site plans, and landscapes with streets and other public spaces). The standards address a wide range of design issues from the neighborhood scale to signs and landscaping. They are utilized as an important element in the City's design review procedure and apply to both new development and modifications to existing development. The Entryway Overlay Zone for example addresses architectural design requirements for developments located along I-5 and CR 102. The purpose of the zone is to provide entryway design elements reminiscent of historic Woodland, using more traditional design elements and colors from the 1880s. These design standards help to place an emphasis on the city's historical context.

City Of Woodland Zoning Ordinance

Woodland's zoning ordinance (Chapter 25 of the Municipal Code) is the key regulatory tool meant to implement the General Plan, specifically the Land Use Element. It consists of a zoning map defining the location of districts and a code detailing requirements for each district. While the current General Plan covers a larger area, including some unincorporated areas, the zoning code covers only the incorporated city itself.

The zoning ordinance establishes specific, enforceable standards with which development must comply such as minimum lot size, maximum building height, minimum building setback, and a list of allowable uses. Zoning applies lot-by-lot, whereas the General Plan has a community-wide perspective. Zoning must be consistent with the General Plan. If a property happens to have a zoning designation that is not consistent with the General Plan land use designation, only the General Plan land use designation is enforceable.

Woodland's zoning ordinance includes various zones for residential, commercial, industrial, open space, and agricultural uses, as well as several overlay zones that apply to specific conditions that may be experienced by a range of uses (e.g. floodplain overlay, transition overlay, entryway overlay, planned development overlay, and similar). Certain multi-use districts apply to specific geographic areas including Spring Lake and the East Street Corridor. Provisions pertaining to landscaping, signs, and parking are also covered in separate sections. The zoning ordinance also includes administrative provisions describing the processes for variances, conditional use permits, amendments, and modifications.

The Zoning Ordinance is expected to be one of the first land use ordinances that will be updated following the adoption of the new General Plan. The City will have an opportunity at that time to evaluate the type of zoning regulation the City wishes to utilize. The City's current Zoning Ordinance is a traditional style of zoning code that regulates based on separating and segregating land uses, controlling development based on specific type of business or dwelling, and limiting design through various numeric measurements like floor area ratio, dwellings per acre, height limits, setbacks, parking ratios, etc.

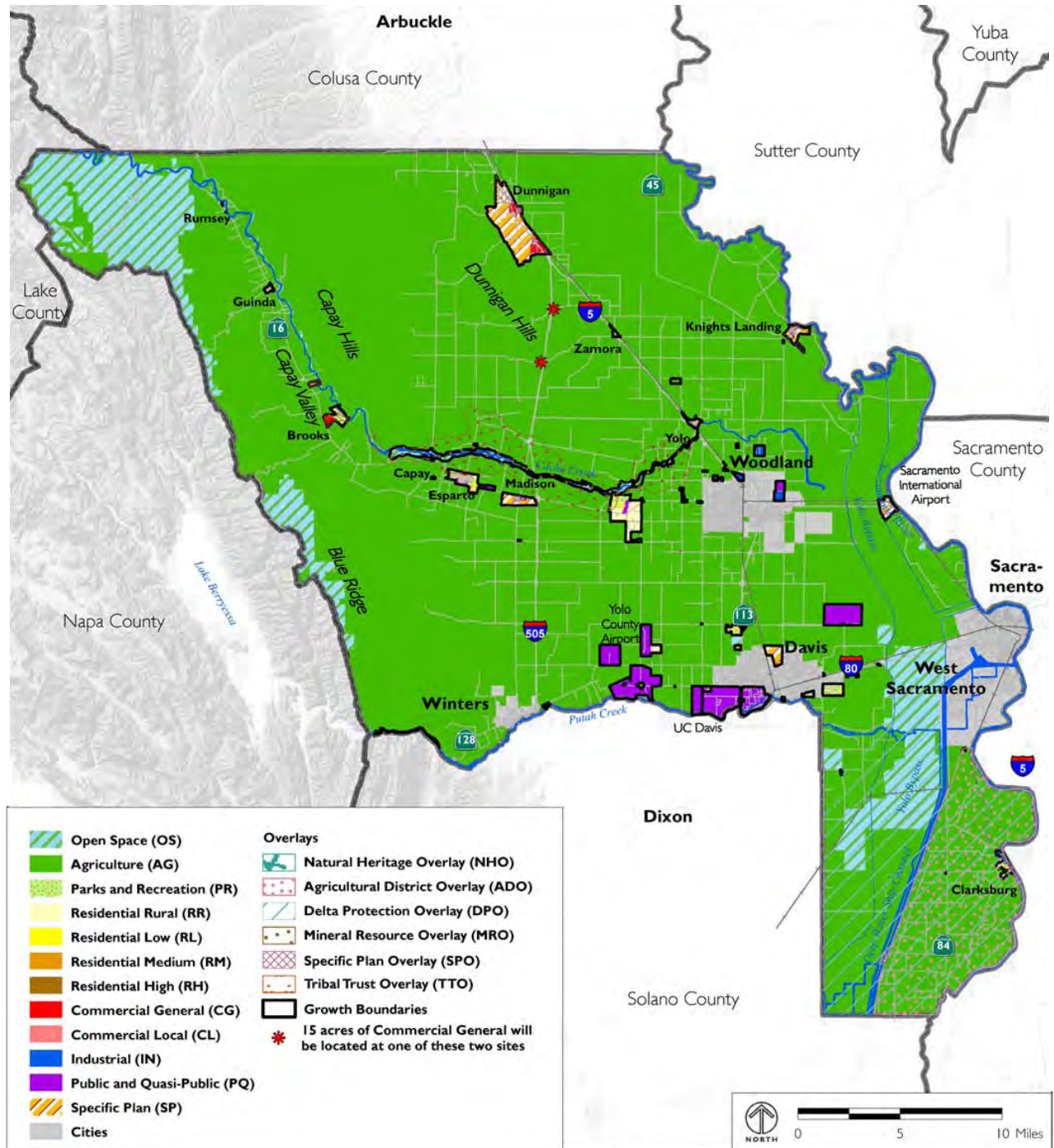
Many communities have realized that this conventional type of zoning control does not always result in a desired outcome and may be viewed by land owners as inflexible and arduous, particularly in downtowns and mixed use areas. As a result some communities are turning to development controls that are based more on performance measures than on land use. Performance zoning or "form-based" codes focuses on the physical form of development (what you see) rather than occupancy (what goes on in the building) with minimum thresholds to protect the health, safety, and welfare of users. These types of regulations focus on the relationship between public and private space, physical character, and on form, scale, and massing.

The City may wish to change the type of zoning code it utilizes to better achieve the community vision articulated in the new General Plan. This is something that can be further explored later in the process, as a General Plan implementation item.

Yolo County General Plan (2009)

Yolo County's General Plan was most recently updated in 2009. Woodland is one of only four incorporated jurisdictions in the county, bordered on all sides by county land and containing one county island within its borders. As Woodland is the Yolo County seat, several other county facilities, such as the courthouse, the jail, and the juvenile detention center, are also located in the city. As seen in Figure 2-5, the city's Urban Limit Line (ULL) extends beyond the existing city boundary primarily toward the east and south, although there are smaller areas in the northeast for which annexation is anticipated in the future. Some unincorporated areas in Woodland's Sphere of Influence (SOI) have been given land use designations in the existing Woodland General Plan in order to express desired municipal

Figure 2-5: Yolo County General Plan Land Use Diagram



future uses, however, SOI areas remain under county jurisdiction and land use control until they are annexed by the city. Almost all of the county land beyond Woodland's borders is designated as agricultural in the Yolo General Plan, with smaller areas of industrial and public uses in the north and northeast.

While the County General Plan acknowledges that urbanized areas are the most appropriate places for future growth and development, the County still has an interest in development that generates tax revenue to support services that it provides. One area in which this may impact Woodland is in unincorporated areas within the ULL, such as around freeway interchanges—both jurisdictions have an interest in the tax revenue that can be generated from highway-serving commercial uses developed in these areas. To address this issue, Woodland and Yolo County enter tax-sharing agreements when unincorporated land within Woodland's ULL is developed and annexed to the city, so that the county retains some benefit from the development while the city provides infrastructure, public safety, and other services.

Airport Land Use Planning

Sacramento International Airport (SMF)

Sacramento International Airport (SMF) is located just 10 miles east of Downtown Woodland. Close proximity to major airports is generally a great asset to communities, but this proximity is often associated with constraints as well, specifically related to noise, safety, and other land use compatibility issues. State law requires the preparation of an Airport Land Use Compatibility Plan (ALUCP) for most airports. The responsibility for preparing these plans is given to regional Airport Land Use Commissions (ALUCs). The Sacramento Area Council of Governments (SACOG) serves as the ALUC for the region. Local plans (such as the General Plan) with planning areas that overlap with an Airport Influence Area⁹ are required by State law (Government Code Section 65302.3) to ensure that the policies in place for the affected area are consistent with the ALUCP. Therefore, consultation with the ALUCP is important when developing a land use plan to ensure the safety and comfort of those in the area and the safe operation of the airport itself.

The SMF ALUCP is in the process of being updated. The current adopted plan dates to 1994. As of June 2013, a Public Review Draft is available and an Initial Study/Negative Declaration has been prepared. A portion of the Woodland General Plan planning area falls within the SMF Airport Influence Area. The Airport Influence Area constitutes the area within which certain Land Use Actions are subject to ALUC review to determine consistency with the policies in the ALUCP.¹⁰

⁹ Airport Influence Areas are defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.

¹⁰ Sacramento International Airport Land Use Compatibility Plan (April 2013 Draft), page 2-3.

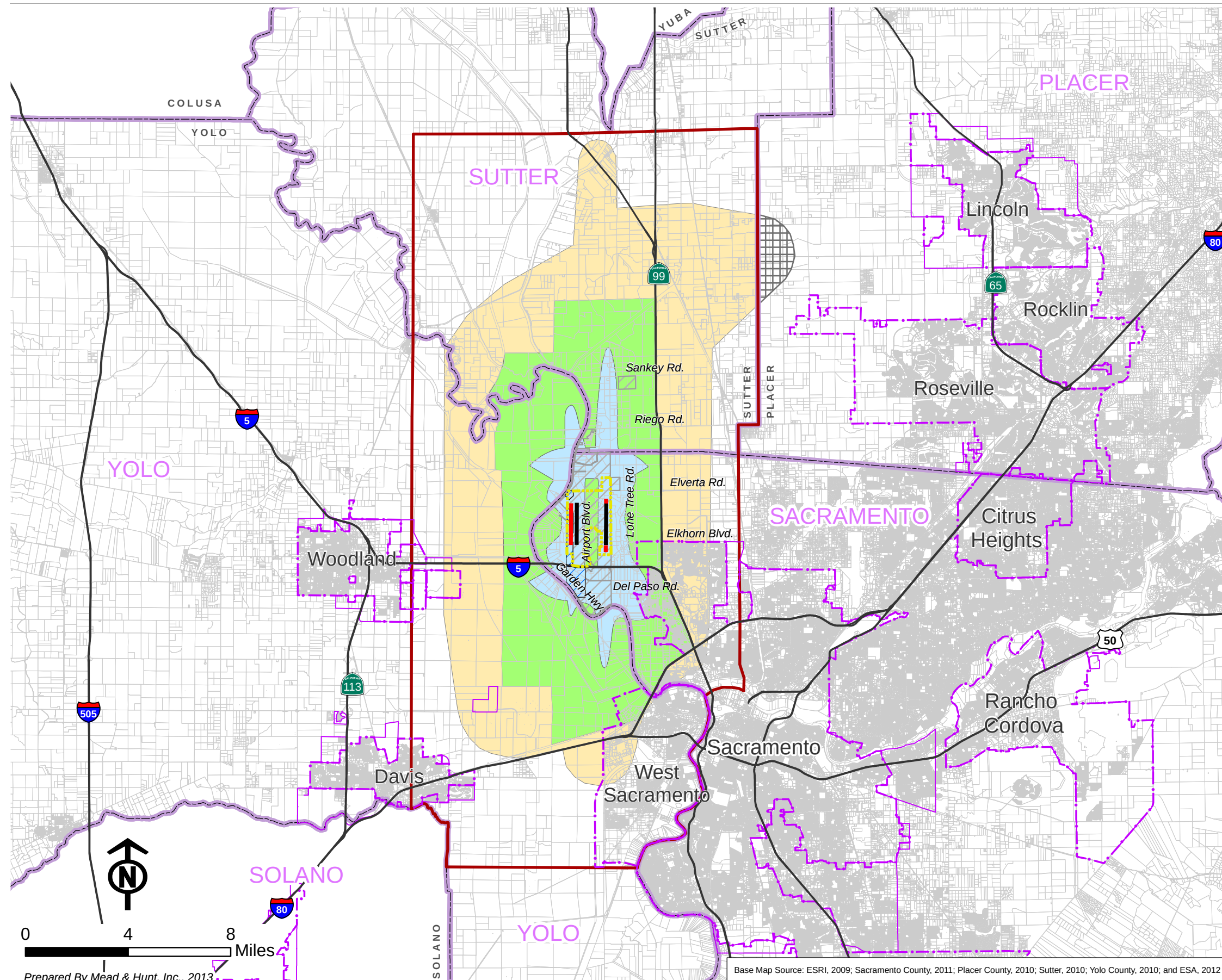


Figure 2-6: ALUCP Overflight Compatibility Map

- Sacramento International Airport (SMF)
- Future Property Acquisition
- Existing Runway
- Future Runway
- Airport Operations Area (future)
- County Boundary
- City Boundary
- City Sphere of Influence
- ALUC Policy Boundaries**
 - Airport Influence Area²
 - Primary Approach Area³
 - Traffic Pattern Area⁴
 - Secondary Approach Area⁵
 - Placer County impacts shown for informational purposes only

Notes

1. See Section 3.5 for policies applicable in each zone.
2. Airport Proximity Disclosure applies within entire Airport Influence Area. See Policy 3.5.3
3. Includes locations within CNEL 60dB contour, Safety Zones 1 through 5, and Critical Airspace Zone. Avigation Easement Dedication required. See Policy 4.1.1
4. Includes locations where aircraft regularly fly below 2,000 feet. Avigation Easement Dedication required. See Policy 4.1.1
5. Includes locations where aircraft regularly fly below 3,000 feet. Recorded Overflight Notification required. See Policy 3.5.2



Base Map Source: ESRI, 2009; Sacramento County, 2011; Placer County, 2010; Sutter, 2010; Yolo County, 2010; and ESA, 2012

The ALUCP contains policies pertaining to noise, safety, overflight areas, and airspace protection. The areas in which land use compatibility policies apply, in each of these categories, corresponds to certain distances—both horizontal and vertical—from the airport (e.g. noise contours, flight approach areas, etc.). In other words, not all areas within the Influence Area are subject to the same compatibility policies and restrictions.

The western boundary of the SMF Influence Area travels north-south through Woodland, following the western edge of the wastewater treatment plant parcel. While the Influence Area does overlap with part of the Woodland Planning Area, there are no restrictions pertaining to noise, safety, or airspace protection that apply in this particular area. The exception is that a small portion of the eastern side of the Planning Area is within the “Secondary Approach Area” defined in the ALUCP (see Figure 2-6). For this area, draft policy 3.5.2 applies:

3.5.2. Recorded Overflight Notification: As a condition for Local Agency discretionary approval of residential land use development within the secondary approach area indicated on Map 6, an overflight notification shall be recorded [against individual property deeds].

For other areas within the Influence Area, but not subject to specific land use compatibility policies, State law requires that notice disclosing information about the presence of a nearby airport be given to prospective buyers of certain residential real estate. This would apply to any existing or new residential development in the portion of the Woodland Planning Area that falls within this zone; the updated General Plan should include a policy ensuring that this disclosure is provided to such land uses. This policy (draft policy 3.5.3 in the ALUCP) and policy 3.5.2 above are described in more detail on page 2-40 of the April 2013 draft of the ALUCP.

Other Airports

Two other airports are located near Woodland: the Yolo County Airport, located 8.5 miles to the southwest; and the Watts-Woodland Airport, located 5.5 miles west of the city. ALUCPs for these airports were last adopted in 1999 and 1993, respectively. While these airports may serve Woodland residents, businesses, and visitors, neither airport’s Influence Area overlaps with the Planning Area; therefore, there are no land use implications for Woodland associated with these airports or airport operations. More information may be found in Chapter 4, Circulation.



Other Plans in the Region

UC Davis Long Range Development Plan

The 2003 UC Davis Long Range Development Plan (LRDP) is a comprehensive policy and land use plan that guides the growth of the UC Davis campus through the 2015/16 academic year. The LRDP responds to anticipated growth in student enrollment, faculty and state employment by identifying the physical development needed to achieve needs and goals of the campus while demonstrating responsible conservation of limited resources. While the City of Woodland is located outside of the LRDP plan area, future growth at UC Davis has the potential to impact housing and office demand in Woodland.



Approximately two-thirds of the unincorporated farmland within Woodland's Urban Limit Line is protected by Williamson Act contracts.

2.5 Growth Management

There are several policies, programs, and constraints that limit Woodland's growth including state and local preservation policies and city growth policies.

State and Local Preservation Policies

Williamson Act

State and local agricultural preservation goals, policies, and regulations direct most urban development into the four existing incorporated cities in Yolo County. Approximately 85 percent (85%) of land within Yolo County overall is used for agricultural uses such as farming, grazing, and open space. Additionally, 67 percent (67%) of the unincorporated area is protected under the Williamson Act.¹¹ The Williamson Act enables the County to enter into contracts with private landowners for the purpose of restricting land to agricultural or related open space use in return for lower property tax assessments. In 2009, the State defunded the Williamson Act program, ending its payments to participating counties. In Yolo County, this amounted to a loss of \$1.3 million annually. However, subsequent legislation (SB 863, followed by AB 1265) provided a partial solution for the cessation of State funding, wherein counties can voluntarily implement new contracts that are 10 percent (10%) shorter (typically 9 years instead of 10, or 18 years instead of 20) in return for a 10 percent (10%) reduction in the landowner's property tax relief. Yolo County has chosen to implement this new program, thus essentially continuing participation in the Williamson Act program. Generally, Williamson Act lands are approximately half a mile or more from Woodland's city boundaries, however some Williamson Act parcels are adjacent to city limits, where development pressure might be greater.

¹¹ Agriculture and Economic Development Element, 2030 Countywide General Plan Yolo County (2009), page AG-4.).

Open Space Buffer

Additionally, the Yolo County Agricultural and Economic Development Element supports an 11,000-acre agricultural and open space buffer between Woodland and the City of Davis. Both cities have agreed to maintain the buffer, and the Element includes an action to work with the cities to make the agreement more specific and binding.¹²

City Growth Policies

Woodland has always prioritized maintaining a distinctive edge between its urban development and its agricultural surroundings. Various growth management strategies over the past few decades have helped maintain Woodland's discrete urban form and remain important policies in the current General Plan.

Table 2.5-1 lists the policies in the 2002 General Plan that pertain to growth management, organized by topic. They are accompanied by implementation programs. As described above, some of these policies have been amended since the plan was adopted, and implementation programs (such as adopting the ULL) have been accomplished.

TABLE 2.5-1 2002 GENERAL PLAN GROWTH MANAGEMENT POLICIES

GENERAL TOPIC	GENERAL PLAN POLICY #
Urban Limit Line	1.A.2, 1.A.12
Infill Development and Reuse	1.B.6, 1.D.2
Planned Neighborhoods and Specific Plans	1.C.3, 1.C.4
Population/Housing Unit Limit	1.A.7, 1.B.1

Source: 2002 Woodland General Plan.

Several key actions related to growth management in Woodland are summarized below.

Urban Limit Line

The 2002 General Plan contains two policies (1.A.2 and 1.A.12) directing Woodland to contain its growth within a specified boundary and to establish such an Urban Limit Line (ULL) permanently. Program 1.1 accompanies these policies, providing further direction for implementation.

¹² Agriculture and Economic Development Element, 2030 Countywide General Plan Yolo County (2009), page AG-4.).

In June 2006, a voter initiative passed that established the permanent ULL and amended the General Plan to reflect the change (policies 1.A.12, 1.B.6, Program 1.1, and Figures 1-3 and 1-4). Specifically, Policy 1.A.12 now specifies that “The City establishes a permanent urban limit line around Woodland to permanently circumscribe development and preserve surrounding agricultural lands as depicted in Figure 1-4. Public facilities and services shall not extend beyond the urban limit line.”

Policy 1.B.6 now states, “The City shall continually reevaluate land use densities, housing policies, and zoning to determine the potential for increased residential densities for both infill sites and undeveloped land within the permanent urban limit line. The City shall continually review existing non-residential zoning to determine potential for conversion to higher density residential uses within the permanent urban limit line.”

Given the amount of undeveloped land (on vacant infill sites and greenfield/agricultural sites) that still exists within the ULL, the boundary remains appropriate for the planning period associated with this General Plan Update. It is not known precisely how much Woodland will grow, but even aggressive estimates indicate that there is more than ample land within the current boundary to accommodate projected residential and non-residential growth through 2035. Therefore, the primary challenge for Woodland with respect to growth management is how development within the ULL should be phased in order to meet the community’s various (and sometimes competing) desires: economic benefits, fiscal health, agricultural preservation, efficient use of infrastructure, service provision, and a high quality of life fostered by the built environment.

Population and Development Caps

In 1996 Woodland adopted a growth policy that set a maximum allowable population of 60,000 by 2015. In 2002, as part of the General Plan Update, the City increased this figure to 69,719 by 2020. However, based on a city analysis conducted in 2004, it was thought that buildout of both the Spring Lake Specific Plan and Master Plan Remainder areas would exceed the City’s population limit. As a result, in May 2005 City Council voted to amend General Plan Policy 1.A.7, removing the population cap and instead instituting a 5,000 residential unit cap. The residential unit growth cap limits new single-family residential development to 5,000 units between 2001 and 2020, applied solely to new single-family development located in planned neighborhoods. As of April 2013, the city had a remaining balance of about 3,000 single-family units.

Reconsidering the Growth Management Strategy

One of the next key tasks in the General Plan Update is to comprehensively reassess the City's current policy direction towards growth management and consider how these policies might be rethought or revised given current community goals, land availability, fiscal limitations, and other considerations. In the next phase of the General Plan Update process, in which land use and transportation alternatives are considered, different policy approaches to growth management and phasing of new development and infrastructure will also be assessed.

2.6 Land Use Opportunities and Challenges

Land Availability and Growth Management

Woodland's voter-approved permanent Urban Limit Line contains within its boundaries ample land to support projected population and employment growth in Woodland through the time horizon of this General Plan Update (2035) and beyond. The City should be able to accommodate a range of growth possibilities on a combination of infill and greenfield sites, with the flexibility to achieve economic development goals.

However, because Woodland is afforded this flexibility through such ample land supply, the challenge will be to be thoughtful and strategic in land allocation, phasing, and growth management. For every land use approach, there will be tradeoffs. Greenfield sites on the periphery are often less expensive, more appealing to developers, and have fewer physical constraints; at the same time, they may require expensive infrastructure extensions, are likely to have greater traffic and environmental impacts, and may require tax-sharing agreements. Redevelopment of infill sites is desirable from a revitalization perspective, and these projects have the potential to catalyze vibrant, pedestrian-friendly areas. However, this type of development may require land assembly, can be seen as untested in the market, and may even require subsidies from the City in order to be financially feasible. Different land uses, regardless of their location, have different service provision needs and fiscal impacts as well. The General Plan Update allows the City to comprehensively explore the merits and impacts of different land use strategies—the Alternatives phase will assess the transportation, fiscal, and policy implications of these choices.

A key policy consideration for the Alternatives task—and later stages of the General Plan Update—will be the approach to growth management. In addition to the ULL, Woodland’s current General Plan has other policies that control the rate and location of new development. These policies, which phase and control development, provide more certainty to landowners and seek to ensure that agricultural land is developed only when needed and only if infrastructure and services can be provided as well. To what extent are these policies as currently defined still appropriate given the city’s current growth patterns, fiscal condition, and community desires? How much new development should occur within city limits versus outside, and at what pace? Should the plan establish new thresholds to control what can develop when and where? However these policies are defined, their language and intent must be clear.

Land Use Designations

The General Plan Update provides the City the opportunity to reexamine how it defines land use designations and also explore the introduction of new land use designations in order to help facilitate desired development activity. The current land use categories that pertain to large parcels on the periphery that have longer-term development potential—e.g. Planned Neighborhood, Urban Reserve—may need to be reconsidered or redefined in order to help define a phasing plan. New designations could include various types of mixed use (Downtown, Corridor, etc.) or industrial. Designations must be described with enough detail to provide clarity, allow flexibility (where appropriate) without being ambiguous, and create a framework through which the City can enable projects it wants to see built.

Conflicts in allowable land uses must also be resolved. This is common in specific plan areas, but occurs elsewhere in the city as well. The updated General Plan should provide guidance on how to reconcile the desire for land use compatibility and revitalization of older areas, such as Downtown and the key corridors, with the risk of harming small businesses by rendering them nonconforming.

Infill and Revitalization

The General Plan Update also allows the City to focus on revitalizing key corridors and opportunity sites, such as Kentucky Avenue, East Street, West Main Street, the County Fair Mall area, and Downtown. Woodland has a significant number of vacant parcels within city limits with strong redevelopment potential. Sites that are not vacant, but may be underutilized or available for other reasons, also have potential. An example of these is the old courthouse properties, which will become available when the courthouse relocation is complete.

Development on these properties can reinvigorate older areas, introduce greater choice in housing types, take advantage of existing infrastructure, and create an easily walkable and bikeable environment. Even just a few successful projects can catalyze further development and turn older areas around. Infill development also offers Woodland the opportunity to accommodate more of its projected growth without converting farmland to urban uses.

It is important that the plan's approach to infill revitalization be considered in conjunction with growth management and land use designations on green-field sites, as it is easy for development—particularly retail—on larger sites in expansion areas to outcompete infill areas. For instance, an urban decay study conducted for the Gateway II project found that businesses in Woodland's core area were already suffering in the face of competition from newer commercial developments on the urban edge. The updated General Plan could address this challenge with a citywide retail strategy and appropriate land use designations and phasing that ensures that businesses in different parts of the city complement, rather than compete with, each other.

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3 ENVIRONMENTAL RESOURCES AND CONSTRAINTS AND SUSTAINABILITY

Woodland's natural setting and its environmental assets are an important part of Woodland's identity. This chapter introduces the concept of sustainability as a land use and environmental planning framework, identifies environmental resources and hazards within the Planning Area, and discusses their implications for growth and development.

3.1 Overview of Sustainability

One of the challenges of the General Plan Update is how to ensure sustainability over the long-term. The Opportunities and Challenges, Issues and Options Report provides the basis for a discussion of policy issues related to sustainability, compiling information for the community, Steering Committee, and decision-makers to use in the planning process and increasing awareness and knowledge to inform choices and clarify tradeoffs.

This section of the report introduces the concept of sustainability and how it would apply to the General Plan Update. It introduces the Environmental Resources and Constraints section, but is broadly applicable to many more topics that the General Plan will address, such as transportation and land use. In this context, sustainable development is not only about the “natural” environment, but also about the “built” environment; it is not only about animals and plants, but also about people; it is not about making buildings cost more, but about designing systems so Woodland's quality of life can be assured over the long term.

Becoming a sustainable community will require an integrated approach to planning and development that fully examines all costs (long- and short-term) and balances those against the long-term environmental and social needs of the community.

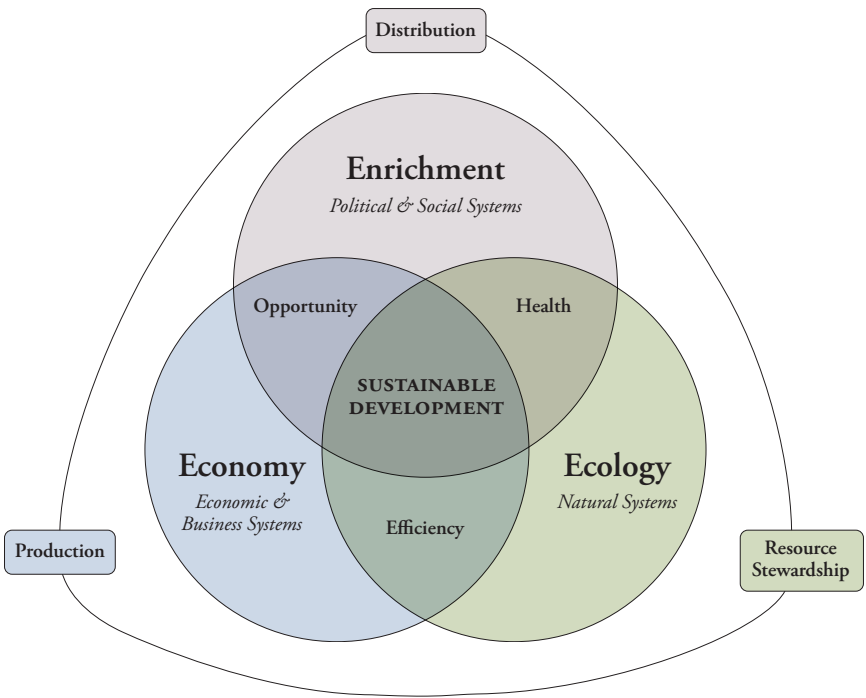
The purpose of sustainability in Woodland—and its incorporation throughout the General Plan—is to take responsibility for the urban development and population growth projected during the planning period and the resulting potential impact on the environment. By implementing sustainable design measures and policies, Woodland can reduce its contribution to global climate change, minimize its reliance on foreign oil and other fossil-fuel sources, and decrease consumption of natural resources.

The Three-legged Stool

One of the most enduring ideas emanating from the formative years of the sustainable development movement is the “three-legged stool” metaphor. In this simple construct, each leg of the stool needs to be the same size and given the same level of attention, in order to ensure the stool is balanced. The premise is that the stool needs three even legs to function. Similarly, sustainability cannot be achieved by focusing on one “leg” to the detriment of the others. All three legs must be addressed in a balanced manner. Over time, most definitions of sustainability have come to include some variation of the following three spheres of influence, sometimes called the “three Es of sustainability” or the “triple E” approach: ecology, economy, and equity.

The “3 E’s” of sustainability also provide a framework in which to discuss General Plan goals and policies. Figure3-1 describes the interrelationship between these items. Ecology refers to the natural systems, such as species, habitats, and water, and the need for stewardship of these resources. The economic component refers to the production of goods and services, and the need to integrate sustainability into the management of economic and business systems. Finally, equity refers to the distribution of costs and benefits, reflecting a fundamental human rights issue as well as a holistic perspective that sustainability can only be achieved when all segments of the community are included.

Figure 3-1: The “3 E’s”



The very same policies that dictate more sustainable development also enhance quality-of-life and public health: increased energy efficiency, waste diversion and reduction, mixed land uses, convenient access to parks and open spaces, alternative transportation networks, local and organic food sources, stormwater management, and many more initiatives that will be incorporated into the General Plan. General Plan policies can be expanded to encourage ecological conditions that enhance the city's economy and provides greater opportunities, in terms of access to housing, transportation, jobs, education and recreation for all residents.

Key Concepts of Sustainability

Concepts relating to sustainability are found in each topic in this report, just as each element of Woodland's new General Plan will contain policies that enhance sustainability. This section identifies the interrelatedness of sustainability concepts described in subsequent sections of this chapter as well as other chapters of this report.

Land Use and Development Potential

The land use section explores the current mix, location, and intensity of uses in Woodland, and identifies areas where new development may occur in the future. Managing future growth within the city's established Urban Limit Line (ULL) will be a key task for the General Plan Update, and it has a direct relationship to sustainability: ensuring that Woodland can grow thoughtfully and efficiently, making the best use of limited land resources, while ensuring that a high quality of life and adequate economic opportunities are maintained.

Environmental Resources and Constraints

The Environmental Resources and Constraints analysis examines various topics of ecological concern, including biological resources, air quality, climate change, hydrology, flooding, and geology/soils. It also includes environmental impact areas that are products of the built environment, such as noise and cultural resources. Ultimately, Woodland's General Plan will provide strategies to maintain environmental quality within an urban environment, preserving environmental resources and protecting residents from environmental hazards.

Transportation

The transportation analysis will look at ways to enhance mobility and alternative transportation options, allowing for more connectivity and walkability between jobs, shopping and other activity centers. Making alternative transportation more pleasant, convenient, and accessible, can reduce vehicle trips and therefore greenhouse gas emissions. Enhancing the walkability of the street network, by adding additional streets and paths, amenable to pedestrians and bicyclists can potentially reduce the number of vehicle trips and vehicle miles traveled. Sustainable transportation, though, also addresses equity: by making sure that everyone can get where they need to go, regardless of their age, income, or ability. A sustainable transportation strategy focuses on how best to help all people do the things they want to do.

Community Design

A critical aspect of community sustainability is the ability of a place to attract, retain, and satisfy residents and visitors. This satisfaction is sometimes difficult to measure, but often relates to a diverse combination of experiences that include the character, or “look and feel,” of the built environment—the way in which people experience a place. More tangibly, good urban design can create walkable streets, appropriate building massing, and attractive landscaped streetscapes that invites pedestrians, allows for solar access, and creates a connected street grid.

Community Facilities and Services

Provision of adequate community facilities and services—including parks, schools, public safety, and utilities—is critical to achieving and maintaining sustainability in Woodland. Parks and open spaces provide spaces for passive and active recreation, while improving air quality and managing stormwater runoff. Access to quality public education, safety services, clean water and sanitation are hallmarks of an equitable society. This section assesses Woodland’s current infrastructure and service provision; the existing General Plan sets citywide service standards, which will be re-evaluated to ensure that they are still appropriate and can be met.

Economic Development

Economic development, equity, and opportunity are critical to an overall program for sustainability because they speak to the basic economic and social conditions under which all community members—families, employees, business owners, property owners, and others—make decisions for their lives and experience what Woodland has to offer. Without economic opportunity, people and businesses migrate elsewhere; without access to a good education, affordable housing, safe and well-paying jobs, and basic community services, community members struggle to contribute to their own families’ well-being and that of the community at large. The accompanying Economic & Fiscal Background Report assesses Woodland’s existing economic conditions and implications for the General Plan Update.

3.2 Biological Resources

The majority of the land within the city limits is urbanized, although there are undeveloped properties and designated open spaces, including parks maintained by the City. Parks and other open space within urban settings provide habitat for a number of native plant and wildlife species. However, diversity and abundance is generally lower compared to natural habitats, which are not present within the city limits, except for in the Woodland Regional Park.

The Woodland Regional Park is a 160-acre property located on the east side of County Road 102 (CR 102), just south of County Road 25 (CR 25), in the southeastern portion of the Planning Area (Figure 3-2). Unique alkali soils in the Regional Park provide habitat for a suite of rare native plants. The eastern edge of this property connects to the Conway Ranch, which reaches into the Yolo Bypass. The lands to the east of the Regional Park are privately-owned, but those in the northeastern corner are part of a conservation easement managed by the Center for Natural Lands Management.¹ The Center for Natural Lands Management also manages the City of Woodland Preserve, which is located on the north side of CR 25.²

In areas directly surrounding the city limits and within the city's ULL, there are small remnant patches of natural habitat that support relatively high biological diversity. Agricultural land provides important habitat value for certain wildlife species, including foraging habitat for the Swainson's hawk (*Buteo swainsoni*), a state-listed threatened species.

Just outside the city's ULL and west of the Sacramento River, there are a number of important biological resources, including sensitive habitats and special-status species related to agricultural land, waterways, and wetlands. Many of the sensitive biological resources, which are described in more detail below, are associated with Willow Slough, Cache Creek, and the Yolo Bypass.

General Land Cover in the Planning Area

Land use on over 66 percent of the 12,772-acre Planning Area is currently developed and 28 percent is agricultural (Table 3.2-1). Mapped annual grassland habitats and open water habitats each cover approximately 4 percent of the Planning Area. Other land cover types represent less than 1 percent of the total acreage.

1 Dean, Ellen. 2009 (July). Woodland Regional Park Special-Status Plants Survey. In cooperation with Tuleyome 607 North Street, Woodland, CA 95695. Available online at: <http://herbarium.ucdavis.edu/pdfs/plantlists/woodland%20regional%20park%20report%20aug%2013.pdf>.

2 *ibid.*

TABLE 3.2-1 LAND COVER TYPES IN THE PLANNING AREA

LAND COVER TYPE	ACRES
Developed	8,427
Agriculture	3,540
Water	501
Annual Grassland	499
Other	97
Total	12,772

Source: YCNHP, 2013.

Developed and Agricultural Lands

Developed and agricultural areas are highly modified areas that generally support a low number of native plant species. Within the Planning Area, agricultural lands are concentrated in the vicinity of State Route (SR 113) and in the southeastern portion of the Planning Area in the vicinity of Interstate 5 (I-5), east of County Road 103 (CR 103). Agricultural land is also found north of Kentucky Avenue and East Main Street.

Annual Grasslands

Annual grasslands are dominated by nonnative grasses and broad-leaved plants, including Mediterranean annual grasses, including mouse barley (*Hordeum murinum*), Mediterranean barley (*H. marinum* ssp. *gussoneanum*), rip gut brome (*Bromus diandrus*), soft chess (*B. hordeaceus*), Italian rye grass (*Festuca perennis*), and oat (*Avena* spp.).

Grasslands in the Planning Area are generally subject to some level of regular maintenance or other type of disturbance including disking, mowing, and grazing by cattle or other domestic animals. A few scattered parcels of annual grassland are found along Kentucky Avenue in the northern portion of the Planning Area and along CR 102 in the southeastern portion of the Planning Area.

Sensitive Habitat Types in the Vicinity of the Planning Area

Sensitive habitats are defined as habitats with particularly high ecological values or functions, of limited distribution, or otherwise of concern to federal, state, and/or local resource agencies.³ Sensitive habitats mapped in the vicin-

³ Sensitive habitats are often designated because they are declining regionally or statewide. Sensitive habitats are of special concern because they have high potential to support special-status plant and animal species and can provide other important ecological functions, such as enhancing flood and erosion control and maintaining water quality. Sensitive habitats include Natural Communities of Special Concern (NCSC) that are identified by the California Department of Fish and Wildlife (CDFW) (e.g., having a high priority for inventory by the California Natural Diversity Database [CNDDB]) or those afforded specific consideration through CEQA, Section 1602 of the California Fish and Game Code, or Section 404 of the Clean Water Act (CWA).

ity of the Planning Area by the YCNHP (2013) include freshwater marsh, alkali sink, riparian forest, freshwater wetlands, drainages, riverine, and lake (Figure 3-2). Sensitive habitats present at the Woodland Regional Park include northern claypan vernal pools, valley sink scrub, and alkali meadow; however, these habitats were not mapped by the YCNHP and are not shown on Figure 3-2 because they cover areas smaller than the minimum map unit and would not be discernible at this level of detail. Most sensitive habitats in the Planning Area are also considered jurisdictional wetlands. In total, freshwater marsh, freshwater wetlands, and other wetland habitats cover roughly 166 acres of wetlands within the Planning Area.

Freshwater Marsh

Freshwater marsh and associated wetlands form in permanently flooded or saturated soils in depressions or at the edges of streams, rivers, ponds, and lakes, as well as ditches and canals. Freshwater marsh habitat does not occur within the Planning Area, but has been mapped adjacent to the southern edge of the Planning Area boundary, north of Willow Slough (Figure 3-2).

Alkali Sink

Alkali sink habitat is a shrub dominated community that occurs on alkaline soils. This habitat supports six special-status plant species known to occur within the Planning Area. Roughly 95 acres of Alkali sink habitat is located in the southeastern portion of the Planning Area, occurring both east and west of CR 102 in undeveloped areas south of the City's wastewater treatment plant and north of Willow Slough (Figure 3-2).

Riparian Forest

Riparian forests are structurally diverse, tree-dominated habitats that occur along the margins of perennial water bodies. In the Planning Area, riparian forest is present in the Woodland Regional Park site and adjacent to the south end of the Woodland Water Quality Control Facility. It is also mapped north of I-5 near the northeastern edge of the Planning Area boundary and along the Cache Creek levee system and Cache Creek Settling Basin. Willow Slough, located south of the southeastern edge of the Planning Area boundary, supports a narrow band of riparian forest (Figure 3-2). A small area of riparian forest is also located at the Woodland Regional Park.

Freshwater Wetlands

Freshwater wetlands form in seasonally flooded or saturated soils in depressions or at the edges of streams, rivers, ponds, and lakes, as well as ditches and canals. Freshwater wetlands may also be artificially created depressions in the landscape designed to impound stormwater in urban or agricultural areas. Freshwater wetlands occur within the eastern portion of the Planning Area (Figure 3-2).

Drainages, Riverine, and Lake

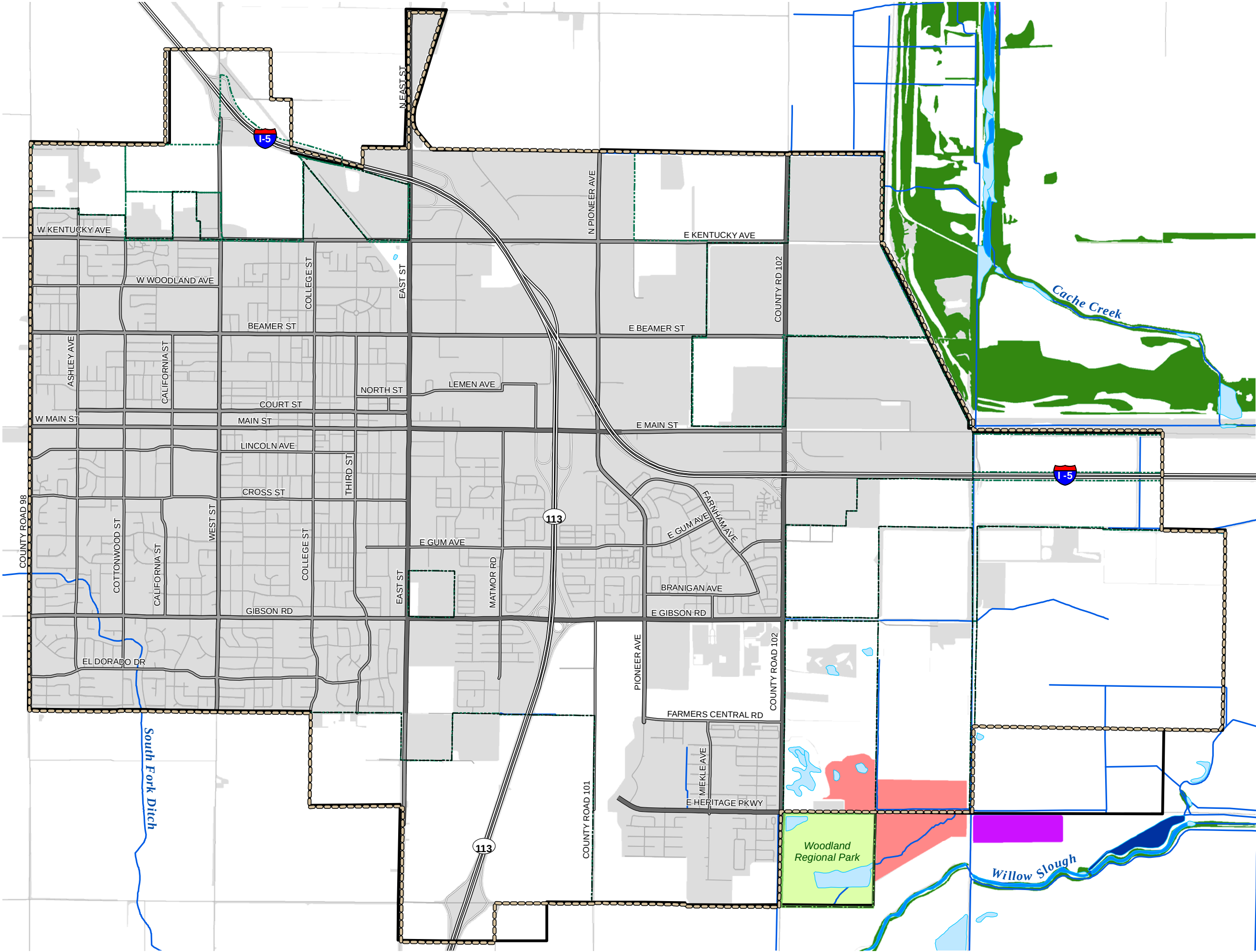
Sensitive habitats mapped in the vicinity of the Planning Area by the YCNHP also include drainages, riverine, and lake. Riverine and lake habitat in the Planning Areas is limited to areas east of the Planning Area, where it is primarily associated with Cache Creek and Willow Slough. Agricultural drainages within the Planning Area include South Fork Ditch and Farmer's Central Ditch (Figure 3-2). The Maple Canal (South Fork Ditch) enters the Planning Area from the west at Road 98 in a residential area located in the southwestern portion of the Planning Area. The Maple Canal flows east upon entering the Planning Area before turning south in a residential area located in the southwestern portion of the Planning Area. The Maple Canal flows south and out of the Planning Area south of El Dorado Drive and west of Amherst Way. Farmer's Central Ditch receives water from the South Fork Ditch at the location where South Fork Ditch flows south out of the Planning Area. Farmer's Central Ditch follows the southern edge of the Planning Area boundary, and then flows south in the vicinity of Sports Park Drive, east of SR 113. The City-owned "trestle property", located east of the Planning Area, abuts the Tule Canal. The open outflow channel from the wastewater treatment plant flows across the trestle property and discharges into the Tule Canal.

Perennial streams in close proximity, but outside the Planning Area include Cache Creek, which is located along the northern and eastern boundary, and Willow Slough located to the south. These streams support mature riparian forest habitat along the stream banks. Both streams are highly constrained. Outside the riparian corridor, agricultural lands about Willow Slough and the stream has been impounded along the northwestern edge to create a reservoir. Willow Slough flows in a northeasterly direction and is tributary to the western toe drain of the Yolo Bypass system. Cache Creek, constrained by levees, generally flows south and is also tributary to the western toe drain of the Yolo Bypass system.



The only waterways located within Woodland's Planning Area are agricultural drainages. Cache Creek and Willow Slough are located north and south of the ULL, respectively.

Figure 3-2: Sensitive Habitats



- Highways
 - Principal Arterials
 - Minor Arterials
 - Collectors
 - Local Roads
 - Ramps
 - Planning Area
 - Urban Limit Line
 - Sphere Of Influence
 - City Limits
 - Woodland Regional Park
 - Developed
- Sensitive Habitat Types**
- Alkali Sink
 - Freshwater Wetland
 - Freshwater Marsh
 - Riparian Forest
 - Riverine
 - Lake
 - Drainages

Special-Status Species

Six special-status plants have been documented in the Planning Area (Table 3.2-2 and Figure 3-3). One species, palmate-bracted bird's beak, is federally and state listed as endangered. The other five special-status species have California Rare Plant Ranks (CRPR) of 1B indicating that these species are considered rare or endangered and tracked by CNPS. These species are listed below in Table 3.2-2 along with their status, habitat, and potential to occur in the Planning Area.

Special-Status Wildlife

A total of six special-status wildlife species are known to occur, or have the potential to occur, in the Planning Area. Two species are listed as federally threatened and two are listed as state threatened. Four are listed as state species of special concern. There are no special-status fish species that are known to occur in the Planning Area. No critical habitat for special-status species is found in the Planning Area or the surrounding radius of two miles (USFWS 2013b).

These species are listed below in Table 3.2-3, along with their status, habitat, and potential to occur in the Planning Area. The locations of special-status wildlife documented in the CNDDB within two miles of the Planning Area are shown in Figure 3-3.



*Alkali milk-vetch, palmate-bracted bird's beak, and San Joaquin spearscale are three of the six special-status plant species with potential to occur in the Planning Area.
Photos: Yolo Natural Heritage Program.*

TABLE 3.2-2 SPECIAL-STATUS PLANT SPECIES WITH POTENTIAL TO OCCUR WITHIN THE PLANNING AREA

SPECIES	FEDERAL ¹	STATE ^{2,3}	HABITAT	POTENTIAL FOR OCCURRENCE IN THE PLANNING AREA
Alkali milk-vetch <i>Astragalus tener</i> var. <i>tener</i>	—	1B.2	Alkaline soils within playas, vernal pools, and adobe clay valley and foothill grassland habitats; 0 to 196 foot elevation. Bloom: March–June	Known to occur. Two occurrences documented within the Planning Area.
Brittlescale <i>Atriplex depressa</i>	—	1B.2	Alkaline clay soils within chenopod scrub, meadow and seeps, playas, vernal pools, and valley and foothill grassland habitats; 0 to 1,050 foot elevation. Bloom: April–October	Known to occur. Four occurrences documented within the Planning Area.
San Joaquin spearscale <i>Atriplex joaquinana</i>	—	1B.2	Alkaline soils on chenopod scrub, meadow and seeps, playas, and valley and foothill grassland; 3 to 2,740 foot elevation. Bloom: April–October	Known to occur. Three occurrences documented within the Planning Area and one occurrence documented within two miles of the Planning Area.
Heckard's pepper-grass <i>Lepidium latipes</i>	—	1B.2	Alkaline flats in valley and foothill grassland; 6 to 656 foot elevation. Bloom: March–May	Known to occur. Two occurrences documented within the Planning Area and one occurrence documented within two miles of the Planning Area.
Palmate-bracted bird's beak <i>Chloropyron palmatum</i>	E	E, 1B.1	Alkaline chenopod scrub and valley and foothill grassland; 16 to 510 foot elevation. Bloom: May–October	Known to occur. Three occurrences documented within the Planning Area.
Saline clover <i>Trifolium hydrophilum</i>	—	1B.2	Marshes and swamps, vernal pools, and mesic, alkaline valley and foothill grassland; 0 to 984 foot elevation. Bloom: April–June	Known to occur. One occurrence documented within the Planning Area.

Notes:

1 Federal: E = Listed as endangered under ESA.

2 State: E = Listed as endangered under CESA.

3 California Rare Plant Ranks and extensions

1B = Rare or endangered in California and elsewhere.

.1 = Seriously endangered in California (>80 percent of occurrences are threatened and/or high degree and immediacy of threat).

.2 = Fairly endangered in California (20 to 80 percent of occurrences are threatened).

Sources: USFWS 2013a, CNDDDB 2013, CNPS 2013.

TABLE 3.2-3 SPECIAL-STATUS WILDLIFE SPECIES WITH POTENTIAL TO OCCUR WITHIN THE PLANNING AREA

SPECIES	LISTING STATUS		HABITAT	POTENTIAL FOR OCCURRENCE IN THE PLANNING AREA
	Federal ¹	State ^{2,3}		
Giant garter snake <i>Thamnophis gigas</i>	T	T	Cultivated rice, freshwater marsh, and slow moving streams or canals.	Likely to occur. Nine occurrences documented within two miles of the Planning Area.
Burrowing owl <i>Athene cunicularia</i>	—	SSC	Nests in mammal burrows, rock cavities in grassland and scrub.	Could occur. One occurrence documented within 2 miles of the Planning Area.
Mountain plover <i>Charadrius montanus</i>	—	SSC	Forages in short grasslands and plowed agricultural fields where vegetation is sparse and trees are absent.	Likely to occur. One occurrence documented within the Planning Area.
Swainson's Hawk <i>Buteo swainsoni</i>	—	T	Nests in riparian forest and isolated trees, open woodlands, and woodland margins; nests and forage in grasslands and agricultural fields.	Known to occur. Numerous occurrences documented throughout Planning Area.
Tricolored Blackbird <i>Agelaius tricolor</i>	—	SSC	Forages in agricultural lands and grasslands; nests in marshes, riparian scrub, and other areas that support cattails or dense thickets of shrubs or herbs.	Likely to occur. Two occurrences documented in the Planning Area.
Western snowy plover <i>Charadrius alexandrinus nivosus</i>	T	SSC	Nests and forages on sandy and gravelly beaches along the coast and the shores of inland alkali lakes.	Could occur. One occurrence documented in the Planning Area.

Notes:

1 Federal:

T = Listed as threatened under ESA

2 State:

T = Listed as threatened under CESA

SSC = Considered a species of special concern by CDFW

Source: CNDDB and USFWS data compiled by AECOM in 2013.



*The giant garter snake, Swainson's hawk, and the tri-colored blackbird are special-status wildlife species that have been known to occur in or within two miles of the Planning Area.
Photos: Yolo Natural Heritage Program.*

Biological Resources Opportunities and Challenges

There are a few issues and opportunities related to biological resources that the City may wish to consider as a part of the 2035 General Plan.

Conservation, Recreation, and Environmental Education

Well-developed remnants of the valley sink scrub/alkali meadow and northern clayplan vernal pool vegetation that was once widespread in Yolo County are still present at the Woodland Regional Park. This remnant vegetation provides habitat for four special-status plants: alkali milk-vetch, Heckard's pepper-grass, San Joaquin spearscale, and the federally- and state-listed palmate-bracted bird's beak. Conservation of the Woodland Regional Park is addressed in the Draft Yolo County Natural Heritage Program Plan (YCNHP 2013). The City could consider integrating the regional park into other open space planning efforts including recreation and transportation (e.g., bikeway beltway) provided that habitat conservation is adequately addressed as part of those efforts.

There are high-value habitat areas near Woodland, which represent opportunities for outdoor environmental education and for low-impact recreation such as bird watching. There are several examples of development of such combined conservation and recreational amenities, including local examples. Opportunities for environmental education wildlife viewing currently found elsewhere in Yolo County include the Davis Wetland and Yolo Basin Wildlife Area; both of these examples attract visitors from regions outside of Yolo County and thus provide economic benefits and contribute to local tourism. The City may wish to explore opportunities to incorporate public access and appropriate recreational opportunities in publicly-owned land near Woodland that is being managed for some biological resource purpose. Of course, the strategy for enhancing access and recreational use would need to avoid adverse effects to habitat or species, and should be consistent with the goals and objectives of other regional planning efforts including the Yolo County Natural Heritage Plan.

Urban Forestry

The city is known as the "the City of Trees" and images of trees appear prominently on as part of the city's logo and branding. Given the city's focus on trees, it may be appropriate to consider a proactive urban forest management that increases habitat potential of the city's urban tree canopy and also provide co-benefits of moderating urban heat island effect, carbon sequestration (supportive of the Climate Action Plan), and enhanced aesthetics.

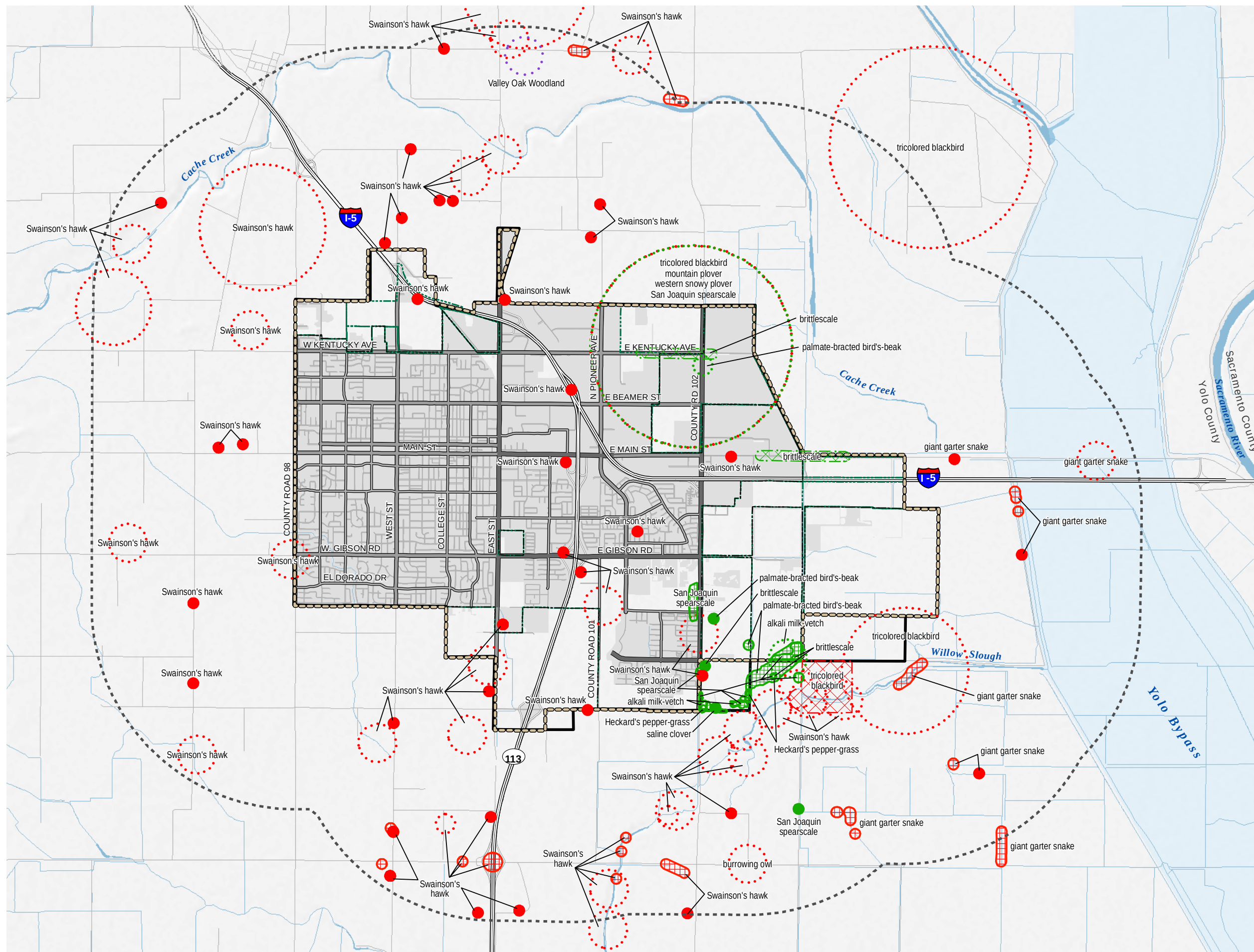
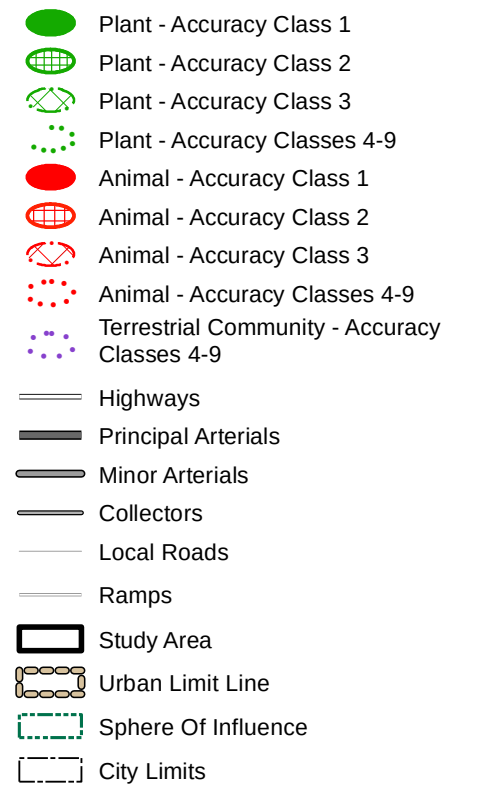


Figure 3-3: Special Status Species Occurrence within a 2-mile Search Radius



CNDDDB Accuracy Class 1: Reported occurrence is a point; location considered accurate to within the minimum mappable unit of 80 meters.

CNDDDB Accuracy Class 2: Reported location is an area with defined boundaries.

CNDDDB Accuracy Class 3: Reported location is a non-specific area; buffer added to represent degree of uncertainty in reported location.

CNDDDB Accuracy Classes 4-9: Reported location considered accurate within the radius shown.



Data Source: City of Woodland, California, 2013;
Yolo County, 2013; SACOG Mapping Center, 2013;
Dyett & Bhatia, 2013; CDFW, 2013; USGS, 2010

3.3 Historic and Cultural Resources

This section covers cultural resources found in the Planning Area. Cultural resources include sites, buildings, structures, or objects that may have archaeological, historical, or cultural significance. The General Plan Update will take the city's cultural heritage into account in development alternatives and policy formation.

Environmental Setting

Prehistoric Context and Resources

The prehistoric occupation of the central districts of the North Coast Ranges can be interpreted using the Paleo-Archaic-Emergent chronological sequence (Fredrickson, 1974). The sequence consists of three broad periods: The Paleo-Indian period (12,000 – 8000 Before Present or B.P.); the Archaic period (8000 – 1500 B.P.); and the Emergent period (1500 to 150 B.P.). The entry and spread of people into California dates to the Paleo-Indian period. No prehistoric resources have been formally recorded in Woodland.

Historic Context

Settlement

Among other distinguishing features, Woodland is known for its large stock of historic residences, and was called the “City of Homes” as far back as the early 1900s. Factors contributing to Woodland's prosperity have been a rich soil and good climatic conditions, the relocation of the County Seat to Woodland in the 1860s, and the establishment of good transportation systems. A brief history of Woodland helps in understanding the natural and man-made influences that created the unique character of the city.

In the winter of 1853, Henry Wyckoff settled in a dense grove of oak trees and opened a small store in Yolo City (now Woodland). Within a couple of years, other businesses were established in the area. The favorable soil attracted other settlers who found farming a profitable venture.

Among the early settlers was Major F.S. Freeman, who also opened a store. Later Major Freeman offered free lots to persons who would clear the land and build a home. Before long, the settlement of Yolo City grew around what is now Main Street. In 1858, Major Freeman gained permission for a Federal Post Office to be built in the town and Yolo City was renamed Woodland.

In 1862, the Yolo County Seat was transferred due to flooding from Washington (now a neighborhood within the City of West Sacramento) to Woodland. The courthouse was first located in Henry Wyckoff's store. In 1862, a combination courthouse and jail was built. This was damaged by an earthquake in 1902. A new courthouse was completed in 1918 and still stands today. A new courthouse facility is under construction and the re-use of the historic courthouse, which is owned by Yolo County, remains to be determined.

Incorporation and Development

On June 25, 1863, Major Freeman recorded the first plat of the city. The northern portion of present-day Woodland was divided into blocks, lots, and streets and this plat was the basis for future locations of buildings and streets. Sixth Street was designated as the eastern boundary; College Street was the western; North Street was the northern border and South Street (now Main Street) was the southern city limit. By 1870, the population of Woodland was estimated to be 1,600 residents, but most of the oaks for which the town was named had disappeared. The City was incorporated in 1871.

Wood was the primary building material until approximately 1870. Two local brickyards began production of a soft brick in the mid-1860s. This resulted in a changeover of major building materials from lumber to brick as builders found it less expensive to use than imported lumber.

By 1854, the Union Church building had been built in the cemetery. Little is known about this building except that it served as a meeting place for several churches and schools. The Christian Church, which organized in 1854, met in the Union Church until they dedicated the first church within the city limits in 1866. A Roman Catholic Church was consecrated in 1869.

The Union Church building also served from 1855 to 1858 as the first public school. In 1858, a permanent school was built near the Southern Pacific Depot. The upper story of the school served as the Masonic Hall. In 1871, a new six-room brick school was started where Freeman Park now stands. The high school was located in the Hesperian College building until 1912 when a bond issue was passed to build a new high school. The Holy Rosary Academy was founded in 1884 and served as a boarding and a day school for girls in the primary and secondary grades.



*Woodland was incorporated in 1871, with a population of around 1,600.
Photo: University of California.*

Founders of the Christian Church also established Hesperian College in 1860. It was originally located south of Main Street on what is now Bush Street then later moved to a new facility near the northeast corner of College Street and Marshall Avenue. In its prime, it was a highly regarded institution of higher learning. The school, today known as Chapman College, is located in Southern California.

California Pacific Railroad

In September 1869, the California Pacific Railroad Company completed the construction of a rail line between Davisville and Marysville with a Woodland station in the vicinity of College Street and Lincoln Avenue. The rail line was later moved to its present location along East Street and became a part of the Southern Pacific Railroad System (now Union Pacific).

Sacramento Northern Electric Railroad

The Sacramento Northern Electric Railroad Company began direct freight and passenger service to Sacramento from Woodland in 1912. In the 1920s, this line was acquired by Western Pacific. The depot was located at the corner of Main and Second Streets until it was demolished in the 1960s. The building was replicated in 1987. Through mergers and acquisitions, today, the Union Pacific and Sierra Northern provide freight service to the industrial areas of Woodland and the Sacramento River Train provides tourist excursions.

Infrastructure Development

The period between 1880 and 1890 saw the initiation of city and utility improvements. The construction of an electric lighting plant and the installation of a locally-run telephone system occurred during this decade. Five gas lights were installed along Main Street and an official grade for streets and sidewalks was adopted to provide for level streets within the city. A contract was negotiated with R.H. Beamer for the construction of a municipal building to be used for city offices, the Fire Department, and a jail. The City Hall, located at First and Court Streets, was completed in 1891. The building was reconstructed in 1936, enlarged in 1960 and 1975, and still serves the City.

The City of Woodland acquired the water works system and built a sewer system in 1891. In the mid-1950s, sewer capacity was reached. This resulted in a moratorium on all new building from 1957 to 1958. A bond issue was passed in 1959, which extended the sanitary and storm sewer system to serve the southern portion of the city. A similar bond issue was approved in 1963 to serve the northern part of Woodland.

The first City Library in Yolo County was built with funds from the Carnegie Foundation. The Library, which was privately organized in 1874, was given to the City in 1891. The present library, designed by George A. Dodge and J. Walter Dolliver, was built in 1905 with Carnegie Funds, with subsequent additions in 1915, 1927 and 1988.

1890s

The 1890s began with the worst storm the city had experienced in 30 years. This started a series of misfortunes. In 1892, a fire destroyed two business blocks, including the Opera House, the Exchange Hotel, and one block of homes. The property loss amounted to \$200,000. In the early 1890s, some local businessmen felt a streetcar line along Main Street to carry those who disliked the muddy street would be profitable. The system was one-mile long and the streetcars were drawn by horses. The operation failed in 1896. A depression occurred between 1894 and 1896 causing other business failures and bringing the start of a railroad strike. This depression caused a decline in population from 4,523 to 4,392. By 1910, the population had climbed to 4,589.

During 1896, a new Opera House was opened on the same street as the one that was destroyed by fire in 1892. This turn-of-the-century valley theater was the source of great local pride and became the center for recreation and culture in the Woodland area.

Early 1900s to Present

The early 1900s were years of unusual building activity. In 1916, a building to house both the Bank of Woodland and the Yolo County Savings Bank was built at the northwest corner of College and Main Streets. This building, with its Italian marble entry still stands, but now houses a restaurant. Between 1909 and 1911, it has been estimated that about 200 homes were built in Woodland. A number of commercial and community buildings were also built. The Roth Building and St. Luke's Episcopal Church were constructed. The Physician's Building at Main and First Streets and the First National Bank Building were remodeled. The First National Bank was demolished in 1970 and is on the site of the present Opera House addition and Opera House Intermission Garden.



*Left: Downtown Woodland rebounded from economic depression and fire in the late 1890s.
Right: Built in the early 1900s, the First National Bank was demolished in 1970. It stood on the site of the present Opera House addition.
Photos: CAGenWeb 2013.*

After the filing of a personal injury suit in 1913, the Opera House was closed and stood dormant for almost 60 years. It was purchased by the Yolo County Historical Society and reopened in 1971, serving as a part-time community center and theater. From 1980 to 1983, the Opera House went through partial restoration. It has since reopened and operates on a temporary basis providing local community theater. The final phase of restoration, completed in 1989 has enabled the theater to attract varying types of performing groups, from local as well as regular resources. It is now a part of the State Park System and is maintained and operated by the Woodland Opera House Board of Trustees.

Agriculture and Farming Equipment

Woodland has benefited greatly from the success of the agricultural industry by serving as a center for banking, shops, education, and in some instances by housing farmers and their workers.

Another important impact on the community and industry has been the invention and manufacturing of farming equipment. Local inventions included the centrifugal pump in the late 1800s and the Marvin Landplane in 1936 (Knights Landing). The Best Tractor was developed by the Best family who lived in Woodland, although the tractor was actually manufactured in Oakland. Today, several farm equipment dealers are located within Woodland and provide employment and tax revenues for the City, while serving the outlying farms.

Irrigation was and still is a major contributor to the agricultural success of the area. The first irrigation canal was developed by James Moore in 1856 who owned exclusive water rights to Cache Creek.

Money earned in the gold fields of California financed the purchase of much of the farmland around Woodland. A variety of crops were grown. These included: tobacco, peanuts, grapes, rice, sugar beets, various grains and row crops. Several wineries were located in the county producing wine, vinegar, and brandy. The livestock industry also had an important role in the area. The Woodland Creamery was organized in the 1880s by citizens who recognized the local need for dairy products.

The opportunity for farming brought many nationalities to the area. The native Patwin Indian provided the first labor on the farms. They were replaced by Chinese laborers, who came to Woodland in the 1860s during the building of the transcontinental railroads. After work on the railroads stopped, the Chinese labored on levee construction, fence building, and truck farming. Some Chinese settled in Woodland and became prominent in the culinary and laundry services. Dead Cat Alley became the site of the Chinese community's homes and businesses. By the early 1900s, employment opportunities for the Chinese began to disappear and the Chinese population declined.



Woodland's unique historic building stock is a source of community pride. Eleven properties are on the National Register, and many others may be eligible.

Japanese workers were first brought to Byron Jackson's Yolano Ranch in the late 19th century as farm laborers, but eventually both Japanese men and women were employed as laborers throughout the county. Some Japanese started businesses in town, such as barber shops and secondhand stores, but laws and public attitudes made it difficult for them to own land or become citizens. Land was acquired by some Japanese who purchased it in their children's names. World War II saw the internment of Japanese families and their land leased to other people. For some Japanese, many years passed before they returned to Yolo County. Others never returned.

Filipinos also provided farm labor and later the Bracero Program brought many Mexican Nationals into the area to work on the farms. Today, the Hispanic population has grown to approximately 47 percent of the City's residents.

Historic Resources

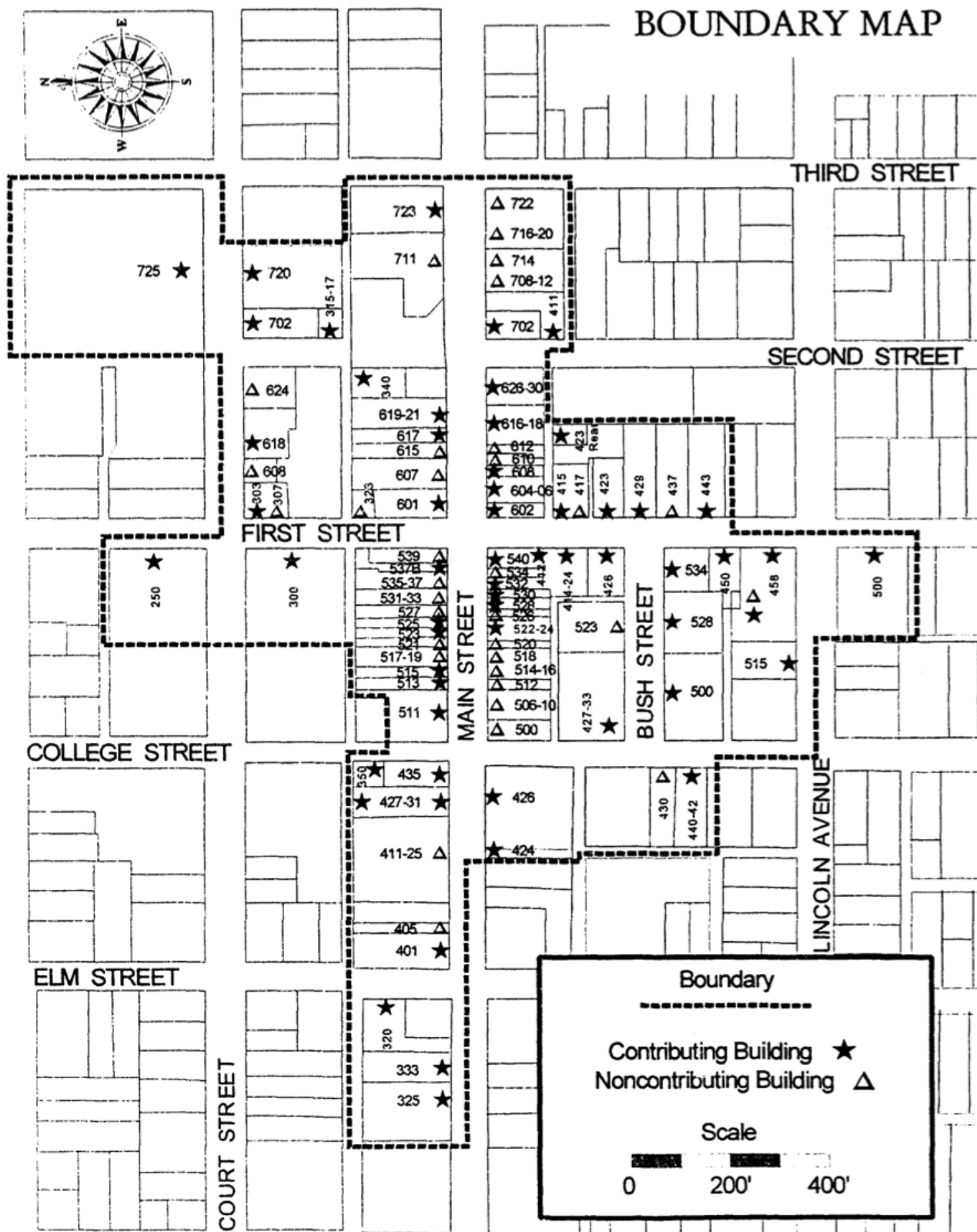
In Woodland, there are three City Historic Districts, three City Historic Landmarks, two State Historical Landmarks, three California Points of Historical Interest, 11 individually listed National Register properties, a National Register historic district, the Downtown Woodland Historic District with 56 contributing buildings, two properties determined eligible for the National Register as contributors to a district determined eligible for the National Register, 27 properties that appear eligible for the National Register, 18 properties that appear eligible as a contributor to a National Register eligible district, and 241 properties that are recognized by the City of Woodland as historically significant.⁴ Figure 3-4 shows the Downtown Woodland Historic District. The Downtown Historic District and all of the historic resources citywide are mapped in Figure 3-5.

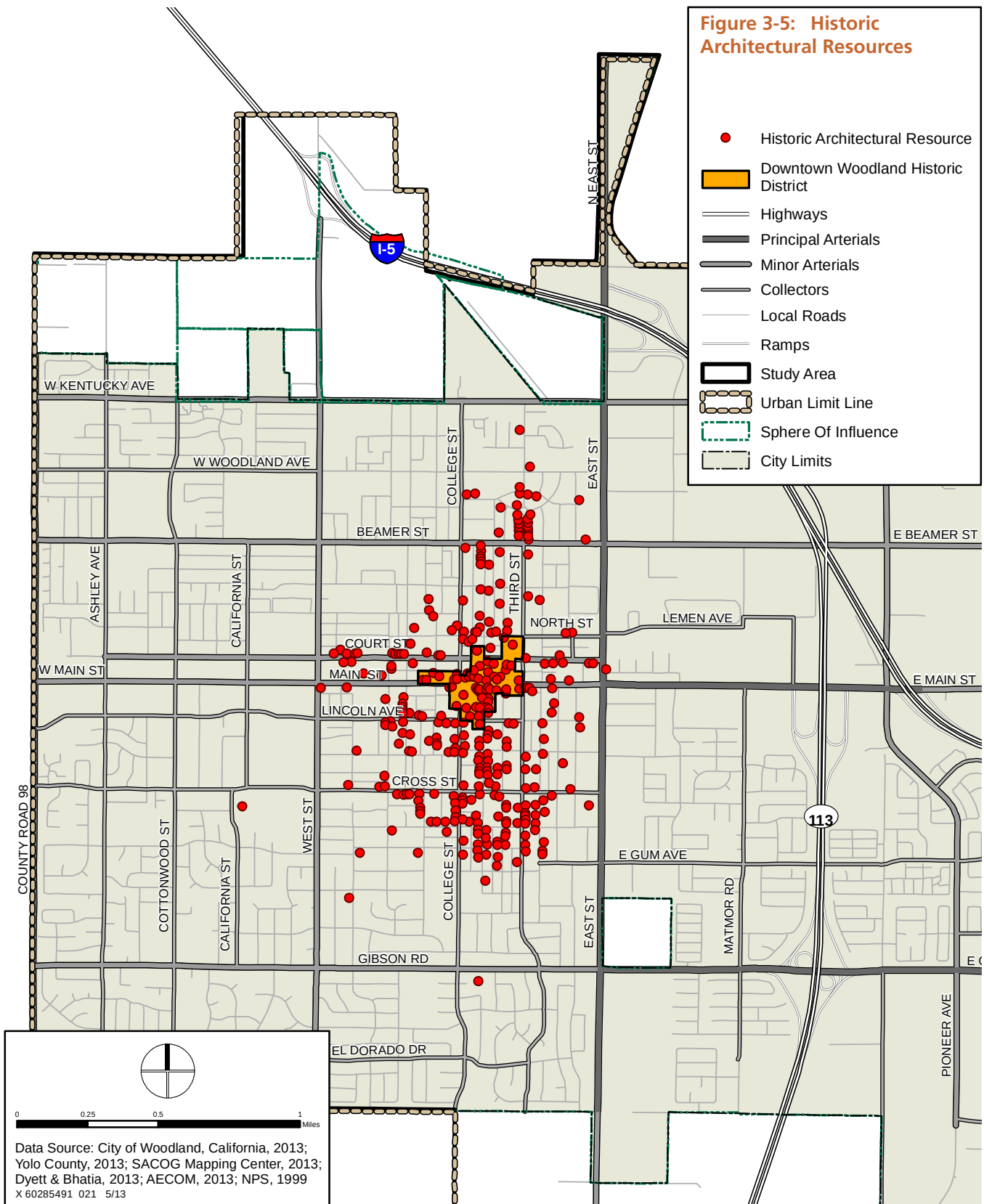
The Preservation Commission has instituted a program of awarding Heritage Home Awards to individuals who do an outstanding job of maintaining and/or restoring their historic homes. While historic characteristics may contribute to selection of up to five homes a year for this City program, the award is honorary and should not be confused with the more formal historic designation processes described under the City Code or State regulations.

In 1981, the City obtained a Federal grant through the California Office of Historic Preservation to prepare a historical resource inventory of structures in Woodland built prior to 1940. The inventory was completed in 1982 and 1,000 sites were surveyed and photographed. A detailed survey was prepared for 364 sites. In 1993, the City authorized the completion of a historical resource inventory of commercial and industrial structures within the Redevelopment District.

⁴ Office of Historic Preservation. 2004. Directory of Properties in the Historic Property Data File for Yolo County.

Figure 3-4: Downtown Historic District





Historic and Cultural Resources Opportunities and Challenges

Following are key cultural resource issues and opportunities that may be worth considering for the 2035 General Plan.

Historic Preservation and Economic Development

Woodland has a unique and rich history that is tied to the overall history of Yolo County and California as a whole. The City also retains its own historic character as represented by existing historic property types related to early settlement, agriculture, and transportation. The City has the distinction of featuring resources that have been elevated to the level of California Landmark status (Opera House). Some of these resources have been previously listed or determined to appear eligible for listing on the NRHP / CRHR (e.g. the Downtown Woodland, Historic District, the Yolo County Courthouse, Woodland Library, etc.) (State Office of Historic Preservation 2004). The City is very fortunate to have many surviving structures that are representative of an important period in the development of Woodland, the region, and the state as a whole. The heritage resources are a source of local community pride, but also regional, state-wide, and national importance. The City has the opportunity with the 2035 General Plan to create more explicit ties between historic preservation efforts and the City's economic development strategy, particularly tourism.

Should the General Plan be revised to communicate the City's updated goals with respect to historic preservation? Should the General Plan have policies that provide a decision-making guide for land use change? Chapter 12A of the City's Municipal Code provides guidance for review of changes to historic properties by the Historic Preservation Commission and the Commission's guidelines refer back to the City's General Plan and Downtown Specific Plan, as well as the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (City of Woodland 2007).⁵ Is the review process efficient and effective? Should the General Plan guidance be revised for projects involving buildings or sites of potential historic significance?

Protection of Unknown Sites

Unknown archaeological sites and paleontological resources can be at risk of loss through development, utility repair/ construction, or other ground-disturbing activities. Cultural and paleontological resources found in surface and subsurface contexts can be preserved and studied by applicable specialists. Interpretive educational opportunities can be explored.

⁵ The Downtown Specific Plan provides extensive guidance for historic properties. This plan, originally adopted in 1993 and then updated in 2003 was developed based on extensive input not only from the City Council and Planning Commission, but also a Redevelopment Citizens Advisory Committee, the Historical Preservation Commission, and many residents, business owners, and other interested parties.

Although existing regulatory requirements require analysis and mitigation of impacts to significant prehistoric resources, should the updated General Plan address this issue in a more proactive way so that landowners, developers, and the public are aware of the need to protect such resources?

Partnerships and Financial Incentives

The City of Woodland could investigate the potential for partnering with State and federal preservation entities. The existing General Plan directs the City to develop incentives for City Historic Landmark designation and inclusion in a City Historic District (Policy 6.A.3), consider waiving building permit fees for properties with historic significance (Policy 6.B.4), and provide technical assistance for rehabilitation (Policy 6.B.13). The 2035 General Plan could be revised to identify other potential incentives that could be helpful for owners of historic properties.

The National Historic Preservation Act of 1966, as amended, provided for the establishment of a Certified Local Government (CLG) program to encourage the direct participation of local governments in the identification, evaluation, registration, and preservation of historic properties and promote the integration of local preservation interests and concerns into local planning and decision-making processes. The CLG program is a partnership among local governments, the State of California-OHP, and the National Park Service (NPS), which is responsible for administering the National Historic Preservation Program. The City coordinated with State representatives in 2006 and 2007 to explore the CLG program, but certification was not completed. The requirements for participation in the CLG include many of the current practices and are in line with the current General Plan. These include:

- Enforce appropriate state and local laws and regulations for the designation and protection of historic properties;
- Establish an historic preservation review commission by local ordinance;
- Maintain a system for the survey and inventory of historic properties;
- Provide for public participation in the local preservation program; and
- Satisfactorily perform responsibilities delegated to it by the state.

Easements can be another tool used to further historical preservation purposes. An easement does not affect the ownership of property but only certain rights that go along with it. For example, there are façade or architectural easements by which the exterior of a structure may be controlled by the holders of the easement.

Several tax relief benefits are available for preservation activities. Charitable contributions to preservation programs are tax deductible, as is the value of a dedicated historic or façade easement. The California Revenue and Taxation Code, Sections 50280 – 50289 (Mills Act) provides for a reduction in local tax assessments for locally designated landmarks under authority of participating jurisdictions. To qualify for the reduced assessment, the owners of landmarks must agree to maintain the site. In some areas, non-profit groups have purchased and restored historical structures and then, prior to their sale, placed deed restrictions on the property that prevent demolition or significant alterations of the structure.

Local programs and incentives for continued revitalization of the commercial downtown area could be adapted from the National Main Street Four Point Approach, which emphasizes organization, promotion, design, and economic restructuring. Incentives can be developed to allow mixed uses of the interior of buildings restored to their former condition. The Historic Preservation Commission, working in cooperation with many of Woodland's private businesses, could explore new uses that can be made of the older commercial buildings in the downtown area.

A number of private and public groups provide incentives for historical preservation, including the National Trust for Historic Preservation, the National Endowment for the Arts, and the State Office of Historic Preservation.

Local assistance is an effective means of furthering a historical preservation program. Although funds may be limited, in addition to funding the ongoing façade improvement grants, the City of Woodland could consider additional financial assistance through a number of programs. A revolving fund could be used to purchase and restore historical structures. Once restored, these structures could be sold with appropriate deed restrictions and the funds used in other restoration projects. Other possible methods include fix-up loans, tool loans, and similar self-help assistance.

Throughout Woodland numerous small projects are undertaken each year by owners of older houses to maintain their beauty and utility. In the end, it is this private effort that can be the most meaningful because it is uncomplicated and direct. The City's current Heritage Home Award, walking tour booklets (such as "Explore Historic Woodland"), and collaboration with the non-profit Stroll Through History programs are good examples of celebrating preservation successes and promoting historic preservation as a community value. The City may wish to explore feasible means to encourage additional private historic rehabilitation (for example, educational and promotional programs, streamlining entitlement review processes) and update the framework policy guide in the 2035 General Plan. The City's Historical Preservation Commission could assist in this process by encouraging groups to provide funding, loans, and/or other forms of assistance to these individual efforts.

The presence of numerous historic features offers a great opportunity to interpret Woodland's past. The combination of commercial, agricultural, civic and other historic sites throughout the city is a reminder of how various phases of history blend together and interact across the landscape. The further development of historic districts could improve the interpretive value of these unique landscapes to even include relevant portions of the prominent agriculture that surrounds the city, thus promoting preservation and enhancing those important resources as part of the general city landscape.

3.4 Hydrology and Water Quality

This section describes existing conditions related to surface water, groundwater, and water quality.

Environmental Setting

Woodland is located in the eastern portion of Yolo County within the Sacramento River Hydrologic Region. The city is largely surrounded by agricultural lands. Two miles to the east are the Yolo Bypass and the Sacramento River. To the south of the city are Willow Slough and Putah Creek. Cache Creek is approximately one-half mile northeast of the city's ULL.

Climate

Woodland has a Mediterranean climate and typically experiences hot, dry summers and temperate, rainy winters. Winter precipitation in Woodland comes from the North Pacific storm track, averaging 20 inches per year. Woodland's annual precipitation falls from October to April, with the majority falling between the months of November and March (Yolo County, 2009).

Surface Water Resources

Surface water in Yolo County and the Woodland area generally drains to the Yolo Bypass on the eastern edge of the county. Woodland lies within portions of four major watersheds, including the Sacramento River, Cache Creek, Putah Creek, and Willow Slough watersheds. Much of the surrounding agricultural land is irrigated through a series of canals and drainage ditches connected to these waterways.

While water from the Sacramento River, Cache Creek, and Putah Creek supplies drinking water to urban areas throughout Yolo County and the Central Valley, Woodland currently relies entirely on groundwater to meet its current potable water demand. Due to potential issues with subsidence and aquifer water quality, however, the City will begin to use surface water from the Sacramento River in the future, as discussed in Section 5.4.

Figure 3-6 illustrates the major waterways near the Planning Area.

Sacramento River

The Sacramento River is the largest river in California. It drains 26,300 square miles of the northern Central Valley and carries nearly one-third of the total annual runoff of all California streams. The river and its associated reservoirs provide California with two-thirds of its annual water supply. Water in the Sacramento River primarily comes from the melting of the Sierra Nevada snowpack, the drainage of several connecting tributaries, and flows from Shasta Lake and Lake Oroville, two of California's largest reservoirs and major components of the Federal Central Valley Project and State Water Project. The river flows south from the Klamath Mountains, down through the Sacramento Valley to Suisun Bay, then San Francisco Bay, and eventually the Pacific Ocean.

Cache Creek

Cache Creek flows through the counties of Lake, Colusa, and Yolo and is diverted through a series of canals to provide water for agricultural irrigation. The south fork of Cache Creek serves as the primary outfall of the Clear Lake and Cache Creek Dam, while the north fork diverts water via the Indian Valley Dam and Reservoir project. The north and south forks of Cache Creek flow to the Capay Diversion Dam where they are diverted for distribution throughout Yolo County. Water is diverted and flow only reaches the Yolo Bypass during years of heavy rainfall.

Putah Creek

Water flowing through Putah Creek originates in the southwestern portion of Lake County, from natural springs on the east side of Cobb Mountain and other flows in the Mayacamas Mountains. The water flows to the east into Lake Berryessa, through the Monticello Dam and hydroelectric power plant, across the valley, and eventually into the Yolo Bypass.



*Cache Creek originates northwest of Woodland. The waterway terminates at the Cache Creek settling basin, just northeast of the Woodland Planning Area.
Photo: Yolo County.*

Willow Slough

The Willow Slough was constructed in order to divert waters to the Yolo Bypass through a shorter route. It drains water from Cache Creek, beginning near the foothills southwest of Woodland, across the valley floor and ultimately discharges in the western toe drain of the Yolo Bypass system, southeast of the city.

Yolo Bypass

The Yolo Bypass was constructed as part of the Sacramento River Flood Control Project (1917-1925) to convey flood flows from the Sacramento Watershed. The Bypass includes 59,000 acres of floodplain that can convey as much as 490,000 cubic feet per second (cfs). Much of the Bypass is farmed, while some of the land has been dedicated as a managed wetland and wildlife area.

Tule Canal

Tule Canal is part of the Yolo Bypass and receives the City of Woodland's Stormwater discharge and is also the discharge point for the City's Water Pollution Control Facility.

Cache Creek Settling Basin

The Cache Creek Settling Basin was constructed in 1937 as a flood control facility intended to preserve the floodway capacity of the Yolo Bypass by entrapping sediment from Cache Creek before this water would reach the Yolo Bypass.⁶ Please see Section 3.5 of this report for information on flooding and flood protection facilities.

Water Distribution Channels

There are more than 175 miles of irrigation and drainage facilities in Yolo County that transport water from the Capay Diversion Dam to irrigated lands surrounding Woodland. Most are managed by the Yolo County Flood Control and Water Conservation District. There are also several ditches constructed and maintained by private landowners. While these canals and ditches typically serve irrigation uses, they are also used to manage rainfall runoff during the winter.

⁶ Meeting of the Central Valley Flood Protection Board. March 22, 2013. Staff Report Resolution 2013 – 05. Approval of Letter to USACE requesting Section 905(b) / Reconnaissance Study for Cache Creek Settling Basin, Yolo County, Woodland Area, California. Available online at: [http://www.cvfpb.ca.gov/meetings/2013/03222013_Item7B_Request_to_USACE_Section905\(b\)_Cache%20Creek%20Settling%20Basin.pdf](http://www.cvfpb.ca.gov/meetings/2013/03222013_Item7B_Request_to_USACE_Section905(b)_Cache%20Creek%20Settling%20Basin.pdf).

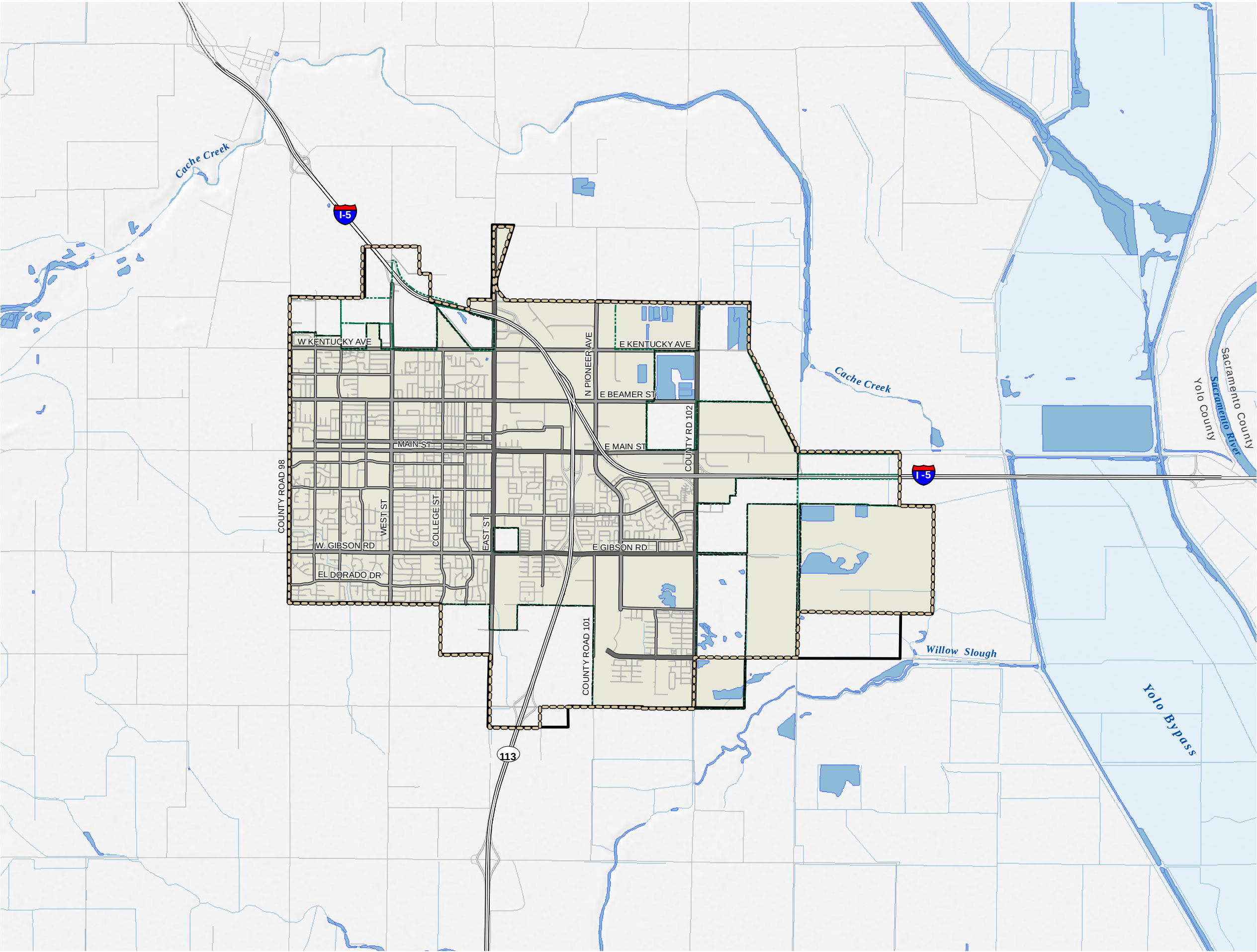


Figure 3-6: Surface Water Hydrology

- Surface Water Bodies
- Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Local Roads
- Ramps
- Study Area
- Urban Limit Line
- Sphere Of Influence
- City Limits

Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013; CDFW, 2013; USGS, 2010; USFWS, 2009

Groundwater Resources

The Sacramento Valley Groundwater Basin is the major groundwater basin in the Sacramento River hydrologic region. This groundwater basin has 18 groundwater subbasins. The Yolo subbasin encompasses approximately 400 square miles in the southern portion of the Sacramento Valley Groundwater Basin, primarily in Yolo County (DWR 2003). This subbasin is bounded on the east by the Sacramento River, on the west by the Coast Range, on the north by Cache Creek, and on the south by Putah Creek. Woodland is located in the Lower Cache-Putah Subarea within the eastern portion of the Yolo Subbasin, or East Yolo Subbasin.

Two main aquifers are present, an intermediate, unconfined aquifer at depths of approximately 200 to 700 feet, and a deep confined aquifer at depths of approximately 700 to 2,700 feet. The City of Woodland operates 18 wells, which pump from the intermediate aquifer at 200 to 600 feet below ground (LTD Engineering, 2004).

Woodland currently relies entirely on groundwater as its sole source of potable water (City of Woodland, 1996; City of Woodland 2009). It is estimated that water storage below the surface ranges from between 20 and 420 feet and that the Lower Cache-Putah Subarea has an estimated storage capacity of 2.7 million acre-feet (Yolo County, 2005).

The natural gradient of the aquifer runs from west to east, following the valley topography, and draining into the Sacramento-San Joaquin Delta. Subsurface groundwater outflow sometimes occurs from the Yolo subbasin into the Solano subbasin to the south. Subsurface outflow and inflow may also occur beneath the Sacramento River to the east with the South and North American subbasins. Subsurface groundwater inflow may occur from the west out of the Capay Valley Basin.

Groundwater pumping has altered the natural gradient in some areas by creating localized depressions in the water table and has contributed to land subsidence that caused the aquifer to experience a decline in capacity from 1950 to 1976 and led to the development of the Indian Valley Dam and Reservoir. Groundwater levels are impacted by periods of drought due to increased groundwater pumping and less surface water recharge (e.g. in the late 1970s and early 1990s), but groundwater levels have recovered quickly in “wet” years. Long-term trends do not indicate any significant decline in water levels, with the exception of localized pumping depressions in the vicinity of the Davis, Woodland and Dunnigan/Zamora areas. Past studies (Scott and Schalmini, 1975) have concluded that the Yolo subbasin is subject to over-draft. However, completion of Indian Valley Reservoir provided significant relief in the form of additional available surface water (YCFCWCD, 2000). Recent evaluation of groundwater levels indicates current conditions are stable in all groundwater zones (YCFCWCD 2004).

Water Quality

Groundwater

Groundwater in the Yolo Subbasin is characterized by a sodium magnesium bicarbonate, calcium magnesium bicarbonate, and magnesium carbonate chemistry. Groundwater quality is generally considered adequate for agricultural and municipal uses, although it tends to be “very hard” (Yolo County, 2005). There are some localized areas throughout the basin that have been recorded to have high concentrations of boron. Electrical conductivity, an indicator of salinity has continued to increase in the county, at least in some areas. Groundwater near Cache Creek has been noted to contain higher concentrations of selenium, nitrate, and boron and other areas just east of Woodland have been identified as having high levels of nitrates (Yolo County, 2006).

The City of Woodland prepares annual water quality reports. Results from the shallow and intermediate depths of the aquifer have indicated some areas with contaminant levels that nearly meet maximum concentration levels (MCLs) for nitrates, salts, and other elements. In some cases, these levels were reported to exceed MCLs, at which point wells were abandoned or taken off line. The Central Valley Regional Water Quality Control Board (RWQCB) is likely to enforce more stringent standards for groundwater in the future, which may not be met locally without additional treatment.

City wells have been found to contain hexavalent chromium (Chromium-6). Hexavalent chromium is a naturally occurring metal in soil and water. Currently, there is no federal or state MCL specific to the hexavalent form of chromium. Hexavalent chromium is regulated in drinking water through the establishment of total chromium MCL (hexavalent chromium is one of the forms of chromium making up total chromium). In California, the total chromium MCL is 50 parts per billion (ppb), while the federal MCL is 100 ppb. At the time total chromium MCLs were established, ingested hexavalent chromium associated with consumption of drinking water was not considered to pose a cancer risk, as is now the case (CDPH 2012). The California Department of Public Health is expected enact an MCL for hexavalent chromium that will likely restrict by 2018 the use of many of the City’s existing wells. Because remediation is prohibitively expensive, new surface water supplies and improved aquifer recovery and recovery wells will be important to offset issues with affected wells.

The shallow and intermediate zones are an important source of supply for private domestic and irrigation purposes. With limited resources and the expectation that municipal costs would increase, private domestic uses are expected to increase. Municipal supplies have been largely developed from the intermediate zone. Since 1990, there has been an increased interest in the exploration and development of the deep zone for municipal uses.

Deep zone test wells beneath Woodland have shown high concentrations of arsenic, among other contaminants, and therefore, this is not expected to be a viable supplemental municipal supply.

Surface Water

The primary surface water resources in the area are the Sacramento River and the Yolo Bypass. Others resources include Cache Creek, Putah Creek, Willow Slough, and Clear Lake. Surface water quality for water bodies in the Woodland area is generally good. However, several water bodies are identified on a list of impaired water bodies and established Total Maximum Daily Loads (TMDL) maintained by the state pursuant to the Clean Water Act Section 303(d).

The Sacramento River, from Knight's Landing through the Sacramento-San Joaquin Delta, is listed as impaired by mercury and pesticides and a TMDL was established in 2012. These chemicals are found at their highest concentrations at discharge points along the creeks that receive run-off from agricultural fields and abandoned mines and associated waste materials transported from upstream areas.⁷

Cache Creek is listed on the 303(d) list for mercury. Clear Lake and Cache Creek are listed as impaired water bodies and are significant contributors of mercury to the Delta, due to historic mercury mining activities, geothermal springs, erosion of naturally occurring mercury-containing soils, and atmospheric deposition.

In addition, Putah Creek is also listed for boron and mercury and Willow Slough is listed for boron, as well as pathogens, including *Escherichia coli* (*E. coli*) and Fecal Coliform. Table 3.4-1 provides a summary of 303d-impaired water bodies in the Woodland area and their associated pollutants.



Surface water resources near the Woodland Planning Area generally have good water quality. However, some, such as Willow Slough, has exceeded the Total Maximum Daily Load for various contaminants.

Photo: www.bphod.com.

⁷ The potential health risks associated with mercury include neurological dysfunction, particularly in children. It is ingested by humans mainly through fish and food consumption. It is persistent in the environment, and will bioaccumulate (i.e., greatly magnify its concentration from water and sediments up the food chain to fish and other organisms). Diazinon, one of the most widely used pesticides in the United States, can be toxic at high exposures, as described above. Group A pesticides, some of which are no longer manufactured in the United States, are classified as known, probable or possible human carcinogens.

TABLE 3.4-1 WOODLAND AREA TMDLS

WATER BODY	POLLUTANT	CATEGORY	AFFECTED MILES
Sacramento River (Knight's Landing to the Delta)	Chlordane	Pesticides	16
	DDT (Dichlorodiphenyl-trichloroethane)	Pesticides	16
	Dieldrin	Pesticides	16
	Mercury	Metals/Metalloids	16
	PCBs (Polychlorinated biphenyls)	Other Organics	16
	Unknown Toxicity	Toxicity	16
Cache Creek	Boron	Metals/Metalloids	96
	Mercury (South Fork)	Metals/Metalloids	96
	Unknown Toxicity	Toxicity	96
	Mercury (North Fork)	Metals/Metalloids	14
Putah Creek	Boron	Metals/Metalloids	27
	Mercury	Metals/Metalloids	27
Willow Slough	Boron	Metals/Metalloids	10
	Boron	Metals/Metalloids	6
	<i>Escherichia coli</i> (E. coli)	Pathogens	6
	Fecal coliform	Pathogens	6

Source: 2010 USEPA approved 303d List.

Water Supply

Today, the City relies entirely on groundwater to meet its municipal water demands. Outside of the city limits, several privately owned well systems exist, while some areas rely on surface water from Cache Creek and the Sacramento River.

Municipal and industrial uses in Yolo County (including both incorporated and unincorporated areas) account for approximately 5 percent of total water use, while agriculture accounts for approximately 95 percent of total water use (see Table 3.4-2). For agriculture, approximately 68 percent of the water comes from surface water while the remaining 32 percent is pumped from the underground aquifer. For municipal and industrial users, approximately 19 percent is from surface water supplies, while 81 percent is from groundwater.

Water demand within the city is expected to grow to 18,500 af/year (6 billion gallons per year) by 2035 (City of Woodland, 2010).

TABLE 3.4-2 EXISTING COUNTYWIDE WATER DEMAND BY USER TYPE

USER CATEGORY	WATER DEMAND (THOUSAND ACRE-FEET/ YEAR)	PERCENTAGE
Municipal and Industrial	49	5%
Agricultural	866	95%
Total	915	100%

Source: Water Resources Association of Yolo County. 2005 (May). *Integrated Regional Water Management Plan Background Data & Information Appendix*. Available online at: http://www.yolowra.org/lirwmp_documents_a.html.

Subsidence

Land subsidence in the aquifer, or the reduction of the land-surface elevation, has decreased the capacity of the aquifer by as much as four feet since the 1950s due to groundwater withdrawal (Yolo County, 2005).⁸ Subsidence monitoring suggests continuing subsidence in the Davis to Zamora corridor, with relatively stable groundwater levels in the Woodland area (Yolo County 2006). While subsidence is currently not an issue in the Woodland area, an increase in groundwater demand, along with climate change concerns, or just the possibility of consecutive low water years could have an effect on subsidence in the Woodland area. The City of Woodland, City of Davis, and the University of California, Davis have partnered on the Davis-Woodland Water Supply Project to secure use of surface water from the Sacramento River in order to avoid overdrafting the aquifer from the expected increase in demand. The project is in the final design and planning stages, having secured approvals and water rights, and should be in operation by the year 2016.

Refer to Section 5.4 for further discussion of this project and Woodland's water supply.

Climate Change

Climate change is anticipated to result in greater proportions of precipitation occurring as rain rather than snow, along with sea level rise. Water resources in the Central Valley could be adversely affected by overall declines in precipitation, increased temperatures, and more frequent sustained droughts associated with climate change, coupled with modest growth in urban water demand. For groundwater, climate-related effects may include significant changes in recharge, discharge, and groundwater withdrawals. Increased demands for irrigation water would be met by increased groundwater pumping. Overall model results for indicate a likely change from a surface-water to groundwater-dominated system in the Central Valley (USGS 2012).

⁸ Subsidence occurs when the demand for water is such that the aquifer is overdrafted and loose sediments in the aquifer become consolidated, such as during periods of drought. Subsidence creates hazards, including increased pressure on levees, increases in relative floodwater depths and area, and damage to underground utilities.

Hydrology and Water Quality Opportunities And Challenges

Several key water resource issues and opportunities that could be considered in development of the 2035 General Plan are discussed below.

Central Valley RWQCB Basin Plan Amendments

The Central Valley RWQCB Groundwater Quality Protection Roadmap describes how recent amendments to the Sacramento San Joaquin Basin Plan and future actions will improve groundwater quality, as well as water quality in surface water bodies. Amendments include a salinity management program, Central Valley Salinity Alternatives for Long-Term Sustainability (CV-SALTS), which will enforce more stringent salt and nitrate limits on wastewater discharges. The Central Valley RWQCB is also in the process of developing a drinking water policy for the Central Valley that will create limits for current constituents of concern that have not been addressed by any plans or programs. Additional amendments are related to various TMDLs for 303(d) listed impaired water bodies. The General Plan Update will need to address the effect of the changing regulatory environment on City policy related to water quality, wastewater demand and treatment, and long-term public investments.

Compliance with the New Statewide Storm Water Construction General Permit requirements

In order to improve the compliance with permit provisions, the new General Permit differs from the previous one in a number of important ways. The General Permit identifies requirements according to three risk levels. Soil type, site slope, rainfall, receiving water sensitivity, and timing of grading determine risk level. All risk levels have required minimum best management practices. The medium- and high-risk level sites will now be required to collect water quality samples. For medium-risk sites, pH or turbidity results outside or above action levels will require site operators to examine and improve their best management practices. For high-risk sites, pH or turbidity results outside or above effluent limitations will be permit violations. The new permit requirements provide an opportunity for the City to address these risk level criteria and provide more proactive guidance for erosion and sediment control for both new development and ongoing storm water management operations in developed areas.

Low Impact Development Methods

Taking a site-by-site approach to comply with the general permit requirements using low impact development (LID) methods can create conflicts with other planning objectives, such as compact and infill development. Some of the more cost-effective LID methods can be land consumptive, which may be an issue in areas where the City wishes to promote relatively dense development that uses more of the subject site for buildings and other improvements. It is

possible that a site-by-site approach to LID could introduce a cost barrier for infill developments in areas of Woodland where the 2035 General Plan may identify opportunities for infill, compact, mixed-use development. In addition, it can be difficult to manage, monitor and maintain a dispersed LID system, which may lead to the failure of system components.

In areas where the City is planning for infill and compact development, an in-lieu fee could serve to relieve projects of the cost of installing site-by-site LID measures while ensuring proper management of storm water runoff off-site. Areas providing for stormwater for multiple sites could also be designed for joint-use to accommodate public recreation during dry times. The City may want to embrace a more holistic approach to stormwater management through natural drainage, conventional engineering infrastructure, and innovative infiltration practices used jointly at the sector, neighborhood, and block scale. The City may wish to consider providing proactive guidance for these innovative techniques, and vetting this approach in advance with representatives from the Regional Water Quality Control Board, in order to both facilitate infill development and meet evolving water quality requirements.

3.5 Flooding

Flood risk is a consequence of rainfall characteristics, topography, water features, vegetation and soil coverage, impermeable surfaces, and the city's urban stormwater management infrastructure. This section discusses the Planning Area's watershed characteristics and various flood hazards, the city's capacity to address these issues, and the implications of flood-related legislation passed by the State in 2007 on Central Valley communities such as Woodland.

Environmental Setting

The City of Woodland is surrounded by waterways that periodically flood. Waterways include Cache Creek to the north and northwest, the Yolo Bypass/Sacramento River system to the east, and Willow Slough to the south. In the 100-year flood condition, Cache Creek spills south and east towards Woodland, as a result of a series of modifications to the levees in the system, none of which are currently certified by FEMA as adequate to provide the required flood protection for the area. The Cache Creek Settling Basin is also located just northeast of the Planning Area, the levees of which act as a dam and impede the west to east conveyance of Cache Creek floodwaters. This can result in flood depths of 10 to 12 feet in part of the Planning Area that includes commercial and residential development, as well as on I-5. Typical flood hazards in Woodland generally consist of shallow sheet flooding from surface water runoff from large rainstorms with depths generally less than two feet.⁹ However, in larger storm events, there are significant areas within

⁹ City of Woodland, Municipal Service Review/Sphere of Influence Update. Yolo Local Agency Formation Commission (March 2011).

the Planning Area on the north and east sides that would have historically experienced flood depths of three feet to more than 10 feet if the conditions of the waterway/flood-related infrastructure described above had been present at that time.

The Federal Emergency Management Agency (FEMA) and the California Department of Water Resources (DWR) have published floodplain maps showing areas that would be inundated by the 200-year flood. As shown in Figure 3-8, 45 percent of the Planning Area is located in the Cache Creek 200-year floodplain and subject to a 0.5 percent probability of flooding in any given year. In addition to presence in the floodplain, another important consideration is the flooding depths that properties could experience. This data provides some indication of the ease or difficulty of mitigating flood hazards on current or future development. For instance, a parcel whose historic flood depth is less than one foot presents a more attractive development opportunity than one that can flood to levels of three feet or more. DWR typically views three feet as the threshold for what constitutes “deep” flooding, but there are no specific legislative requirements tied to this number.

Table 3.5-1 illustrates the percentage of the Planning Area that is located within the 200-year floodplain, broken out by existing land use. The table also shows how many acres of each land use have historic flood depths of greater than three feet. Approximately 45 percent of the total Planning Area is within the 200-year floodplain. Of that area, over half (56 percent or 3,229 acres) experienced flooding depths of over three feet. These 3,229 acres that experienced deep flooding constitute 25 percent of the Planning Area overall.



Due to inadequate flood infrastructure, major storms can result in significant flooding in the Woodland Planning Area—including in areas that have commercial, industrial, and residential development.

Woodland's industrial area, located in the northeastern section of the Planning Area, is particularly susceptible to flooding. Eighty-four percent of the current industrial acreage (over 1,300 acres) is located within the 200-year floodplain, and 563 of those acres can experience deep flooding (greater than three feet). This condition places Woodland at a competitive disadvantage relative to its peer and neighboring cities, as its risk level and insurance costs are higher. In turn, the city's economic base suffers, making it more difficult for the City to fund necessary flood protection projects.

TABLE 3.5-1 EXISTING LAND USES IN THE 200-YEAR FLOODPLAIN

Existing Land Use	WITHIN 200-YEAR FLOODPLAIN		HISTORICAL FLOOD DEPTH > 3 FEET		
	Acres	Percent of Land Use Category	Acres	Percent of Land Use within Floodplain Area	Percent of Land Use Category Overall
Vacant	1,763	78%	1,308	74%	58%
Industrial	1,305	84%	563	43%	36%
Agricultural	1,142	51%	776	68%	35%
Right-of-Way	500	25%	167	33%	9%
Public/ Institutional	648	50%	348	54%	27%
Residential	207	8%	6	3%	<1%
Park and Open Space	146	37%	49	34%	12%
Commercial and Office	74	14%	11	15%	2%
Total	5,785	45%	3,229	56%	25%

Source: Dyett & Bhatia, 2013.

City streets—even those outside of the floodplain—are also subject to localized flooding during periods of heavy rainfall. According to City staff, the city's storm drain system is not adequately sized for the flows that it must handle. Older parts of the city, particularly west of East Street, do not have a system of under-street storm drain pipes. Rather, runoff is instead conveyed through intersections in valley gutters, gutter culverts, or inverted siphons, and must travel long distances to reach a drain inlet. In these areas, when capacity of drain inlets and pipes is exceeded, localized street flooding occurs and remains for three to four hours after rainfall has subsided. See Section 5.4 for further discussion of the city's stormwater infrastructure and areas subject to localized street flooding.

Requirements for Sacramento-San Joaquin Valley Jurisdictions

In 2007, the State Legislature passed five bills aimed at addressing problems related to flooding and helping direct the use of bond funds for this purpose (SB 5, SB 17, AB 5, AB 70, and AB 156). A sixth bill, also passed in 2007 (AB 162) provided additional guidance and requirements for local land use planning with respect to flooding and flood risk. Some of the provisions in these bills apply statewide; others are specific to jurisdictions located within the Sacramento-San Joaquin Valley, which has historically seen major flood events since the early 1800s. Woodland is one of these jurisdictions.

SB 5 directed the California Department of Water Resources (DWR) and the Central Valley Flood Protection Board (boards) to prepare and adopt a comprehensive Central Valley Flood Protection Plan (CVFPP). This document was completed and adopted in June 2012, and contains the following:

- A systemwide approach to improving flood management in areas currently receiving protection from the State Plan of Flood Control
- A list of recommended strategies (structural and nonstructural) for improving the performance of flood management facilities
- Address ecosystem and other water-related issues associated with flood management

SB 5 also establishes the 200-year flood event (a flood with a 1 in 200 chance of occurring in a given year) as the minimum level of flood protection to be provided in urban and urbanizing areas (defined as those with greater than 10,000 residents). This standard also applies to Woodland.

Among the various planning requirements for local jurisdictions that result from this package of legislation is one with significant consequences for Woodland: following the next update to the city's General Plan and Zoning Ordinance, the City will not be allowed to approve new development agreements, discretionary permits, discretionary entitlements, ministerial permits, or tentative maps in areas subject to the 200-year flood without demonstrating that adequate flood protection measures are in place (for the deep flood areas).

While compliance with FEMA-specified flood insurance rate maps was always required of proposed developments in the 100-year floodplain in order to qualify for federal flood insurance, another consequence of the 2007 California flood legislation is the shift of liability for property damage due to inappropriately approved development from the State to the local jurisdiction (liability is now shared). Given that a large percentage of Woodland's Planning Area is within the 200-year floodplain, including many large parcels that would otherwise present significant development opportunity, this requirement has serious implications for Woodland.

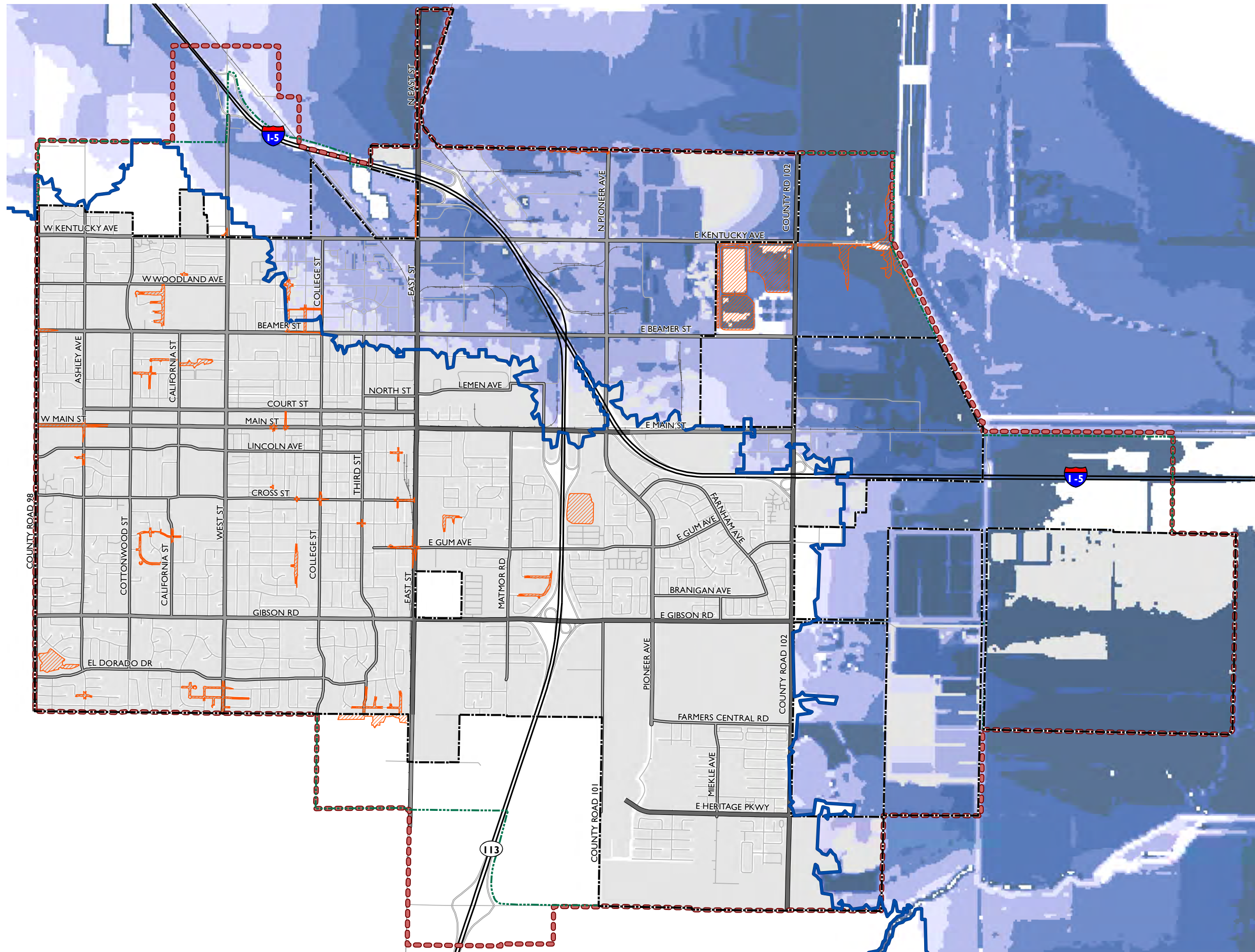
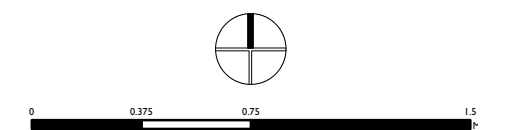


Figure 3-7: 200 Year Floodplain and Historic Flooding Depths

- Historic Flood Areas
- 200 Year Flood Line
- Flood Depth**
 - 0.00 - 1.00
 - 1.01 - 3.00
 - 3.01 - 5.00
 - 5.01 - 7.00
 - Above 7.00
- Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Local Roads
- Ramps
- Railroads
- City Limits
- Sphere of Influence
- Urban Limit Line



Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013

Flooding Opportunities and Challenges

Woodland's geography and flooding history present serious challenges for the new General Plan and for new development in the floodplain moving forward. At the same time, the timing of the city's General Plan Update—closely following adoption of the CFVPP—does present an opportunity for Woodland to think critically about a comprehensive flood solution, interim solutions, and policies and strategies for allowing development to move forward in some areas of the floodplain where hazards can be adequately mitigated. The City must also carefully consider how to limit its liability for impacts of flooding now that that burden has been transferred as a result of the State legislation.

The 200-year floodplain boundary, and the historical flooding depths within it, will become a critical data point as the public, stakeholders, and decision-makers consider land use alternatives and proceed with environmental analysis as the plan is crafted. While the City of Woodland has partnered with the Yolo County Flood Control and Water Conservation District to design and implement a two-year pilot flood management program, City staff and stakeholders familiar with flood infrastructure are not confident that a comprehensive solution to lower Cache Creek flood conditions (i.e., sufficient infrastructure improvements to the Cache Creek Settling Basin and the levee system that would restore flood conveyance through the settling basin) will be achieved during the planning horizon of this General Plan (2035). Therefore, the updated Plan must contemplate interim solutions and strategies to allow development in Woodland to move forward where it is safe and appropriate, while still supporting and advocating for a permanent solution for the region.

3.6 Geology, Soils, and Seismicity

The geologic setting of the Planning Area determines both the hazards associated with potential earthquake risk, as well as the nature of the soil resources on the Planning Area's surface. This section covers Woodland's underlying geology, seismic profile, and soils.

Environmental Setting

Geology

Regional Geology

Woodland is located in the Great Valley geomorphic province of California, and consists of gently sloping to level alluvial plains. The geologic parent material within the region was formed from erosion of mountain ranges to the east and geologic uplift along the western shore of the North American continent. Two hundred and forty-five million years ago, the Great Valley province began forming as deposition of sediment-laden runoff. Eventually,

the sediment deposits known as the Great Valley sequence accumulated to a depth of almost six miles. Large amounts of sediment continued to be added to the Great Valley sequence until approximately 30 million years ago. All of these processes occurred beneath the sea, and the water captured in the pores of the deeply buried rock is saline.

Geologic units in the Great Valley area generally consist of Holocene alluvium or basin deposits, and the Quaternary Modesto and Riverbank Formations, both of which consist of somewhat older alluvium. Elevations near Woodland range from 30 to 75 feet above mean sea level (msl). Figure 3-8 illustrates the geologic units within and surrounding the Planning Area.

Holocene Alluvium (Qa and Qb)

The Holocene basin deposits (occurring within the last 11,000 years) consist of fine-grained silt and clay derived from the nearby mountain ranges and deposited by the Sacramento and American Rivers (Helley and Harwood 1985, Wagner et al. 1987). In general, these deposits consist primarily of unconsolidated sand and silt. Holocene alluvial deposits overlie an older alluvial fan system composed of Pleistocene-age sediments.

Riverbank and Modesto Formations (Qm, Qr, Qmr)

In the Sacramento Valley, the Modesto Formation represents the lowest alluvial deposits that occur topographically just above the Holocene deposits along streams and valleys. It is composed of unconsolidated gravel, sand, silt and clay. The Modesto Formation is Pleistocene in age. Estimates place the age of this formation at approximately 12,000–42,000 years Before Present (BP) by Marchand and Allwardt (1981) and 9,000–73,000 years BP by Atwater (1982).

Sediments in the Riverbank Formation consist of weathered reddish gravel, sand, and silt that form alluvial terraces and fans. In the Sacramento Valley, this formation contains more mafic rock fragments than the San Joaquin Valley and thus tends toward stronger soil-profile developments that are more easily distinguishable from the Modesto Formation (Helley and Harwood 1985).

The Riverbank Formation is Pleistocene in age and is older than the Modesto Formation. Estimates place the age of the Riverbank Formation between 130,000 and 450,000 years BP (Helley and Harwood 1985).

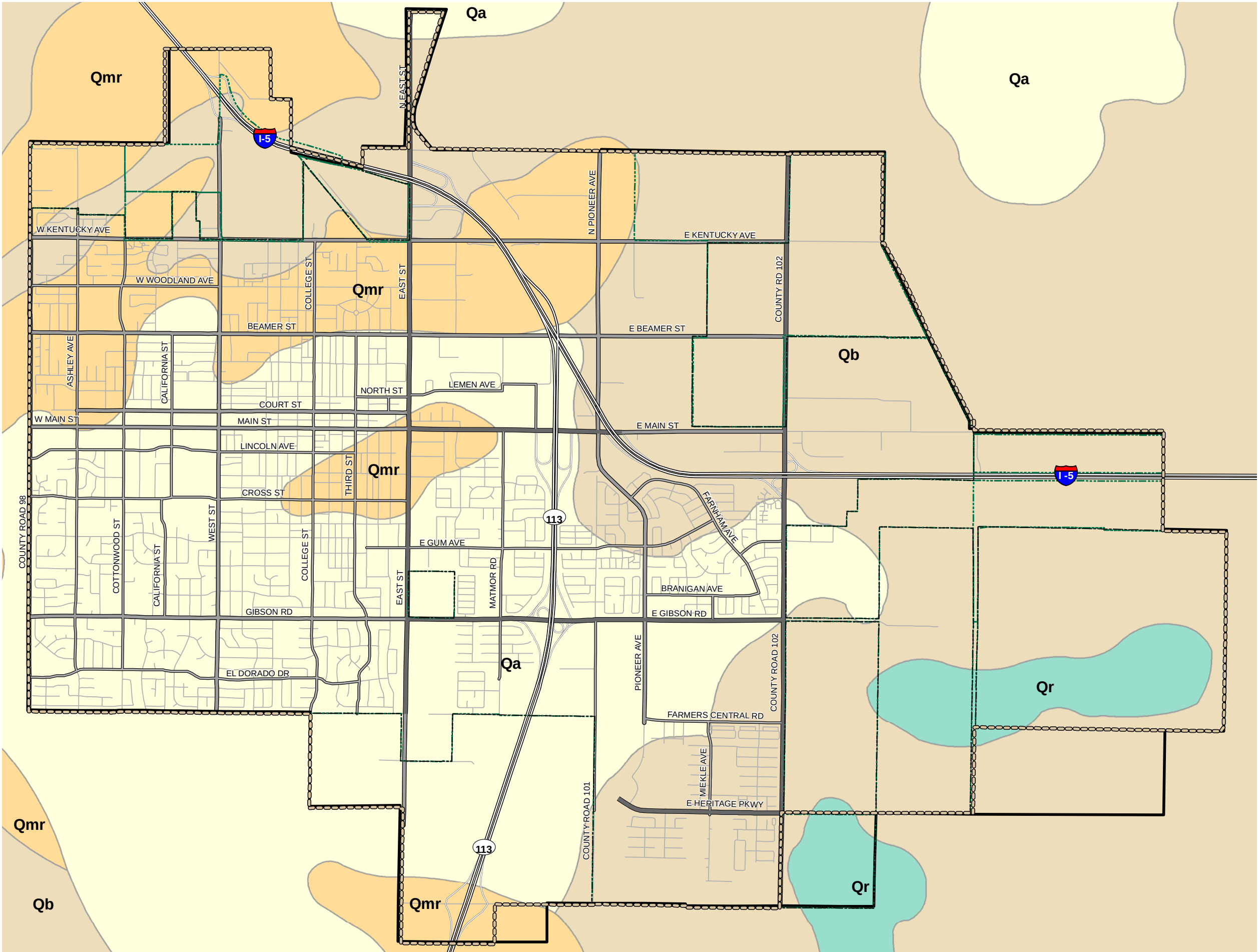


Figure 3-8: Geologic Map

- Qa** Levee and channel deposits
- Qb** Basin deposits (Alluvium)
- Qr** Riverbank Formation (Alluvium)
- Qmr** Modesto-Riverbank Formations (Arkosic alluvium)
- Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Local Roads
- Ramps
- Study Area
- Urban Limit Line
- Sphere Of Influence
- City Limits

0 0.25 0.5 1 Miles

Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013; California Geologic Survey, 1981

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Regional Faults and Seismicity

Faults

The nearest fault zones exhibiting historic displacement (activity within the last 200 years) to the Planning Area are the Concord-Green Valley, Marsh Creek-Greenville, and Hayward fault zones, located approximately 27 miles west, 40 miles west, and 54 miles southwest of Woodland, respectively (Jennings 1994). Other active faults within 70 miles of Woodland are the Dunningan Hills (10 miles northwest), West Napa (36 miles southwest) Healdsburg- Rodgers Creek (57 miles southwest), and San Andreas (66 miles west).

A seismically-active, concealed (blind) fold and thrust fault belt situated within the Coast Range-Central Valley (CRCV) Geomorphic Boundary is located approximately 10 miles west of the Planning Area. Earthquakes associated with this fault system include the 6.1 magnitude (Mw) Kettleman Hills and 6.5 (Mw) Coalinga events (Wakabayashi and Smith 1994). Published estimates of the CRCV slip rate derived from previous studies range from 1 to 10 mm/year, and estimated reoccurrence intervals of the Coalinga-type events range from 200 to 2,000 years. The concealed CRCV thrust is thought to have produced the Vacaville-Winters earthquake of 1892 (estimated 6.75 Mw intensity; Wakabayashi and Smith, 1994).

Geologic and Seismic Hazards

The Planning Area could experience the effects of a major earthquake from one of the active or potentially active faults located within 60 miles of Woodland. The four major hazards associated with earthquakes are fault surface rupture (ground displacement), ground motion (or ground shaking), ground failure (e.g., liquefaction), and differential settlement.

Surface Fault Rupture

Surface rupture is the actual cracking or breaking of the ground along a fault during an earthquake. Structures built over an active fault can be torn apart if the ground ruptures. Surface ground rupture along a fault generally is limited to a linear zone a few yards wide. The Alquist-Priolo Earthquake Fault Zoning Act was enacted to prohibit structures designed for human occupancy from being built across the traces of active faults, thereby reducing the loss of life and property from an earthquake.

The Concord-Green Valley and Marsh Creek-Greenville fault zones are the closest active faults zoned under the Alquist-Priolo Earthquake Fault Zoning Act to the Planning Area. These fault zones are situated more than 25 miles southwest of Woodland. There are no Alquist-Priolo Earthquake Fault Zones in the Planning Area. Therefore, the risk of surface fault rupture within the Planning Area is considered low (Bryant and Hart, 2007).

Ground Shaking

Ground shaking is motion that occurs as energy is released during faulting. Depending on the magnitude of the earthquake, its epicenter, the character and duration of the ground motion, and the type of soil and/or rock formation, ground shaking has the potential to result in the damage or collapse of buildings, and to cause landslides, subsidence, liquefaction, or seiches.

The California Geological Survey has determined the probability of earthquake occurrences and their associated peak ground accelerations throughout the State of California. The seismic hazard assessment determines the earthquake hazard that geologists and seismologists agree could occur in California. Current maps produced by the California Geological Survey are based on 10 percent exceedance in 50 years. The peak ground acceleration based on a 10 percent exceedance in 50 years within the Planning Area could range between 0.20 g to 0.30 g (g is force of gravity, wherein ground motion is rated in comparison against acceleration by gravity) (Peterson, et. al, 1996). This range of potential ground acceleration is considered moderate (USGS, 1996).

Liquefaction

Liquefaction is the sudden temporary loss of strength in saturated, loose to medium dense, granular sediments subjected to ground shaking. Liquefaction can cause foundation failure of buildings and other facilities due to the reduction of foundation bearing strength.

The Planning Area is characterized by shallow groundwater, with standing water generally encountered between zero to three feet below the ground surface. Additionally, a review of local well records indicates that the Planning Area is underlain by stratified layers of silt, silty clays, and isolated lenses of gravel and/or sand. Therefore, portions of the Planning Area may be prone to liquefaction resulting from ground shaking.

Earthquake-Induced Settlement

Settlement of the ground surface can occur as a result of the relatively rapid compaction and settling of subsurface materials (particularly loose, non-compacted, and variable sandy sediments) during prolonged ground shaking. Typically, areas underlain by artificial fills, unconsolidated alluvial sediments, and slope wash, and areas with improperly engineered construction fills are susceptible to settlement. Although the general parent material of the soil resources in the Planning Area may indicate a higher risk of earthquake-induced settlement, the potential for earthquake-induced settlement in Woodland is considered low due to the distance to major active faults.

Slope Instability and Landslides

Slope failure, commonly referred to as landslide, include many phenomena that involve the downslope displacement and movement of material, either triggered by static (i.e., gravity) or dynamic (i.e., earthquake) forces. Exposed rock slopes undergo rockfalls, rockslides, or rock avalanches, while soil slopes experience shallow soil slides, rapid debris flows, and deep-seated rotational slides.

Engineered slopes have a tendency to fail if not properly designed, constructed or compacted. Because the Planning Area is generally level, hazards associated with landslides are generally limited to embankments along creek and drainage ways within the Planning Area.

Seiche

Earthquakes may affect open bodies of water by creating seismic sea waves and seiches. Seismic sea waves (often called “tidal waves” or tsunamis) are caused by abrupt, usually vertical ground movements on the ocean floor in connection with a major earthquake. Because of the acquisition area’s long distance from the Pacific Ocean and the intervening mountainous topography, seismic sea waves are not be a factor.

A seiche is a sloshing of water in an enclosed or restricted water body such as a basin, river, or lake, caused by earthquake motion; the sloshing can occur for a few minutes or several hours. No bodies of water that are large enough for destructive seiche action to occur are located either within or adjacent to the Planning Area.

Volcanism

There is no known volcanism near the City of Woodland. However, regions of known volcanic activity surround the Sacramento Valley, in which Woodland is located. The Cascades Mountain range extends for more than 700 miles from Fraser River in southern British Columbia, Canada to Lassen Peak in northern California. Most of the summits are extinct volcanoes, but Lassen Peak and several others have erupted in the recent past.

Three episodes of volcanism have occurred in the vicinity of the Lassen volcanic center in the past 1,100 years. These eruptions occurred at Chaos Crags, Cinder Cone, and lastly at Lassen Peak in 1914-1917. The most destructive explosion in this recent sequence at Lassen occurred on May 21, 1915 when a pyroclastic flow devastated forests as far as 4.1 miles northeast of the summit and lahars swept down several valleys radiating from the volcano. An ash plume rose more than 5.5 miles above the peak, and the prevailing winds scattered the ash across Nevada as far as 300 miles to the east. Lassen Peak is approximately 120 miles to the north-northeast of the county; a similar eruption with southerly winds could produce ash fall in Yolo County. Lassen Peak continued to produce smaller eruptions until about the middle of 1917.

The Clear Lake volcanic field is the westernmost site of recent volcanism in California, and is far to the west of the Cascade Range. The Clear Lake volcanic field contains lava domes, cinder cones, and maars (shallow, flat-floored craters). Mount Konocti, about 20 miles west-northwest of Yolo County, is the largest volcanic feature. Clear Lake volcanism has been largely non-explosive, with the latest eruptive activity ending about 10,000 years ago. South of Clear Lake in the Mayacamas Mountains, a large silicic magma chamber provides the heat source for the Geysers, an actively producing geothermal field. The Long Valley Caldera, located near Mammoth Lakes in Mono and Inyo Counties, formed as a result of an eruption about 760,000 years ago, with the last eruptions about 50,000 years ago. The caldera remains active, with many hot springs and fumaroles (USGS 2012).

Soils

In general, soils in the Planning Area are characterized by deep, poorly drained, fine-grained materials that may contain a high percentage of organic materials. Figure 3-10 provides data on soil types found in the Woodland Planning Area.

Soil-Related Hazards

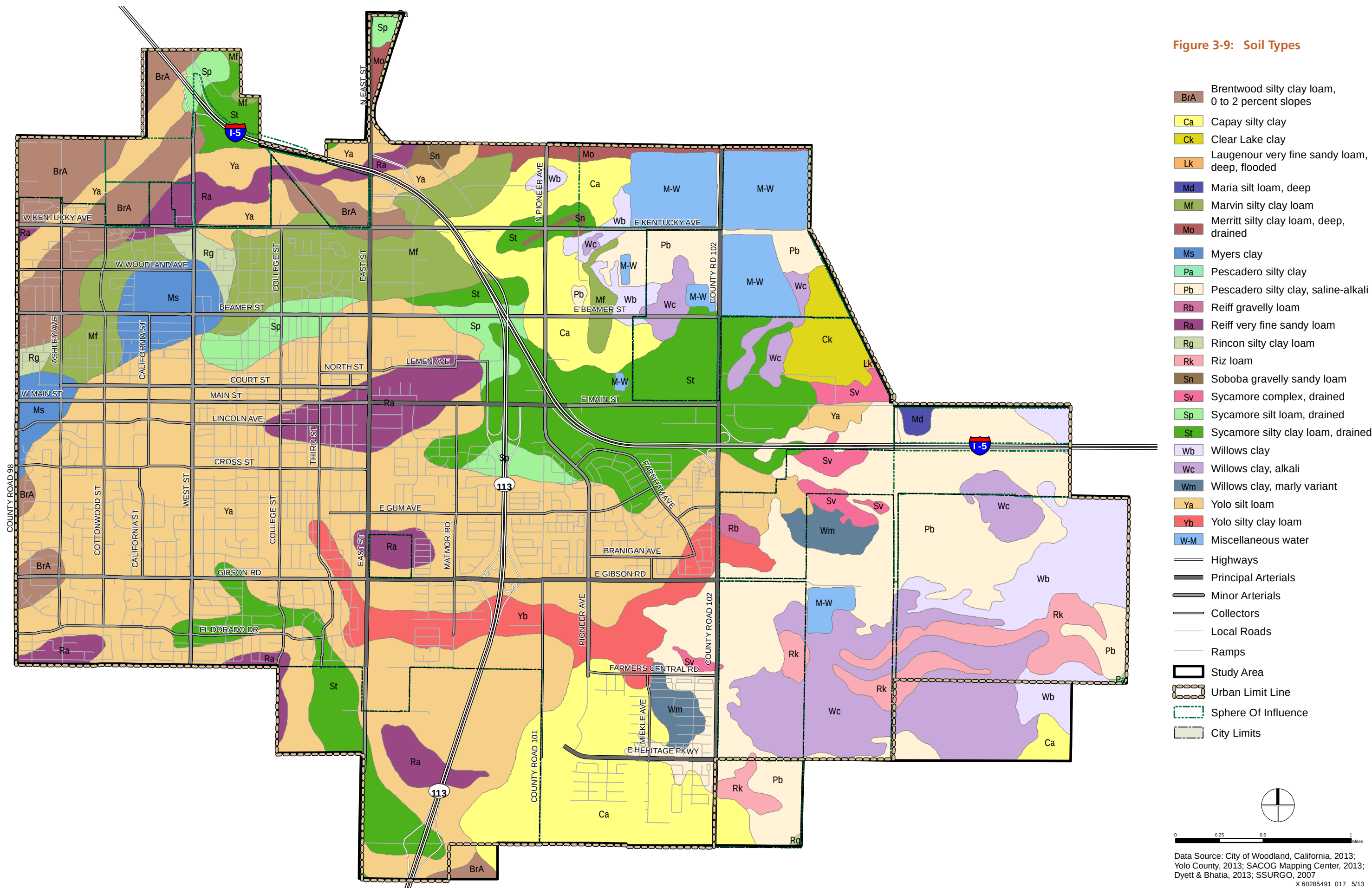
Seismic-related soil hazards, including liquefaction and landsliding, are discussed under “Geologic and Seismic Hazards,” above. The following discussions address subsidence, lateral spreading, erosion, and expansive soil hazards.

Land Subsidence and Lateral Spreading

Subsidence is the gradual lowering of the land surface due to loss or compaction of underlying materials. Lateral spreading is the horizontal movement or spreading of soil toward an open face, such as a stream bank, the open side of fill embankments, or the sides of levees. The potential for failure from subsidence and lateral spreading is highest in areas where there is a high groundwater table, where there are relatively soft and recent alluvial deposits, and where creek banks or levees are relatively high.

Pumping from intermediate depth aquifers in Yolo County has caused about three to four feet of subsidence in and near Woodland over the last several decades. Subsidence can occur as the result of groundwater, gas and oil extraction, or the decomposition of highly organic soils. The Yolo County Subsidence Network (a joint regional effort) was established in 1999 to provide the opportunity for Yolo County agencies, including the City of Woodland, to periodically monitor and measure local subsidence.

Figure 3-9: Soil Types



Erosion

Erosion is the detachment and movement of soil materials through natural processes or human activities. In general, rates of erosion can vary depending on the soil resource's capacity to drain water, slope angle and length, extent of groundcover, and human influence.

Topography in the Planning Area is generally level, and the erosion potential for soils is therefore generally low.

Expansive Soils

Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water and shrink when dried. Because of this shrink-swell effect, structural foundations may rise during the rainy season and fall during the dry season. If this expansive movement varies beneath different parts of a structure, the foundation may crack and portions of the structure may become distorted. Retaining walls and underground utilities may be damaged for the same reasons.

Soils within the Planning Area are composed of silty clay loams, loams, silty clays, clays and sandy loams, some of which contain expansive clays (Figure 3-9).

Due to soils issues, the City typically requires post tension slabs.

Corrosive Soils

Many of the soil types found in the Planning Area (silty clay loams, silty clays, silt loams, clays, etc) are corrosive to uncoated steel.

Mineral Resources

Aggregate

Cache Creek and its floodplain is a source of aggregate resources. The State of California has mapped the aggregate resources along lower Cache Creek, including MRZ-1, MRZ-2, and MRZ-3 areas, but all of these resource areas are located outside the Planning Area.

Six aggregate mines are currently operational along Cache Creek, including Teichert Aggregates and Schwarzgruber & Sons, both of which are located about two to three miles west of the Planning Area.

Natural Gas

In recent years, natural gas has become more important to the regional economy. According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), there are approximately 25 gas fields located within Yolo County, including several located in the Planning Area and within the city limits (DOGGR 2001). Figure 3-10 illustrates gas fields in the Planning Area. Gas-bearing formations are generally located far beneath the earth's surface; nearby wells are generally in excess of a 2,000 feet deep, and range to more than a mile in depth (DOGGR 2013). There are no active natural gas wells within the City limits, although there are natural gas wells within the Planning Area (DOGGR 2010, DOGGR 2013). The City allows oil and gas wells only in the Industrial (I) and Entryway Overlay Zone (EOZ) zone districts, and only with a conditional use permit. Oil and gas wells also require a permit from DOGGR, which requires CEQA review and applies permit conditions to protect water quality, prevent blowouts, and ensure proper spacing of wells (DOGGR 2009).

For information regarding natural gas pipelines in Woodland, please refer to Chapter 5: Community Facilities and Services.

Paleontological Resources

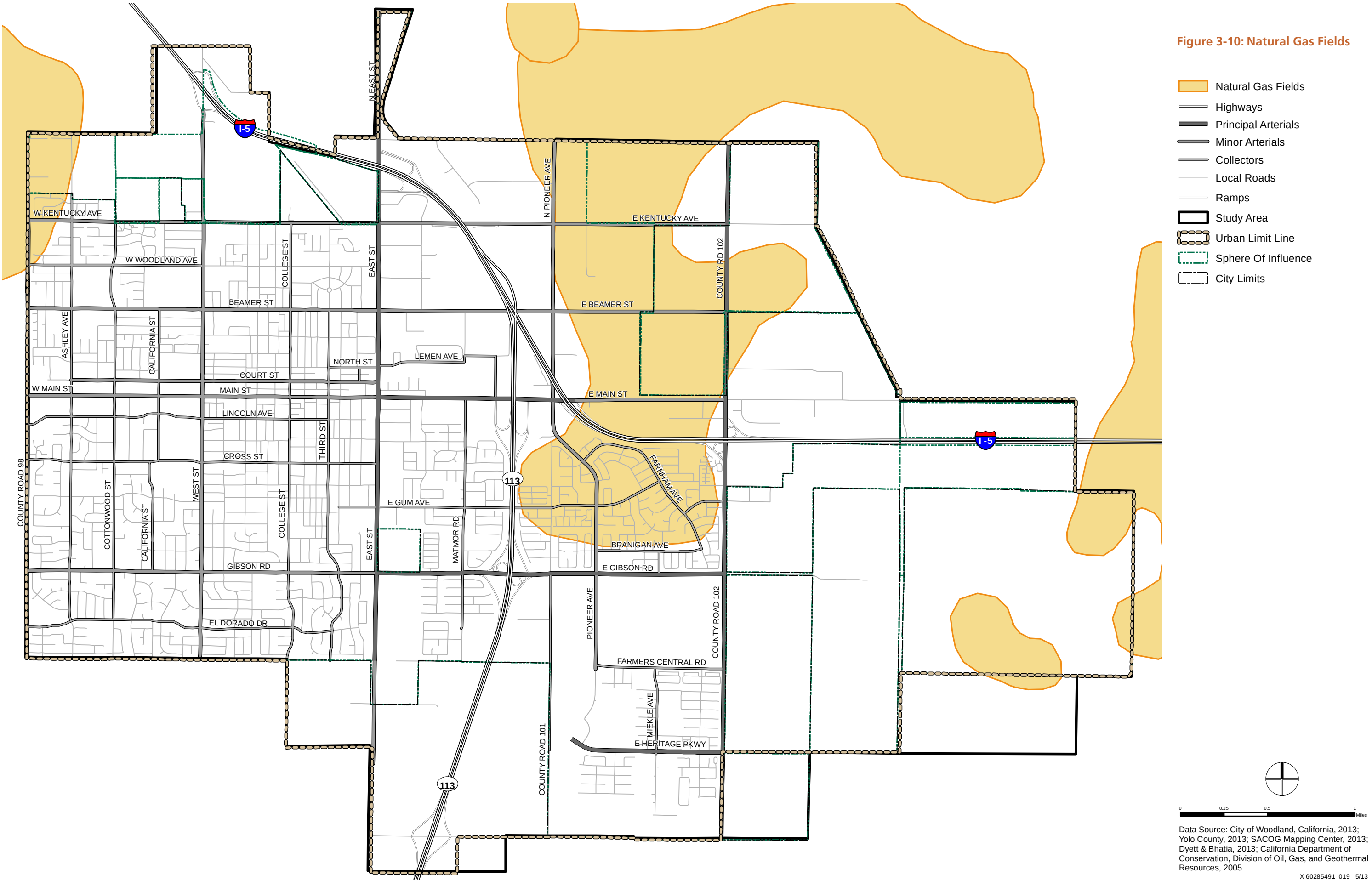
Paleontological Resource Inventory

Holocene Alluvium (Q, Qa, Qb)

By definition, to be considered a fossil, an object must be more than 11,000 years old. Therefore, Holocene alluvium in the Planning Area would not contain paleontological resources. These units account for the majority of the Planning Area and are not considered to be paleontologically sensitive.¹⁰

¹⁰ The Society of Vertebrate Paleontology (SVP) (1995) has established standard guidelines for paleontological resource assessments and surveys. The guidelines include three categories of sensitivity for paleontological resources: high, low, and undetermined. Areas where fossils have been found previously are considered to have high sensitivity and high potential to produce fossils. Areas that are not sedimentary in origin and that have not been known to produce fossils in the past typically are considered to have low sensitivity. Areas without any previous paleontological resource surveys or fossil finds are considered to be of undetermined sensitivity until surveys and mapping are performed to determine their sensitivity. After completion of reconnaissance surveys, observation of exposed cuts, and possibly subsurface testing, a qualified paleontologist can determine whether the area should be categorized as having high or low sensitivity. In keeping with the significance criteria of SVP (1995), all vertebrate fossils are generally categorized as being of potentially significant scientific value. A sensitive rock unit is one that is rated high for potential paleontological productivity and is known to have produced unique, scientifically important fossils. The potential paleontological sensitivity rating of a rock unit exposed in the Planning Area refers to the abundance and densities of fossil specimens, previously recorded fossil sites, or both in exposures of the unit in and near the Planning Area. Exposures of a specific rock unit in the Planning Area are most likely to yield fossil remains representing particular species in quantities or densities similar to those previously recorded from the unit in and near the Planning Area.

Figure 3-10: Natural Gas Fields



Modesto and Riverbank Formations (Qr, Qm, Qmr)

The Modesto and Riverbank formations, which underlie portions of the existing developed city and undeveloped areas in the Planning Area, are paleontologically sensitive.

A records search of the UCMP paleontology collections database yielded information regarding a number of vertebrate fossil localities referable to either the Modesto or the Riverbank Formation. UCMP Localities V-91247, V-91204, and V-3402 west of the Woodland City limits yielded Rancholabrean-age horse and mammoth specimens from mixed sediments containing both the Modesto and Riverbank Formations. UCMP Localities V-5430, V-6911, and V-76199 west of Davis yielded Rancholabrean-age Harlan's ground sloth and saber-toothed cat specimens also from mixed sediments containing both the Modesto and the Riverbank Formations. UCMP Locality V-96015 between Davis and Woodland yielded eight specimens of Rancholabrean-age rodents and reptiles from sediments of the Modesto Formation. UCMP Localities V-6846, V-68141, V-74086, V-69129, V-6747, V-69129, and V-75126, all in Sacramento, yielded specimens of bison, camel, coyote, horse, Harlan's ground sloth, mammoth, packrat or woodrat, Sacramento blackfish, mole, garter snake, and gopher from sediments of the Riverbank Formation. In addition, fossil specimens recovered from excavation activities in the North Natomas area of Sacramento in the Riverbank Formation included specimens of Harlan's ground sloth, bison, coyote, horse, camel, squirrel, antelope or deer, mammoth, and several types of plants (Hilton, Dailey, and McDonald 2000).

Geology, Soils, and Paleontological Resources Opportunities and Challenges

Woodland and the Planning Area face generally minimal geologic and seismic hazards. Most hazards related to seismic shaking or ground failure, erosion, or soil conditions are addressed through required implementation of the CBC.

Natural Gas Resources

Aggregate resources in lower Cache Creek are outside the Planning Area. However, the Planning Area includes several natural gas fields, with natural gas wells in operation nearby. The City may wish to consider the continued availability of these natural gas resources, as well as safety and compatibility issues associated with active gas drilling.

Paleontological Resources

The Modesto and Riverbank formations have high sensitivity for paleontological resources, and vertebrate fossils have been found in these formations near the Planning Area. Where future earthmoving and excavation activities occur in these formations, the City may wish to consider requiring that a qualified paleontologist or archaeologist be retained to train construction personnel about the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. If excavations do encounter fossils, construction crews should halt earthmoving activities to allow a qualified paleontologist to evaluate the resource and prepare a recovery plan, if necessary.

3.7 Noise

This section provides an assessment of the existing noise environment in Woodland, including estimates of existing noise levels from major noise sources; identification of existing land uses that are sensitive to noise; and a summary of conflicts between existing noise sources and noise-sensitive uses.

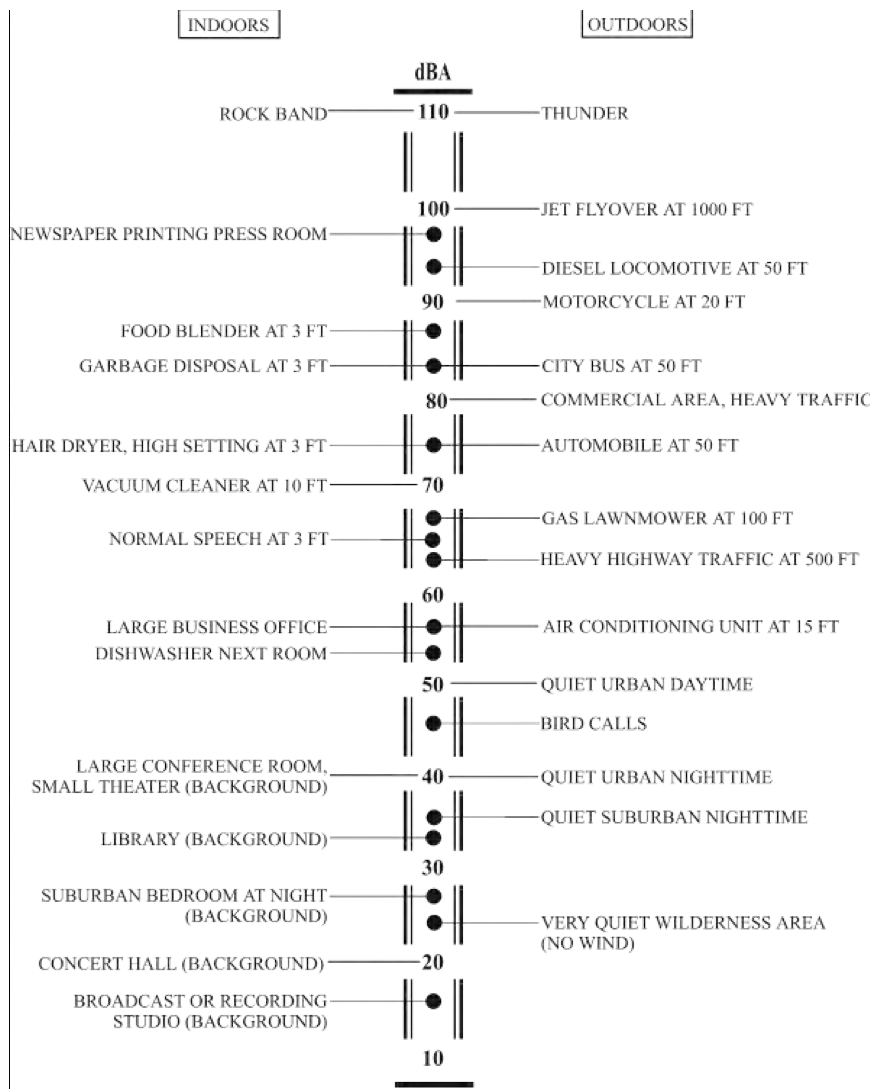
Some of the primary noise sources in Woodland include I-5, SR 113, and the California Northern Railroad (CFNR), which run north to south. The Sierra Northern Railway and a section of I-5 split the northeast and southeast quadrants of the city, running west to east.

Figure 3-11 illustrates sound levels associated with common sound sources. The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental sound levels, perception of loudness is relatively predictable, and can be approximated by frequency filtering using the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard descriptor for environmental noise assessment and noise levels reported in this report are A-weighted.



Prominent mobile noise sources in Woodland include freight rail activity and vehicle traffic on freeways and major roads.

Figure 3-11: Decibel Scale



Source: Caltrans TeNS, 2009.

Human Response to Changes in Noise Levels

Under controlled conditions in a laboratory setting, the trained, healthy human hearing is able to discern 1 dB changes in sound levels when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency range (1,000 Hz-8,000 Hz). In typical noisy environments, changes in noise level of 1-2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level changes of 3 dB in typical noisy environments. A 5-dB change is generally perceived as distinctly noticeable, and a 10-dB change is generally perceived as a doubling or halving of loudness. Therefore, a doubling of sound energy that would result in a 3-dB increase in sound pressure level is considered barely detectable under typical environmental conditions. Please refer to Table 3.7-1.

**TABLE 3.7-1 APPROXIMATE RELATIONSHIP BETWEEN
INCREASES IN ENVIRONMENTAL NOISE LEVEL AND
HUMAN PERCEPTION**

EXISTING LAND USE	ACRES
up to about 3	not perceptible
about 3	barely perceptible
about 6	distinctly noticeable
about 10	twice as loud
about 20	four times as loud

Source: Egan, 1988.

Noise-Sensitive Land Uses

Noise-sensitive land uses are those where people reside or where noise could adversely affect the use of the land. Noise-sensitive land uses typically include residences, hospitals and other healthcare facilities, schools, libraries, places of worship, theaters and other similar facilities, museums, lodging, and certain types of recreational uses. These uses are found throughout Woodland. It is important to note as well however, that hospitals rarely allow open windows and typical construction techniques, as well as standards in that industry ensure indoor environmental well-insulated from exterior sources of noise. Schools and many recreational facilities are significant generators of noise, as well as having transient sensitivity to certain exterior noise sources.

Noise Descriptors

Noise in our daily environments fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to help describe noise exposure as it relates to time:

- **Equivalent Sound Level (L_{eq}):** The L_{eq} represents an average of the sound energy occurring over a specified time period. In effect, the L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour, A-weighted equivalent sound level ($L_{eq}[h]$) is the energy average of A-weighted sound levels occurring during a 1-hour period, and is the basis for noise abatement criteria (NAC) used by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA).
- **Percentile-Exceeded Sound Level (L_n):** The L_n represents the sound level exceeded “n” percentage of a specified period.¹¹

¹¹ For example, L_{10} is the sound level exceeded 10 percent of the time, and L_{90} is the sound level exceeded 90 percent of the time.

- **Maximum Sound Level ($L_{\max}$):** The $L_{\max}$ is the highest instantaneous sound level measured during a specified period.
- **Day-Night Average Level (L_{dn}):** The L_{dn} (or DNL) is the energy-average of A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during nighttime hours (10 p.m.-7 a.m.).
- **Community Noise Equivalent Level (CNEL):** Similar to L_{dn} , CNEL is the energy-average of the A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during the nighttime hours (10 p.m.-7 a.m.), and a 5 dB penalty applied to the A-weighted sound levels occurring during evening hours (7 p.m.-10 p.m.). The CNEL is usually within 1 dB of the L_{dn} , and the two are basically interchangeable. As it is easier to compute and of more common use, the L_{dn} is used as the long-term noise measure in this study.

Local Guidelines

Noise is addressed in the City's Health and Safety Element, which provides guidance for new development to avoid adverse impacts through sound planning, as well as those that must be addressed through mitigation.

The existing General Plan prohibits the development of noise-sensitive land uses in areas where the maximum noise level attributable to non-transportation noise sources exceeds 70 dB during the day or 65 at night, or where the hourly noise level exceeds 50 during the day and 45 at night (see Table 3.7-2).

TABLE 3.7-2 EXISTING GENERAL PLAN NOISE STANDARDS, NEW PROJECTS AND NON-TRANSPORTATION SOURCES

NOISE LEVEL DESCRIPTOR	DAYTIME (7 AM TO 10 PM)	NIGHTTIME (10 PM TO 7 AM)
Hourly L_{eq} , dB	50	45
Maximum Level ($L_{\max}$), dB	70	65

Notes:

Each of the noise levels specified above shall be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

For the purposes of compliance with the provisions of this section, the City defines transportation noise sources as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Other noise sources are presumed to be subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, and loading docks.

Source: City of Woodland General Plan, Noise Element (2002).

Transportation Noise

The Element also addresses transportation noise by providing standards for noise-sensitive land uses in both outdoor gathering areas and interior spaces, with exceptions for the Southeast Area Specific Plan area, where a 5-dB increase in outdoor activity areas will be permitted (Table 3.7-3).

TABLE 3.7-3 EXISTING GENERAL PLAN TRANSPORTATION NOISE STANDARDS

LAND USE	OUTDOOR ACTIVITY AREAS ¹	INTERIOR SPACES	
	$L_{dn}/CNEL$, dB	$L_{dn}/CNEL$, dB	L_{eq} , dB ²
Residential	60 ³	45	—
Transient Lodging	60 ³	45	—
Hospitals, Nursing Homes	60 ³	45	—
Theaters, Auditoriums, Music Halls	—	—	35
Churches, Meeting Halls	60 ³	—	40
Office Buildings	—	—	45
Schools, Libraries, Museums	—	—	45
Playgrounds, Neighborhood Parks	70	—	—

Notes:

- Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB L_{dn} shall be applied at the building facade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area.
- As determined for a typical worst-case hour during periods of use.
- Where it is not possible to reduce noise in outdoor activity areas to 60 dB $L_{dn}/CNEL$ or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB $L_{dn}/CNEL$ may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: *City of Woodland General Plan, Noise Element (2002)*.

The existing General Plan also provides criteria for roadway improvement projects (City of Woodland 2002):

- Where existing traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant; and
- Where existing traffic noise levels range between 60 and 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +3 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant; and

- Where existing traffic noise levels are greater than 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.

Approach to Mitigation

Approaches to noise mitigation in urban environments have evolved since the development of the current General Plan. There is increasingly recognition that noise is generated at higher levels in active and dense urban environments, and that unrealistic expectations and/or regulation of noise in those environments can preclude attainment of desired urban form.

The current General Plan establishes the City's preference for land use planning, site design, and other proactive measures to reduce adverse impacts related to noise over barriers. As noted in the General Plan (City of Woodland 2002):

"Where mitigation measures are required to achieve the standards of Tables 3-2 and 3-3, the emphasis in 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."

Agricultural Protections

The City has also indicated support for ongoing agricultural operations that otherwise could be adversely affected by noise-sensitive land uses abutting the unincorporated area. Policy 8.H.3 indicates that the "City shall support the County's right-to-farm ordinance, especially as it relates to noise emanating from the agricultural operations adjacent to urban uses" (City of Woodland 2002).

Environmental Setting

Noise-Sensitive Land Uses

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive sound can be disruptive to these activities. Noise-sensitive land uses typically include residences, hospitals and other healthcare facilities, schools, libraries, places of worship, theaters and other similar facilities, museums, lodging, and certain types of recreational uses. Figure 3-12 shows general noise sources and noise-sensitive uses within Woodland.

Residences and Non-Residential Uses

Residential neighborhoods are located throughout Woodland, while large-scale commercial and industrial uses are somewhat concentrated in the north-eastern portion of the City, in an area that is largely separated from most residences. Other commercial areas are along Main Street, East Street, and West Street, with other commercial uses interspersed throughout the community.

Noise conflicts can occur when larger-scale commercial and industrial uses are located near or adjacent to residential neighborhoods, but recreational and other non-residential land uses can also create conflicts. Whether or not the juxtaposition of different land uses creates a noise conflict depends on the design, scale, character, and operation of both the noise-generating use and the noise-sensitive use.

Healthcare facilities, public parks, wildlife areas, and other recreation areas, including campgrounds and picnic areas are also identified in Figure 3-12.

Ambient Noise Level Measurements

A community noise survey was conducted on March 21-25, 2013 to document noise exposure in areas with noise-sensitive land uses.¹² Noise measurement sites are shown in Figure 3-13. Short-term ambient noise level measurements were conducted at 11 sites.¹³ The measurement duration was 15-minutes, and at three different times of the 24-hour day in order to best estimate the 24-hour, day-night average noise level (L_{dn}). Three continuous 96-hour ambient noise level measurements were completed to record day-night statistical noise level trends. Noise measurement sites, measured noise levels, and estimated L_{dn} levels for each site are summarized in Table 3.7-4.

The community noise survey results indicate that typical noise levels in noise-sensitive areas range from 51 dB to 69 dB L_{dn} . Traffic on local roadways and I-5, distant industrial activities, and neighborhood activities are the controlling factors for background noise levels in the majority of the Planning Area.

The L_{eq} values presented in Table 3.7-4 represent the average measured noise levels during the sample periods (15 minutes). The L_{eq} values were the basis of the estimated L_{dn} values. L_{max} values show the maximum noise levels observed during the samples. The values in parentheses show sound levels measured in 1995 for the previous background noise study.

12 For the purposes of this analysis, noise-sensitive land uses include residential areas, parks, and schools. Noise measurement sites were selected to be representative of typical residential conditions. The community noise survey was conducted at three of the same sites which were previously selected (in 1995) to support the 1996 General Plan, in order to understand any changes over time.

13 Noise level measurements were completed using Larson Davis Laboratories (LDL) Model 820 and 824 precision integrating sound level meters. The meters were calibrated prior to the measurements using an LDL Model (CAL 200) acoustical calibrator. The equipment used complies with all pertinent requirements of the American National Standards Institute for Class 1 sound level meters (ANSI S1.4).

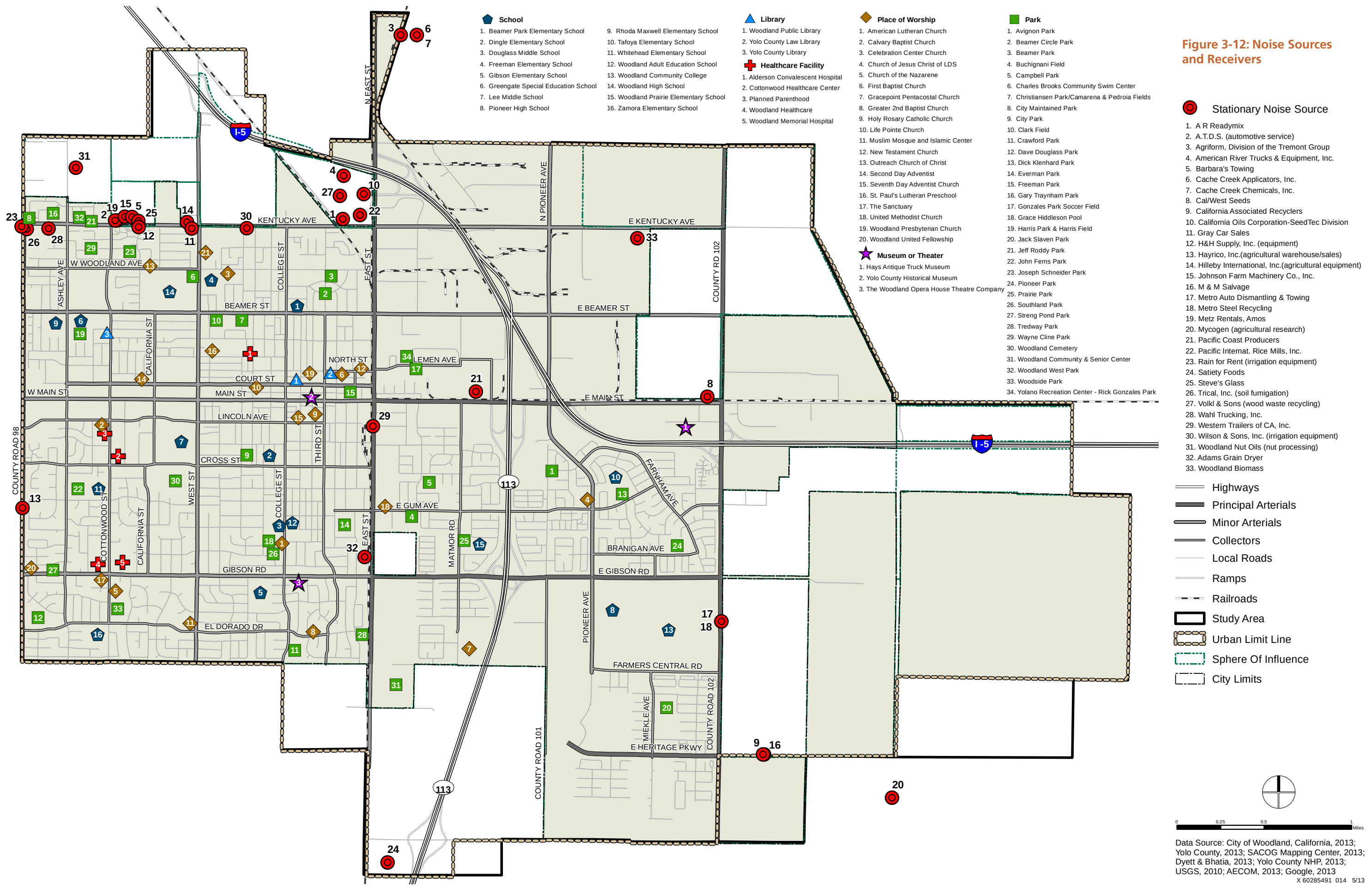


Figure 3-12: Noise Sources and Receivers

TABLE 3.7-4 SUMMARY OF SHORT-TERM AMBIENT NOISE LEVEL SURVEY RESULTS

SITE	LOCATION	TIME PERIOD	MEASURED SOUND LEVEL, DB 2013 (1995)		
			L_{eq}	L_{max}	L_{dn}
ST-01	Campbell Park	L_{d1}	57 (49)	75 (65)	56 (53)
		L_{d2}	56 (52)	73 (64)	
		L_n	45 (46)	63 (63)	
ST-02	Tredway Park	L_{d1}	54	77	58
		L_{d2}	54	66	
		L_n	51	76	
ST-03	Woodside Park	L_{d1}	55 (49)	68 (62)	63 (55)
		L_{d2}	58 (53)	70 (64)	
		L_n	57 (48)	77 (62)	
ST-04	133 E Heritage Pkwy (Spring Lake Area)	L_{d1}	52	74	51
		L_{d2}	51	71	
		L_n	41	63	
ST-05	Northwest Corner of Kentucky Ave & Walnut St	L_{d1}	67	82	69
		L_{d2}	66	77	
		L_n	61	79	
ST-06	Private Ranch, South of I-5, East of Hwy 102	L_{d1}	52	73	54
		L_{d2}	49	61	
		L_n	46	69	
ST-07	Beamer Park	L_{d1}	51 (49)	64 (61)	58 (54)
		L_{d2}	55 (50)	75 (59)	
		L_n	52 (48)	74 (59)	
ST-08	Pool, Americas Best Value Inn & Suites	L_{d1}	58	68	61
		L_{d2}	61	73	
		L_n	53	75	
ST-09	Ramon S Tafoya Elementary School	L_{d1}	49	61	56
		L_{d2}	50	63	
		L_n	50	72	
ST-10	Southwest Corner of Co Hwy E8 (102) & Kentucky Ave	L_{d1}	67	82	68
		L_{d2}	66	79	
		L_n	59	82	
ST-11	Downtown, Southeast corner of Main St & 5th St	L_{d1}	65	76	66
		L_{d2}	64	72	
		L_n	58	73	

Notes:

L_d = Average measured sound level during daytime hours (7:00 am – 10:00 pm)

L_n = Average measured sound level during nighttime hours (10:00 pm – 7:00 am)

As shown in Table 3.7-5, ambient noise levels have increased by approximately 3 to 8 dB (L_{dn}) since 1995. The continuous noise level measurement data, summarized in Table 3.7 5, shows that ambient noise levels at the measurement sites ranged from 55 to 63 dB L_{dn} . These results are consistent with the estimated L_{dn} values presented in Table 3.7-4.

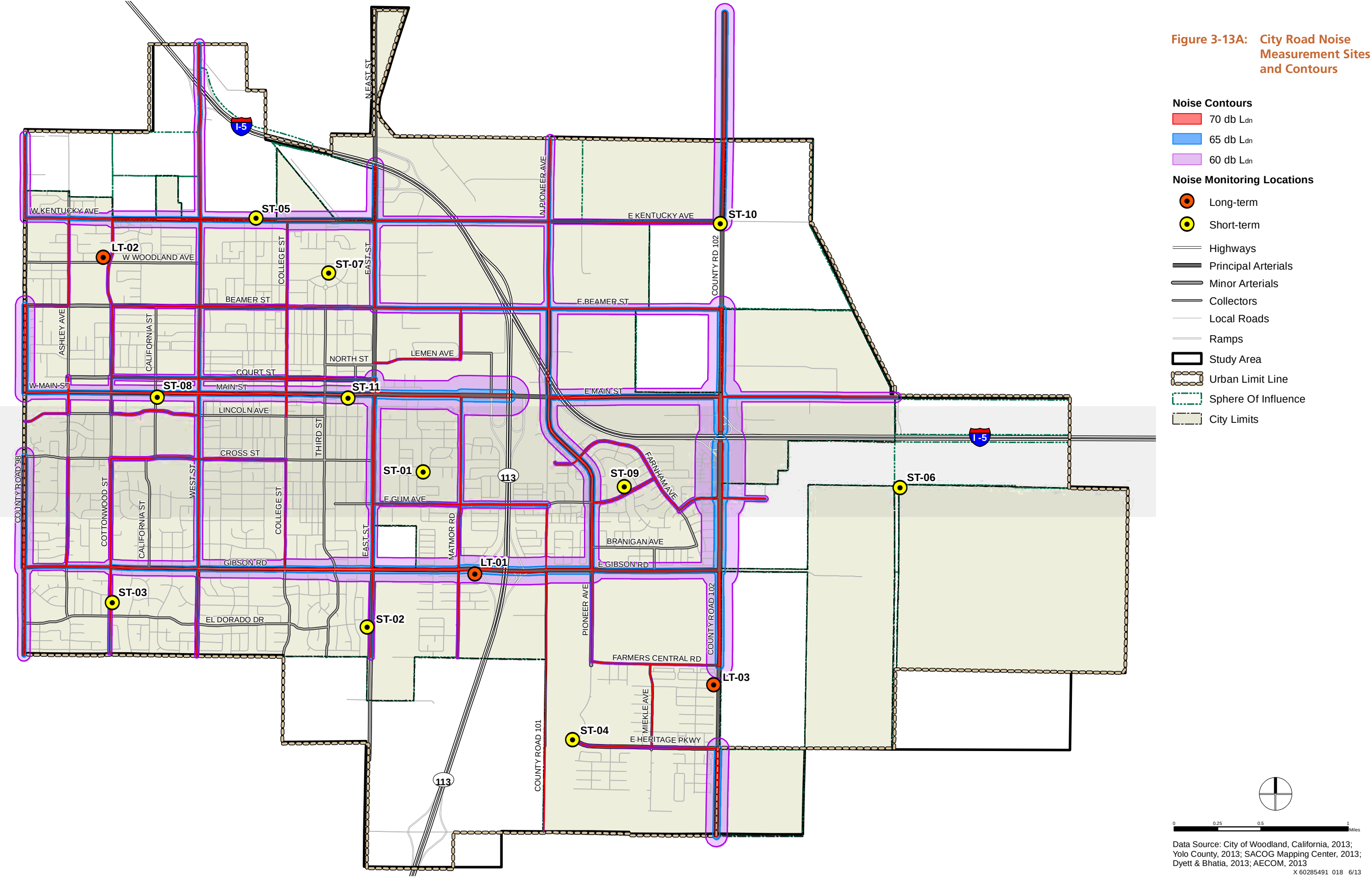
TABLE 3.7-5 SUMMARY OF LONG-TERM AMBIENT NOISE LEVEL SURVEY RESULTS

SITE	LOCATION	MEASURED SOUND LEVEL, DB MARCH (21 - 25), 2013				
		DAY (7A.M. - 10P.M.)		NIGHT (10P.M. - 7A.M)		EST. L _{DN}
		Avg. L _{eq} (Range)	Avg. L _{max} (Range)	Avg. L _{eq} (Range)	Avg. L _{max} (Range)	
LT - 01	1435 Roosevelt Dr	62 (57 - 66)	78 (70 - 84)	54 (51 - 57)	68 (65 - 73)	63
LT - 02	213 Glacier Pl	54 (42 - 59)	73 (59 - 84)	47 (39 - 50)	57 (52 - 65)	55
LT - 03	2795 Ortiz Ave	54 (51 - 56)	69 (62 - 73)	49 (47 - 51)	64 (61 - 68)	56

Existing Sources of Noise

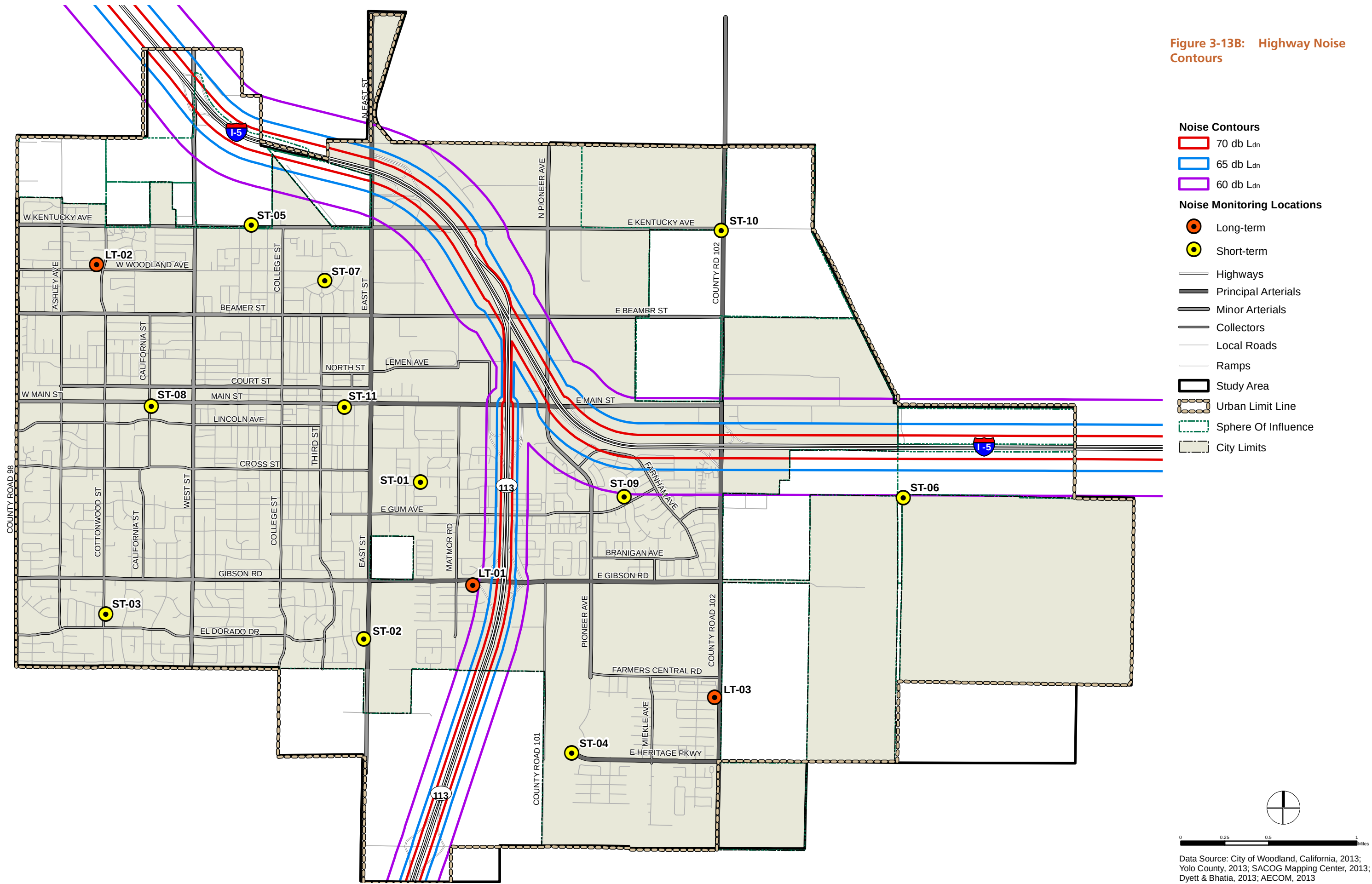
Major transportation routes are dominant sources of noise in the city. These include traffic on I-5, SR 113, and other local arterials and streets; aircraft overflights from Sacramento International Airport, Yolo County Airport, and Watts-Woodland Airport; and train operations on the California Northern Railway and Sierra Northern Railway. Stationary sources in the city include construction sites, farming activities, and commercial and industrial facilities. These noise sources are discussed individually below.

Figure 3-13A: City Road Noise Measurement Sites and Contours



Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013; AECOM, 2013

Figure 3-13B: Highway Noise Contours



Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013; AECOM, 2013

Traffic

Traffic operations data was used to estimate existing traffic noise levels at a distance of 50 feet from the centerline of the studied roadways.¹⁴ Additionally, the 60 dB L_{dn} , 65 dB L_{dn} , and 70 dB L_{dn} traffic noise contour distances were determined.¹⁵

Traffic noise contours prepared using the FHWA Model for I-5, SR 113, major and minor arterials, and collector roadway segments are shown in Figures 3-13A and 3-13B. The contour distances may be used to estimate the distance to the 60 dB L_{dn} traffic noise contour for existing Average Daily Traffic Volume (ADT) volumes and the posted speed limit.¹⁶

Railroads

Woodland has two active rail lines: The California Northern and the Sierra Northern Railway (Yolo County General Plan, 2009). Following is additional information on each rail line.

- California Northern Railway.** The California Northern Railway is a freight line that runs through Woodland and Davis, and along I-5 past the City of Corning. The freight line schedule varies depending on agricultural/seasonal demands. The rail line carries an average of two trains daily, using between one and 50 rail cars and one or two locomotives, traveling at an average speed of 15 miles per hour. The estimated railroad noise level at 100 feet from the railway centerline is approximately 45 dB L_{dn} . The estimated distances to the 65 and 60 dB L_{dn} contours are 11 and 22 feet from the rail line, respectively.

¹⁴ Existing noise levels in the City have been characterized thru traffic noise modeling. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108), existing traffic volumes, and posted traffic speed, day/night traffic distribution, and assumption regarding the traffic fleet mix (i.e., percentage of automobiles, medium trucks, and heavy trucks) were used to assess existing traffic noise exposure for both highways and major roadways in the City of Woodland General Plan Planning Area. Traffic volumes and truck percentages for I-5 and SR 113 were obtained from Caltrans 2011 Traffic counts, and are Annual Average Daily Traffic (AADT) values. The FHWA Model is the standard model recommended by the FHWA and is the analytical method presently favored for traffic noise prediction by most state and local agencies, including Caltrans. The current version of the Model is based upon the CALVENO noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver and the acoustical characteristics of the site. The FHWA Model predicts day-night average noise levels (L_{dn}), and hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within 1.5 dB of the measured condition. Traffic data representing average daily traffic volumes for existing conditions were obtained from Caltrans and Fehr & Peers Associates. Day/night traffic distribution for all studied roadways was based upon the day-night average daily traffic volumes. Posted traffic speeds, and vehicle mixes provided by Caltrans (for highways) and observed during the Model calibration noise level measurements, were assumed for the traffic noise modeling effort.

¹⁵ In some cases, the actual distances to noise level contours may vary from the distances predicted by the FHWA Model. Factors such as roadway curvature, roadway grade, shielding from local topography or structures, roadway elevations, or elevation of receivers may affect actual sound propagation. Therefore, the distances reported in Table 3.7-7 are estimates of noise exposure along roadways in the City of Woodland.

¹⁶ The L_{dn} contours shown in Figure 3-13 and Table 3.7-7 are only indicators of potential noise conflicts, requiring more detailed analysis to determine traffic noise levels at any given location.

- **Sacramento River Train.** The Sacramento River Train is operated by the Sierra Northern Railroad Company as an entertainment passenger train that runs from Woodland to West Sacramento. According to Sierra Northern Railroad personnel, there is typically one River Train round trip per day. The trains typically have between two and 25 rail cars with one or two locomotives, traveling at an average speed estimated at 15 miles per hour. Assuming two daily train passes, each with 25 cars and two locomotives traveling at 15 miles per hour, the estimated railroad noise levels at 100 feet from the railroad centerline is approximately 44 dB L_{dn} . The estimated distances to the 65 and 60 dB L_{dn} contours are 10 and 20 feet from the rail line, respectively.

Train noise levels and contours distances were calculated following Federal Transportation Administration guidelines (FTA, 2006). Noise is associated with the engines and wheel/track interaction, road crossing alarm bells, and horn blasts. The use of the railroad warning horns at the roadway crossings results in brief periods of elevated noise levels near the tracks. The Federal Railroad Administration regulates locomotive horns under Code of Federal Regulations Parts 222 and 229. CFR Part 222 states that locomotive horns must be sounded by the lead locomotive of any passenger or freight train traveling over 15 miles per hour within 15–20 seconds of crossing any public roadway. Any train traveling over 60 mph may not sound their horn until it is within ¼-mile of the approaching crossing. Trains are not required to sound their horn if there is no at-grade crossing.¹⁷ CFR Part 229 states that lead locomotive horns shall be equipped with a horn that produces a minimum of 96 dBA and a maximum of 110 dBA at 100 feet.

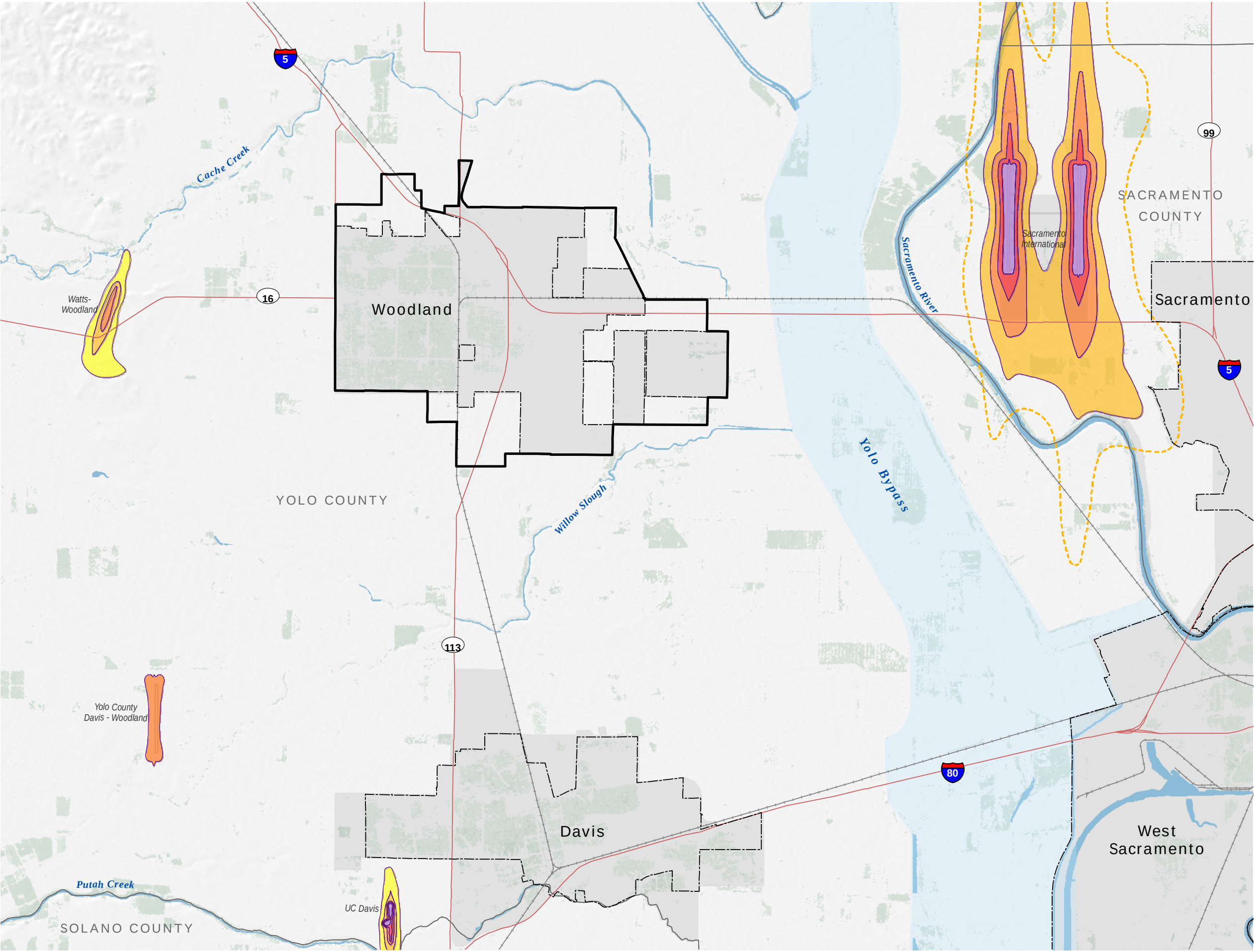
Aircraft

Aircraft operations in the vicinity of an airport can be a significant source of noise. As identified in Figure 3-10 above, the nearest airport is Watts Woodland Airport, which is located 3.7 miles from the western City limits. The Sacramento International Airport is located approximately five miles northeast and Yolo County Airport approximately five miles southwest of the City limits. Noise contours for the Sacramento International Airport, Watts-Woodland airport, and Yolo County Airport are depicted in Figure 3-14. Areas within the City's ULL are located outside of the 60 dB CNEL contours.¹⁸

¹⁷ Code of Federal Regulations. 2006 (August 17). 49 CFR Parts 222 and 229 Use of Locomotive Horns at Highway-Rail Grade Crossings; Final Rule. Washington, D.C.

¹⁸ Contours from two departure tracks associated with runways 16R and 16L come within close proximity of the northeastern corner of the ULL.

Figure 3-14: Airport Noise Contours



- Noise Contours**
- 75 CNEL
 - 70 CNEL
 - 65 CNEL
 - 60 CNEL
 - 55 CNEL
 - Sacramento Airport Draft 60dB
 - Study Area
 - City Limits
 - County Boundaries
 - Highways
 - Railroads

0 0.75 1.5 3 Miles

North Arrow

Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013; Caltrans, 2011; USGS, 2010; SACOG, 1999, 2000, & 2013; URS 2003

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Other Fixed Noise Sources

Commercial and industrial facilities are also a source of noise within Woodland. Mechanical equipment and trucking are the primary sources of noise associated with these facilities. Industrial processes can generate noise, even when the best available noise control technology is applied.¹⁹

From a land use planning perspective, fixed-source noise control issues focus on (1) limiting the introduction of new noise-producing uses in noise-sensitive areas, and (2) limiting encroachment of noise-sensitive uses upon existing noise-producing facilities. The first goal can be achieved by applying noise level performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses in near proximity to noise-producing facilities include mitigation measures to ensure compliance with noise performance standards.

Fixed noise sources which are typically of concern include, but are not limited to, the following:

- HVAC Systems
- Pump Stations
- Emergency Generators
- Steam Valves
- Generators
- Air Compressors
- Conveyor Systems
- Pile Drivers
- Drill Rigs
- Welders
- Outdoor Speakers
- Cooling Towers/Evaporative Condensers
- Lift Stations
- Boilers
- Steam Turbines
- Fans
- Heavy Equipment

¹⁹ Noise exposure within industrial facilities are controlled by federal and State employee health and safety regulations (OSHA and Cal-OSHA), but exterior noise levels can be guided with local standards. These noise sources can be continuous and may contain tonal components that may be annoying to individuals who live nearby. In addition, noise generation from fixed noise sources may vary based upon climatic conditions, time of day, and existing ambient noise levels.

- Transformers
- Grinders
- Gas or Diesel Motors
- Cutting Equipment
- Blowers

These noise sources may be found in all kinds of industrial facilities, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

Numerous industrial facilities are dispersed throughout the Planning Area. The locations of these facilities are also shown in Figure 3-12, above.

Farming Activities

The primary sources of noise related to farming activity include tractors, harvesters, and crop-dusting aircraft. Noise is a concern for growing communities when sensitive uses are proposed in areas with ongoing agricultural activities and complaints from new residents create pressure to convert agricultural properties to urban use. There are various strategies for addressing this potential conflict, including but not limited to site and building orientation and design, agricultural buffers, providing notice to prospective residents regarding ongoing agricultural activities.

Typical noise levels from tractors, as measured at a distance of 50 feet, range from about 75 dB to 95 dB with an average of about 84 dB (Toth 1979). These noise levels should be reasonably representative of noise levels from other wheeled and tracked farm equipment. Using a source level of 84 dB at 50 feet, and assuming nominal point-source attenuation of 6 dB per doubling of distance, the distance to noise level contours are as shown in Table 3.7-6. Most noise-generating activities on agricultural lands are seasonal and therefore a noise policy approach that focuses on average daily noise may not be appropriate for this type of land use/noise conflict. To address the special case of residential development and other sensitive uses being introduced into agricultural areas, the City has established that ongoing agricultural uses shall not be considered a nuisance, for the purposes of Code enforcement (see Chapter 14D of the City's Municipal Code).

TABLE 3.7-6 NOISE EXPOSURE FROM OPERATION OF TYPICAL FARMING EQUIPMENT (TRACTOR)

DISTANCE FROM SOURCE (FEET)	CALCULATED NOISE LEVEL (DB)
50	84
100	78
200	72
400	66
800	60
1,600	54

Other Noise Sources

Other miscellaneous and intermittent noise sources include those associated with residential uses (e.g., children at play, barking dogs); sources associated with property maintenance (e.g., lawn mowers, edgers, blowers, pool pumps, power tools, etc.); safety, warning and alarm devices, including house and car alarms, and other warning devices; operation of schools typically consisting of classes and other school-sponsored activities, such as school bands and school athletic events; and emergency response.

Noise Opportunities and Challenges

Noise policies should consider current conditions, appropriate noise levels in different land use environments, and the balancing of noise issues against other community values including environmental, economic, and social objectives.

The updated Noise Element of the General Plan will be designed to provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process. Part of the Noise Element will also involve developing strategies for abating excessive noise exposure through intelligent planning and site design, reducing or eliminating the need for sound walls. The City's existing General Plan already has established that noise barriers should be used only as a last resort. If promoting infill development is a priority in certain areas, the City may wish to relax noise standards, as appropriate, to avoid internal inconsistencies in the General Plan. With the 2035 General Plan Update, the City may wish to change noise policies to better balance goals regarding the community's noise environment with other environmental goals, economic and social goals, and goals for fiscal sustainability and urban development, including redevelopment and revitalization.

Some of the potential key issues and opportunities for the 2035 General Plan are outlined below.

Roadways

As the main roadways of the City continue to carry more traffic, the surrounding areas may be affected by additional noise. I-5 has 60 dB L_{dn} contours that extend up to 9,767 feet and are expected to increase in the future. SR 113 will continue to carry more traffic in the future, which may affect land uses in the surrounding areas. This highway has 60 dB L_{dn} contours that extend roughly 1,023 to 3,370 feet today. Other major roadways will be primary noise sources in the future, as well.

The 2035 General Plan should define criteria for critical roadway segments (e.g., I-5 in northern portion of the city, and SR 113 in the center of the City from north to south) and provide policies to ensure that strategies are used to ensure an appropriate noise environment along these corridors, considering other planning objectives. As noted elsewhere, in order to avoid community division that can result from installation of noise barriers and in order to remove constraints to infill development, it may be necessary to relax the City's existing noise policies in areas targeted for reinvestment.

What steps might City of Woodland take to anticipate potential issues related to increased traffic noise? How can the City's approach to land use and transportation planning reduce traffic noise exposure for existing and future residents? How should the City balance objectives for environmental noise with objectives for economic development and redevelopment? If the 2035 General Plan identifies certain areas where infill development will be encouraged, should the Plan relax noise standards in these same areas, in recognition of the relatively more "urban" environment in these places, and to ensure that stringent noise requirements do not create a barrier to infill development?

Railways

Currently, railroad operations are a contributor to noise in the City that may become an issue if noise sensitive land uses encroach on railroad corridors. The 2035 General Plan will define the existing railway noise contours and address land use change near the railroad corridors.

How should the City regulate land use along railroad corridors to promote an acceptable noise environment? If targeted reinvestment areas are located near the City's railroad lines and could involve noise-sensitive land uses, should noise standards be relaxed in order to create the right balance between objectives for environmental noise objectives for reinvestment, economic development, and other issues? Rather than a fixed noise standard, perhaps the City should consider use of feasible measures such as strategic location and shielding of outdoor activity areas (such as yards, common play areas, and other areas intended for gathering and recreation etc.) to reduce noise exposure; use of acoustical glazing (thicker glass or increased air space between panes) in frames with low air infiltration rates; using fixed (nonmovable) acoustical glazing; increasing wall mass (using stucco or brick in lieu of wood siding);

isolating wall members by the use of double or staggered stud walls, mounting interior walls on resilient channels, reducing door area; using solid-core doors; acoustically sealing door perimeters with suitable gaskets, roof treatments; and/or other feasible and effective means? Or, if infill development already has substantial challenges related to development and land costs, should the City set aside such potential mitigation techniques, since they may add to the cost of development?

Stationary Sources

Currently, there are no known planning concerns associated with stationary noise sources and surrounding noise-sensitive land uses within the City of Woodland. However, depending on how future urban development is planned, these issues could arise. The 2035 General Plan could direct urban development into areas not affected by stationary noise sources. The 2035 General Plan could have more specific standards for various land uses and noise sources that would control and contain future sources and sensitive receptors.

What steps should the City of Woodland take to anticipate potential issues land use compatibility with respect to stationary noise sources?

Airports

Watts Woodland's 60 dB CNEL noise contour does not reach any lands within Woodland's Urban Limit Line. Similarly, Sacramento International Airport's 60 dB CNEL noise contour does not include any lands within Woodland's Urban Limit Line.

Would flights increase in the future here? How should the City guide land use directly adjacent to the airport and in the surrounding vicinity?

Construction Noise

The City may wish to consider adding a clearly defined construction policy to alleviate unacceptable short-term noise exposure for nearby noise-sensitive receptors. There are no policies or standards in the current General Plan that address construction noise separately from operational noise associated with transportation or stationary sources. In order to reduce barriers to development in the future, the City may wish to consider clearly defining construction noise standards and mitigation approaches. The City may wish to consider establishing in the General Plan and General Plan EIR that the standard mitigation approach, from the City's perspective, addresses short-term, construction-related noise impacts. This could help to streamline environmental review for future projects that are consistent with the General Plan (CEQA Guidelines Section 15183). Currently, there is no such integrated planning and environmental analytical approach. The City does have Construction Noise Guidelines limiting construction to the hours between 7:00 a.m. and

6:00 p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on Sundays, but there is no clearly outlined approach relative to CEQA for proposed new development.

Other Noise Sources

Noise associated with ongoing operation of uses, such as children at play, barking dogs, and landscape maintenance is less related to the General Plan and more related to the City's Noise Ordinance (Section 15-26 of the Municipal Code). The Noise Ordinance addresses disruptive noise associated with motor vehicles, yelling and shouting, pile drivers and other noisy equipment, musical instruments, and animals. Permits are required for amplified sound and noise-sensitive hours are established for enforcement. Should the City reconsider the approach as outlined in the Noise Ordinance?

3.8 Greenhouse Gases

"Climate" is the accumulation of daily and seasonal weather events over a long period of time, whereas "weather" is the condition of the atmosphere at any particular time and place (Ahrens 2003:16). Woodland is in a climatic zone characterized as dry-summer subtropical or Mediterranean (abbreviated Cs) on the Köppen climate classification system. The Köppen system's classifications are based primarily on annual and monthly averages of temperature and precipitation.

Attributing Climate Change

GHGs play a critical role in determining the earth's surface temperature. When high-frequency solar radiation (such as visible light) enters the earth's atmosphere from space (the sun), a portion of the radiation is absorbed by the earth's surface and a smaller portion is reflected back toward space. However, the re-radiated energy by the earth is not the same high-frequency solar radiation that was received. It is lower frequency infrared radiation (thermal energy). When infrared radiation comes into contact with GHGs in the atmosphere, a portion of that thermal energy can be absorbed by the GHG molecule, re-radiated back toward the earth's surface, or both. In either case, heat is "trapped" within the earth's atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth.

Anthropogenic (human-caused) emissions of these GHGs have led to atmospheric levels of GHGs exceeding natural ambient concentrations, thus intensifying the greenhouse effect. Such emissions have led to a trend of unnatural warming of the earth's atmosphere and oceans, with corresponding effects on global circulation patterns and climate (IPCC 2007:665). Carbon dioxide emissions associated with fossil fuel combustion for energy-related activities are the primary contributors to human-induced climate change (EPA 2012).

Prominent GHGs contributing to the earth's greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, and high-global warming potential (high-GWP) GHGs. High-GWP gases are typically emitted at lower rates than CO_2 , methane, and nitrous oxide, but these gases could substantially contribute to climate change since they are comparatively more effective at absorbing infrared radiation.

The concept of CO_2 -equivalency (CO_2e) is used to account for the different potentials of GHGs to absorb infrared radiation. This potential, known as the global warming potential (GWP) of a GHG, depends on the lifetime or persistence of the gas molecule in the atmosphere, its ability to absorb/trap infrared radiation, and the spectrum of light energy (range of wavelengths and frequencies) absorbed by the gas molecule. Every GHG's GWP is measured relative to CO_2 , which has a GWP of 1. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one year to several thousand years). GHGs persist in the atmosphere for a long enough time to be dispersed around the globe, continually contributing to the greenhouse effect. The exact lifetime of any particular GHG molecule depends on multiple variables and cannot be pinpointed, but more CO_2 is currently emitted into the atmosphere than is sequestered.

Carbon dioxide sinks or reservoirs include vegetation and the ocean, which respectively absorb CO_2 through photosynthesis and dissolution, two of the most common processes of CO_2 sequestration. Of the total annual human-caused CO_2 emissions, approximately 54 percent is sequestered through ocean uptake, Northern Hemisphere forest regrowth, and other terrestrial sinks within a year, and the remaining 46 percent remains stored in the atmosphere (Seinfeld and Pandis 1998:1091).

Greenhouse Gas Emissions

Emissions of CO_2 are byproducts of fossil fuel combustion. Emissions of methane, a highly potent GHG, result from off-gassing—the release of chemicals from nonmetallic substances under ambient or greater pressure conditions. These off-gassing processes typically occur during the decomposition of materials under anaerobic conditions (lack of oxygen) found in natural resources (e.g., wetlands), agricultural practices, and landfills. Nitrous oxide emissions are generated by agricultural practices and soil management activities.

GHGs emissions contributing to global climate change are attributable, in large part, to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (ARB 2011). In California, the transportation sector is the largest emitter of GHGs (38 percent of statewide emissions in 2010), followed by electricity generation (ARB 2013). In Woodland, as is typical for cities in



Burning fossil fuels accounts for a large percentage of greenhouse gas emissions in areas such as Woodland.

California, transportation emissions are an even more dominant part of the inventory, representing approximately 68 percent of communitywide emissions (UC Davis 2012). Yolo County's total vehicle miles traveled (VMT) were allocated using the City's proportion of the total County's population (Woodland accounts for approximately 28 percent of the County's total population). A portion of the transportation-related GHG emissions are from vehicles traveling through the City along Interstate 5 and Highway 113 (i.e., pass-through trips), which are not directly under the operational control of the City. Future GHG inventories that use travel demand analysis of VMT focused on land uses within Woodland (rather than a "top down" approach based on a proportion of countywide emissions) will allow the City to understand and develop reduction measures keyed to local transportation characteristics.

Land use decisions affect the rate at which GHGs are emitted from several sectors (e.g., transportation, energy consumption, water, and waste). In particular, land use patterns and transportation facilities that reduce dependence on automobile travel and reduce the length of vehicle trips have major implications for improvements to air quality and reduction of GHG emissions.

In addition, activities associated with the long-term operation of development projects can directly or indirectly generate GHG emissions. Direct emissions occur at the site of consumption. For example, using natural gas for space or water heating generates direct GHG emissions because the natural gas is combusted at the site where the heat is used. Using electricity generates indirect GHG emissions because although the consumer may use the electricity at his or her home, the generation of that electricity and subsequent emissions of GHGs (if fossil fuels are used for generation) are likely occurring off-site. The following sections describe the major GHG emission sectors and their associated emissions at the state and local levels.

Greenhouse Gas Emission Sectors

The Assembly Bill (AB) 32 Scoping Plan (the Scoping Plan) identifies the main GHG emission sectors that account for the majority of GHG emissions generated within California and within Woodland. A brief description of each of the GHG emission sectors is provided below.

- **Transportation:** This sector represents the GHG emissions associated with on-road motor vehicles, recreational vehicles, aviation, ships, and rail.
- **Electricity:** This sector represents the GHG emissions associated with use and production of electrical energy. Approximately 25 percent of electricity consumed in California is imported, thus, GHG emissions associated with out-of-state electricity production are also included as part of this sector.

- **Industry:** This sector represents the GHG emissions associated with industrial land uses (e.g., manufacturing plants and refineries). Industrial sources are predominately comprised of stationary sources (e.g., boilers and engines) associated with process emissions.
- **Commercial and Residential:** Commercial and residential GHG emission sources include area sources such as landscape maintenance equipment, fireplaces, and natural gas consumption for space and water heating.
- **Agriculture:** This sector represents the GHG emissions associated with agricultural processes. Agricultural sources of GHG emissions include off-road farm equipment, irrigation pumps, residue burning, livestock, and fertilizer volatilization.
- **High Global Warming Potential:** This sector represents the generation of high global warming potential (GWP) GHGs. Examples of high GWP GHG sources include refrigerants (e.g., hydrofluorocarbons [HFCs], chlorofluorocarbons [CFCs]) and electrical insulation (e.g., sulfur hexafluoride). Although these GHGs are typically generated in much smaller quantities than CO₂, their high GWP results in considerable CO₂e.
- **Recycling and Waste:** This sector represents the GHG emissions associated with waste management facilities and landfills.

Inventory of Greenhouse Gas Emissions

In order to better understand the sources and magnitude of GHG emissions, public and private entities at the federal, State, and local level are developing GHG inventories. The City worked with UC Davis to develop an estimate of communitywide emissions. GHG inventories represent one of the first steps in programs to reduce GHG emissions, allowing staff and decision makers to understand the emissions profile of a jurisdiction or facility.

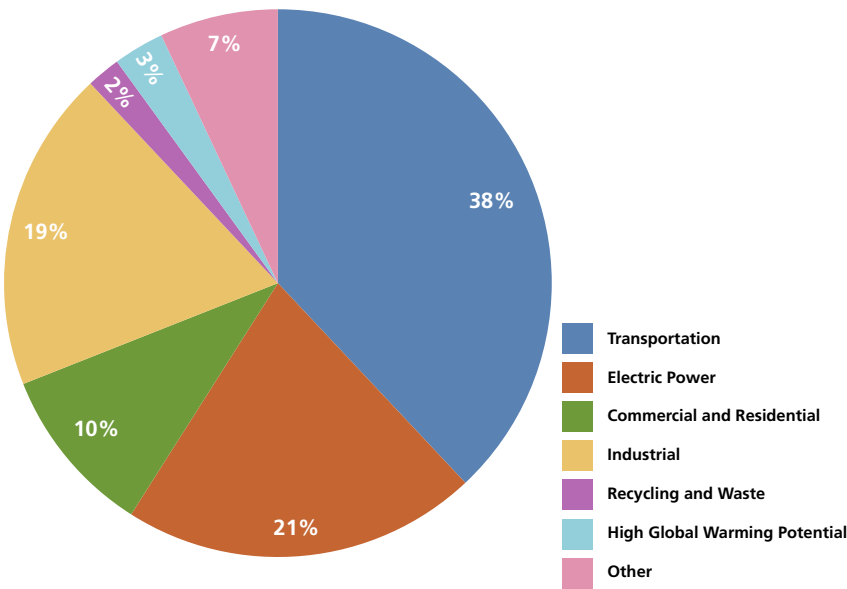


In Woodland, the largest contributors to greenhouse gas emissions are the transportation sector (predominantly motor vehicles) and electricity used in residential and commercial buildings.

State GHG Inventory

As the second largest emitter of GHGs in the United States and 12th to 16th largest in the world, California contributes a large quantity of GHGs to the atmosphere (CEC 2006b:i). Emissions of CO₂ are byproducts of fossil-fuel combustion and are attributable in large part to human activities associated with the transportation industry, electricity generation, natural gas consumption, and agriculture (ARB 2011a). As noted, the transportation sector is the largest emitter of GHGs, followed by electricity generation (ARB 2011a) (Chart 3-1).

Chart 3-1: 2010 California GHG Emissions by Scoping Plan Category



Notes: Commercial and Residential includes natural gas and other fuel use. Industrial includes GHG emissions attributable to refineries, natural gas, oil and gas extraction, cement plants, and other industrial process related emissions.

Source: ARB, 2013.

Local GHG Inventory – City of Woodland

In 2012, a GHG emissions inventory for the baseline year 2005 was developed for the City (UC Davis 2012). Baseline annual emissions were determined to be approximately 544,145 MT CO₂e per year from sources such as residential/commercial energy use, transportation, water and wastewater, municipal energy use and transportation, and wastewater reuse. Of the total GHG emissions, 68 percent of the emissions are generated from transportation, followed by residential and commercial energy use (31 percent). Table 3.8-1 presents the City of Woodland’s 2005 GHG emissions by emissions sector. In addition, Chart 3-2 presents the City of Woodland’s GHG emission sectors by their relative contribution to the city’s total emissions.

The relative contributions of GHG emissions to the City's inventory from various sources can be used to assemble a package of GHG emission reduction measures that are properly focused on major emissions sources over which the City exercises some control. Some sources of emissions reductions will be more efficient than others – the cost per ton reduced may be higher or lower for different emissions sectors. But, an overall knowledge of the primary sources of emissions will be important to development of the City's Climate Action Plan. The baseline emissions inventory is also normally used to derive an emissions reduction target, which is often (though not always) expressed as a percentage reduction compared to the baseline emissions level.

TABLE 3.8-1 CITY OF WOODLAND YEAR 2005 EMISSIONS INVENTORY

EMISSIONS SECTOR	EMISSIONS (MT CO ₂ E/YR)	PERCENT CONTRIBUTION
Residential Energy Use	68,704	12.6%
Commercial Energy Use	98,155	18.0%
Transportation	367,567	67.5%
Water and Wastewater	2,666	<1%
Municipal Energy Use and Transportation ¹	2,676	<1%
Wastewater Reuse	4,377	<1%
Total GHG Emissions	544,145	

Notes:

MT CO₂e/yr = metric tons of carbon dioxide equivalent per year; GHG = greenhouse gases.

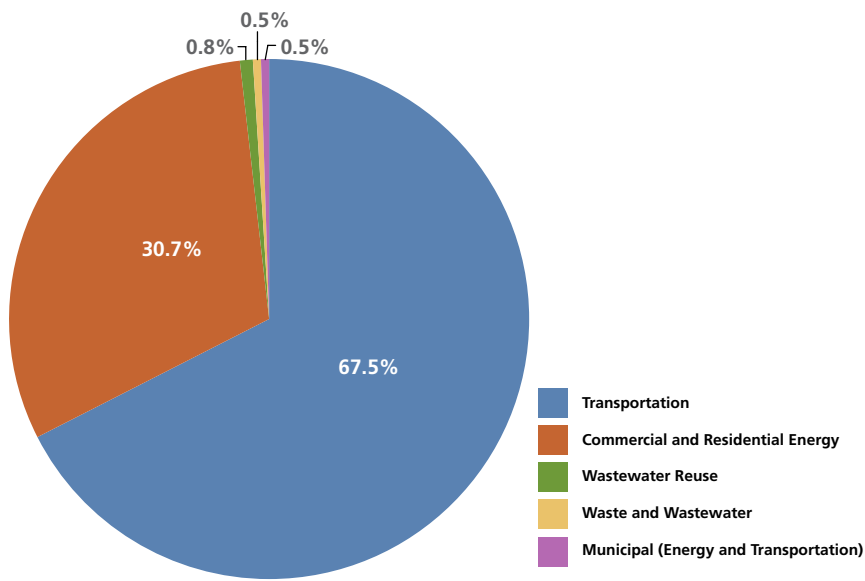
1 Only includes Scope 1 and Scope 2 emissions. Scope 3 emissions have been excluded from this total.

Source: City of Woodland, 2012.

Greenhouse Gas Emissions Opportunities and Challenges

Land use entitlement authority, which largely rests at the local government level in California, has a great influence on development patterns, community design, transportation facilities planning, and other factors that influence the amount of automobile travel, measured as “vehicle miles traveled” (VMT). The number of VMT in Woodland, in turn, directly relates to the amount of transportation-related GHG emissions. However, the City does not have control over vehicle emissions technology or fuel economy standards, which are factors in calculating air pollutant and GHG emissions from the transportation sector. Similarly, City standards can have some influence on the solar orientation of buildings and other components related to building and public realm energy efficiency, but energy generation, renewable energy requirements, and other components of electricity related emissions are largely outside of local government's control.

Chart 3-2: 2010 City of Woodland GHG Emissions by Scoping Plan Category



Notes: Commercial and Residential includes natural gas and other fuel use. Industrial includes GHG emissions attributable to refineries, natural gas, oil and gas extraction, cement plants, and other industrial process related emissions.

Source: ARB, 2010.

There are many local co-benefits of planning to reduce GHG emissions. Land use and transportation policies that reduce VMT and promote alternatives to automobile travel also can reduce household and business transportation costs, reduce harmful air pollution (other than GHGs), enhance mobility, reduce time spent commuting, and provide other benefits. Compact development (which reduces GHGs) can also be more efficient and cost-effective to serve with public infrastructure and services. Measures that promote energy efficiency reduce air pollutant emissions and GHGs, but also save on household and business utility costs. Encouraging reinvestment and revitalization of existing developed areas can reduce VMT, air pollutants, and GHG emissions, but also helps to conserve important open space functions, such as agriculture, habitats, recreation, and watershed protection. Development patterns that promote working, living, and shopping in the same community have fiscal and economic benefits.

Land Use, Community Design, and Transportation

The generation of (and therefore reduction of) GHG emissions is highly dependent on how General Plan policies can create a more effective and efficient transportation system. As discussed above, transportation is the largest GHG emissions sector for the City. Therefore, a reduction in vehicle emissions is necessary to achieve significant GHG reduction, especially since improvements in building energy efficiency can be overwhelmed by increases in VMT. The effectiveness of a local air quality management and GHG reduction program is contingent on promoting development patterns and transportation systems that reduce emissions from the transportation sector.

A variety of land use, transportation, and design approaches, when used together, can substantially reduce vehicular travel (and therefore reduce GHG emissions) (Ewing 2001, Handy 2004). Approaches to managing travel demand that could be incorporated into the 2035 General Plan include:

- **Diversity.** Placing a variety of land use activities in proximity to each other (housing, shopping, employment, services, etc.) provides greater choice of mobility. People can walk, bike, or take transit to meet daily needs. This strategy also makes the trips that must occur in a car shorter.
- **Compactness.** Compact development, by its nature, can increase the efficiency of infrastructure, enable travel by modes other than by car, and reduce trip lengths.
- **Reinvestment.** One way to avoid GHG emissions is to facilitate more efficient and economic use of the lands and existing infrastructure in already-developed portions of a community. Reinvestment in existing neighborhoods and retrofit of existing buildings can result in a net reduction in GHG emissions.
- **Housing and Employment.** Placing jobs and housing closer to one another can reduce work-related trips, which, although they normally represent a minority of trips, can account for a large number of vehicle miles traveled (VMT).
- **Connectivity.** A highly-connected transportation network shortens trip lengths and allows land uses to be placed closer in proximity to one another and along direct routes. Developing more diverse land uses in proximity of one another enables more trips to be made by walking or biking.
- **Facilities.** Safe and convenient bike lanes, pedestrian pathways, transit shelters, and other transportation facilities that are incorporated into a comprehensive transportation network can also encourage more travel by other means, thereby reducing air pollution and GHG emissions.

Energy Efficiency

Another way to address global climate change is to promote energy efficiency and use of renewable (and low emission) sources of energy. Reducing electricity-related GHG emissions can be achieved by a variety of measures and strategies ranging from improving energy efficiency of infrastructure (e.g., buildings [lighting, heating, cooling]), to installing renewable energy sources (e.g., solar panels, wind turbines), to changing the existing electricity production portfolio, and as simple as changing electricity consumption behaviors and practices. However, because energy efficiency is fairly dependent on new technology, it is essential to educate land owners on the payback periods and cost benefits of new energy efficient systems, appliances, building practices, and retrofitting techniques.

Renewable Energy

GHG emissions could be reduced by producing electricity for existing and future land uses from renewable resources such as the sun, wind, or geothermal sources. GHG reductions from renewable energy could be achieved for residential, commercial, or industrial land uses; however, it is also possible for the City to independently invest in, or support the investment in renewable energy sources.

Solid Waste Management

Solid waste management is a tool by which the City can reduce GHG emissions, reduce residents' and businesses' costs, and preserve lands that would otherwise be used for landfills. Decreasing communitywide solid waste generation reduces solid waste decomposition GHG emissions at landfills (i.e., methane) and the transportation-related GHG and air pollutant emissions associated with solid waste hauling. The City can play a role in solid waste reduction through measures such as public education, requirements on products sold in the City, ordinances, adjusting disposal fees, evaluating effectiveness of current solid waste management, and promoting waste diversion.

3.9 Air Quality

This section provides a discussion of the scientific, regulatory, and emissions background of air quality in the region, including natural factors that influence air quality along with air quality pollutants of concern.

Environmental Setting

Climate, Topography, and Meteorology

Woodland is located in Yolo County, which is part of the Sacramento Valley Air Basin (SVAB). The SVAB is comprised of Sacramento, Shasta, Tehama, Butte, Glenn, Colusa, Sutter, Yuba, Yolo, the northeast portion of Solano, and western portion of Placer counties. California's air basins have been created to group together regions that have similar natural factors that affect air quality.²⁰

The Mediterranean climate of the Sacramento Valley is characterized by hot dry summers and mild rainy winters. Temperatures throughout the year could range from 20 to 115 degrees Fahrenheit (° F). In the summer, average highs are approximately 94° F. Average lows in the winter are approximately 40° F (WRCC 2013). Average annual rainfall is about 19 inches and snowfall is very rare (WRCC 2013). Prevailing winds are moderate in strength and vary from dry land flows from the north to moist clean breezes from the south.

The mountains surrounding the Sacramento Valley create a barrier to air flow, which can trap air pollutants in the Valley, particularly in the autumn and early winter when large pressure cells lie over the Valley and temperatures are lower. The lack of surface wind during these periods and reduced vertical flow caused by less surface heating, reduces the influx of outside air and allows air pollutants generated within the Valley to become concentrated in a stable volume of air. Ground concentrations are the highest when these conditions are combined with smoke from agricultural burning or temperature inversions that trap cool air, fog, and pollutants near the ground.

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds, with the Delta sea breeze arriving in the afternoon and evening out of the southwest. Usually, this evening breeze transports the airborne pollutants generated within the Valley to the north out of the Sacramento Valley. During about half of the days from July to September, however, a phenomenon called the "Schultz Eddy" pre-

²⁰ Ambient concentrations of air pollutants are determined by the level of emissions released by pollutant sources (i.e., anthropogenic factors) and the atmosphere's ability to transport and dilute such emissions (i.e., natural factors). Natural factors that affect transport, dilution, and generation of air pollutants include terrain, wind, atmospheric stability, and the presence of sunlight. These natural and environmental factors and pollutants and pollutant sources are discussed separately below.

vents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out of the Valley, the Schultz Eddy causes the wind pattern to circle back south. Essentially, this phenomenon cause causes air pollutants that would otherwise be transported out of the Valley to be blown southward back into the Valley. This has the effect of exacerbating the pollution levels and increasing the likelihood of violating federal or state standards. This eddy will normally dissipate around noon if the Delta sea breeze arrives.

Criteria Air Pollutants

California Air Resources Board (ARB) and the U.S. Environmental Protection Agency (EPA) focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter with aerodynamic diameter less than 10 microns (PM₁₀), particulate matter with aerodynamic diameter less than 2.5 microns (PM_{2.5}), and lead. These pollutants, which are most linked with human health, are commonly called “criteria air pollutants.”

Health-based air quality standards have been established for these pollutants by ARB at the state level and by EPA at the national level. These standards, which include a margin of safety, were established to protect the public from adverse health impacts resulting exposure to air pollution. California also has established standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. A brief description of each criteria air pollutant, including its source types and health effects, is provided below, along with the most current monitoring station data and attainment designations for the Woodland area. Table 3.9-1 presents the California ambient air quality standards (CAAQS) and national ambient air quality standards (NAAQS).

TABLE 3.9-1 NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

POLLUTANT	AVERAGING TIME	CALIFORNIA STANDARDS ^A	NATIONAL STANDARDS ^B	
		Concentration ^C	Primary ^{C,d}	Secondary ^{C,e}
Ozone	1 hour	0.09 ppm (180 µg/m ³)	–	Same as primary standard
	8 hours	0.070 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)	
Respirable particulate matter (PM ₁₀)	24 hours	50 µg/m ³	150 µg/m ³	Same as primary standard
	Annual arithmetic mean	20 µg/m ³	–	
Fine particulate matter (PM _{2.5})	24 hours	–	35 µg/m ³	Same as primary standard
	Annual arithmetic mean	12 µg/m ³	12.0 µg/m ³ ^f	
Carbon monoxide	8 hours	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	None
	1 hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	
	8 hours (Lake Tahoe)	6 ppm (7 mg/m ³)	–	–
Nitrogen dioxide ^g	Annual arithmetic mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as primary standard
	1 hour	0.18 ppm (339 µg/m ³)	0.100 ppb (188 µg/m ³)	None
Sulfur dioxide ^h	Annual Arithmetic Mean	–	0.030 ppm (for certain areas) ^h	–
	24 hours	0.04 ppm (105 µg/m ³)	0.14 ppm (for certain areas) ^h	
	3 hours	–	–	0.5 ppm (1,300 µg/m ³)
	1 hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)	–
Lead ^{i,j}	30-day average	1.5 µg/m ³	–	–
	Calendar quarter	–	1.5 µg/m ³ (for certain areas) ^j	Same as primary standard
		–	0.15 µg/m ³	
Visibility-reducing particles ^k	8 hours	See footnote k	No national standards.	
Sulfates	24 hours	25 µg/m ³		
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m ³)		
Vinyl chloride ^k	24 hours	0.01 ppm (26 µg/m ³)		

TABLE 3.9-1 NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

Notes: mg/m³ = milligrams per cubic meter; PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM₁₀ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ppb = parts per billion; ppm = parts per million; µg/m³ = micrograms per cubic meter.

- a California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility-reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- b National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standards. Contact EPA for further clarification and current national policies.
- c Concentration expressed first in the units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and reference pressure of 760 torr; parts per million (ppm) in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- d National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- e National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- f On January 15, 2013, EPA announced it would revise the national annual PM_{2.5} standard to 12.0 µg/m³ to provide increased protection against health risks.
- g To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- h On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1 hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical of 0.075 ppm.
- i The California Air Resources Board (ARB) has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- j The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standards are approved.
- k In 1989, ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and the "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: ARB, 2012a.

Ozone

Ozone is a photochemical oxidant—that is, a substance whose oxygen combines chemically with another substance in the presence of sunlight—and the primary component of smog. Ozone is not directly emitted into the air, but is formed through complex chemical reactions between precursor emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. ROG emissions result primarily from incomplete fuel combustion and the evaporation of chemical solvents and fuels.²¹ Because these reactions occur on a regional scale, ozone is a regional pollutant.²²

Meteorology and terrain play a major role in ozone formation. Generally, low wind speeds or stagnant air coupled with warm temperatures and clear skies provide the optimum conditions for ozone formation.²³ Because of the reaction time involved, peak ozone concentrations often occur far downwind of the precursor emissions. In general, ozone concentrations over or near urban and rural areas reflect an interplay of emissions of ozone precursors, transport, meteorology, and atmospheric chemistry.

The number of ozone exceedances in the Sacramento Valley region is not steadily trending downwards, but the exceedance concentrations are becoming less severe and non-exceedance concentrations are becoming cleaner (YSAQMD 2013). In addition to regional ozone concentrations, the ARB has identified the “Broader Sacramento Area,” including Yolo County, as an area that transports pollutants to the Upper Sacramento Valley, the San Joaquin Valley, the San Francisco Bay Area, and the Mountain Counties and contributes to State ambient ozone standard exceedances (YSAQMD 2013). The Sacramento area has also been identified as being affected by transport from the Bay Area and the San Joaquin Valley.

Although YSAQMD’s rules and regulations have been able to control area and stationary source emissions and keep those emissions levels basically constant, mobile source emissions, which are the major source of ozone precursors, continue to grow along with population. From 2009 to 2011, YSAQMD’s jurisdiction grew by approximately 3 percent in population, but VMT grew at more than twice this rate (approximately 6.6 percent) (YSAQMD 2013).

21 NO_x refers to a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels. A highly reactive molecule, ozone readily combines with many different components of the atmosphere. Consequently, high levels of ozone tend to exist only while high ROG and NO_x levels are present to sustain the ozone formation process. Once the precursors have been depleted, ozone levels decline rapidly.

22 Ozone located in the upper atmosphere (stratosphere) acts in a beneficial manner by shielding the earth from harmful ultraviolet radiation emitted by the sun. However, ozone located in the lower atmosphere (troposphere) is a major health and environmental concern.

23 Although stagnant conditions typically occur in autumn and early winter, the cumulative effects of warm temperatures, sunlight, and clear skies in the summertime are more conducive to ozone generation and thus summertime is generally the peak ozone season.

Statewide vehicle emission standards and incentive programs, along with land use development patterns and transportation planning will be critical for ozone attainment.²⁴

Carbon Monoxide

CO is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. Other non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all CO emissions nationwide.²⁵ Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are sources of CO indoors. The highest levels of CO in the outside air typically occur during the colder months when inversion conditions become more frequent, trapping the air pollution near the ground beneath a layer of warm air.

Because exceedances of CO concentrations have become less of a problem in the project region in recent years, CO is no longer monitored in Yolo County. The nearest monitoring stations that monitor for CO are located in Sacramento and Solano Counties (Del Paso Manor station in Sacramento and Tuolumne Street station in Vallejo, respectively), which are in more populated areas with higher concentrations of vehicles and have not registered any exceedances of CO in the past 10 years (2002-2012) (ARB 2013).²⁶

²⁴ Ozone exposure causes adverse health effects primarily in the respiratory system. Ozone affects not only sensitive receptors, such as asthmatics and children, but healthy adults as well. Exposure to ambient levels of ozone ranging from 0.10 to 0.40 part per million (ppm) for 1–2 hours has been found to substantially alter lung function by increasing respiratory rates and pulmonary resistance, decreasing “tidal” volumes (the amount of air inhaled and exhaled), and impairing respiratory mechanics. Ambient levels of ozone exceeding 0.12 ppm are linked to symptomatic responses, such as throat dryness, chest tightness, headache, and nausea.

²⁵ Higher CO levels generally occur in areas with heavy traffic congestion. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust.

²⁶ Adverse health effects associated with exposure to CO concentrations include such symptoms as dizziness, headaches, and fatigue. CO exposure is especially harmful to individuals who suffer from cardiovascular and respiratory diseases (EPA 2009). CO enters the bloodstream through the lungs by combining with hemoglobin, which normally supplies oxygen to the cells. However, CO combines with hemoglobin much more readily than oxygen does, drastically reducing the amount of oxygen available to the cells.

Particulate Matter

PM₁₀ consists of particulate matter emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust.²⁷ It also includes particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG (EPA 2009). PM_{2.5} is a subgroup of PM₁₀, consisting of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less (ARB 2009).

As presented in Table 3.9-4, areawide sources are the largest source of PM₁₀ and PM_{2.5} emissions in the region (approximately 88%). Given the agricultural and rural nature of the Planning Area, farming operations, construction and demolition, and road/fugitive dust are the main contributors to particulate matter emissions in the region. Exceedances of the PM₁₀ and PM_{2.5} standards are still registered near the Planning Area (see Table 3.9-2) and Yolo-Solano Air Quality Management District (YSAQMD) continues to develop rules and regulations that control and minimize PM₁₀ and PM_{2.5} from the construction industry and agricultural burning (YSAQMD 2013).

Nitrogen Dioxide

NO₂ is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO₂ are combustion devices, such as boilers, gas turbines, and mobile and stationary internal combustion engines. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂ (EPA 2009). The combined emissions of NO and NO₂ are referred to as NO_x and reported as equivalent NO₂.^{28,29}

27 The adverse health effects associated with PM₁₀ depend on the specific composition of the particulate matter. For example, health effects may result from adsorption of metals, polycyclic aromatic hydrocarbons, and other toxic substances onto fine particulate matter (referred to as the “piggybacking effect”), or from the presence of fine dust particles of silica or asbestos. Generally, both short-term and long-term exposure to elevated concentrations of PM₁₀ may result in adverse effects. These effects may include breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, alterations to the immune system, carcinogenesis, and premature death (EPA 2009). PM_{2.5} poses an increased health risk because the particles can deposit deep in the lungs and may contain substances that are particularly harmful to human health.

28 Because NO₂ is formed and depleted by reactions associated with ozone, the NO₂ concentration in a particular geographic area may not be representative of the local NO_x emission sources.

29 Inhalation is the most common route of exposure to NO₂. The severity of the adverse health effects depends primarily on the concentration inhaled, rather than the length of exposure. An individual may experience a variety of acute symptoms such as coughing, difficulty in breathing, vomiting, headache, and eye irritation during or shortly after exposure. Severe, symptomatic NO₂ intoxication after acute exposure has been linked on occasion with prolonged respiratory impairment, with such symptoms as chronic bronchitis and decreased lung function (EPA 2009).

Sulfur Dioxide

SO₂ is produced by such stationary sources as coal and oil combustion, steel mills, refineries, and pulp and paper mills. SO₂ comprises approximately 97 percent of sulfur oxide (SO_x) emissions in California.³⁰

Statewide emissions of SO_x have decreased by approximately 45 percent since 1990, primarily due to increased emissions controls in industrial stationary sources and switching from fuel oil to natural gas for electric generation and industrial boilers (ARB 2011). In addition, in 2006, ARB required the use of ultra-low-sulfur diesel fuel (15 ppm sulfur) for on-road vehicles, which further reduced SO_x emissions throughout the state. By 2014, it is anticipated that all highway, off-road, locomotive, and marine fuel will be ultra-low-sulfur diesel (ARB 2011). As shown in Table 3.9-4, SO₂ emissions are fairly low in the region and primarily occur from stationary sources. As a result of SO_x emissions becoming less of a problem, SO_x is no longer monitored in Yolo County and has not been exceeded in the last 10 years at nearby monitoring stations (ARB 2013).

Lead

Lead is a metal found naturally in the environment and in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phase-out of leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in the air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.³¹

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal terminology, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health.³²

³⁰ SO₂ exposure causes adverse health effects primarily in the upper respiratory tract. SO₂ is a respiratory irritant; the bronchioles constrict with inhalation of SO₂ at five parts per million (ppm) or more. On contact with the moist mucous membranes, SO₂ produces sulfurous acid, which is a direct irritant. The concentration, rather than the duration of exposure, is an important determinant of respiratory effects.

³¹ Until about 20 years ago, mobile sources were the main contributor to ambient lead concentrations in the air. In the early 1970s, EPA set national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. EPA banned the use of leaded gasoline in highway vehicles in December of 1995 (EPA 2009). EPA's regulatory efforts to remove lead from gasoline caused emissions of lead from the transportation sector to decline dramatically (95 percent between 1980 and 1999), and levels of lead in the air decreased by 94 percent between 1980 and 1999. Transportation sources, primarily airplanes, now contribute only 13 percent of lead emissions. A National Health and Nutrition Examination Survey reported a 78 percent decrease in the levels of lead in people's blood between 1976 and 1991. This dramatic decline can be attributed to the move from leaded to unleaded gasoline (EPA 2009).

³² TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the *California Almanac of Emissions and Air Quality*,³³ the majority of the estimated health risk from TACs is attributed to relatively few compounds, the most dominant being PM exhaust from diesel-fueled engines (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data (i.e., monitored concentrations) are available for diesel PM because a standardized method for measuring diesel PM has not been established. However, ARB has made preliminary concentration estimates based on a PM exposure method. This method uses ARB's emissions inventory PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.³⁴ However, diesel PM poses the greatest health risk among these 10 TACs.

ARB estimated that approximately 237 tons of diesel PM are generated in Yolo County per year, which is approximately 9 percent of the total diesel PM emissions generated within the SVAB.³⁵ Based on receptor modeling techniques, ARB estimated the diesel PM health risk in the SVAB in 2000 to be 360 excess cancer cases per million people. This represents a decreased in diesel PM health risks by 52 percent from 1990 to 2000. Overall, ambient levels of most TACs (including diesel PM), except for para-dichlorobenzene, have decreased since 1990.³⁶

Diesel PM concentrations would be anticipated to be relatively higher along major transportation routes with high proportions of heavy-duty diesel truck traffic, including I-5 and SR 113, and diesel PM concentrations drop off substantially with distance from the roadways. For example, ARB reported a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway compared to concentrations in areas adjacent to the roadway. Sacramento Metropolitan Air Quality Management District (SMAQMD) has provided guidance for assessing health risk along major area roadways based, in part, on distance from the roadway, traffic levels, heavy truck mix, and location of the subject sensitive receptor relative to the roadway. Health risk along major transportation routes is anticipated to improve over time—ARB has a regulation that requires diesel trucks and buses to be retrofitted with PM filters.

33 California Air Resources Board (ARB), 2009, ARB Almanac 2009 — Chapter 4: Air Basin Trends and Forecasts – Criteria Air Pollutants, p. 1-34.

34 Ibid, p. 1-34.

35 Ibid, Appendix C: p. C-10

36 Ibid, pp. 5-83 to 5-85.

ARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides guidance on land-use compatibility with TAC sources. Although not a law or adopted policy, the handbook offers recommendations for the siting of sensitive receptors (such as proposed residential units) near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help limit the exposure of children and other sensitive populations to TACs. The handbook is used to assess how much exposure would occur as a result of project implementation. Table 1-2 of the handbook includes generalized recommendations, including:

- **Freeways and High-Traffic Roads.** In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop off in particulate pollution levels at 500 feet.
- **Distribution Centers.** Because ARB regulations will restrict truck idling at distribution centers, transport refrigeration unit (TRU) operations are the largest onsite diesel PM emission source followed by truck travel in and out of distribution centers. Based on ARB and South Coast District emissions and modeling analyses, we estimate an 80 percent drop-off in pollutant concentrations at approximately 1,000 feet from a distribution center.
- **Dry Cleaners Using Perchloroethylene (perc).** Local air district studies indicate that individual cancer risk can be reduced by as much as 75 percent by establishing a 300 foot separation between a sensitive land use and a one-machine perc dry cleaning operation. For larger operations (2 machines or more), a separation of 500 feet can reduce risk by over 85 percent.
- **Gasoline Dispensing Facilities.** Based on the CAPCOA Gasoline Service Station Industry-wide Risk Assessment Guidelines, most typical GDFs (less than 3.6 million gallons per year) have a risk of less than 10 at 50 feet under urban air dispersion conditions. Over the last few years, there has been a growing number of extremely large GDFs with sales over 3.6 and as high as 19 million gallons per year. Under rural air dispersion conditions, these large GDFs can pose a larger risk at a greater distance.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population. In addition, people may have different reactions to the same odor – an odor that is offensive to one person may be perfectly acceptable to another. An unfamiliar odor is more easily detected and is more likely to result in complaints than a familiar one.³⁷

Quality and intensity are two properties present in any odor.³⁸ Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult.³⁹

Existing Air Quality

Air Quality Monitoring Data

Criteria air pollutants are monitored at multiple monitoring stations throughout the SVAB. The 41929 Gibson Road monitoring station in Woodland, which is located at the southeastern portion of the city's incorporated limits, measures ozone $PM_{2.5}$, and PM_{10} . Table 3.9-2 summarizes the air quality data from the three most recent years for which data are available (2009–2011) and lists the registered concentrations and exceedances of the CAAQS and NAAQS that occurred at this monitoring station from 2009 through 2011.

The region's major air quality problem is ozone generation, followed by PM_{10} and $PM_{2.5}$ concentrations. Between 2009 and 2011, the Woodland monitoring station registered multiple days above the state and federal eight-hour ozone standards, but no exceedances of the state one-hour standard. The state CO , NO_2 , and SO_2 standards were not exceeded in any of the last three years. The state 24-hour PM_{10} standard was exceeded at least once in all of the past three years, but the national 24-hour standard was not exceeded once during the same period. Measured concentrations of $PM_{2.5}$ were determined to exceed the national standard once in the past three years.

37 This is due to a phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

38 The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as "flowery" or "sweet," then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor.

39 At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

TABLE 3.9-2 WOODLAND AMBIENT AIR QUALITY DATA (2009–2011)¹

	2009	2010	2011
Ozone			
Maximum concentration (1-hour/8-hour, ppm)	0.093/0.082	0.087/0.069	0.088/0.073
Number of days state standard exceeded (1-hour/8-hour)	0/11	0/0	0/2
Number of days national standard exceeded (1-hour/8-hour) ²	0/3	0/0	0/0
Carbon Monoxide (CO)³			
Maximum concentration (1-hour/8-hour, ppm)	2.4/1.94	1.6/1.23	1.9/1.60
Number of days state standard exceeded (1-hour/8-hour)	0/0	0/0	0/0
Number of days national standard exceeded (1-hour/8-hour)	0/0	0/0	0/0
Nitrogen Dioxide (NO₂)⁴			
Maximum concentration (1-hour, ppm)	0.040	0.037	0.043
Number of days state standard exceeded	0	0	0
Annual average (ppm)	0.007	0.006	0.007
Sulfur Dioxide (SO₂)⁵			
Maximum concentration (24-hour, ppm)	0.002	0.001	0.001
Number of days standard exceeded (national/California)	0	0	0
Annual Average (ppm)	0.000	0.000	0.000
Fine Particulate Matter (PM_{2.5})			
Maximum concentration (µg/m ³) (national/California) ⁶	27.6/27.6	26.7/26.7	39.4/39.4
Number of days national standard exceeded (measured/estimated) ⁷	0/0.0	0/0.0	1/–
State annual average (µg/m ³) (national/California)	7.5/–	5.6/5.7	–/–
Respirable Particulate Matter (PM₁₀)			
Maximum concentration (µg/m ³) (national/California) ⁶	64.6/64.0	87.4/87.4	53.2/56.6
Number of days national standard exceeded (measured/estimated) ⁷	2/12.2	1/6.5	1/6.1
Number of days national standard exceeded (measured/estimated) ⁷	0/0.0	0/0.0	0/0.0
Annual average (µg/m ³) (national/California)	20.5/21.1	18.6/18.8	18.4/19.1

Notes: µg/m³ = micrograms per cubic meter; ppm = parts per million; – = data not available or insufficient data to determine value

- Measurements were recorded at the Gibson Road monitoring station unless noted otherwise.
- The 8-hour national ozone standard was revised to 0.075 ppm in March 2008. Statistics shown are based on the previous 0.08 ppm standard. The 1-hour national ozone standard was revoked on June 15, 2005. Statistics for the 1-hour national ozone standard are shown for informational purposes.
- Measurements were recorded at the Goldenland Court monitoring station located at 68 Goldenland Court in Sacramento, which is approximately 15 miles southeast of the Planning Area.
- Measurements were recorded at the Davis-UCD Campus monitoring station located on Campbell Road in Davis, which is approximately 10 miles south of the Planning Area.
- Measurements were recorded at the Del Paso Manor monitoring station located at 2701 Avalon Drive in Sacramento, which is approximately 22 miles southeast of the Planning Area.
- State and national statistics may differ for the following reasons: State statistics are based on California-approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers. State statistics are based on local conditions while national statistics are based on standard conditions. State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.
- Measured days are those days that an actual measurement was greater than the level of the state daily standard or the national daily standard. Measurements are typically collected every 6 days. Estimated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

Source: ARB, 2009; EPA, 2013.

Attainment Status

To determine whether a region's air quality is healthful or unhealthful, contaminant levels in ambient air samples are compared to the CAAQS and NAAQS. Both ARB and EPA use the type of monitoring data presented in Table 3.9-2 to designate an area's attainment status relative to the CAAQS and NAAQS, respectively, for criteria air pollutants. The purpose of these designations is to identify areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are "nonattainment," "attainment," and "unclassified." The "unclassified" designation is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards.

With respect to the CAAQS, the YSAQMD is currently designated as a non-attainment area for ozone and PM_{10} , and as an attainment or unclassified area for all other pollutants. With respect to the NAAQS, the YSAQMD is designated as a nonattainment area for ozone and $PM_{2.5}$ and as an attainment or unclassified area for all other pollutants. Table 3.9-3 shows the YSAQMD's most recent attainment designations.

TABLE 3.9-3 CALIFORNIA AND NATIONAL ATTAINMENT STATUSES FOR THE YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT

POLLUTANT	DESIGNATION/CLASSIFICATION	
	California	National
Ozone (1-hour)	Nonattainment	–
Ozone (8-hour)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/ Attainment
Nitrogen dioxide (NO ₂)	Attainment	Attainment
Sulfur dioxide (SO ₂)	Attainment	Attainment
Respirable particulate matter (PM ₁₀)	Nonattainment	Unclassified
Fine particulate matter (PM _{2.5})	Unclassified	Nonattainment
Lead	Attainment	Attainment
Sulfates	Attainment	No national standards
Hydrogen sulfide	Attainment	
Vinyl chloride	Attainment	
Visibility-reducing particles	Attainment	

Source: ARB, 2009.

*Existing Emissions – Yolo-Solano Air Quality Management District***Criteria Air Pollutants**

Table 3.9-4 summarizes the emissions inventory for criteria air pollutants in YSAQMD. Mobile sources are the largest contributor to the estimated annual average air pollutant levels of ROG, CO, and NO_x, accounting for approximately 55 percent, 86 percent, and 88 percent, respectively, of the total inventory. As discussed above, ROG and NO_x are ozone precursors and therefore, mobile sources are a key target for reducing ozone concentrations in the region. Stationary sources in YSAQMD are responsible for the majority (approximately 68 percent) of the SO_x emissions. Areawide sources (e.g., solvent evaporation, on-site fuel combustion for space and water heating, landscape maintenance equipment) account for approximately 88 percent and 63 percent of YSAQMD's PM₁₀ and PM_{2.5} emissions, respectively.

TABLE 3.9-4 SUMMARY OF 2008 ESTIMATED EMISSIONS INVENTORY FOR CRITERIA AIR POLLUTANTS AND PRECURSORS (YSAQMD)

SOURCE TYPE/ CATEGORY	ESTIMATED ANNUAL AVERAGE EMISSIONS (TONS PER DAY)					
	ROG	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}
Stationary Sources						
Fuel Combustion	0.39	3.98	4.09	0.33	0.58	0.58
Waste Disposal	0.16	0.07	0.02	0.09	0.00	0.00
Cleaning and Surface Coating	1.44	0.02	0.03	0.00	0.06	0.06
Petroleum Production and Marketing	1.89	0.20	0.04	-	-	-
Industrial Processes	1.04	0.57	0.19	0.08	1.80	0.96
<i>Subtotal (Stationary Sources)</i>	<i>4.92</i>	<i>4.84</i>	<i>4.36</i>	<i>0.50</i>	<i>2.45</i>	<i>1.59</i>
Area-wide Sources						
Solvent Evaporation	4.11	-	-	-	-	-
Miscellaneous Processes	1.47	11.57	0.88	0.06	32.84	5.64
<i>Subtotal (Areawide Sources)</i>	<i>12.71</i>	<i>104.74</i>	<i>38.48</i>	<i>0.18</i>	<i>2.16</i>	<i>1.79</i>

TABLE 3.9-4 SUMMARY OF 2008 ESTIMATED EMISSIONS INVENTORY FOR CRITERIA AIR POLLUTANTS AND PRECURSORS (YSAQMD)

SOURCE TYPE/ CATEGORY	ESTIMATED ANNUAL AVERAGE EMISSIONS (TONS PER DAY)					
	ROG	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}
Mobile Sources						
On-Road Motor Vehicles	7.21	76.26	25.78	0.07	1.34	1.07
Other Mobile Sources	5.50	28.48	12.70	0.11	0.82	0.72
<i>Subtotal (Mobile Sources)</i>	<i>12.71</i>	<i>104.74</i>	<i>38.48</i>	<i>0.18</i>	<i>2.16</i>	<i>1.79</i>
Total for YSAQMD	23.22	121.14	43.72	0.73	37.45	9.02

Notes:

CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter;

ROG = reactive organic gases; SO_x = oxides of sulfur

Totals in table may not add exactly due to rounding.

Source: ARB, 2009.

Toxic Air Contaminants

Existing TAC sources in the Woodland area include mobile sources, stationary sources, and areawide sources, which all cumulatively contribute to the existing TAC concentrations and the associated health risk.

Mobile sources are dispersed on roadways throughout the Woodland area. SR 113 and I-5 both handle heavy-duty diesel trucks with emissions that can expose residents and other adjacent sensitive receptors to TAC emissions. YSAQMD works closely with the Sacramento Metropolitan Air Quality Management District (SMAQMD) due to their proximity and similar air quality issues. SMAQMD has developed screening tables based on peak hourly volumes to evaluate the cancer risk associated with major roadways.⁴⁰ The SR 113 and I-5 year 2011 peak hourly vehicle volumes and maximum truck volume percentages that occur in proximity of the City's sensitive receptors are presented below:^{41,42}

- SR 113: 1,950 vehicles per hour (12.5 percent trucks)
- I-5: 4,000 vehicles per hour (23.25 percent trucks)

40 SMAQMD. 2009 (January). Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Technical Appendix. Available: <<http://airquality.org/ceqa/SLUMajorRoadway/SLURecommendedProtocolAppendix2.1-Jan2009.pdf>>. Accessed April 19, 2013.

41 California Department of Transportation (Caltrans). 2012. 2011 Traffic Volumes on the California State Highway System. Available: <<http://traffic-counts.dot.ca.gov/2011TrafficVolumesAug2012.pdf>>. Accessed April 19, 2013.

42 California Department of Transportation (Caltrans). 2011. 2011 Annual Average Daily Truck Traffic on the California State Highway System. Available: <<http://traffic-counts.dot.ca.gov/>>. Accessed April 19, 2013.

Considering the vehicle volumes above and using the SMAQMD's Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways guidance and screening tables, existing receptors may be exposed to a cancer risk of 149 cases in a million in within 50 feet of the east-west stretch of I-5 and 165 in a million within 50 feet of the north-south stretch of SR 113.⁴³ This level of health risk includes diesel PM health risk only from the mentioned roadways and not other background TAC emissions. As discussed above, the current overall background cancer risk from diesel PM in the SVAB is 360 cancer risks in million. The statewide average is 540 cancer risks in a million. Development anticipated under the General Plan, along with regional growth, would increase vehicular traffic on I-5 and SR 113. Advances in emissions technology, turnover in vehicles, and increasingly stringent emission standards would reduce average emission rates of vehicles, but health risk is still an important factor for the city's land use planning along these major transportation routes.

In addition, stationary sources that would generate TACs are permitted by YSAQMD. These include gasoline-dispensing facilities, natural gas heaters, paint and adhesives facilities, concrete production, lumber cutting facilities, woodworking, emergency backup diesel engines, and grain milling, which are located throughout the city.

Areawide TAC emissions are not monitored and tracked as closely as stationary or major roadway sources because of the dispersed nature of areawide TAC sources. Typically, areawide TAC sources are dependent on consumer behavior, which makes data difficult to gather. However, ARB has developed TAC emissions inventories that provide a baseline level of TAC emissions and how those emissions compare with the region. Table 3.9-5 presents the TAC emissions occurring within Yolo County compared with the overall TAC emissions occurring within the SVAB.

⁴³ Assumes that sensitive receptors could be located 50 feet north or south of an east-west roadway, and 50 feet east or west of a north-south roadway.

TABLE 3.9-5 TAC EMISSIONS IN YOLO COUNTY AND SVAB

TOXIC AIR CONTAMINANT	YOLO COUNTY EMISSIONS (TONS/YEAR)	SVAB EMISSIONS (TONS/YEAR)	PERCENT OF YOLO COUNTY CONTRIBUTION
Acetaldehyde	63	986	6.4%
Benzene	57	957	6.0%
1,3-Butadiene	20	437	4.6%
Carbon Tetrachloride	0	0	0.0%
Chromium (Hexavalent)	<0.01	<1	0.0%
para-DiChlorobenzene	8	107	7.4%
Formaldehyde	132	2,045	6.5%
Methylene Chloride	25	352	7.0%
Perchloroethylene	26	355	7.3%
Diesel PM	237	2,590	9.2%

Notes: TAC = toxic air contaminants; SVAB = Sacramento Valley Air Basin; PM = particulate matter.

Source: ARB, 2009.

Odors

Woodland has several facilities and land uses that would be considered potential odor sources.

The Yolo County Central Landfill is located approximately seven miles south-east of Downtown.

In addition, the City operates a wastewater treatment plant, known as the “Water Pollution Control Facility” (WPCF), which processes wastewater from the City’s residential, commercial, and industrial land uses. The WPCF is located approximately 3.5 miles east of Downtown. The North Ponds of the WPCF wastewater treatment ponds have been abandoned for their original purpose that had resulted their drying-out and occasional wetting. During these wetting episodes, decomposition would cause unpleasant odors. The abandoned wastewater treatment ponds were converted into storm water treatment ponds, which has addressed the odor issue.

The WPCF headwork facility and pond system are also both odor sources within the city. The headworks area includes an influent pump station, screens, and grit removal, all of which are open to atmosphere and not currently equipped with any odor controls. The pond system can receive raw sewage influent and effluent during times of maintenance or peak flows at the WPCF, which, during warmer weather, can generate odor emissions. The City has found that proper management, including the maintenance of a water cap and adequate water circulation through the pond system, addresses this issue. The City is currently studying the effect of using mechanical aerators in the ponds to reduce odors. The City is monitoring odor emissions with odor detectors.

In addition, to these municipal facilities, the city also includes industrial uses (e.g., manufacturing facilities, biomass storage for biomass power generation, food processing) that could constitute potential odor sources.

Lastly, the city is surrounded by agricultural uses in each direction that can generate odors from a variety of processes, such as agricultural burning, livestock pens, fertilization, and composting, among others. The City of Woodland and YSAQMD work in cooperation with industrial facilities and agricultural producers to limit the odor emissions associated with manufacturing processes and agricultural burning.

Currently, the Pacific Coast Producers, which processes and cans tomatoes, spreads water that has been previously used in the manufacturing facility and to wash the tomatoes across agricultural fields in the east side of the city. As the organic matter in the residual water is decomposed, odor emissions are generated that have impacted local residents. Pacific Coast Producers have invested more than \$3 million dollars in the past years to reduce potential odor sources from their operations, including measures such as adding calcium nitrate and Bioxide to their wastewater to reduce organic loading rates (i.e., odor-generating source). Pacific Coast Producer is planning to employ a new sprinkler irrigation system that is anticipated to help reduce its odor emissions from spreading of the residual manufacturing plant and washing water. The new irrigation system is designed to minimize standing water, which creates the ideal conditions (i.e., anaerobic) for generating odor emissions. Pacific Coast Producers and the City have joined together to purchase and utilize a sophisticated computerized odor plume tracking system to identify odor sources and assist both entities with mitigation efforts.

Because the city is surrounded by agricultural lands in all directions, the ongoing process to control these emissions is essential to reducing not only odor emissions, but also PM_{10} and $PM_{2.5}$ emissions. Certain agricultural processes that generate dust and odors, such as residual crop and managed burning, livestock operations, and travel on unpaved roads, among others also contribute to the city and region's total PM_{10} and $PM_{2.5}$ emissions.

Other smaller and dispersed odor sources include residential and commercial dumpsters, which can be located in proximity of sensitive receptors. However, with proper disposal containers and regular trash collection services, odors from residential and commercial dumpsters would be minimized.

The Yolo County Animal Services Shelter (2640 Gibson Road) and the County Fairgrounds (particularly livestock shows) have also been identified as odor sources at different times of the year.

Air Quality Opportunities and Challenges

Land use entitlement authority, which largely rests at the local government level in California, has a great influence on development patterns, community design, transportation facilities planning, and other factors that influence the amount of automobile travel, measured as “vehicle miles traveled” (VMT). The number of VMT in Woodland, in turn, directly relates to the amount of transportation-related air pollutant and GHG emissions. However, the City does not have control over vehicle emissions technology or fuel economy standards, which are factors in calculating air pollutant and GHG emissions from the transportation sector. Similarly, City standards can have some influence on the solar orientation of buildings and other components related to building and public realm energy efficiency, but energy generation, renewable energy requirements, and other components of electricity related emissions are largely outside of local government’s control.

There are many local co-benefits of planning to reduce air pollutant (including GHG) emissions. Land use and transportation policies that reduce VMT and promote alternatives to automobile travel also can reduce household and business transportation costs, reduce harmful air pollution (other than GHGs), enhance mobility, reduce time spent commuting, and provide other benefits. Compact development (which reduces GHGs) can also be more efficient and cost-effective to serve with public infrastructure and services. Measures that promote energy efficiency reduce air pollutant emissions and GHGs, but also save on household and business utility costs. Encouraging reinvestment and revitalization of existing developed areas can reduce VMT, air pollutants, and GHG emissions, but also helps to conserve important open space functions, such as agriculture, habitats, recreation, and watershed protection.

Land Use, Community Design, and Transportation

Similar to air quality, the generation of (and therefore reduction of) GHG emissions is highly dependent on how General Plan policies can create a more effective and efficient transportation system. As discussed above, transportation is the largest GHG emissions sector for the city and mobile sources are the largest source of ozone precursors in the YSAQMD area. Therefore, a reduction in vehicle emissions is necessary to achieve significant air pollutant and GHG reduction, especially since improvements in building energy efficiency can be overwhelmed by increases in VMT. The effectiveness of a local air quality management and GHG reduction program is contingent on promoting development patterns and transportation systems that reduce emissions from the transportation sector.

A variety of land use, transportation, and design approaches, when used together, can substantially reduce vehicular travel (and therefore reduce GHG emissions) (Ewing 2001, Handy 2004). Approaches to managing travel demand that could be incorporated into the 2035 General Plan include:

- **Diversity.** Placing a variety of land use activities in proximity to each other (housing, shopping, employment, services, etc.) provides greater choice of mobility. People can walk, bike, or take transit to meet daily needs. This strategy also makes the trips that must occur in a car shorter.
- **Compactness.** Compact development, by its nature, can increase the efficiency of infrastructure, enable travel by modes other than by car, and reduce trip lengths.
- **Reinvestment.** One way to avoid GHG emissions is to facilitate more efficient and economic use of the lands and existing infrastructure in already-developed portions of a community. Reinvestment in existing neighborhoods and retrofit of existing buildings can result in a net reduction in GHG emissions.
- **Housing and Employment.** Placing jobs and housing closer to one another can reduce work-related trips, which, although they normally represent a minority of trips, can account for a large number of vehicle miles traveled (VMT).
- **Connectivity.** A highly-connected transportation network shortens trip lengths and allows land uses to be placed closer in proximity to one another and along direct routes. Developing more diverse land uses in proximity of one another enables more trips to be made by walking or biking.
- **Facilities.** Safe and convenient bike lanes, pedestrian pathways, transit shelters, and other transportation facilities that are incorporated into a comprehensive transportation network can also encourage more travel by other means, thereby reducing air pollution and GHG emissions.

Energy Efficiency

Another way to address global climate change and other air pollution is to promote energy efficiency and use of renewable (and low emission) sources of energy. Reducing electricity-related GHG emissions can be achieved by a variety of measures and strategies ranging from improving energy efficiency of infrastructure (e.g., buildings [lighting, heating, cooling]), to installing renewable energy sources (e.g., solar panels, wind turbines), to changing the existing electricity production portfolio, and as simple as changing electricity consumption behaviors and practices. However, because energy efficiency is fairly dependent on new technology, it is essential to educate land owners on the payback periods and cost benefits of new energy efficient systems, appliances, building practices, and retrofitting techniques.

Renewable Energy

GHG emissions could be reduced by producing electricity for existing and future land uses from renewable resources such as the sun, wind, or geothermal sources. GHG reductions from renewable energy could be achieved for residential, commercial, or industrial land uses; however, it is also possible for the City to independently invest in, or support the investment in renewable energy sources.

Solid Waste Management

Solid waste management is a tool by which the City can reduce air pollutant and GHG emissions, reduce residents' and businesses' costs, and preserve lands that would otherwise be used for landfills. Decreasing communitywide solid waste generation reduces solid waste decomposition GHG emissions at landfills (i.e., methane) and the transportation-related GHG and air pollutant emissions associated with solid waste hauling. The City can play a role in solid waste reduction through measures such as public education, requirements on products sold in the City, ordinances, adjusting disposal fees, evaluating effectiveness of current solid waste management, and promoting waste diversion.

Toxic Air Contaminants

Achieving air quality goals requires supportive land use patterns, community design, transportation systems, and the location of highways, railroads, industries, and other sources of air emissions in relation to houses, schools, and other sensitive land uses. Woodland has a higher amount of truck traffic than other communities due to the presence of I-5 and SR 113, as well as large-scale commercial developments and warehouse uses that attract large amounts of truck traffic and associated diesel particulate emissions. Most of these uses today are located close to the highways and therefore most of the truck traffic associated with these uses is not moving on local roadways near homes and other sensitive uses. Existing and future regulations are anticipated to reduce diesel particulate emissions associated with trucking and rail activity. The City has some stationary sources that generate toxic air contaminants, as well. These sources are generally permitted by the Yolo-Solano Air Quality Management District and include gas stations, natural gas heaters, paint and adhesives facilities, concrete production, lumber cutting facilities, woodworking, emergency backup generators, and grain milling. Permit conditions normally require application of technologies and management practices to reduce the public and environmental health effects of these facilities. The public health impacts associated with newly proposed uses is dependent upon the type of industry, the location, the scale, operations, meteorological conditions, relative location of sensitive uses, and other project and site-specific characteristics.

Buffer distances may not be necessary with the application of control technologies to proposed stationary sources. There are manufacturing/assembly uses that can co-exist in residential areas without adversely affecting quality of life and the public health. What guidance should the General Plan provide – both for mobile and stationary sources – that is protective of the public health, promotes economic development, recognizes the site-specific nature of this issue, and recognizes improvements over time in emissions control technology and regulations?



The City of Woodland transportation network includes a variety of facilities serving multiple travel modes carrying people and goods. This chapter describes the physical and operational conditions of the following components of the city's transportation system: bikeways, pedestrian facilities, transit services, local and regional roadways, and railways.

4.1 Bikeways

Introduction

The 2002 City of Woodland Bicycle Transportation Plan identifies existing and planned bicycle facilities within the city. The primary purpose of the Bicycle Transportation Plan is to identify on-street and off-street bicycle facilities to serve the needs of recreational and commute riders. Fulfilling this purpose is expected to encourage greater levels of bicycling that will contribute to reductions in air pollution, noise pollution, and traffic congestion. The plan also presents the appropriate design features of bikeways, such as physical dimensions, signs, and markings.



Woodland's small size, good climate, and flat topography make it an ideal environment for travel by bicycle.



Class III bicycle routes, in which bicyclists share the roadway with vehicles without a bike lane, are marked with signage.

Existing Conditions

Bikeways are classified according to the following three types:

- Class I - off-street bike paths;
- Class II - on-street bike lanes marked by pavement striping and signage; and
- Class III - on-street bike routes that share the road with motorized vehicles.

Existing and proposed bicycle facilities in the Planning Area are displayed in Figure 4-1. As shown, many roadways have on-street bike lanes (Class II) or are signed as a bicycle route (Class III). There are also a few Class I bicycle facilities located along Pioneer Avenue, County Road 102, Heritage Parkway and throughout the Spring Lake Specific Plan area.

Regulatory Context

Federal and State

The California Complete Streets Act of 2008 (AB 1358) requires the legislative body of a city or county, upon revision of the circulation element of their general plan (after January 1, 2011), to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway (i.e., complete streets) including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Local

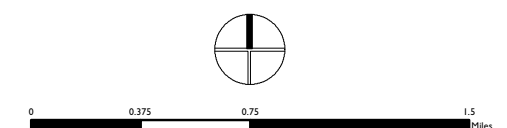
Goals, objectives, and policies adopted by the City of Woodland that influence bikeway planning, design, and operation are contained in the following plans.

- The City of Woodland's current General Plan;
- The 2002 City of Woodland Bicycle Transportation Plan; and
- The 2001 Spring Lake Specific Plan (SLSP).

In general, these plans support the development of a complete network for bicycling.

Existing Bicycle Facilities

- ### Proposed Bicycle Facilities



Data Source: City of Woodland, California, 2013;
SACOG Mapping Center, 2013

4.2 Pedestrian Facilities

Introduction

In California, 2.8 percent of commuters walk to work (U.S. Census Bureau, 2007-2011 American Community Survey). In Woodland, 2.6 percent of commuters walk to work, which is less than the state average, and less than the Yolo County percentage of 2.9. The above percentages likely underrepresent the share of trips made by pedestrians, as the surveys did not account for walking to transit, workers who walk occasionally, and children walking to school.

Conditions for walking vary across the city, from industrial neighborhoods with little pedestrian infrastructure to the denser, walkable grid of Downtown Woodland. For example, Census block groups nearest the downtown core had a reported 5.6 percent pedestrian mode share in the 2000 Census¹, well above the city's average. Pedestrian mode share generally increases as destinations become closer and as safety and other conditions for walking improve. School sites (e.g. Pioneer High) also have high pedestrian volumes.

The City has emphasized pedestrian travel by enhancing facilities including crosswalks, pedestrian count-down signals, new sidewalks, and traffic calming measures. Figure 4-2 illustrates select pedestrian facilities commonly found on various roadway classifications, and in different neighborhoods within the city.

Existing Conditions

The majority of roadway miles within the city have adjacent sidewalks, as shown in Table 4.2-1. Most minor arterials, collectors and residential streets have coverage on both sides of the street, while principal arterials, especially those on the periphery of the city, typically have sidewalks on one side of the street only. Sidewalks are included on all roadways within the city's newer planned communities and downtown grid.

¹ The 2010 Census did not offer the "long" form questionnaire which included additional information to produce mode choice estimates.

Figure 4-2: Photos of Existing Sidewalk Conditions

Principal Arterial - Sidewalk on One Side



Collector Sidewalk



Downtown Core Sidewalk



Enhanced Crossing with Median Refuge



Enhanced Crossing with Beacon



Recreational Park Path



TABLE 4.2-1 EXISTING SIDEWALK COVERAGE BY FUNCTIONAL CLASSIFICATION

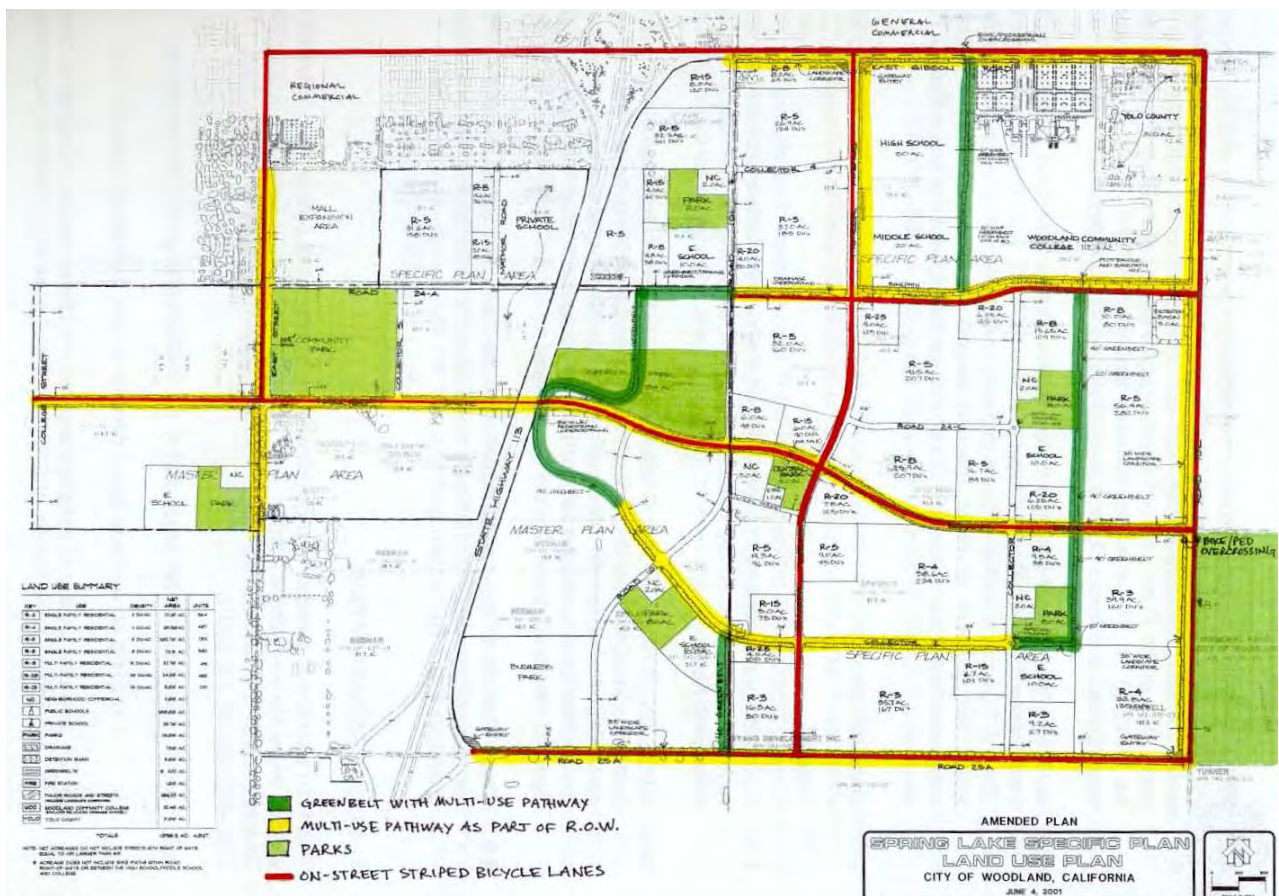
FUNCTIONAL CLASSIFICATION	SIDEWALK ON ONE SIDE OF THE STREET ONLY	SIDEWALK ON BOTH SIDES OF THE STREET	TOTAL SIDEWALK COVERAGE
Principal Arterial	67%	11%	78%
Minor Arterial	12%	56%	68%
Collector	5%	87%	92%
Residential ¹	6%	89%	95%

¹ Percentage based on random sample of local roadways within residential neighborhoods. This does not include residential streets in industrial areas.

Source: Fehr & Peers, 2013.

The City of Woodland also has off-street facilities for pedestrian travel. Most of these pathways are located in city parks and serve residents who walk for recreation. The off-street facilities typically do not provide direct access to key destinations like commercial centers and schools, and are therefore not likely used for utilitarian trips.

Notable off-street facilities include the William Crawford Senior Park cut-through and a multi-use path that accesses the Woodland Community & Senior Center. There are also a number of proposed multi-use paths within the Spring Lake community as shown on the map below.



The City has implemented community programs and adopted guidelines to enhance the pedestrian environment. The current General Plan Policy Document outlines several policies to improve conditions for non-motorized transportation in the City, including requirements for developers to finance and install pedestrian facilities. The City also receives \$100,000 per year from Community Development Block Grant (CDBG) for curb ramp updates and has developed the Traffic Safety Commission to advise and make recommendations to the City Council on all traffic safety matters within Woodland.

Regulatory Context

Federal and State

The Americans with Disabilities Act (ADA) establishes requirements to accommodate disabled persons in all settings, including transportation facilities. These requirements include maximum sidewalk grades, minimum sidewalk widths, curb cut locations, and number/location of accessible parking facilities.

The California Complete Streets Act of 2008 (AB 1358) requires the legislative body of a city or county, upon revision of the circulation element of their general plan (after January 1, 2011), to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway (i.e., complete streets) including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Local

The City of Woodland's current General Plan contains goals and policies related to pedestrian facilities.

4.3 Transit Services

Introduction

The Yolo County Transportation District (YCTD) operates YoloBus and provides local and intercity bus service within the City of Woodland, Yolo County, and to Downtown Sacramento and Sacramento International Airport. The agency's role extends beyond just providing service, as stated in their vision.

*"Coordinate transportation planning and funding, provide transit service and advocate for transportation issues and services."*²

² YoloBus – Organizational Profile, <http://www.yolobus.com/aboutyctd/organizationalprofile.php>, 2013

The twelve-member YCTD Board of Directors, made up of local and county elected officials as well as representatives from Caltrans and UC Davis, is charged with implementing this vision and oversees the agency's \$25.3 million budget (proposed for FY 2012/2013).³

Existing Conditions

Bus Service

Figures 4-3A and 4-3B show the 10 Yolobus routes serving the City of Woodland, which include eight Regular Bus Service routes, one Express Bus Service route, and one Commute Bus Service route.

Fixed-route bus routes connect 132 bus stops while the County Fair Mall Transit Center accommodates transfers between routes 42A, 42B, and 215.

Service for Patrons with Limited Mobility

Although Yolobus public fixed-route services are accessible to the disabled community, the agency also offers door-to-door service for patrons unable to travel on fixed-route bus lines, as required by the ADA. The Complementary Paratransit Service operates within the same times and places as the fixed-route buses. It is provided by Yolobus Special and Davis Community Transit on a prearranged basis for any trips within the designated service area.

Span and Frequency of Bus Services

A detailed description of each route's span and frequency is provided below:

- **Routes 42A and 42B** provide hourly intercity service, seven days a week. 42A travels clockwise, beginning in downtown Sacramento, passing through West Sacramento and Davis, and arriving at Woodland. It then continues to the Sacramento International Airport and returns to downtown Sacramento. 42B travels counterclockwise passing through the same locations.
- **Route 45** is an express route alternative to Routes 42A and 42B, providing five morning and four afternoon trips between Woodland and downtown Sacramento. It operates on weekdays only (Monday to Friday).
- **Route 209** provides one morning and one afternoon trip between the Spring Lake community located in southeast Woodland and the County Fair Mall Transit Center. It operates weekly from Monday to Friday.
- **Route 210** provides local hourly service, Monday to Friday, to west Woodland.
- **Route 211** provides local hourly service, seven days a week, to west Woodland.



Yolobus provides local routes within the City of Woodland, as well as intercity connections to downtown Sacramento, the Sacramento Airport, and other Yolo County destinations.

³ Yolo County Transportation District Proposed Preliminary Budget, April 30, 2012.

- **Route 212** provides local hourly service, seven days a week, to east Woodland.
- **Route 214** provides local hourly service, Monday to Friday, to east Woodland.
- **Route 215** provides six morning, six afternoon, and five evening round trips between Woodland and Cache Creek Casino Resort. It operates seven days a week.
- **Route 216** provides one morning and one afternoon round trip between Woodland and Knights Landing. It operates weekly on Monday, Wednesday, and Friday. Weekend service is also provided on the second Saturday of each month.
- **Route 217** provides one morning and one afternoon round trip between Woodland and Dunnigan. It operates on Tuesdays and Thursdays each week.
- **Route 242** is a commuter service providing one morning and one afternoon trip between Woodland and Davis. It operates weekly from Monday to Friday.

Ridership

In the month of March 2013, YoloBus served an average of 3,560 passenger trips per weekday, 2,500 passenger trips per Saturday, and 2,220 passenger trips per Sunday. Table 4.3-1 lists the weekday, Saturday, and Sunday ridership by route.

TABLE 4.3-1 YOLOBUS RIDERSHIP BY ROUTE

BUS ROUTE	WEEKDAY RIDERSHIP	SATURDAY RIDERSHIP	SUNDAY RIDERSHIP
42A & 42B	1,861	1,470	1,229
45	25	n/s	n/s
209 ¹	2	n/s	n/s
210	137	n/s	n/s
211	212	138	101
212	172	91	83
214	150	n/s	n/s
215	745	823	804
216	8	n/s	n/s
217	4	n/s	n/s
242	33	n/s	n/s
Total	3,560	2,522	2,217

¹ New route. Service began on March 4, 2013.

n/s – No Service.

Source: YoloBus Riders Report, March, 2013

Figure 4-3A: Transit Routes and Stops – Weekday Routes

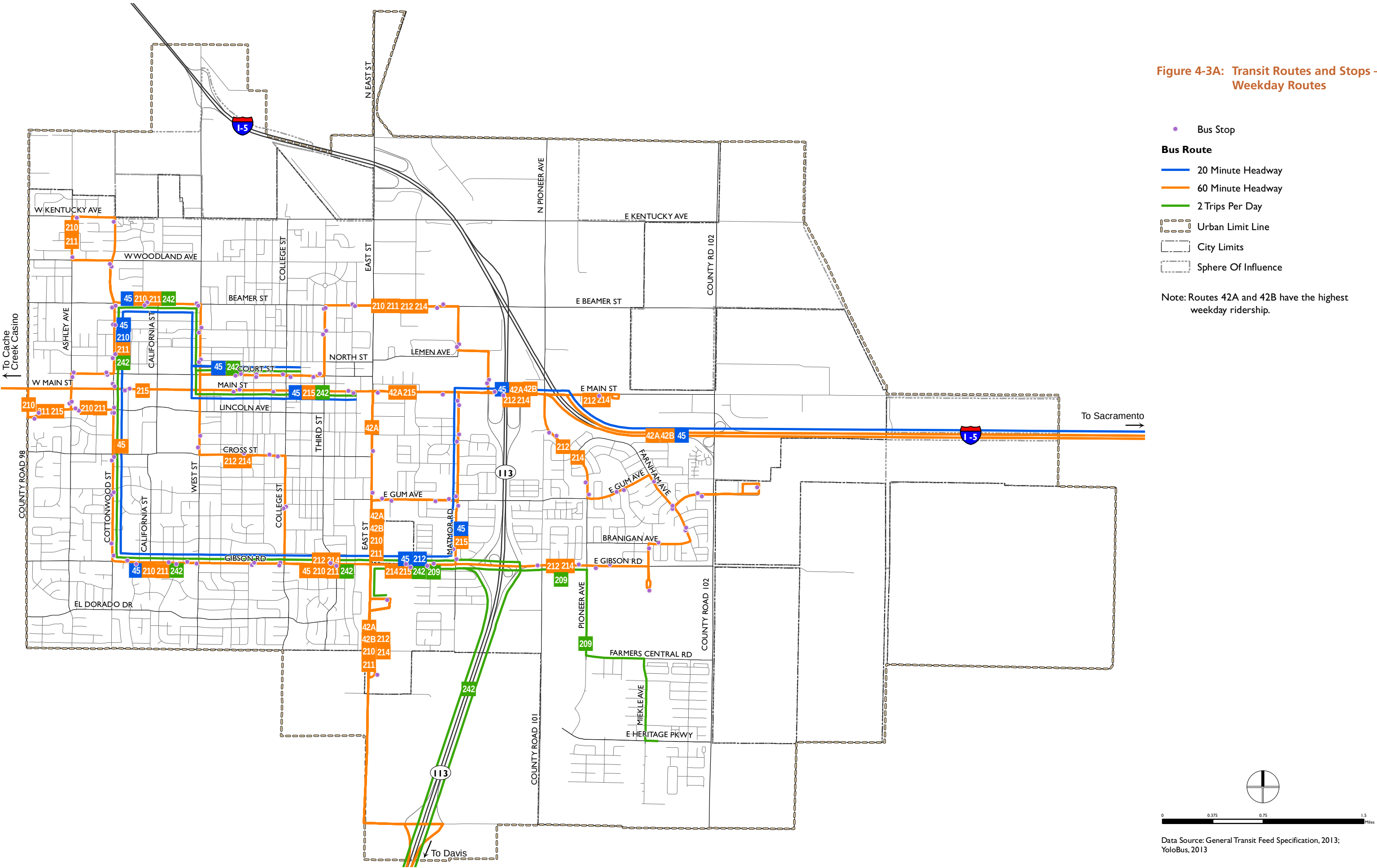
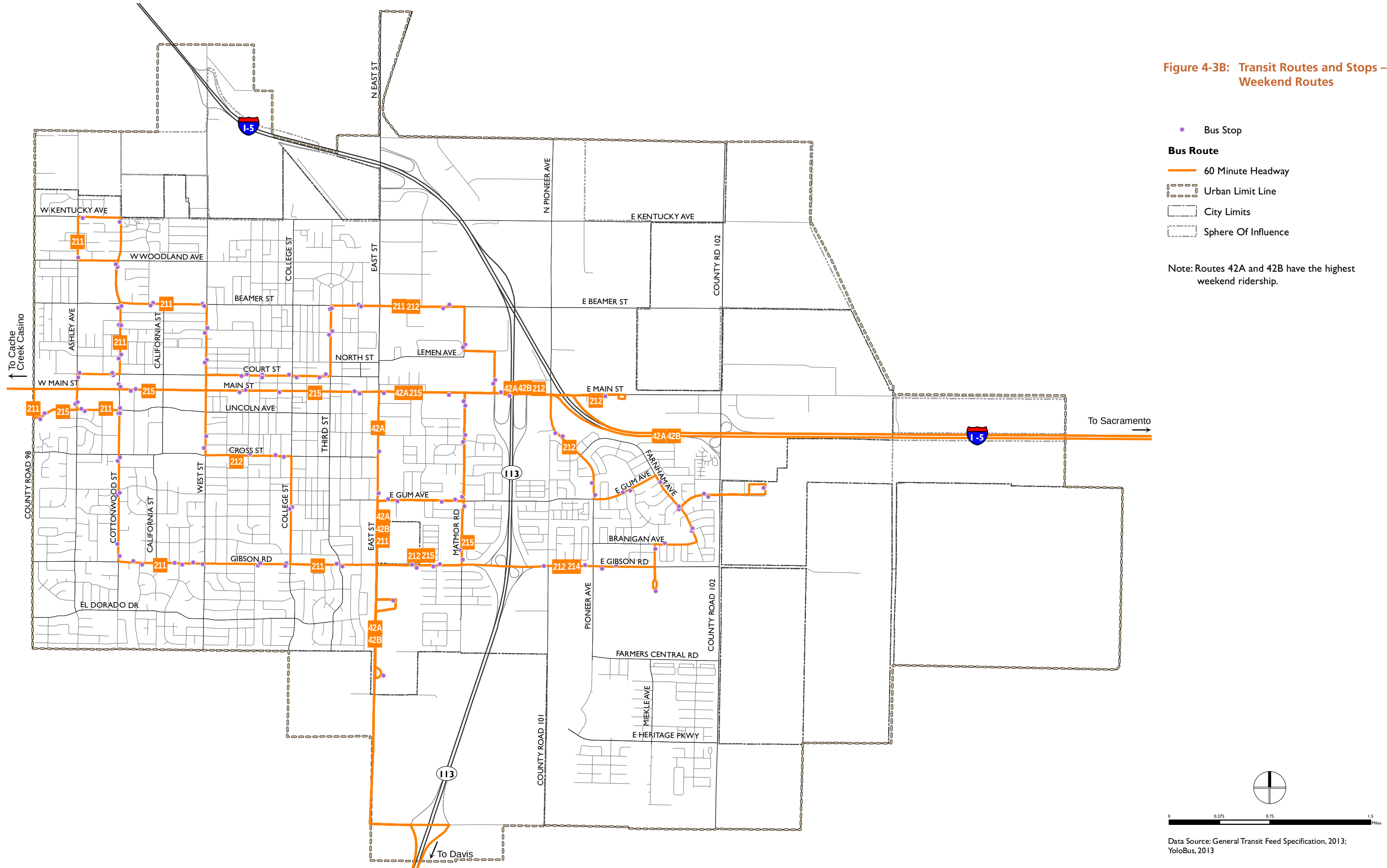


Figure 4-3B: Transit Routes and Stops – Weekend Routes



Routes 42A and 42B experience the highest weekly ridership, serving nearly 55 percent of all transit riders. On weekdays, many segments along these routes, including between Woodland and Davis and between West Sacramento and Downtown, experience ridership at or over capacity. Route 215 serving patrons and workers of Cache Creek Casino Resort, also accommodates a large portion of the weekly ridership.

Regulatory Context

Federal and State

The Federal Transit Act, approved in 1976, provides policy and guidance for Federal involvement in public transit.

The State's recently developed California Transportation Plan (CTP) provides guidance on inter-regional transit issues.

The California Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires each Metropolitan Planning Organization in the state, including the Sacramento Council of Governments (SACOG), to develop a Sustainable Communities Strategy (SCS) that integrates planning for transportation – including public transit – with land use and housing policies to ensure achievement of transportation-related greenhouse gas emissions reduction targets established by the California Air Resources Board (CARB).

The California Complete Streets Act of 2008 (AB 1358) requires the legislative body of a city or county, upon revision of the circulation element of their general plan (after January 1, 2011), to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway (i.e., complete streets) including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Local

The development of local and regional transit facilities, provision of transit services, and related policies are guided by the vision, goals, and strategies articulated in the following plans:

- *Yolo County Transportation District Short Range Transit Plan, 2006.* This plan identifies immediate actions to meet near-term needs in a fiscally constrained environment.
- *Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035, April, 2012.*



Interstate 5 runs east to northwest through Woodland's Planning Area and is a principal statewide connector. Proximity to I-5 is a key asset for Woodland's industrial area.

4.4 Roadways

Introduction

The Planning Area's roadway network consists of a combination of California State highways, a federal interstate highway, and city streets (arterial, collector, and local streets). This roadway network is used extensively for personal vehicle travel. According to the 2007-2011 American Community Survey conducted by the U.S. Census Bureau, approximately 89 percent of all city residents travel from home to work by automobile, of which 15 percent travel in a carpool of two or more persons.

Existing Conditions

Regional Roadway System

The following three major State and Interstate highways are present within the Planning Area and maintained by Caltrans:

- **Interstate 5 (I-5)** is a principal north/south route that extends the length of California into Oregon and Washington. Spanning from Mexico to Canada, it is one of the more significant goods movement routes between the two countries and serves a number of long distance truck trips. Within the City of Woodland, it provides for the transportation of goods from local agricultural and warehousing trucking centers. It also serves as a major commute route between Woodland and Sacramento and is the only freeway in the region providing access to the Sacramento International Airport. I-5 has four travel lanes within the city.
- **State Route 113 (SR 113)** is a north/south route extending from west of Rio Vista to south of Yuba City. The segment between Davis and Woodland is a four-lane freeway and serves as a connection between I-80 and I-5. SR 113 is also an alternative to SR 99 for regional travel between the San Francisco Bay Area and the rural communities north of Woodland. It continues from I-5 in Woodland to SR 99 as a two-lane conventional highway.
- **State Route 16 (SR 16)** is an east/west route extending from SR 20 in Colusa County to SR 49 in Amador County. It approaches the City of Woodland west limit as a two-lane conventional highway and then continues north along Pedrick Road to I-5. It provides a connection between Woodland and the Cache Creek Resort Casino located near the town of Brooks.

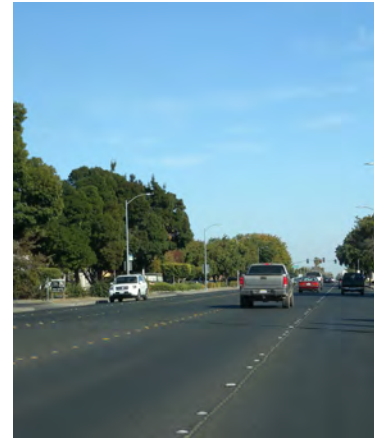
This system of highways handles the bulk of the long-distance trips that cross through the City of Woodland on the way to other destinations, but it also handles large volumes of commute trips between residential neighborhoods and employment-rich locations in Yolo County and the Sacramento region.

City Roadway System

The City of Woodland currently uses a functional classification system to describe and plan its roadway system. The term ‘functional classification’ refers to the expected function of roadways from a driver’s perspective related to mobility (ability to move easily between origins and destinations) and property access (ability to directly access land parcels and uses on those parcels). This is a conventional method for determining the number of lanes required on a roadway and what level of access control should be provided. Since roadways are also public space and serve multiple modes with in varying land use contexts, the current functional classification system will be evaluated during the general plan update. Street systems today are often evaluated considering all modes and user abilities along with modal priorities given land use contexts.

Figure 4-4 displays the existing functional classification and the number of travel lanes on roadways and freeways within the city as well as within the ULL and Table 4.4-1 lists the arterial and collector streets within the city. The roadways and freeways are divided into the following classifications:

- **Freeways:** Provide mobility between Woodland and regional destinations. Freeways are linked to the city roadway system via ramps. They are fully access controlled, divided highways providing at least two lanes in each direction.
- **Major Two-Lane Highways:** Provide mobility between Woodland and regional destinations. They generally have two travel lanes with passing and climbing lanes provided periodically. They have partial access control, with periodic interruptions occurring at intervals greater than two miles.
- **Principal Arterial Streets:** Provide mobility for high traffic volumes between various parts of the city. They typically link freeways to collector streets and local streets and generally have higher speeds and more access control. Principal arterials within the city may have up to four travel lanes.
- **Minor Arterial Streets:** Provide mobility for high traffic volumes between various parts of the city. They typically have lower speeds and less access control than a Principal Arterial street due to the intensity of the development in the urban environment. Minor arterials within the city may have up to four travel lanes.
- **Collector Streets:** Provide for relatively short distance travel between and within neighborhoods, and generally have lower speeds and traffic volumes than arterials. Driveway access to collectors is limited less than on arterials, but may still be discouraged. Collectors within the city have two travel lanes.
- **Local Streets:** Provide direct roadway access to abutting land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are low, and these roadways have no more than two travel lanes.



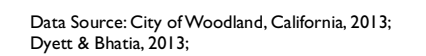
Woodland’s system of arterials, collectors, and local streets provide connectivity between neighborhoods, employment centers, and other destinations.

TABLE 4.4-1 CITY OF WOODLAND ARTERIAL AND COLLECTOR STREETS

FUNCTIONAL CLASSIFICATION	ROADWAY SEGMENT
Principal Arterials	County Road 98
	East Street (County Road 24A to I-5)
	County Road 102
	Main Street (East Street to I-5)
	Gibson Road (East Street to County Road 102)
Minor Arterials	West Street
	Pioneer Avenue
	Kentucky Avenue
	Beamer Street
	Court Street
	Main Street (County Road 98 to East Street & I-5 to County Road 102)
	Gibson Road (County Road 98 to East Street)
	East Street (South of County Road 24A)
Collectors	Ashley Avenue
	Cottonwood Street
	California Street
	College Street
	Cross Street
	Third Street
	Matmor Road
	Lincoln Avenue
	Maxwell Avenue
	East Gum Avenue
	El Dorado Drive
	Farnham Avenue
	Branigan Avenue
	Ogden Street
	County Road 101 South of Gibson Road
	Farmers Central Road
	Miekle Avenue
	Lemen Avenue
	W. Woodland Avenue

Source: Fehr & Peers, 2013

2 Existing Number of Lanes



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Roadway Capacity and Level of Service

Utilization of the roadway network was measured by conducting a capacity analysis of major roadway segments. The roadway segment capacity utilization used the concept of vehicle level of service (LOS) to grade the quality of traffic operating conditions for a typical weekday. This methodology uses report card style grades ranging from A (the best) to F (the worst) and is used in this study to describe the relationship between traffic demand and roadway capacity. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. Since this study relies on the daily LOS analysis, it is intended to gauge the need for potential roadway capacity expansion and does not provide an accurate assessment of peak period traffic operations when traffic volumes are at their highest and drivers tend to notice the effects of congestion. It is important to note that daily LOS is only one input to the potential need for roadway capacity expansion since it does not consider the perspective of other roadway network users such as bicyclists and pedestrians. The LOS grades are generally defined in Table 4.4-2.

TABLE 4.4-2 LEVEL OF SERVICE DEFINITIONS, TRANSPORTATION RESEARCH BOARD, 2010

LOS	DESCRIPTION
A	LOS A describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal.
B	LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant.
C	LOS C describes stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds.
D	LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections.
E	LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections.
F	LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing.

Source: Transportation Research Board 2010, *Highway Capacity Manual*, Volume 3, pp. 16-7 – 16-8.

LOS was determined by comparing existing traffic volumes against daily LOS capacity thresholds, which take into account the functional classification and capacity of each roadway segment. Table 4.4-3 displays the thresholds used for the analysis. The traffic volumes were collected in March and April of 2013, and represent an average of the volume measured during two mid-week 24 hour time periods. Traffic count data for all freeway segments was provided by Caltrans, and obtained through the Caltrans Performance Measurement System (PeMS). The traffic count data should be considered an estimate of current volumes as it is based on a small sample of data and not a full year of continuous counts.

TABLE 4.4-3 DAILY LEVEL OF SERVICE CAPACITY THRESHOLDS FOR CITY ROADWAY SEGMENTS

OPERATIONAL CLASS	NUMBER OF LANES	A	B	C	D	E
Principal Arterial	2	-	-	12,800	20,800	23,200
	4	-	-	24,500	43,900	47,800
	6	-	-	41,000	67,300	72,500
Minor Arterial	2	-	-	10,900	18,900	21,700
	4	-	-	22,700	40,000	44,500
Collector	2	-	6,300	9,200	10,400	11,100
	4	-	13,700	19,600	21,400	22,800
Local Road	2	-	-	4,500	6,000	6,600
Freeway	4	22,200	40,200	57,600	71,400	80,200
	6	34,000	61,600	88,000	108,200	121,200
Four Freeway Lanes + Auxiliary Lane in One Direction	5	25,200	45,600	65,200	80,600	90,450
Four Freeway Lanes + Auxiliary Lanes in Both Directions	6	28,200	51,000	72,800	89,800	100,700
Six Freeway Lanes + Auxiliary Lane in One Direction	7	37,100	67,200	95,800	117,600	131,600
Six Freeway Lanes + Auxiliary Lanes in Both Directions	8	40,200	72,800	109,600	127,000	142,000

1 '-' indicates that LOS is not achievable.

Source: Fehr & Peers, 2013.

City Facilities

Figure 4-5 graphically displays the resulting roadway LOS analysis results. As shown, the majority of roadway segments in the Planning Area have volumes below the LOS C or threshold. While these conditions are consistent with the current General Plan LOS policy, which is stated below, another way of viewing the results is that existing roadway capacity in the city is underutilized with a majority of city streets having daily utilization levels below 50 percent.

3.A.2. The City shall develop and manage its roadway system to maintain LOS “C” or better on all roadways, except within one-half mile of state or federal highways and freeways and within the Downtown Specific Plan area. In these areas, the City shall strive to maintain LOS “D” or better. Exceptions to these level of service standards may be allowed in infill areas where the City finds that the improvements or other measures required to achieve the LOS standards are unacceptable because of the right-of-way needs, the physical impacts on surrounding properties, and/or the visual aesthetics of the required improvement and its impact on community character.

Some exceptions to LOS C are allowed in Policy 3.A.2 and a recent General Plan amendment for the Gateway II project amended Policy 3.A.2 to allow LOS D operations in additional locations of the city as identified in Resolution #6032:

#6032 General Plan Amendment to Modify the Acceptable Level of Service (LOS) from C to D from CR 102 from Maxwell Avenue south to the City Limits.

Table 4.4-4 lists all city roadway locations currently operating at LOS D or worse. All of the locations listed are located within the one-half mile of state or federal highways and freeways or within the Downtown Specific Plan area. Therefore, all six roadway segments currently operating at LOS D are considered acceptable.



The majority of Woodland's roadways operate at the LOS C threshold or better. Vehicle traffic flows smoothly, and the current roadway system is capable of handling increased capacity.

TABLE 4.4-4 ROADWAY SEGMENTS OPERATING AT LOS D OR WORSE

ROADWAY	SEGMENT	NUMBER OF LANES	DAILY VOLUME	EXISTING LOS
Main Street	Walnut Street to College Street	2	15,000	D
Main Street	College Street to 3rd Street	2	13,650	D
Main Street	3rd Street to East Street	2	15,580	D
E. Main Street	Matmor Road to Industrial Way	4	25,000	D
E. Main Street	SR 113 SB Ramps to SR 113 NB Ramps	4	28,890	D
E. Main Street	SR 113 NB Ramps to Pioneer Avenue	4	31,000	D

Source: Fehr & Peers, 2013.

Regional Facilities

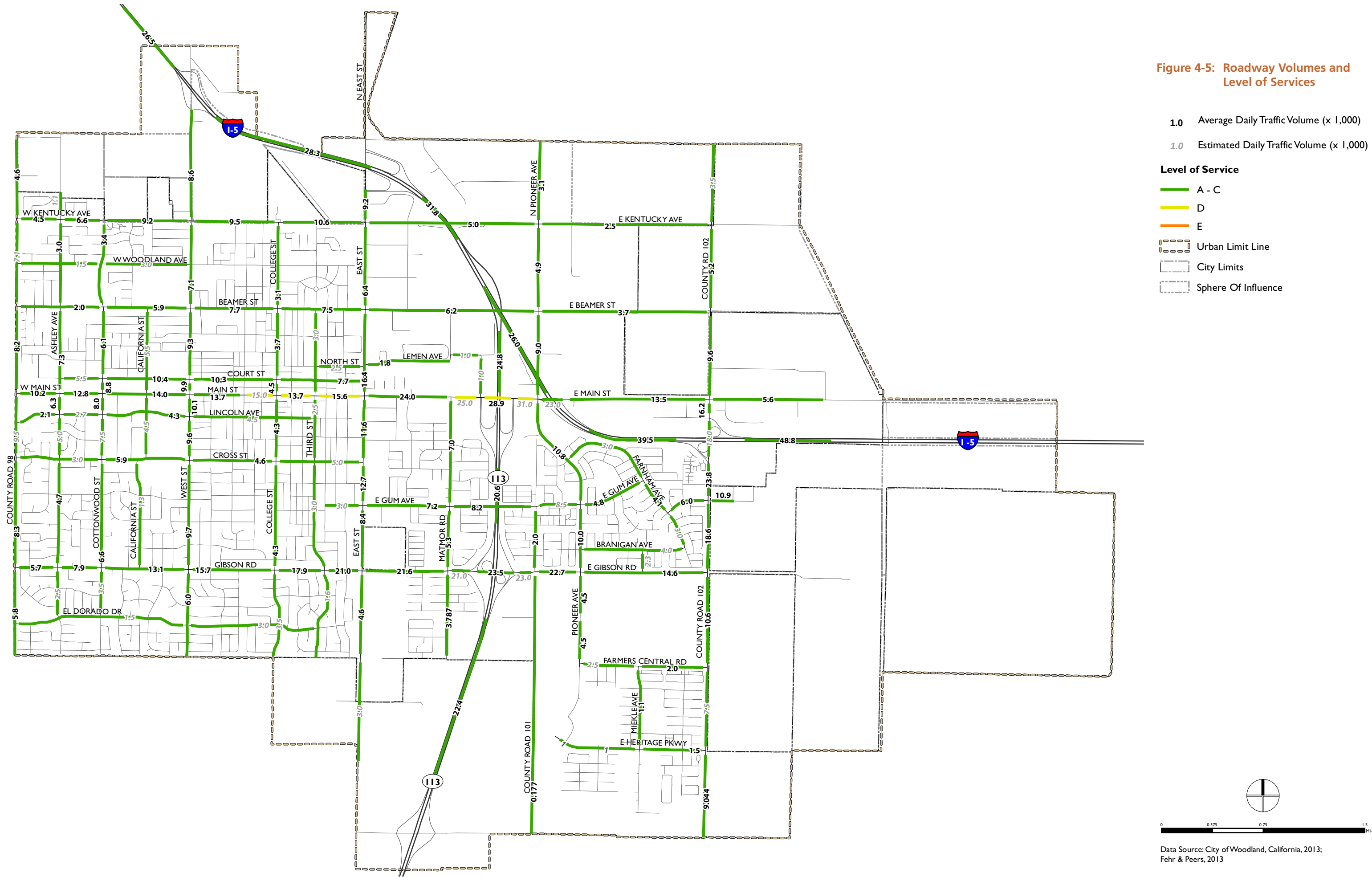
Table 4.4-5 shows the results of the LOS Analysis for nine freeway segments in the Planning Area. The freeway system within the City of Woodland is the responsibility of Caltrans. However, this information is provided for informational purposes because freeway operations can directly affect roadway facilities within the city. All nine segments operate at LOS C or better under daily conditions.

TABLE 4.4-5 FREEWAY SEGMENTS LOS

ROADWAY	SEGMENT	DAILY VOLUME	EXISTING LOS
Interstate 5	State Route 16 to West Street	26,500	B
Interstate 5	West Street to East Street	28,280	B
Interstate 5	East Street to State Route 113	31,760	B
Interstate 5	State Route 113 to E. Main Street	26,000	B
Interstate 5	E. Main Street to County Road 102	39,510	B
Interstate 5	East of County Road 102	48,840	C
State Route 113	Interstate 5 to E. Main Street	24,760	B
State Route 113	E. Main Street to E. Gibson Road	20,590	A
State Route 113	South of E. Gibson Road	22,440	B

Source: Fehr & Peers, 2013.

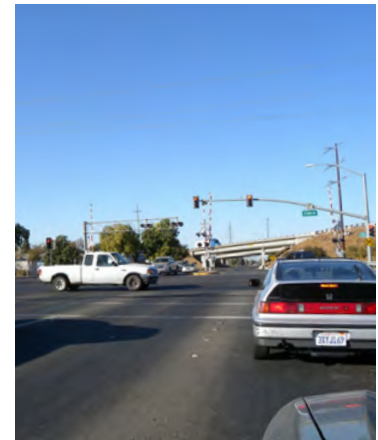
Figure 4-5: Roadway Volumes and Level of Services



Data Source: City of Woodland, California, 2013;
Fehr & Peers, 2013

Caltrans provides a series of planning documents that identify existing and future deficiencies on the state highway system. These reports also establish the “concept” or desired LOS for specific corridor segments. Long-range improvements are identified to bring the existing facility up to the design concept expected to adequately serve 20-year traffic forecasts. In addition, the ultimate design concept for the facility is also identified for conditions beyond the immediate 20-year design period.

- *The Transportation Corridor Concept Report, Interstate 5* (Caltrans 2010) contains the 20-year improvement concept for I-5 north of SR-113. For this segment, the concept service level is LOS D. The 20-year concept is a four-lane freeway and the ultimate facility concept is a six-lane freeway.
- *The I-5 Corridor System Management Plan* (Caltrans 2009) contains the 20-year improvement concept for I-5 between the Yolo County line and SR 113. For this segment, the concept service level is LOS C. Therefore, I-5 east of County Road 102 operates acceptably under existing conditions. The 20-year concept is a four-lane freeway with a high occupancy vehicle (HOV) lane in each direction, and the ultimate facility concept is a six-lane freeway with an HOV lane in each direction.
- *The Transportation Corridor Concept Report, State Route 113* (Caltrans 2010) contains the 20-year improvement concept for SR 113. From I-80 to I-5, the concept service level is LOS E. The 20-year concept for the corridor is a four-lane freeway and the ultimate facility concept is a six-lane freeway.



Similar to the roadway segments, the majority of Woodland's intersections perform at acceptable levels of service with minimal delays.

Intersection Operations and Level of Service

Intersection traffic operations analysis was conducted to supplement the roadway capacity utilization evaluation for five key intersections. Intersections are often the constraints in a roadway network due to the conflicts created by the turning movements and can cause drivers to experience undesirable delays especially during peak hour conditions. For this purposes of this study, the intersection analysis focused on PM peak hour conditions. Intersection LOS is based on control delay, which is delay associated with the interruption to traffic flow caused by traffic control devices at the intersections. The traffic operations analysis used methodology contained in the Highway Capacity Manual (HCM), Transportation Research Board, 2010. The operations analysis results were compared against the City of Woodland's current General Plan LOS threshold to identify any existing deficiencies. Table 4.4-6 describes the LOS thresholds from the HCM for signalized intersections.

Table 4.4-7 shows the LOS and control delay at the study intersections under existing conditions. Figure 4-6 displays the existing PM peak hour traffic volumes. The PM peak hour intersection LOS results indicate that all intersections operate at LOS C or better. Therefore, all the study intersections operate acceptably.

TABLE 4.4-6 LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	DESCRIPTION	AVERAGE CONTROL DELAY (SEC/VEH)
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	< 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 to 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 to 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35 to 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 to 80
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80

Source: Transportation Research Board 2010, Highway Capacity Manual, Volume 3, pp. 18-5 – 18-6.

TABLE 4.4-7 EXISTING (2013) PM PEAK HOUR INTERSECTION OPERATIONS

INTERSECTION	TRAFFIC CONTROL	LOS / DELAY¹
1 E. Main Street / East Street	Signal	C / 28
2 E. Main Street / Pioneer Avenue	Signal	C / 23
3 E. Main Street / County Road 102	Signal	C / 23
4 Maxwell Avenue / County Road 102	Signal	C / 27
5 E. Gibson Road / East Street	Signal	C / 22

1 The LOS and average delay in seconds per vehicle are reported. Intersection delay is based on the average intersection control delay for signalized and all-way stop controlled intersections.

Source: Fehr & Peers, 2013.

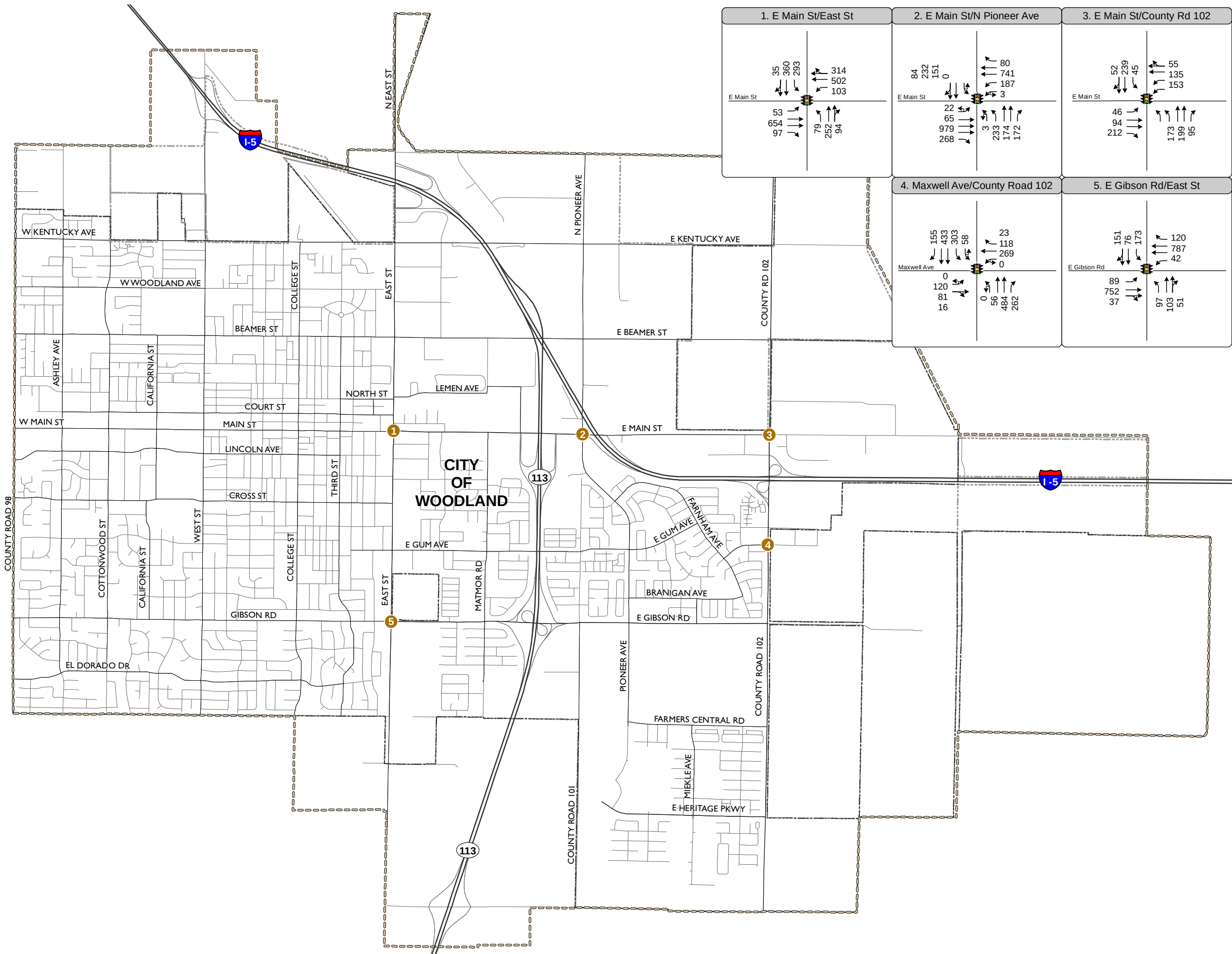


Figure 4-6: PM Peak Hour Traffic Volumes and Lane Configurations

- Turn Lane
- PM Peak Hour Traffic Volume
- Study Intersection
- Traffic Signal



0 0.375 0.75 1.5 Miles

Data Source: City of Woodland, 2013; Fehr & Peers, 2013

Vehicle Miles of Travel

In transportation planning, Vehicle Miles of Travel (VMT) is an important measure of network performance. In addition to measuring overall travel amounts and efficiency, it also serves as key input to mobile emissions analysis for greenhouse gases (GHG) and air pollutants. Total VMT generated by residents, workers, and visitors traveling within, to, and from Woodland was about 1,463,400 per weekday in 2008 as shown in Table 4.4-8 below. This estimate is based on the origin-destination (OD) method for measuring VMT. This method isolates trips originating or ending in the city and tracks their total trip length within the greater Sacramento region using a modified version of the regional SACMET travel forecasting model that has been developed for the City of Woodland General Plan update. Comparatively, the cities of Folsom and Rancho Cordova, with similar population sizes to Woodland in 2005, generated an estimated 1,399,600 and 1,819,000 VMT, respectively, in that year. In addition to providing a total estimate of OD VMT, Table 4.4-8 stratifies VMT by time of day and by the range of speed, or speed bin, in which the VMT occurs. The VMT allocation into speed bins is used in the calculation of vehicle emissions.

TABLE 4.4-8 BASE YEAR (2008) CITY OF WOODLAND VMT SUMMARY BY SPEED (ORIGIN-DESTINATION METHOD)

VMT SPEED BINS (MPH)	AM PEAK PERIOD	MIDDAY PERIOD	PM PEAK PERIOD	EVENING PERIOD	DAILY
0 – 5	180	2	181	2	365
5 – 10	202	17	403	6	628
10 – 15	1,188	122	3,710	26	5,046
15 – 20	20,318	24,947	24,531	23,403	93,199
20 – 25	9,377	10,346	10,878	9,308	39,909
25 – 30	23,135	26,206	29,258	25,347	103,946
30 – 35	26,683	35,825	33,961	33,609	130,078
35 – 40	18,877	18,958	21,358	17,015	76,208
40 – 45	35,696	37,480	42,311	38,435	153,922
45 – 50	46,099	12,183	49,845	12,711	120,838
50 – 55	60,193	13,632	75,286	14,346	163,457
55 – 60	61,712	143,041	49,869	75,040	329,662
60 – 65	13,272	52,301	13,797	135,279	214,649
65 – 70	8,775	6,558	9,657	6,479	31,469
70 – 75	0	0	0	0	0
>75	0	0	0	0	0
Total	325,707	381,618	365,045	391,006	1,463,376

Source: SACMET 2008 Regional Travel Demand Forecasting Model, Fehr & Peers, 2013.

Table 4.4-9 is another estimate of VMT but this version is calculated using the boundary method, where all vehicle travel that occurs within city limits is captured regardless of whether a trip had an origin or destination in the city. This method includes freeway travel on I-5 that often does not have a stop in the city but does cross through the city. Capturing this travel is important for air pollution analysis since these vehicles are generating air pollution that affects people within the city limits. Table 4.4-9 also includes the time of day and speed stratification for emissions calculations purposes.

TABLE 4.4-9 BASE YEAR (2008) CITY OF WOODLAND VMT SUMMARY BY SPEED (CITY BOUNDARY METHOD)

VMT SPEED BINS (MPH)	AM PEAK PERIOD	MIDDAY PERIOD	PM PEAK PERIOD	EVENING PERIOD	DAILY
0 – 5	0	0	0	0	0
5 – 10	276	0	454	0	730
10 – 15	1,266	0	1,891	0	3,157
15 – 20	15,589	19,856	19,565	18,455	73,465
20 – 25	7,276	8,533	8,191	7,124	31,124
25 – 30	24,241	27,630	29,497	27,341	108,710
30 – 35	27,254	41,018	32,688	40,503	141,464
35 – 40	12,409	17,675	12,504	16,090	58,678
40 – 45	12,565	17,584	14,923	17,927	63,000
45 – 50	50,755	1,184	47,224	1,129	100,292
50 – 55	1,014	1,258	42,187	1,197	45,656
55 – 60	65,979	81,781	39,678	30,971	218,409
60 – 65	30,264	96,711	28,730	150,674	306,379
65 – 70	0	0	0	0	0
70 – 75	0	0	0	0	0
>75	0	0	0	0	0
Total	248,890	313,229	277,532	311,412	1,151,062

Source: SACMET 2008 Regional Travel Demand Forecasting Model, Fehr & Peers, 2013.

To provide a context for these VMT estimates that may be useful to planners, decision makers, and the public, it is often helpful to express the VMT estimates on a per capita basis. This is a simple ratio where the VMT estimate is divided by the city's population to allow comparisons to future forecasts to gauge how travel demand and network efficiency are likely to change. The OD VMT per capita ratio is 28.9 and the Boundary VMT per capita ratio is 22.7. In 2005, the OD VMT per capita ratios for the cities of Folsom and Rancho Cordova were 22.8 and 31.5, respectively.

Truck Routes

The Surface Transportation Assistance Act of 1982 (STAA) allows large trucks, classified by STAA and commonly called STAA trucks, to operate on designated routes within the STAA Network. The STAA Network includes the following routes:

- **National Network (NN) Routes:** The National System of Interstate and Defense Highways, also known as the interstates.
- **Terminal Access (TA) Routes:** Designated state highways or local roads that can accommodate STAA trucks.

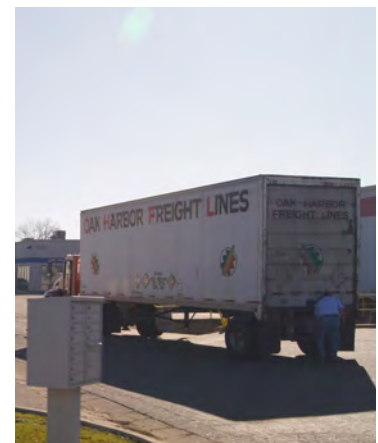
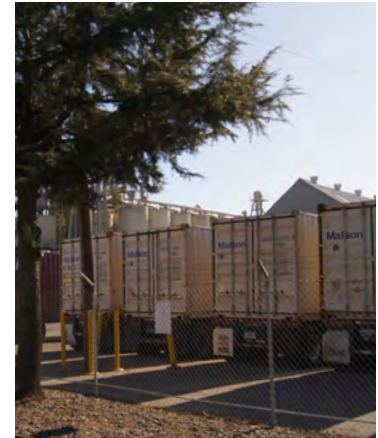
I-5 is designated as a National Network route and SR 113 is designated a Terminal Access route. The City of Woodland has also designated local roads within the city to be used as truck routes. Figure 4-7 displays the roadways designated as National Network and Terminal Access routes as well as local truck routes. The designation of roadways as STAA routes promotes their use by larger trucks and connects key local industrial facilities to the State and federal system. Unless explicitly prohibited by local ordinance, the California Vehicle Code allows trucks on all streets if they are along a reasonable route to the intended destination.

The percentage of truck traffic on freeways and highways in the city is summarized in Table 4.4-10. With I-5 serving as a major corridor for goods movement between Mexico and Canada, its high truck percentage through the city is expected. SR 113 also has a relatively high truck percentage since it serves as a connecting route between I-5 and I-80.

TABLE 4.4-10 TRUCK PERCENTAGES ON FREEWAYS

ROADWAY	SEGMENT	PERCENTAGE OF TRUCKS
Interstate 5	State Route 16 to West Street	22%
Interstate 5	West Street to East Street	18%
Interstate 5	East Street to State Route 113	23%
Interstate 5	State Route 113 to E. Main Street	21%
Interstate 5	E. Main Street to County Road 102	21%
Interstate 5	East of County Road 102	16%
State Route 113	Interstate 5 to E. Main Street	10%
State Route 113	E. Main Street to E. Gibson Road	13%
State Route 113	South of E. Gibson Road	8%

Source: Average Annual Daily Truck Traffic on the California State Highway System, Caltrans, 2011 (pp. 24, 48, 183).



An efficient goods movement system is critical to supporting the warehousing and distribution centers located in Woodland's industrial's area.

Traffic Safety

Collision data is used to identify locations where the combination of traffic controls, physical geometrics, and driver behavior may contribute to safety issues and helps determine appropriate safety treatments. Figure 4-8A displays the geographical distribution of accident data maintained by the City. The most frequent collision type involves property damage. The next most frequent are collisions involving an injury, and collisions involving a pedestrian.

Tables 4.4-11 and 4.4-12 summarize collision data for state freeways from the Traffic Accident Surveillance and Analysis System (TASAS) provided by Caltrans. This data is provided for information purposes. The identification and implementation of safety countermeasures on the state highway system is the responsibility of Caltrans.

TABLE 4.4-11 BASE YEAR (2008) CITY OF WOODLAND VMT SUMMARY BY SPEED (CITY BOUNDARY METHOD)

HIGHWAY LOCATION/ SECTION	TOTAL ACCIDENTS	TOTAL FATALITIES	ACTUAL COLLISION RATE ¹			AVERAGE COLLISION RATE ¹		
			F	F&I	Total	F	F&I	Total
I-5: County Road 102 to SR-16	131	1	0.003	0.14	0.36	0.007	0.17	0.50
SR-113: County Road 25A to I-5	22	2	<u>0.028</u>	0.14	0.31	0.005	0.14	0.41

1 The collision rate is accidents per million vehicle-miles. "F" refers to the fatality rate, and "F&I" refers to the fatality and injury rate. Total number of accidents includes non-injury accidents, which are not included in the table.

Bold and underline font indicate actual accident rates that are higher than the statewide average for similar facilities.

Source: Caltrans District 3 TASAS Table B, July 1, 2008 – June 30, 2011.

TABLE 4.4-12 FREEWAY COLLISIONS BY TYPE

HIGHWAY LOCATION/ SECTION	HEAD ON	SIDE-SWIPE	REAR END	BROAD-SIDE	HIT OBJECT	OVER-TURN	OTHER
I-5: County Road 102 to SR 16	1	21	29	0	64	13	3
SR 113: County Road 25A to I-5	1	4	4	1	8	2	2

Source: Caltrans District 3 TASAS Table B, July 1, 2008 – June 30, 2011.

Figure 4-7: Truck Routes

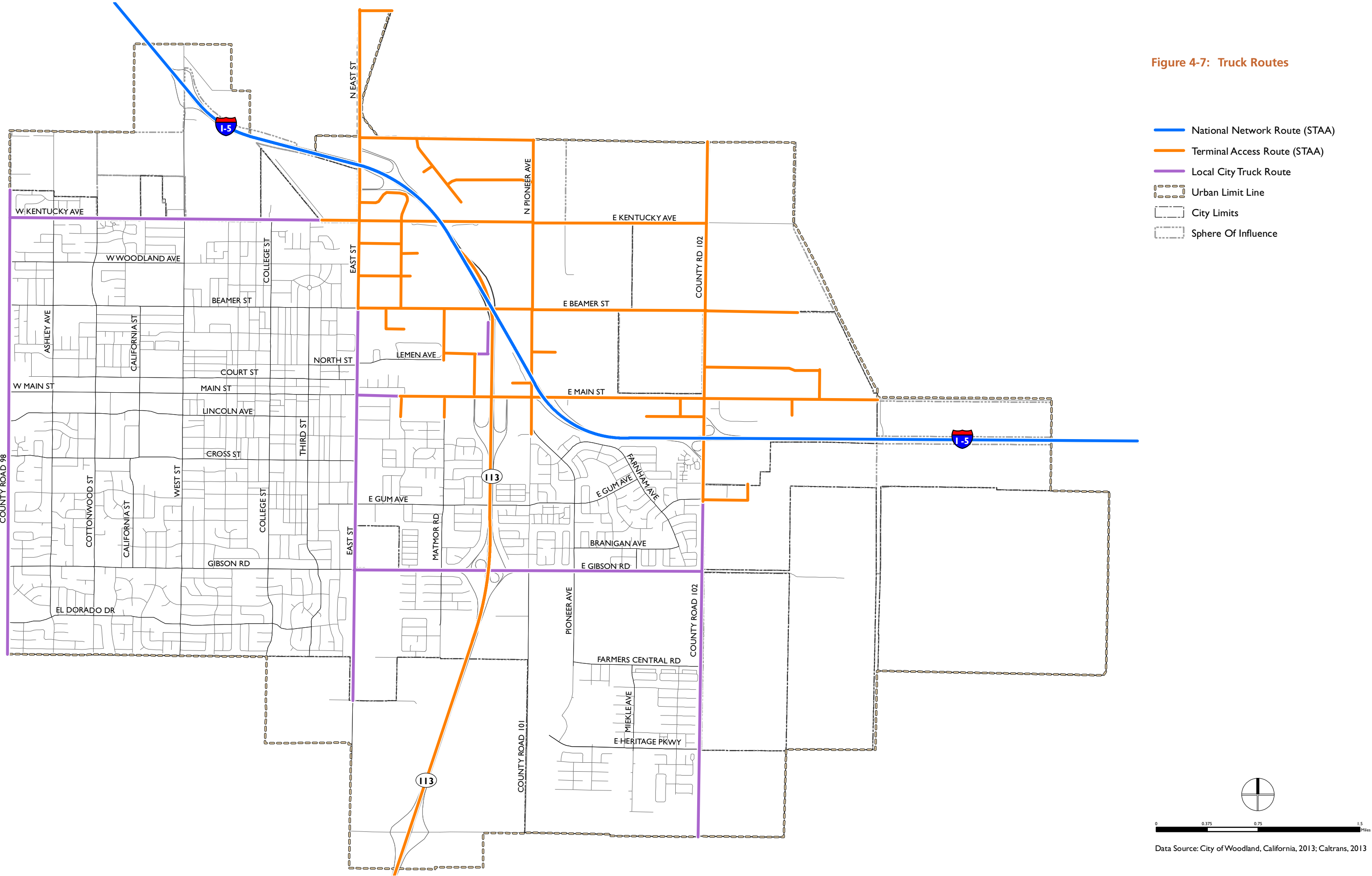
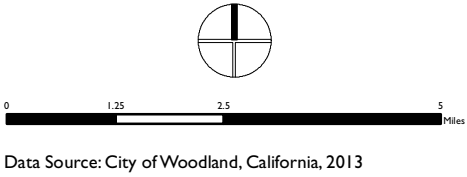
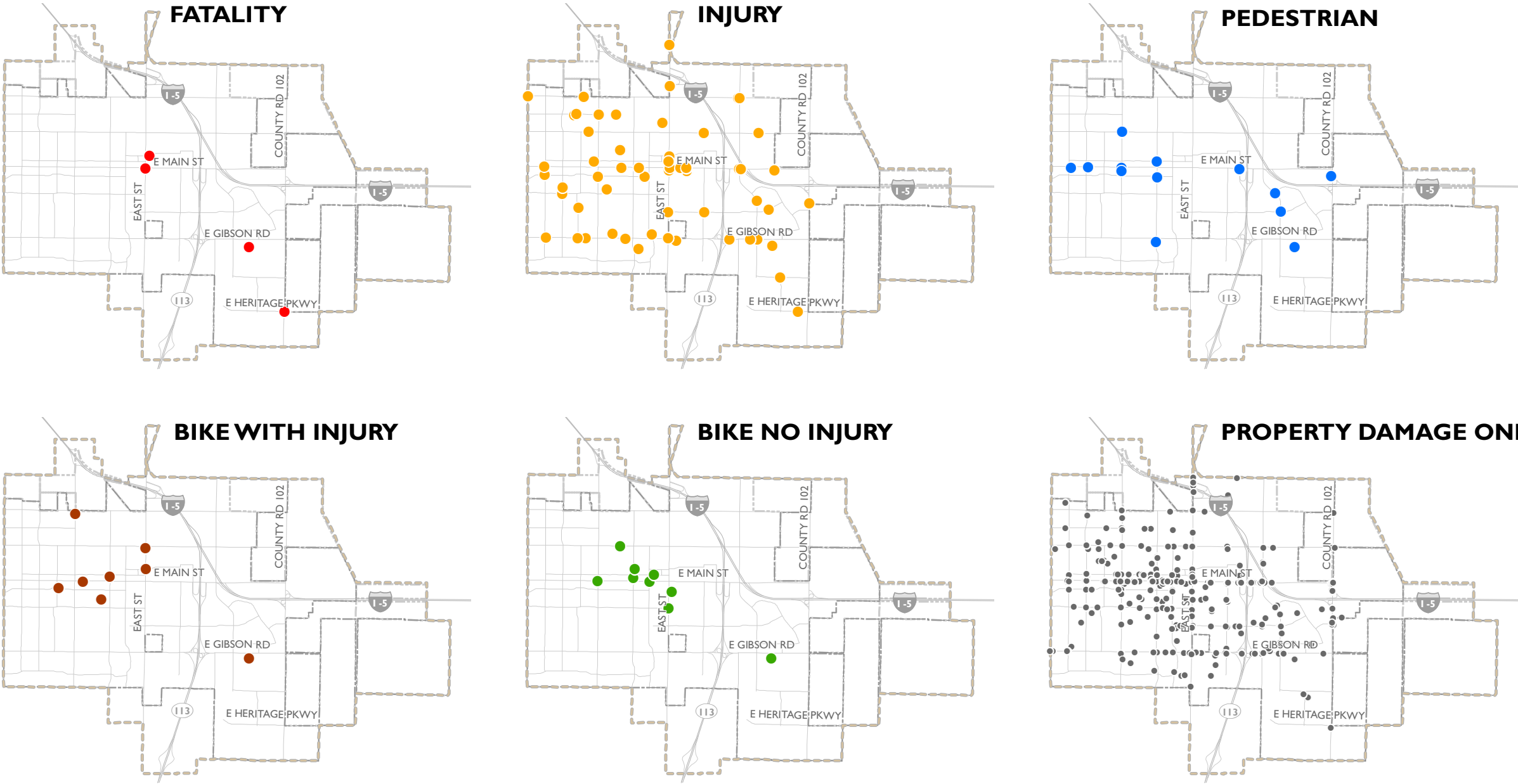


Figure 4-8A: Collisions on City Streets



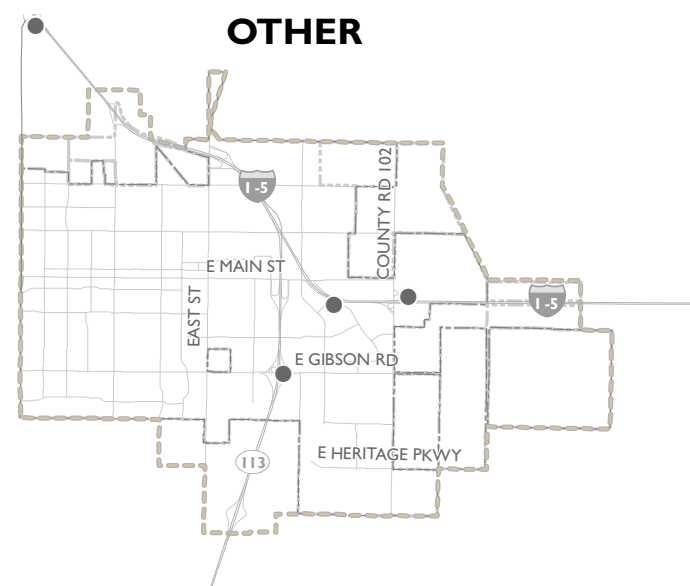
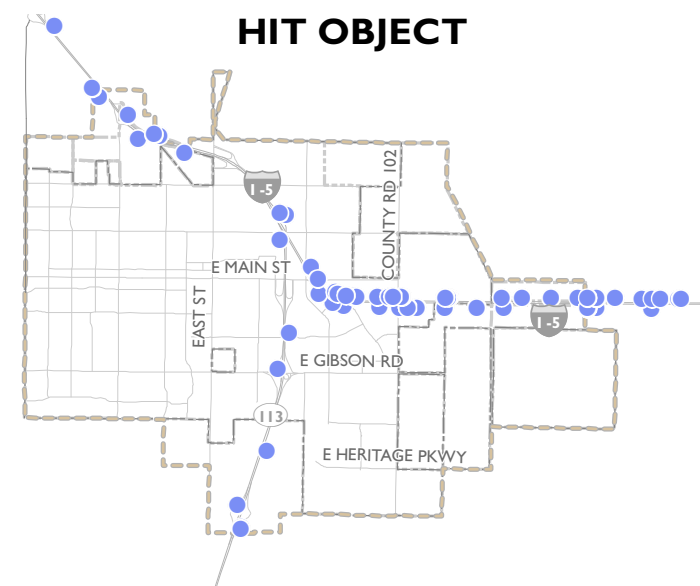
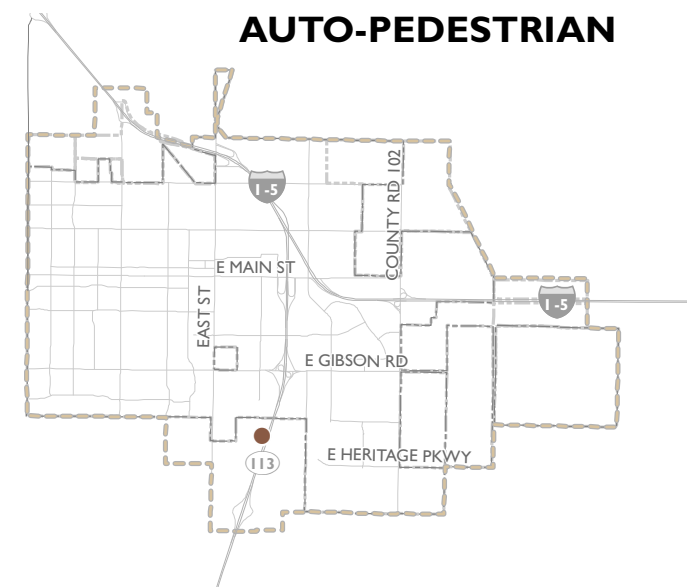
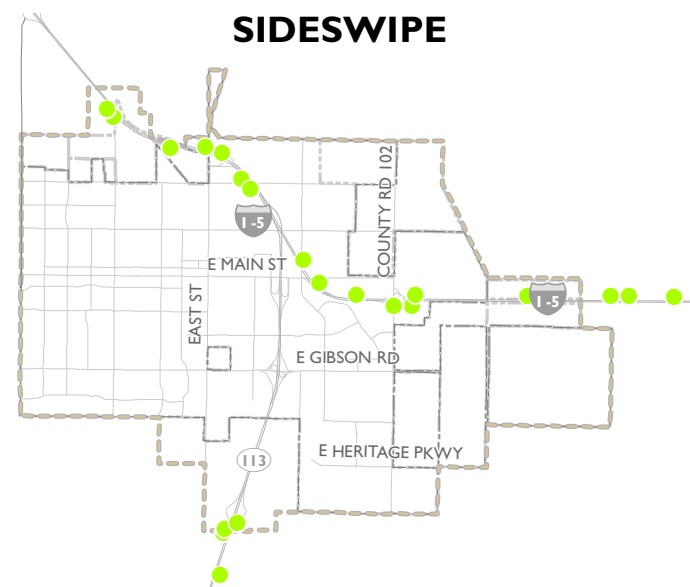
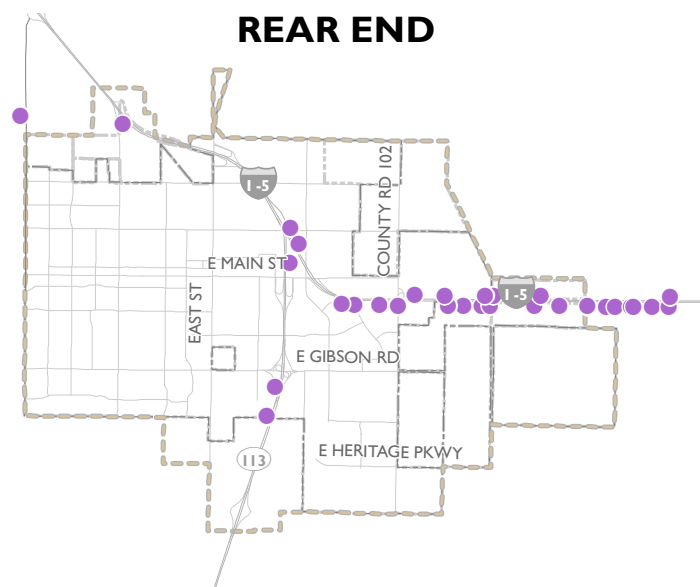
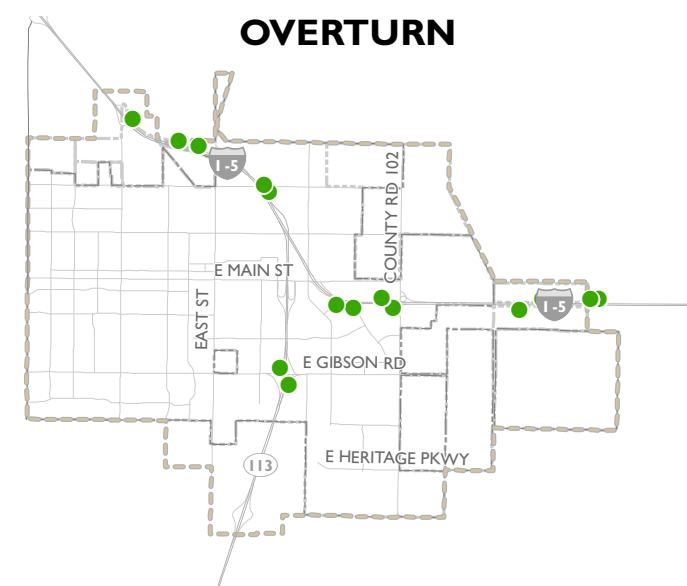
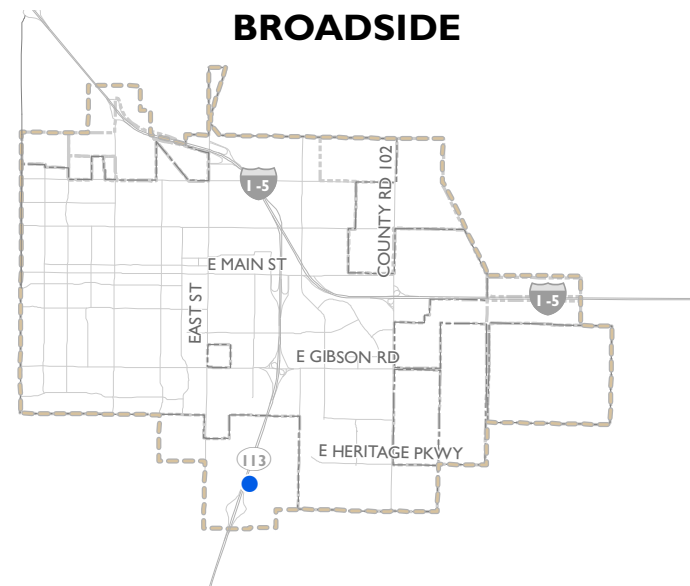
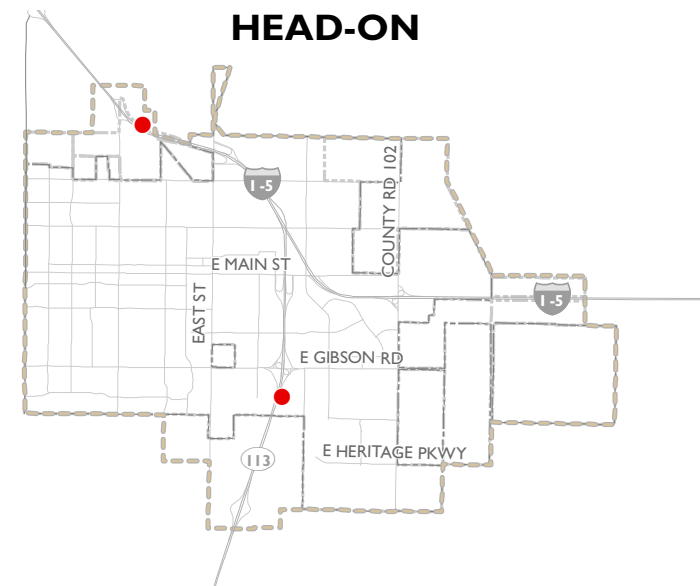
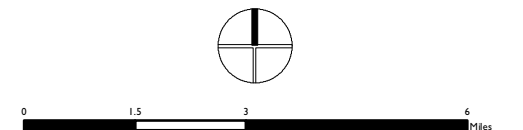


Figure 4-8B: Collisions on Freeways

- Type of Collision**
- Head-On
 - Broadside
 - Overturn
 - Rear End
 - Sideswipe
 - Auto-Pedestrian
 - Hit Object
 - Other



Data Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS) Data, 2013

SR 113 had a higher fatality rate per million vehicle miles than the average fatality rate on similar roadway facilities. The TASAS Table B report notes that many of the accidents along SR 113 occurred during dark or wet conditions.

On I-5, the most frequent collision types are hit object, rear end, and side-swipe. On SR 113, the most frequent collision type is a hit object. Figure 4-8B shows the geographical distribution of collisions on the freeways by type.

Regulatory Context

Federal

There are a number of federal laws and regulations related to goods movement, homeland security, street maintenance, traffic safety, and transportation funding. Moving Ahead for Progress in the 21st Century (MAP-21), approved in 2012, established the framework for transportation planning at the federal level.

State

The California Transportation Plan (CTP) for 2025, developed by Caltrans, provides broad system concepts, strategies, and performance measures for the State facilities (all modes).

Caltrans' Transportation Concept Reports and Corridor Systems Management Plans identify long-range improvements for specific State highway corridors and establish the concept or desired LOS for specific segments. Long-range improvements are identified to improve the existing facility up to the design concept expected to adequately serve 20-year traffic forecasts.

The State of California has adopted the following pieces of legislation with major implications for transportation planning, in addition to an executive order issued by the Office of the Governor:

- **SB 375 (2008):** Required MPOs to develop sustainable community strategies to achieve AB 32 GHG reduction targets established through the regional targets advisory committee and provides potential CEQA relief for select development projects. SACOG adopted their SCS in May 2012.
- **AB 1358 (2008):** Required the legislative body of a city or county, upon revision of the circulation element of their general plan (after January 1, 2011), to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway (i.e., complete streets) including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.
- **B 226 (2011):** Required Office of Planning & Research (OPR) to modify the CEQA Guidelines to set forth a streamlined review process for infill projects.

Regional

SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan (MTP)/SCS⁴ and the corresponding Metropolitan Transportation Improvement Program (MTIP).⁵ The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (seven-year horizon) in more detail. The 2035 MTP/SCS was adopted by the SACOG board in 2012. There are 23 projects listed in the 2035 MTP/SCS for the City of Woodland totaling just over \$90.5 million.

SACOG is also responsible for the oversight and distribution of most Federal and State transportation funding, and develops the air quality plans and compliance measures, which incorporate mobile (vehicular) pollution sources.

Local

The Transportation and Circulation section of the City of Woodland's current General Plan contains goals and policies related to the city's roadway network.

The City's Community Design Standards document (2004) contains street design standards for city roadways.

The City of Woodland completed an update of the Streets Master Plan in 2009. The document includes an assessment of existing (2002) conditions as well as future roadway needs for the 2020 and 2030 horizon years. The update includes recommendations for the number of future travel lanes on major roadways as well as changes in functional classification. The document also identifies candidate locations for future traffic signals based on the projected volumes.

⁴ SACOG 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy, <http://www.sacog.org/2035/draft-final-mtpscs/>, 2013.

⁵ SACOG 2013/2016 Metropolitan Transportation Improvement Program, <http://www.sacog.org/mtip/2013-2016/adoption/pdf/2013%20MTIP%20Transmittal%209-26-12.pdf>, 2013.



Woodland's active freight rail lines are critical to attracting and serving large industrial operations.

4.5 Railways

Introduction

Railways within the Planning Area serve as a vital component of goods movement. Woodland's industrial sector relies on the robust railway system to connect it to regional destinations.

Existing Conditions

Rail is a vital component of the city's transportation system as it connects the industrial and warehousing sector to destinations across California. The city is served by two freight railways including the Sierra Northern Railway and the California Northern Railroad. These main railways and additional rail spurs have approximately 29 at-grade crossings of public roads in the city, including 15 crossings adjacent to East and North East Streets. Rail spurs have been essential for industrial operations in the City of Woodland and have been cited as a key factor when evaluating site locations. Rail cars often are stored in the area northeast of the intersection of Main and East streets.

The California Northern Railroad operates approximately 261 miles of track within California linking freight customers in Northern California with the Union Pacific Railroad. The 110-mile West Valley line extends from Davis, CA to Tehama, CA. Transported commodities include tomato products, olives, rice, cheese, frozen foods, beer, wine, petroleum products, and chemicals.

The Sierra Northern Railway (formerly the Sierra Railroad Company and the Yolo Shortline Railroad) operates approximately 75 miles of track in Northern California including a 17-mile line between the Port of Sacramento in West Sacramento and Woodland. Transported commodities include lumber, particle board, wallboard, wood chips, bulk gypsum, bulk limestone, bulk plastics, canned goods, food and food products, chemicals and steel. Trains operate from 6:00 AM to 6:00 PM Monday through Friday, with additional weekend service according to customer needs.



Historically, the Yolo Shortline Railroad connected Woodland to Sacramento. Here, the historic depot of the Southern Pacific is being restored in conjunction with the Sacramento Valley Historical Railways nonprofit association.

The Sierra Northern Railway is considering a potential realignment of railways in Yolo County. The new railroad would run on the west side of the Yolo Bypass and connect with the existing alignment north of Woodland. The project, a regional effort involving Yolo County, Davis, and Woodland, would allow for the removal of rail running parallel to East Street from the southern Woodland city limits to north of Beamer Street, which could improve street access for properties with frontage on East Street. This would also remove grade crossings at North Street, Court Street, Main Street, Oak Avenue, Cross Street, Pendegast Street, Gum Avenue, Gibson Road and County Road 24.⁶

Figure 4-9 displays railways and at-grade railroad crossings in the Planning Area.

Regulatory Context

Federal and State

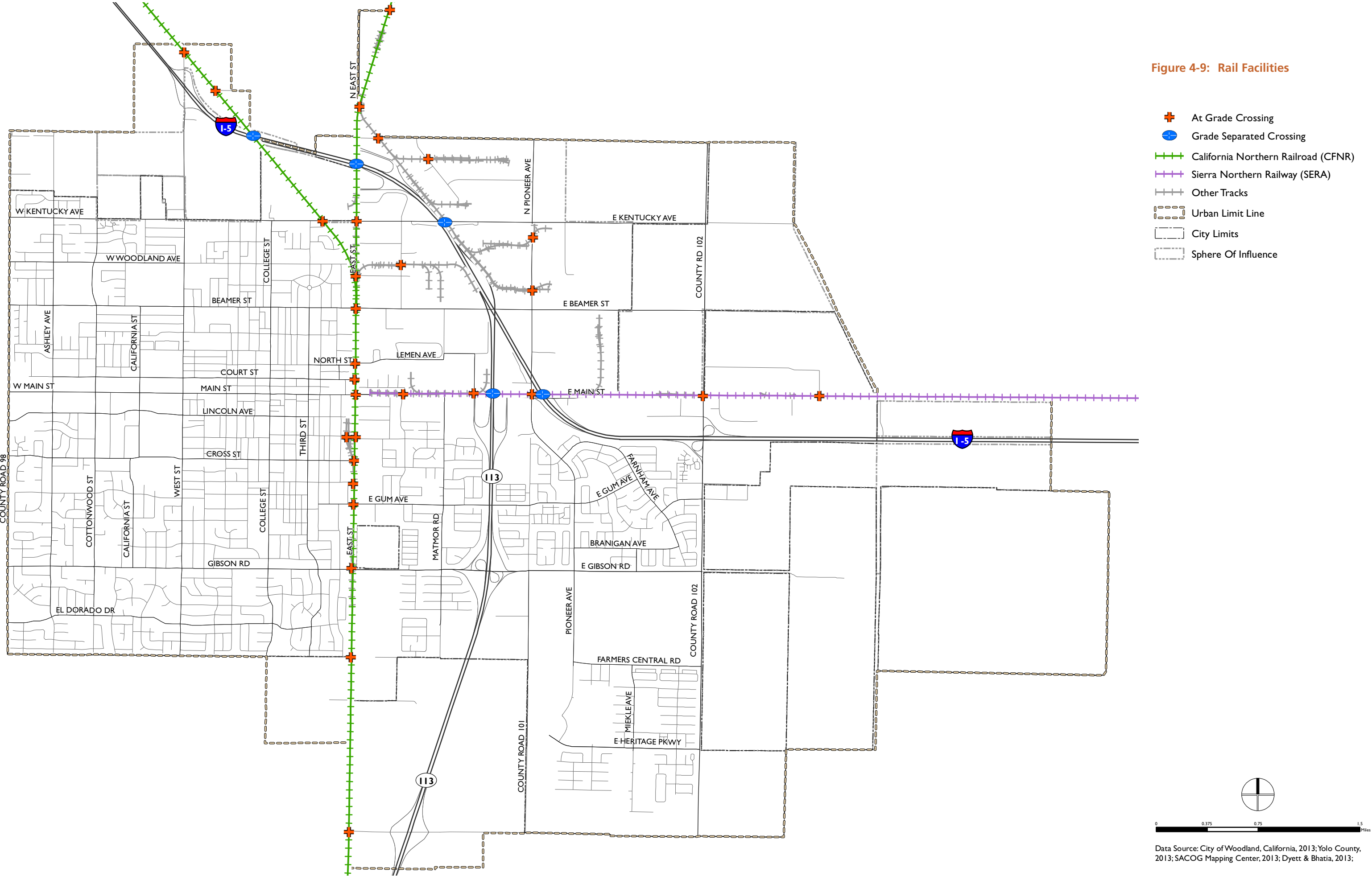
The California Public Utilities Commission (CPUC) is the regulatory agency responsible for enforcing state rules and regulations related to railroad and rail crossing safety. It is partnered with the Federal Railroad Administration (FRA) to also enforce federal laws and regulations related to rail transportation.

Local

The City of Woodland's current General Plan contains goals and policies related to railways.

⁶ Sierra Northern Railway. Yolo Rail Relocation Project Description, 2011

Figure 4-9: Rail Facilities



Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013;

4.6 Transportation Network Operations and Maintenance

Existing Conditions

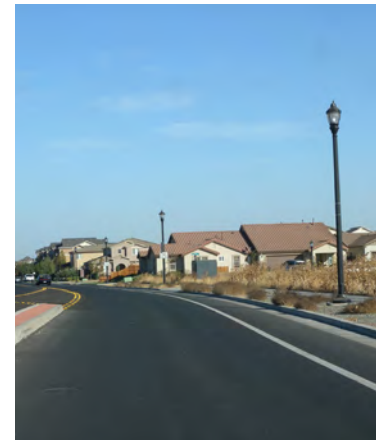
The City owns and operates over 200 centerline miles of roadway and over 400 lane-miles. A lane-mile accounts for some roadways having more than two lanes. Table 4.6-1 below shows a summary of the total centerline and lane-miles in the city and provides a measure of current pavement conditions using the pavement condition index (PCI).

TABLE 4.6-1 EXISTING PAVEMENT CONDITIONS

FUNCTIONAL CLASS	CENTERLINE MILES	LANE MILES	PCI
Principal Arterial	20.0	40.0	77
Minor Arterial	27.6	55.2	57
Collector	27.6	55.1	70
Local	121.7	243.3	70
Alley	8.3	16.6	16
Mileage Totals	206.2	412.4	
Network PCI			68

Source: Fehr & Peers, 2013.

The PCI should be maintained above 70 to consider pavement to be in good condition. Ratings below 70 indicate pavement at risk of failure and a rating below 25 denotes pavement failure. A PCI of 68 means that overall the city's roadways have slipped into the at risk category and will already be more costly to maintain than had routine maintenance occurred and the rating stayed above 70. Costs to maintain, repair, or rehabilitate pavement increase significantly with lower PCI ratings. Currently, the City has a backlog of pavement maintenance projects that would require a onetime cost of approximately \$52 million. In addition to this onetime cost, the City still has an annual obligation of about \$3.25 million to maintain pavement. This does not include additional investment required to cover the costs of sidewalks, bikeway facilities, traffic signals, signs, and street lighting. As of 2008, the city had approximately 350 miles of sidewalk, 50 miles of bike lanes, 3,500 street lights, 65 traffic signals, nine signalized crosswalks, and 10,000 signs.⁷ Sustaining this complete network will require higher levels of investment in the future as these network components age and reach the end of their lifecycles, requiring major rehabilitation or replacement.



New roadways are needed to serve new development as it occurs. As new facilities are added to the city's inventory, they must also be maintained over time.

⁷ City of Woodland, Public Works Infrastructure Infographic, 2008.

4.7 Transportation Opportunities and Challenges

Current transportation revenue streams are insufficient to cover all the costs of operating and maintaining (O&M) the City of Woodland's transportation network. As a result, the City has a backlog of pavement maintenance projects. To eliminate the backlog requires a onetime cost of approximately \$52 million. In addition to this initial cost, the City would still have an annual obligation of about \$3.25 million to maintain pavement. Additional investment would also be required to cover the costs of sidewalks, bikeway facilities, traffic signals, signs, and street lighting.

Compounding the O&M funding problem is the potential need for roadway expansion to accommodate planned population and employment growth. The City also has a desire to improve the connectivity of the bicycle and pedestrian network and provide a roadway network that has limited delays for motorists as expressed through the general plan policy on vehicle level of service (LOS). Unfortunately, existing funding mechanisms are insufficient to cover the cost of both O&M and long-term expansion needs based on current performance expectations. This suggests that either revenues will need to increase, or expectations about network performance (both physical and operational) will need to change.

Public transportation funding in the city largely relies on federal and state gas taxes, a portion of state sales tax, plus Measure E sales tax. Current annual estimates of total revenue for the City are about \$3.3 million from sales and gas taxes. These sources have not kept pace with inflation and are not expected to increase in the near or mid-term due to political resistance to new revenue sources and increasing competition for scarce public resources, such as public safety, education, and social programs. The \$3.3 million would cover annual pavement O&M costs if the network is not expanded and the current \$52 million backlog of maintenance projects was funded.

Other revenue mechanisms such as grants and transportation impact fees in the city provide only a portion of the cost for capacity expansion projects. The City expects to receive about \$14 million between 2013 and 2018 in grant funding but this is already dedicated to the major rehabilitation of Kentucky Avenue between West Street to Paddock Place and pavement maintenance for East Main Street between East Street and Pioneer Avenue. The transportation impact fee program will generate future revenue but impact fee levels have consistently been set below the maximum allowed fee levels due to sensitivity over how fees affect development.

The performance of the city's transportation network directly affects the travel choices, travel costs, and the quality of life for residents, workers, and visitors. Any decisions about transportation network investment and performance should consider this important relationship and what it means for the type of community the city is striving to become. Further, the General Plan must align expectations about network performance with funding realities. The General Plan Update is an opportunity for the city to reflect on these issues and to decide whether to pursue additional revenue or lower performance expectations. Either path will involve resolving the inherent tradeoffs between network performance and available resources. While this is a fundamental requirement for a general plan there are direct benefits for subsequent development projects through CEQA streamlining provided by the general plan EIR, SB 226, and SB 375. This streamlining would reduce the time and cost for entitlement review and CEQA compliance for those development projects that are consistent with the updated general plan.

Choices about network performance will also involve tradeoffs between modes and other community values. The bicycle and pedestrian network competes for space within roadway rights-of-way and the current network has gaps and barriers. Further, the use of vehicle LOS and a functional classification system that does not consider land use context has limited sensitivity to modal priorities in different parts of the city. This combination results in network planning and impact studies that largely focus on accommodating vehicle travel. Evolving to a street typology and expanded set of multi-modal performance metrics would help to establish clear modal priorities that recognize different expectations based on the surrounding land use context. The role transit plays in the future will also involve choices given that the current system has limited frequency in many parts of the city and does not have the land use density or intensity to justify greater levels of service given current funding constraints. As the City considers new general plan alternatives, opportunities exist to integrate land use and transportation planning decisions to respond to the issues outlined above. One objective should be to align land use decisions with desired transportation outcomes such that sufficient revenue is generated to plan, operate, maintain, and expand the transportation network.

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This chapter provides an overview of community facilities and services located within the Planning Area and evaluates whether there is sufficient capacity to accommodate projected growth. Community facilities discussed below include parks and open space, schools, public safety services (police, fire), and utilities (water, wastewater, stormwater, and natural gas).

5.1 Parks and Open Space

The City of Woodland owns and operates numerous parks and recreation facilities. Programming of park resources is provided by the Community Services Department, while the Public Works Department provides maintenance. Maintaining existing facilities, acquiring and developing additional facilities to meet future needs, and providing programming for parks and recreation areas as the city's population grows will be an important component of the General Plan Update.

Existing Facilities and Planned Improvements

The city has 16 neighborhood parks, four community parks, five community sports parks, and two recreational facilities, including the 60-acre Woodland Community and Senior Center. The City also owns a 160-acre undeveloped park site known as Woodland Regional Park, which is located just beyond new residential development along County Road 102 (CR 102) and County Road 25 (CR 25) on the east side of Woodland. This site is likely to be designated as habitat through a conservation easement, but public access and some minimal recreational facilities (e.g. paths) may still be provided.¹ Altogether, the city contains approximately 171 acres of developed parkland and 177 acres of undeveloped parkland for a total of 348 acres. Woodland's current inventory of parks and recreation facilities is listed in Table 5.1-1. Figure 5-1 maps their location in the Planning Area.

¹ Woodland Regional Park has remnants of an old waste fill site and is populated with Special-Status species.

The City plans additional park development as part of the Spring Lake Specific Plan (SLSP), which at buildout will include more than 4,000 new housing units. Jack Slaven Park (8 acres) is the first of 28 acres of neighborhood parks to be developed in Spring Lake. According to the Specific Plan, construction of the second neighborhood park is triggered by issuance of the 1,950th building permit, and construction of the third neighborhood park is triggered by the issuance of the 3,250th building permit. An additional 16 acres of neighborhood parks are planned in the Master Plan Remainder area.

TABLE 5.1-1 PARKS AND RECREATION FACILITIES INVENTORY

PARK OR RECREATION FACILITY NAME	ACREAGE
Neighborhood Parks	
Beamer Park	2.2
Campbell Park	6.7
Christiansen Park	1.6
City Park	3.9
Cline Park	4.4
Everman Park	3.4
Freeman Park	2.3
Harris Park	3.1
Jack Slaven Park	8.0
North Park	1.4
Roddy Park	0.5
Schneider Park	3.9
Southland Park	2.7
Traynham Park	3.2
Tredway Park	1.6
Woodland West	0.4
<i>Subtotal Neighborhood Parks</i>	<i>49.3</i>
Community Parks	
Crawford Park	10.0
Ferns Park	10.0



Jack Slaven Park is the first to be developed in the Spring Lake Specific Plan area and features a water play feature.

TABLE 5.1-1 PARKS AND RECREATION FACILITIES INVENTORY

PARK OR RECREATION FACILITY NAME	ACREAGE
Pioneer Park	10.0
Woodside Park	10.0
<i>Subtotal Community Parks</i>	<i>40.0</i>
Community Sports Parks	
Buchignani Field	1.5
Camarena/Pedroia Field	3.5
Clark Field	3.4
Harris Field	3.1
Klenhard Park	7.0
<i>Subtotal Community Sports Parks</i>	<i>18.5</i>
Recreational Facilities	
Woodland Community and Senior Center (20 acres, including dog park), Sports Park (28 acres), Undeveloped (12 acres)	60.0
C. Brooks Community Swim Center	3.4
<i>Subtotal Recreational Facilities</i>	<i>63.4</i>
Total Developed Parkland	171.2
Open Space and Trail Areas	
Regional Park ¹	160.0
Detention Basins	
Douglas Park/Pond	15.0
Streng Pond Park	2.2
Dubach detention pond/Velocity Isla.	n/a
Total Undeveloped Parkland	177.2
Other	
Woodland Cemetery	22.0
Hiddleson Pool (Closed)	3.4

Note: Some totals may not add due to rounding.

1 The Regional Park has the remnants of an old waste fill site and is populated with Special Status species. It is unclear at this time whether the site will be used as park space for the city. It may in the future be designated as habitat through a conservation easement.

Source: City of Woodland, 2013.



Community sports parks, such as the Woodland Sports Park developed adjacent to the Woodland Community & Senior Center, provide space for youth athletic teams and tournaments.

Recreation Programs

The Community Services Department provides recreation programs to more than 50,000 Woodland residents annually. Examples of programs include youth sports, adult sports, youth and adult aquatics classes, senior services, youth enrichment, and various other programs. Priorities for recreation programs in the coming years include: (1) increasing use of existing programs and facilities; (2) expanding contract classes; (3) expanding art classes; (4) adding teen programs; and (5) increasing recreational facilities, including new soccer/baseball fields and tennis courts.

Standards

Woodland's current General Plan defines an overall parkland standard of 6 acres per 1,000 residents. At an estimated population of 55,694 in January 2013, Woodland's ratio of developed parkland per 1,000 residents is 3.1, well below the General Plan parkland standard of 6.0.

The City's Parks Master Plan also establishes a citywide parkland requirement of 10 acres per 1,000 residents for new master planned areas. The parkland requirement for new master planned areas per 1,000 is broken down as follows: (1) two acres for neighborhood parks; (2) one acre for community parks; (3) three acres for regional parks; and (4) four acres for special use/sports fields.² In the case of Spring Lake, the City permitted a lower parkland standard of 5 acres per 1,000 residents.

Deficiencies and Planned Improvements/Match with Community Needs

As discussed above, Woodland does not currently meet its General Plan parkland standard for population. Furthermore, parkland is not evenly distributed throughout the city. As a general rule of thumb, every residence should be within a quarter-mile (5 minute walking distance) of a neighborhood park. Figure 5-2 shows the quarter-mile and half-mile walk-sheds from neighborhood, community and community-sports parks, and highlights existing residential areas that do not fall into that area. Residential neighborhoods with poor access to parkland include residential areas primarily in the southwest (along West Street and California Street between Cross Street and the southern boundary of the Planning Area) and central (to the north and southwest of the State Route 113 and E Gibson Road interchange) parts of the Planning Area, as well as smaller areas scattered throughout the northwest and southeast (Spring Lake) parts of the city.

² Park and Recreation Element, Spring Lake Specific Plan. City of Woodland (2001).

Existing Parks

- Community Parks
- Neighborhood Parks
- Sports Parks
- Recreational Facilities
- Open Space and Trail Area
- Cemetery
- School Sports Field/Playground
- Planned Parks
- Existing Detention Basins
- County Fairgrounds
- Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Ramps
- City Limits
- Sphere of Influence
- Urban Limit Line

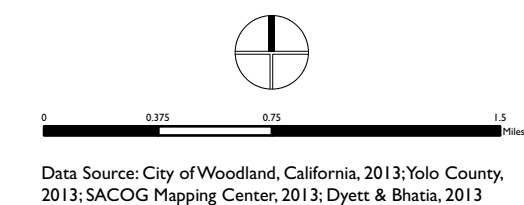
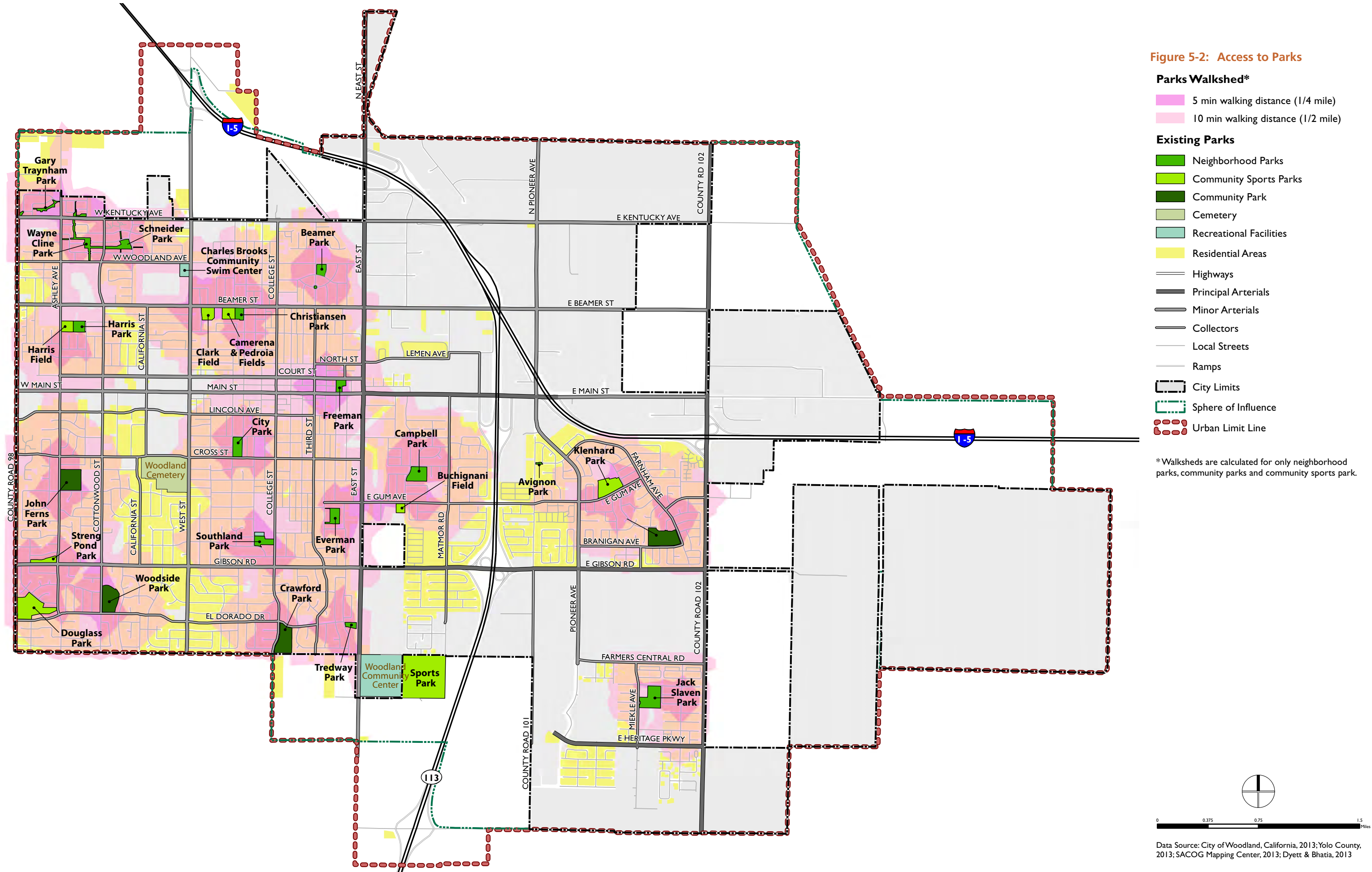


Figure 5-2: Access to Parks



Through 2035, Woodland's population is projected to grow to about 67,000. If the City's parkland standard remains the same, the City would need to add about 232 acres of parkland by 2035 to overcome the existing deficiency as well as accommodate new population growth. If the City were to develop the Woodland Regional Park with trails and park facilities and count it towards its public park inventory, the City would still need to add about 72 acres of parkland by 2035.

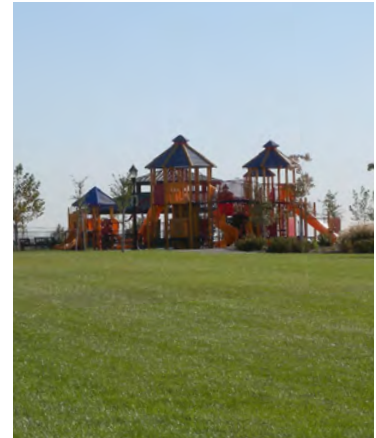
Identifying a sufficient quantity and quality of park and recreation land will be a key component of the General Plan Update progresses. City staff has cited the need for new facilities and funding for new park development and land set-asides. Please refer to Chapter 6, Planning Opportunities and Challenges, for more discussion on the need to support new facilities with sufficient funding for maintenance and appropriate level of service standards.

5.2 Schools

Existing Facilities and Planned Improvements

Woodland Joint Unified School District (WJUSD) provides public education from kindergarten through 12th grade to residents in the Planning Area, as well as nearby unincorporated areas of Knight's Landing, Yolo, and Zamora. The district includes 10 elementary schools, one charter elementary school, two middle schools, two comprehensive senior high schools for grades 9-12, and one continuation high school. Additionally, there are three alternative education programs, six pre-schools, three infant-toddler programs, and an adult education center. Two of the district's elementary schools and one of the district's high schools are located outside the Planning Area. Altogether, just over 10,100 students attend public schools in WJUSD, 9,400 of which attend school in the Planning Area. Public schools and enrollment for all schools are detailed in Table 5.2-1 and are mapped on Figure 5-3.

Accredited in 2008, Woodland Community College (WCC) is a two-year community college located at 2300 East Gibson Road in Woodland on a 112-acre parcel in the northeast corner of SLSP area. WCC provides a number of academic, transfer, and enrichment programs to students throughout Yolo County. In 2007, WCC completed a new 72,000 square foot learning resource center, doubling the existing footprint of the college. The new center provides 25 lecture and classrooms, an expanded library, math and writing labs, and a large community events room. WCC also completed a newly remodeled student services center in 2010. During the 2011-12 school year nearly 3,000 students attended WCC.



New neighborhood and community parks are built in new residential areas to serve and support growth. The new Woodland General Plan will establish a standard for parkland per population that serves community needs and that can be realistically maintained by the City.



Woodland Community College serves approximately 3,000 students from across Yolo County, offering programs in liberal arts, humanities, social sciences, and technology.

Private schools located in Woodland include Woodland Christian School (preschool and K-12) and Holy Rosary Parish School (preschool and K-8). The Woodland Christian School has two campuses, the West Campus (K-8) located at 1515 West Street and the Matmor Campus (9-12) located at 1787 Matmor Road. The Holy Rosary Parish School is located at 505 California Street. Additionally, Woodland Polytechnic, a public charter high school that serves students in grades 9-12, is located at 1250 East Gum Avenue. Woodland Polytechnic opened in September 2011 with an enrollment of 150 students. All three schools are accredited by the Western Association of Schools and Colleges.

Planned Improvements

WJUSD conducted facility assessments on 17 WJUSD facilities in 2011 as part of the long range facility master planning process. The 2011 Facilities Master Plan estimates that approximately \$72 million is needed for modernization and new construction of schools within the district in order to support the education needs of students for the next 10 to 15 years. According to district staff, building structures, roofs, and grounds are receiving basic care, but are in dire need of rehabilitation. WJUSD is currently meeting immediate needs using deferred maintenance funds. The WJUSD School Board discussed potentially seeking a General Obligation measure at a June 6, 2013 special board meeting, however the timing of the measure is still unknown. Currently, the District has plans to replace the roof and chiller on the F wing of the Adult Education Center.

WJUSD foresees new school development within the SLSP based on new residential growth, however the District does not currently plan to open any new schools in the near term. The City has allocated land for new school construction within SLSP, which provides for three small-scale (600-student) elementary school sites. However, due to declining enrollment and operation/maintenance costs, the school district has released two of those sites for other development. Both sites have now had residential development entitlements approved in place of school use. One elementary school site, located south of Heritage Parkway, remains and is owned by the School District. The school site located south of Pioneer High School could possibly be developed as a combined middle/elementary school site in the future.

Preliminary plans for the Master Plan Remainder area also include two additional 10-acre elementary sites, however as this area has not been annexed nor does it have a formal Specific Plan approved, therefore these sites are not guaranteed. In 2002 WJUSD began construction of Pioneer High School on the 50-acre high school site, which opened in 2003. Enrollment during the 2012-13 school year was 1,557 students.

TABLE 5.2-1 EXISTING PUBLIC SCHOOLS IN WOODLAND JOINT UNIFIED SCHOOL DISTRICT

SCHOOL	TOTAL ENROLLMENT 2012-2013	STATE LOADING CAPACITY		DISTRICT LOADING CAPACITY	
		Total Capacity ²	Percent Under- utilized	Total Capacity ³	Percent Under- utilized
Elementary Schools (K-6)					
Beamer	504	550	8%	704	28%
Dingle	406	525	23%	672	40%
Freeman	485	600	19%	768	37%
Gibson	631	725	13%	928	32%
Maxwell	501	675	26%	864	42%
Plainfield ¹	313	450	30%	576	46%
Tafoya	831	875	5%	1,120	26%
Whitehead	423	575	26%	736	43%
Woodland Prarie	645	750	14%	960	33%
Zamora	575	550	-5%	704	18%
Sci-Tech ¹	252	275	8%	352	28%
Subtotal Elementary	5,566	6,550	15%	8,384	34%
Middle Schools (7-8)					
Douglass	865	1,107	22%	1,312	34%
Lee	673	1,134	41%	1,344	50%
Subtotal Middle Schools	1,538	2,241	31%	2,656	42%
High Schools (9-12)					
Cache Creek ¹	149	297	50%	352	58%
Pioneer	1,557	1,944	20%	2,304	32%
Woodland	1,297	2,187	41%	2,592	50%
Subtotal High Schools	3,003	4,428	32%	5,248	43%
Total	10,107	13,219	24%	16,288	38%
Total Within Planning Area	9,393	12,197	23%	15,008	37%

1 Schools located outside Planning Area.

2 Total capacity based on a 25 student loading factor for elementary and 27 student loading factor for middle and high school.

3 Total capacity based on a 24 student loading factor for kindergarten and first grade, 32 student loading factor for grades 2-6, and a 36 student loading factor for grades 7-12.

Source: Woodland Joint Unified School District, 2013; Jack Schreder & Associates, 2011; California Department of Education, 2013; CDE Data quest.

Standards, Student Generation Rates

The District calculates school capacities for each school based on the number of permanent classrooms, the number of portable classrooms, the number of classrooms used for programs other than classroom instruction, and loading standards. The District currently uses a 24 student per classroom loading factor for kindergarten and first grade, a 32 student per classroom loading factor for grades 2-6, and a 36 student per classroom loading factor for grades 7-12, which are the permitted class sizes per union contract language. By comparison, State standards for student loading factors are 25 students per classroom for elementary schools and 27 students per classroom for middle and high schools.

The District projects an ongoing decline of 0.5 percent in student enrollment in the near term, based on projections made in January 2013. The District uses student generation factors (students per new dwelling units) for single- and multi-family development in order to project student enrollment. Table 5.2-2 summarizes the student generation factors used by the District.

TABLE 5.2-2 STUDENT GENERATION FACTORS USED BY WJUSD

UNIT TYPE	ELEMENTARY (K-6)	MIDDLE SCHOOL (7-8)	HIGH SCHOOL (9-12)	TOTAL RATE (K-12)
Single-Family Unit	0.3174	0.1250	0.1809	0.6233
Multi-family Unit	0.1820	0.0599	0.0922	0.3341

Source: Woodland Joint Unified School District, 2013.



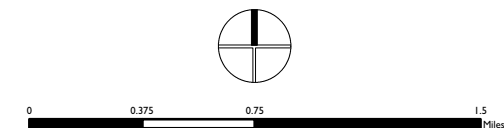
Many of Woodland’s public schools are underutilized based on State and District loading factors, meaning that there is capacity in existing schools to serve new population growth in Woodland.

	Elementary School
	Middle School
	High School
	Special School
	Community College

☐ Douglass MS & Pioneer HS

☐ Harriet Lee MS & Woodland HS

- Beamer Elementary School
- Dingle Elementary School
- Freeman Elementray School
- Gibson Elementary School
- Maxwell Elementary School
- Tafoya Elementary School
- Whitehead Elementary School
- Woodland Prairie Elementary School
- Zamora Elementary School



Current Unmet Facility Needs

Sacramento Area Council of Governments (SACOG) projects that the Woodland will add 4,268 dwelling units between 2013 and 2035. Assuming that multi-family dwelling units continue to account for approximately 28 percent of all dwelling units citywide, it is estimated that the district will add 2,320 new student enrollments by 2035, based on the student generation factors provided in Table 5.2-2 above. Using the District's classroom loading factors for determining school capacity, existing facilities appear to be able to accommodate student enrollment growth generated by new development (see Table 5.2-3). However, when using the State's classroom loading factors of 25 for elementary and 27 for middle and high schools the margin is much smaller.

Aging Facilities

According to the WJUSD Facilities Master Plan, the district's aging facilities are in need of renovation and modernization, as they were designed for the educational needs of over 50 years ago. Of the district's 18 school facilities, 50 percent were constructed prior to 1960, and an additional two facilities were constructed prior to 1930. The District reports that the aging infrastructure can no longer be patched and pipes, heating units, electrical wiring, fire alarms and other life safety systems need to be replaced. The cost to replace and upgrade existing facilities is estimated to be in the millions, well beyond what the District's operating fund can provide.

Current unfunded and urgent construction/renovation needs include: (1) fire alarm replacement at Woodland High School, (2) roof replacements for buildings B and C at Douglas Middle School, and (3) roof replacements for the administration building and classrooms at Lee Middle School.

TABLE 5.2-3 ENROLLMENT AND CAPACITY IN WJUSD

GRADE	2012-2013					2035
	WJUSD Enrollment	State Loading Capacity		District Loading Capacity		Projected New Enrollment ³
		Existing Total Capacity ¹	Available Capacity	Existing Total Capacity ²	Available Capacity	
K-6	5,566	6,550	984	8,384	2,818	1,195
7-8	1,538	2,241	703	2,656	1,118	457
9-12	3,003	4,428	1,425	5,248	2,245	668
Total	10,107	13,219	3,112	16,288	6,181	2,320

1 Total capacity based on state standards of 25 students per classroom for elementary and 27 students per classroom for middle and high schools.

2 Total capacity based on a 24 student loading factor for kindergarten and first grade, 32 student loading factor for grades 2-6, and a 36 student loading factor for grades 7-12.

3 Based on SACOG projected construction of 4,268 new dwelling units in Woodland by 2035. Assumes that multi-family dwelling units will continue to account for 27.6 percent of all dwelling units citywide. Calculated using WJUSD student generation factors provided in Table 6.2-2.

Source: Woodland Joint Unified School District, 2011; Jack Schreder & Associates, 2011; California Department of Education, 2013; Dyett & Bhatia, 2013.



Pioneer High School and Woodland High School both exceeded the District's target graduation rate of 90 percent in the 2011-2012 school year.

WJUSD Demographics and Performance

For the 2012-13 school year, approximately 10,100 students were enrolled in WJUSD schools. According to the District approximately 66 percent of the student population was Latino, 25 percent white, 5 percent Asian, 1 percent Black, 1 percent American Indian, and two percent some other ethnicity.

Each year the State of California assigns schools and districts an Academic Performance Index (API) score. The API is the State's accountability system for meeting state standards. Scores are assigned from 0 to 1,000. In 2012, WJUSDs combined API was 765, an increase of 5 percent over 2009 when the score was 731. However, the District's score of 765 is still below the State's target of 800 or above. For 2012, white students received the highest combined API score (824), followed by Asian students (816), Latino students (736), American Indian students (734), and Black students (715). Of these ethnic groups, American Indian was the only group to see a decline in their API score between 2009 and 2012.

Elementary schools seeing the greatest improvement in API in 2012 included Sci-Tech Elementary, Whitehead Elementary, Woodland Prairie Elementary, and Dingle Elementary. Both Tafoya Elementary and Freeman Elementary saw their scores decline. For secondary schools, Cache Creek High School saw the greatest improvement, more than triple of the next secondary school, which was Douglass Middle School. Compared to other local school districts, WJUSDs API score is about equivalent, with the exception of the Davis Joint Union School District, which has maintained a substantially higher API score than other local school districts in recent years. This is likely attributable to the difference in demographics and funding between Davis and Woodland.

The District's target graduation rate is either 90 percent or a fixed growth target rate. The rate is computed using the number of first-time grade nine students in the class of 2007-08, plus students that transferred into the cohort, minus students who transferred out, emigrated, or died during the four-year cohort period. For the 2011-12 school year, WJUSD high schools were well above both the County (86 percent) and State (78 percent) averages. Woodland High School had a graduation rate of 94 percent, followed by Pioneer High School (91 percent) and the district as a whole (88 percent). The district-wide graduation rate was lower due to the inclusion of all students including those on independent study and the continuation high school.

5.3 Public Safety Services (Police, Fire)

Police Services

Existing Facilities and Planned Improvements

The City of Woodland Police Department is located at 1000 Lincoln Avenue (see Figure 5-4). The Department has a staff of 74 paid employees, 60 of whom are sworn patrol officers and 14 of whom are non-sworn support personnel. Table 5.3-1 shows the breakdown of employees by unit.

The Police Department does not presently have any planned improvements, as existing facilities are currently adequate to maintain a sufficient level of service for anticipated future population growth.

TABLE 5.3-1 WOODLAND POLICE DEPARTMENT PERSONNEL

PERSONNEL	NUMBER
Sworn Officers	60
Administration	3
Investigations	13
Patrol	41
Traffic Officers	3
Non-Sworn Support Personnel	14
Administrative	3
Records	7
Parking	2
Investigations	2
Total Paid Employees	74

Source: City of Woodland Police Department, 2013.



Current police department facilities are adequate to serve Woodland's current population and anticipated future growth; however, additional beats may need to be added to account for workload and meet response time standards.

Facility and Response Time Standards

Response Time

The Police Department dispatches police personnel based on priority level, priority one being the highest. Priority One calls are personal crimes (e.g. murder, assault, robbery) in progress when life is in danger. Priority Two calls are property crimes (e.g. auto theft, shoplifting) in progress. Priority Three calls are personal crimes that have already happened. Priority Four calls are property crimes that have already happened. Lastly, Priority Five calls are the lowest priority call (e.g. follow up on a cold case) that police personnel deal with as time permits.

Standards for response times are based on the dispatch time (measured from the start of the call) until the first unit's arrival. The Police Department's response time standard is four minutes for Priority One calls; five minutes for Priority Two calls; 10 minutes for Priority Three calls; 10 minutes for Priority Four calls; and 10 minutes for Priority Five calls.

For 2012, the Police Department's average actual response time for Priority One and Two calls were about 3.5 minutes longer than the Police Department's standard. The Department's average actual response time (in minutes and seconds) was 7:30 for Priority One calls; 8:24 for Priority Two; 20:52 for Priority Three; 25:30 for Priority Four, and 5:35 for Priority Five.

Service Ratios

The Police Department does not have service ratio standard based on population. Rather, the department determines staffing needs based on the amount of uncommitted time per officer, number of calls for service per officer per day, and number of major crimes assigned to detectives per day. Patrol officers are to average a minimum of 50 percent of unobligated patrol time per shift and the average number of call for service per patrol officer per day are not to exceed seven calls. According to Police Department staff, they are not currently meeting these service ratio standards.

Current Unmet Facility Needs

As stated above, according to the Police Department, existing facilities are adequate to maintain a sufficient level of service. However, the Police Department acknowledges that as new development occurs, it will need to add additional beats to account for workload and to meet response time standards. Beats require a minimum of six officers for around-the-clock policing. Additionally, the Police Department noted that Woodland's aging radio infrastructure will need to be upgraded in order to continue to provide reliable and consistent radio communication for public safety services.

Fire Services

Existing Facilities and Planned Improvements

In 1982 the City of Woodland Fire Department merged with the Springlake Fire Protection District and now protects an area in excess of 60 square miles. In addition to the approximately 15 square miles of city area, the Fire Department contracts with the Springlake Fire Protection District to protect an additional 41 square miles of rural area located north, east, and south of the city limits. The Fire Department is staffed with 45 operations personnel and is assisted by a part-time administrative staff person. All personnel assigned to Fire Operations are divided into three shifts. Each shift works a 48-hour period on a rotating schedule. Table 5.3-2 shows the breakdown of personnel at the Department.

TABLE 5.3-2 WOODLAND FIRE DEPARTMENT PERSONNEL

PERSONNEL	NUMBER
Public Safety Chief	1
Battalion Chiefs	3
Fire Prevention Officers	2
Fire Captains	12
Fire Engineers	12
Fire Fighters	15
Total Paid Employees	45

Source: City of Woodland Fire Department, 2013.

The City of Woodland Fire Department operates three fire stations, with an engine company at each one: 101 Court Street (Station #1), 1619 West Street (Station #2), and 1550 Springlake Court (Station #3). The Department operates a ladder truck out of Station #3 that is utilized for suppression activities, air support, technical rescue, and light support. Figure 5-4 maps the location of the fire stations.

Planned Improvements

In 2004, City Council approved a fourth fire station planned for the Spring Lake Specific Plan area upon construction and occupancy of 1,010 single-family dwelling units. As of April 2013 approximately 1,000 units had been constructed in Spring Lake. The new station will be located on a one-acre site as part of the Spring Lake Center that will adjoin the Central Park.³ There are also plans to construct a fifth station on the northeast side of Woodland, which is an underserved area with the highest concentration of high-hazard property. Presently, the City has not committed funding for construction of either facility.

3 Public Facilities and Services, Spring Lake Specific Plan. City of Woodland (2001).

Facility and Response Time Standards

Response Time

The Fire Department's standards for dispatch and response times are one minute for information gathering, one minute for completion of dispatch, four minutes for the first arriving unit capable of providing service, and eight minutes for arrival of the complete first alarm assignment. Response time is measured from the time the unit leaves the station to the time the unit arrives at the scene.

According to Fire Department staff, they are currently meeting this standard. For 2012, the Fire Department's average response time (in minutes and seconds) was 5:33 for fire calls and 4:49 for emergency medical service calls.

Service Ratios

The following are service ratios established by the Woodland Fire Department:⁴

- One operations personnel per 1,000 residents;
- One fire prevention officer with new vehicle and related support equipment for every 20,000 persons served;
- One Chief Officer for every major division and every operational shift;
- One Administrative Division Chief for every eight sworn personnel; and
- One clerical employee for every two Division Chiefs.

According to Fire Department staff, they are not currently meeting any of their service ratio standards.

⁴ Appendix D: Level of Service Guidelines, 2002 Woodland General Plan.



The City of Woodland Fire Department has been able to meet response time standards. New facilities may need to be developed in order to serve new growth.

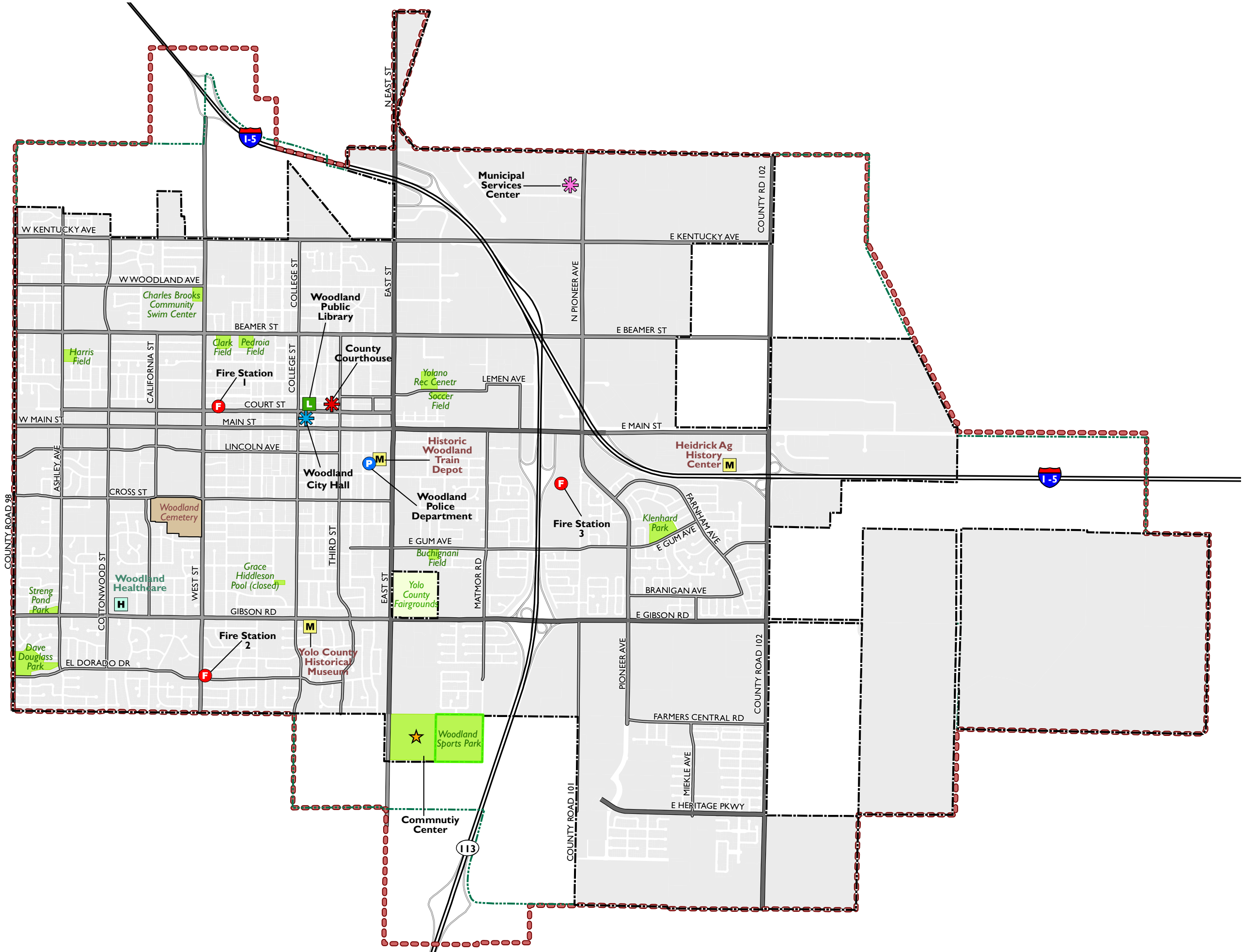
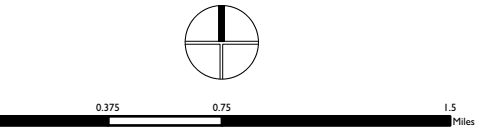


Figure 5-4: Community Facilities

- P Police Station
- F Fire Stations
- L Library
- H Hospital
- M Museums
- ★ Community Center
- ★ City Hall
- ✱ Yolo County Courthouse*
- ✱ Municipal Services Center
- Sports & Recreational Facilities**
- County Fairgrounds
- Cemetery
- Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Ramps
- City Limits
- - - Sphere of Influence
- - - Urban Limit Line

* Current Location. Courthouse is being relocated to 1000 Main Street.
 ** Only Park Facilities providing significant recreational amenities are shown.



Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013

ISO Rating

Fire departments are rated by ISO's Public Protection Classification (PPC) program. The program uses the Fire Suppression Rating Schedule (FSRS), which is comprised of a long list of elements a community may use to fight fires effectively. Each element is given a point score. Using the point scores and various formulas, ISO derives a PPC rating. On a scale of 1 (exemplary fire protection) to 10 (not meeting minimum criteria) Woodland scored a 3 for areas inside the city and 8B for areas in the Springlake Fire Protection District.

Current Unmet Facility Needs

Fire Department staff report that existing facilities will not allow the Department to meet response time standards as future growth continues in the Spring Lake area. The Fire Department currently provides service to the Springlake Fire Protection District from the three existing fire stations located in Woodland. The Department has identified a need for two additional fire stations to help maintain adequate response times in the city; however, there is presently no funding allocated for construction of either station. Additionally, the Fire Department is only staffed to meet National Fire Protection Association (NFPA) standards for low hazard fires and rely heavily on their mutual aid partners for support to meet NFPA standards for higher risk fire incidents.

5.4 Utilities

Water

The City of Woodland Public Works Department currently provides municipal water to residents in the city. Groundwater is the primary source of drinking water within the Planning Area, which means that Woodland's drinking water currently comes from large, underground aquifers, rather than surface water sources such as rivers, lakes, or reservoirs.

The city is located in the Lower Cache-Putah Subbasin, which is part of the Yolo Subbasin of the Sacramento Valley Groundwater Basin. The Yolo Subbasin is bounded by Cache Creek on the north, the Sacramento River on the east, Putah Creek on the south, and the Coast Range on the west, and encompasses the cities of Woodland and Davis, and the University of California, Davis (UC Davis). The Department of Water Resources estimates that the Lower Cache-Putah Subbasin has a total storage capacity of about 2.7 million acre-feet of water.⁵

⁵ City of Woodland, Municipal Service Review/Sphere of Influence Update. Yolo Local Agency Formation Commission (March 2011).

Supply and Demand

Woodland's drinking water is currently pumped from 16 out of 20 groundwater wells located throughout the city. Of the 20 wells owned and operated by the City, 70 percent have been in operation for 30 years or longer. The typical life of a well is between 30 and 50 years.⁶ Historically, groundwater elevations in the region have ranged from roughly -20 feet to 50 feet mean sea level (msl). Groundwater elevations generally declined from the 1950s to the 1970s, however in response to regional water supply projects implemented by Yolo County Flood Control and Water Conservation District groundwater elevations have increase since that time. In the vicinity of Woodland, the base of fresh groundwater occurs at a depth of approximately 2,500 feet below msl.⁷ According to the City of Woodland Utilities Division the average static groundwater elevation in May 2013 was -33 feet.

The distribution system consists of 160 miles of transmission and distribution lines, and a 400,000 gallon elevated storage tank, which is generally sufficient for peak demands and to regulate water pressure. The groundwater supply is filtered naturally by sand and gravel as it passes through the aquifers, and receives minimal treatment at each well site (0.2 parts per million liquid chlorine) for disinfection. Figure 5-5 shows Woodland's municipal water infrastructure.

In 2010, the city's water demand was approximately 4.5 billion gallons per year (12.4 million gallons per day or mgd), down from 5 billion gallons per year (13.6 mgd) in 2005. From 2008 to 2010, California experienced drought conditions that resulted in increased water conservation and water use awareness. The economic downturn across California also contributed to reduced water usage as a result of numerous unoccupied homes and closed business within the city's service area.⁸ According to City staff, current wells are meeting demand; however there is little room for pumping reserve capacity. In 2012 single family residential uses accounted for more than half of demand, following by multifamily (17 percent), commercial (10 percent), and industrial (7 percent) uses.

Future water demand in Woodland is expected to grow moderately. According to the City of Woodland's 2010 Urban Water Management Plan, demand is expected to grow to 5.3 billion gallons per year (14.6 mgd) by 2015 and 6 billion gallons per year (16.5 mgd) by 2035. Projections are based on projected service area populations and the city's per capita water use targets.

⁶ Ibid.

⁷ Groundwater Management Plan, City of Woodland. West Yost Associates (April 2011).

⁸ City of Woodland, 2010 Urban Water Management Plan. West Yost Associates (July 2011).

Planned Improvements

One new well—well 28—is a replacement well scheduled for completion in 2013. The City also plans to install new pumps on wells 14, 21, and 15, which will improve those well capacities by approximately 35 percent. A new ground-level tank and pump station are also scheduled to begin construction in 2014 that will improve system pressure and supply. Currently four wells are not pumping into the distribution system due to maintenance and water quality issues, which will require modifications to reduce their nitrate concentration.

In compliance with State law, as of Fall 2012 the City has installed water meters in almost every home in Woodland. Phase III of the Water Meter Implementation program was scheduled to begin in April 2013 and will be completed sometime in 2014. Phase III, the final phase of the project, will include mostly condominium communities and several meter installations that were missed during phases I and II. When fully implemented, the City's Water Meter Implementation program is estimated to reduce demand by about 15 percent per year.⁹ Reduced water demand as a result of the Water Meter Implementation program will help the City to meet the state's Senate Bill 7 (SB 7) goals of reducing urban water use by 10 percent by January 2016 and 20 percent by January 2021. Urban retail water suppliers that do not meet water conservation requirements of SB 7 are not eligible for state water grants or loans. According to City staff, the city is already meeting or exceeding the water conservation requirements required by SB 7.

⁹ City of Woodland, Municipal Service Review/Sphere of Influence Update. Yolo Local Agency Formation Commission (March 2011).



In 2011, water meters were installed at every home in Woodland in order to comply with State law. Water customers are now billed based on how much water they use, which is anticipated to reduce demand and help conserve water supplies.

Woodland-Davis Clean Water Agency (WDCWA) Project

In recent years, groundwater in Woodland and Davis has had an increasing amount of salts and other minerals. When combined with additional salts from consumer uses—such as water softeners—the discharge of highly saline wastewater poses a threat to the environment and public health. As a result, the Central Valley Regional Water Quality Control Board has been aggressively pursuing requirements for reductions in salt discharges to protect the environment and to meet more stringent salinity standards in the future.

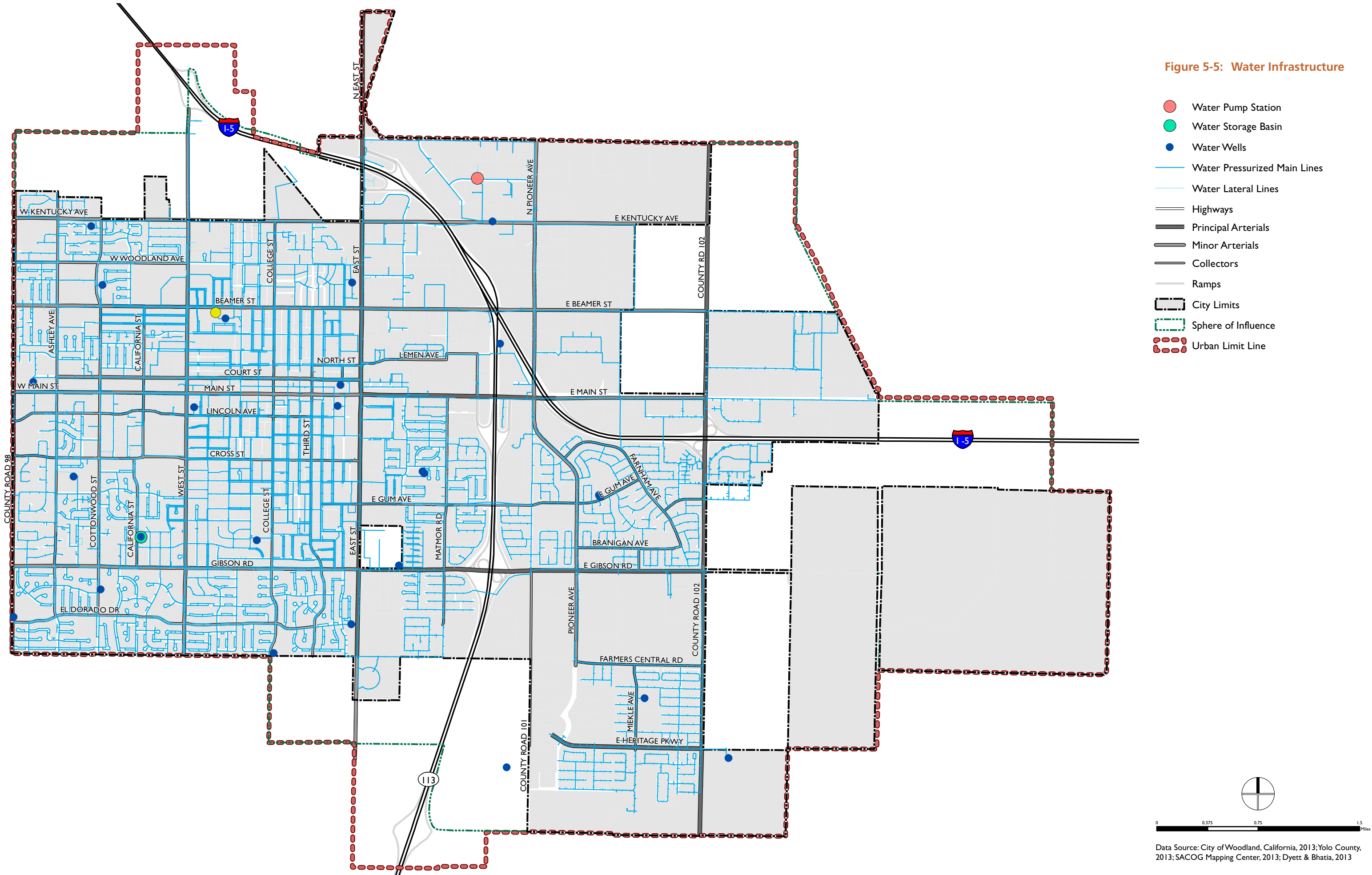
The concentration and amount of selenium in the city’s wastewater discharge is also of great concern. According to City staff, the facility does not currently meet standards for selenium and has received plant violations because of it.

Faced with meeting anticipated water quality, reliable water supply needs, and wastewater discharge regulations, in September 2009, the cities of Woodland and Davis established the Woodland-Davis Clean Water Agency (WDCWA). The WDCWA project is a regional surface water supply project to supplement local ground water supplies in the region. The project will divert up to 45,000 acre-feet of water per year from the Sacramento River and serve more than two-thirds of the urban population of Yolo County, as well as UC Davis as a project partner. Groundwater from Woodland and Davis will continue to supplement water supplies when local water demand cannot be met, particularly during summer months and other dry periods when Term 91 and Shasta Critical Year Reductions may limit WDCWA’s water diversions from the Sacramento River.

Upon completion, it is estimated that Woodland’s groundwater will continue to account for up to 30 percent of total demand. WDCWA has also secured a more senior Sacramento River water right for 10,000 acre-feet from the Conaway Preservation Group that is limited to the months of April through October. The WDCWA project includes a newly constructed river water intake structure and pipeline that will transport “raw” water 5.1 miles from the Sacramento River to a new 30 mgd water treatment plant located 1.4 miles south of Woodland. Initially, the facility will supply up to 30 mgd to WDCWA. Of that amount, Woodland’s share will be 18 mgd, which exceeds the city’s projected water needs through 2035. The project is scheduled to begin construction sometime in 2013 and begin supplying water to WDCWA in 2016.

In July of 2013 draft limits on hexavalent chromium will be issued. Those limits will likely limit the number of wells that can be used due to hexavalent chromium limits. The City is planning on treating some of the surface water and injecting the treated higher quality water into wells that are called aquifer storage and recovery (ASR) wells during the winter months that will then allow the City to extract higher quality water during the summer months.

Figure 5-5: Water Infrastructure



Wastewater Collection and Treatment

The City of Woodland's Public Works Department is the community's wastewater service provider. The city wastewater collection system conveys wastewater by gravity pipelines to the Water Pollution Control Facility (WPCF) located east of the city along County Road 103 (CR 103), where it is treated and then discharged to a large unimproved channel. Treated wastewater eventually drains to the Tule Canal on the east side of the Yolo Bypass.

Woodland's wastewater collection system consists of 175 miles of sewer main, 80 miles of service line and has more than 14,000 wastewater service connections and serves the city of Woodland as well as a small area north of the city—Barnard Court. Figure 5-6 shows the city's existing wastewater infrastructure system.

Current Capacity

The City constructed the WPCF in 1989. Since that time, the City has upgraded the facility twice—once in 1999 and a second time in 2006, when the City expanded and upgraded the treatment plant's hydraulic capacity from 7.8 mgd to 10.4 mgd. Wastewater treatment plant capacity is measured in two ways: (1) hydraulic capacity, which is the maximum inflow/outflow (gallons per day) that a plant can treat; and (2) solids (biological oxygen demand) capacity, which are the maximum biological solids (pounds per day) that a plant can adequately treat. In recent years hydraulic inflows to WPCF have gone down from 6.4 mgd to 5.2 mgd due to water conservation. However, biological solids have remained the same, or have slightly increased. According to City staff, WPCF is reaching the limit of solids that the plant can process and still meet permit limits.

WPCFs current solids capacity is 10,300 pounds per day (lb/d) for the maximum month. The City has approved conversion of three of the WPCFs oxidation ditches to the Modified Ludzack-Ettinger (MLE) process, which enhances nitrogen removal in addition to solids capacity. The upgrades to the oxidation ditches will result in a higher solids capacity of 13,300 lb/d. This capacity would be sufficient to serve a residential population of 70,000 (at 0.19 pounds BOD 5 per capita day). With conversion of a fourth oxidation ditch to MLE the WPCF can treat up to 19,900 lb/day. The WPCF has a "practical" limit of about 26,000 lb/day, with various additional upgrades and modifications to the plant, like the addition of primary treatment and anaerobic digestion. Given water conservation, California Green Building Standards, and the present WPCF permitted hydraulic capacity this decision could be included in future General Plan Updates.

According to City staff, historically, wastewater flows and biological loads have been linked. However, water conservation has resulted in lower flows to WPCF with the same biological load. In the future, hydraulic capacity will not be the limiting system factor. Rather, the ability for WPCF to treat higher amounts of biological solids will determine overall wastewater system capacity.

Woodland Water Pollution Control Facility

The average dry weather flow to WPCF is currently about 5.2 mgd. Future average dry weather flow to WPCF is expected to grow moderately. According to the City of Woodland's 2010 Urban Water Management Plan, wastewater influent is expected to grow to 6.6 mgd by 2015 and 7.4 mgd by 2035 using SACOG high growth assumptions.

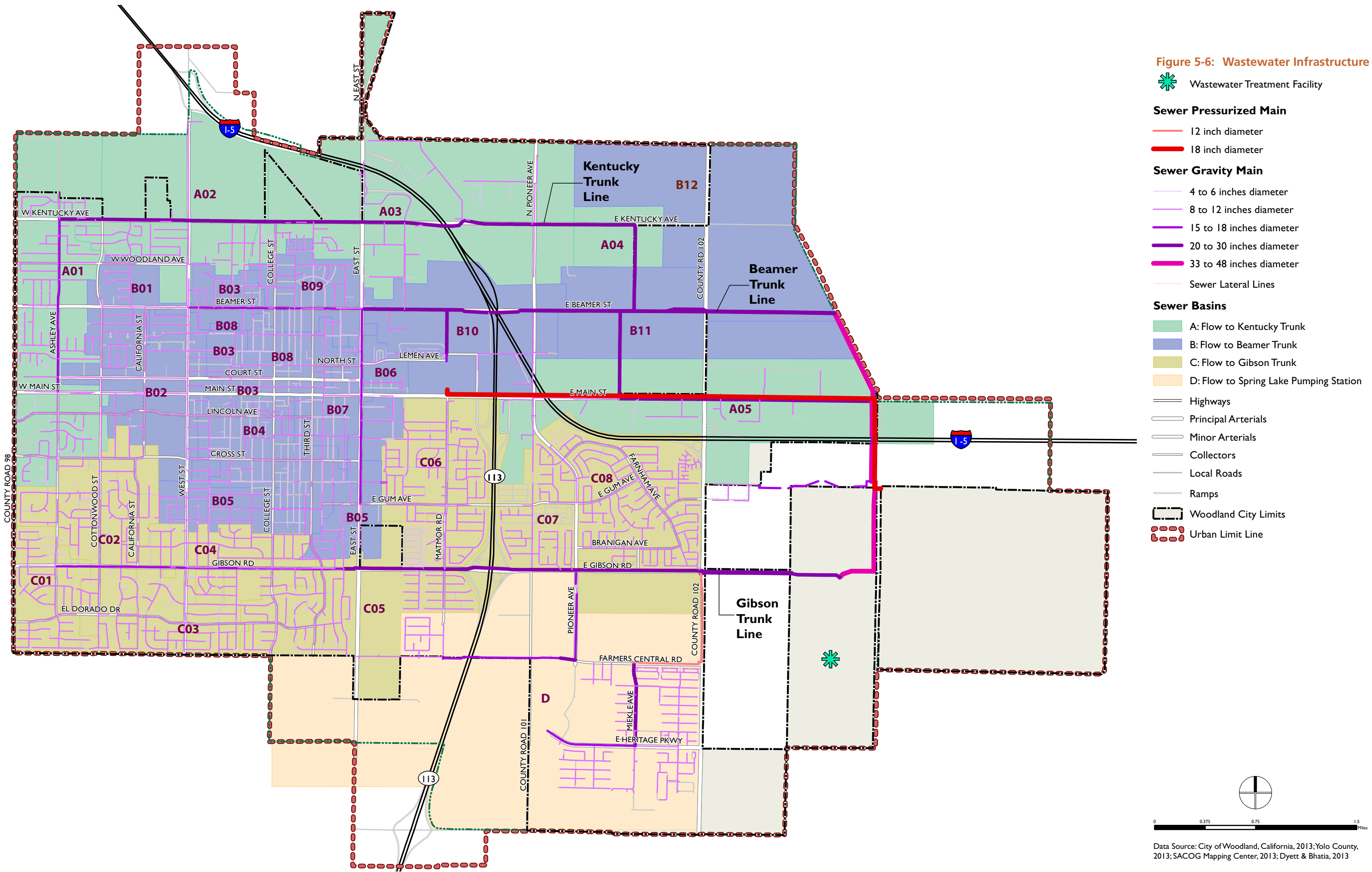
The WPCF includes the following processes: (1) mechanical treatment—bar screens and grit removal, (2) oxidation ditches, (3) secondary clarification, (4) polymer chemical addition, (5) cloth media filtration, (6) UV disinfection, and (7) discharge. The City also leases 800 acres to Pacific Coast Produces, which operates an Industrial Wastewater Treatment Process that is used to treat wastewater from a tomato processing facility located adjacent to the wastewater treatment facility. The City and Pacific Cost Producers are co-permitted and are jointly responsible for maintaining wastewater discharge standards.

Treated wastewater is discharged to a large unimproved channel which eventually drains to the Tule Canal on the east side of the Yolo Bypass. The Tule Canal is used by farmers to irrigate crops, however due to the high Electrical Conductivity (EC) in the effluent, the wastewater is not presently being directly used for purposes of recycled water reuse.

EC indicates the amount of salts or salinity of water. Salts that dissolve in water break into positively and negatively charged ions. Because dissolved ions increase salinity as well as conductivity the two measures are related. High water salinity can limit the growth of certain crops.¹⁰ As discussed in the previous section, the city's groundwater has historically had high naturally occurring EC levels. Water softeners, general water consumption, and effluent contribute to increased salt content, which can make the wastewater unsuitable for beneficial agricultural or other beneficial uses. Rather than pursue costly alternatives such as reverse osmosis or desalinization, the City recently partnered with the City of Davis to obtain surface water from the Sacramento River, which has a lower EC compared to Woodland's groundwater. This mitigation measure is expected to bring Woodland's wastewater EC (and selenium) levels to within standards sought by the Central Valley Regional Water Quality Control Board.

¹⁰ City of Woodland, Municipal Service Review/Sphere of Influence Update. Yolo Local Agency Formation Commission (March 2011).

Figure 5-6: Wastewater Infrastructure



Planned Improvements

The City has approved (currently 90 percent of design) retrofitting three existing oxidation ditches with a new solids aeration system that would raise the solids capacity to match the existing hydraulic capacity of 10.4 mgd. The project is estimated to cost \$15 million and will save the City an estimated \$160,000 per year in electric costs when WPCF is operating at present capacity.

Stormwater

The Environmental Services Division in the City of Woodland Public Works Department provides stormwater management services for the city. The Utilities Division is responsible for stormwater maintenance services. The city's stormwater system includes 84 miles of storm sewer pipe, 14 miles of drainage channel, 1,600 catch basins, 1,874 drain inlets, nine detention ponds, and nine stormwater pumps located in three stormwater pumping stations. The stormwater infrastructure is mapped in Figure 5-7.

Existing Conditions

The City Storm Drain system collects water through gutters, ditches, and catch basins, and conveys that water generally west to east by gravity through canals and four main trunk lines 30 to 84 inches in diameter. The trunk lines discharge into open channels which convey the flow to three pump stations located at the East Main Street lift Pump Station. It is then pumped into a canal along the south side of Cache Creek Settling Basin and then flows into the Yolo Bypass, the Tule Canal, and Sacramento River. The City also has several retention/detention basins around the city to slow and divert storm water from larger storms.

Flooding

City streets are subject to flooding during periods of heavy rainfall. According to City staff, the storm drain system is not adequately sized for the flows that it must handle. Older parts of the city, particularly west of East Street, do not have a system of under-street storm drain pipes. Rather, runoff is instead conveyed through intersections in valley gutters, gutter culverts, or inverted siphons, and must travel long distances to reach a drain inlet. In these areas, when capacity of drain inlets and pipes is exceeded, localized street flooding occurs and remains for three to four hours after rainfall has subsided.

Significant problem areas where localized street flooding occurs include Browns Corner (West Main Street and County Road 98) and West Street (South of Del Mar).

Browns Corner. Browns Corner has experienced significant flooding problems during the last several years from overland flows from unincorporated areas west of Woodland. The City is currently exploring alternatives to a



The Woodland Water Pollution Control Facility, located in the southeastern portion of the Planning Area, will have ample capacity for treating wastewater when upgrades to address solids treatment are complete (underway; anticipated completion in 2016).

multi-million dollar project to install a larger storm drain main across the center part of the city.

West Street. West Street is experiencing problems with flows from fields south of Woodland that flow north on West Street and flood Del Mar Street and Miramonte Drive. The City is currently working with farmers and the Yolo County to divert the flows south to Road 25. Woodland also experiences shallow sheet flooding from surface water runoff (Cache Creek) during large rainstorms with depths generally less than two feet. For discussion of the flood risk associated with the Cache Creek 100-year floodplain see Section 3.5.

Planned Improvements

In 1988, City Council requested a study of the street flooding in the older parts of the city. At that time, a Blue Ribbon Committee determined that it would cost \$10 million to bring the older areas up to a two-year design storm capacity. The City plans to continue to review the flooding issue, which will be studied in the pending Storm Drain Master Plan update.

Natural Gas

Natural gas in Woodland is provided by Pacific Gas & Electric (PG&E). As shown in Figure 5-8, several major PG&E gas transmission pipelines extend through the Planning Area—roughly following I-5 to the northwest and Fairham Avenue to the southwest; along Bourn Drive from East Beamer Street south to I-80; Main Street and Gleason Street between Bourn Drive and East Street; and Pedrick Road from I-5 to West Main Street.

The transmission and distribution of natural gas is regulated by the state. The City of Woodland is not responsible for the siting, design, construction, or operation of these transmission facilities. PG&E has a comprehensive inspection and monitoring program to ensure the safety of its natural gas transmission pipeline system. PG&E monitors system status in real time on a 24-hour basis, and regularly conducts leak inspections, surveys, and patrols of all its natural gas transmission pipelines. Issues identified as a threat to public safety are immediately addressed.¹¹

Rising demand associated with population and employment growth will necessitate additional transmission facilities. It is important that these new facilities and services be provided in a manner that minimizes impacts on the built and natural environments and on the health and safety of Woodland residents and businesses.

¹¹ <http://www.pge.com/myhome/edusafety/systemworks/gas/transmissionpipelines/>. Accessed on 8/29/2013.

Figure 5-7: Stormwater Infrastructure

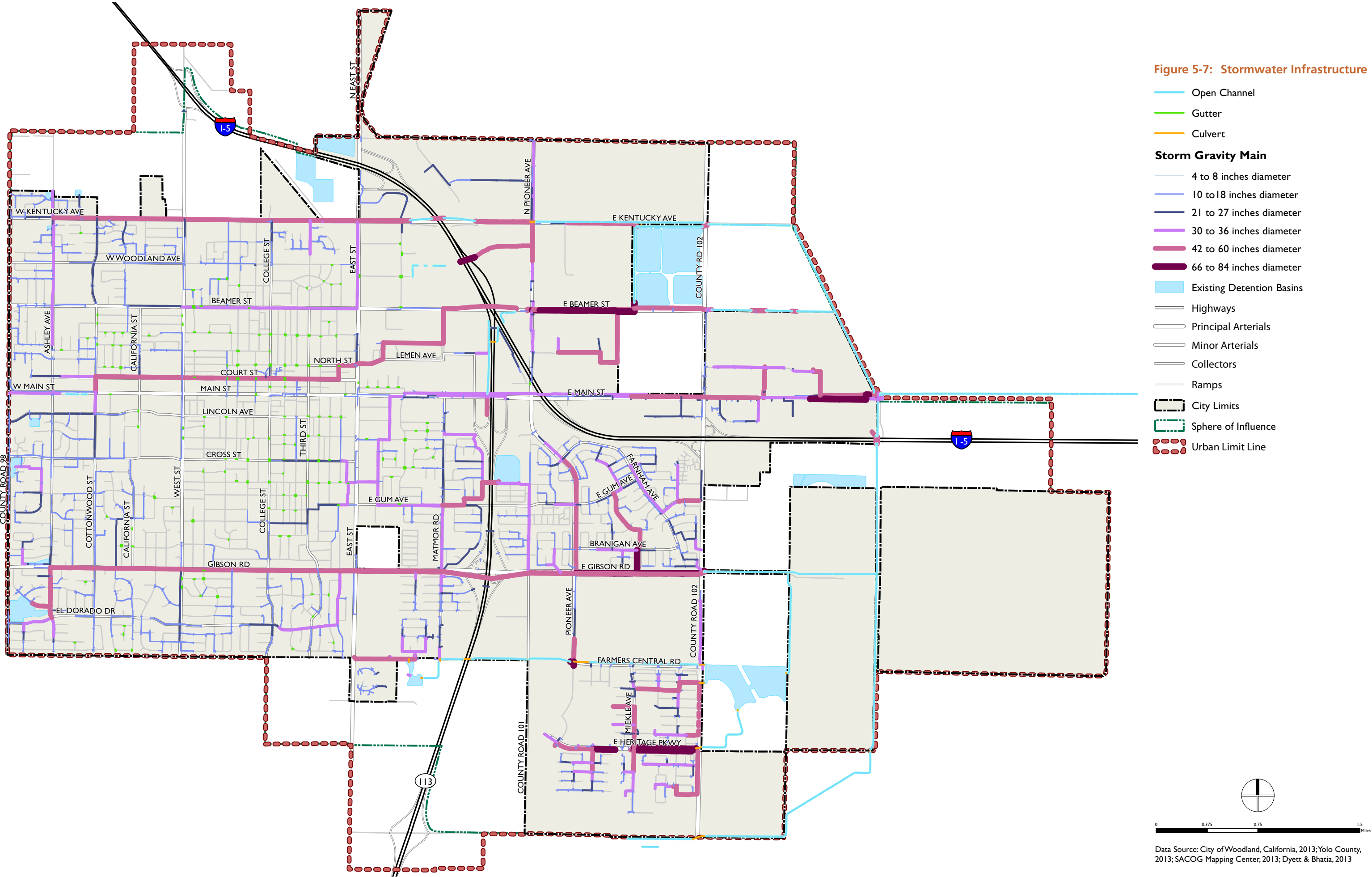
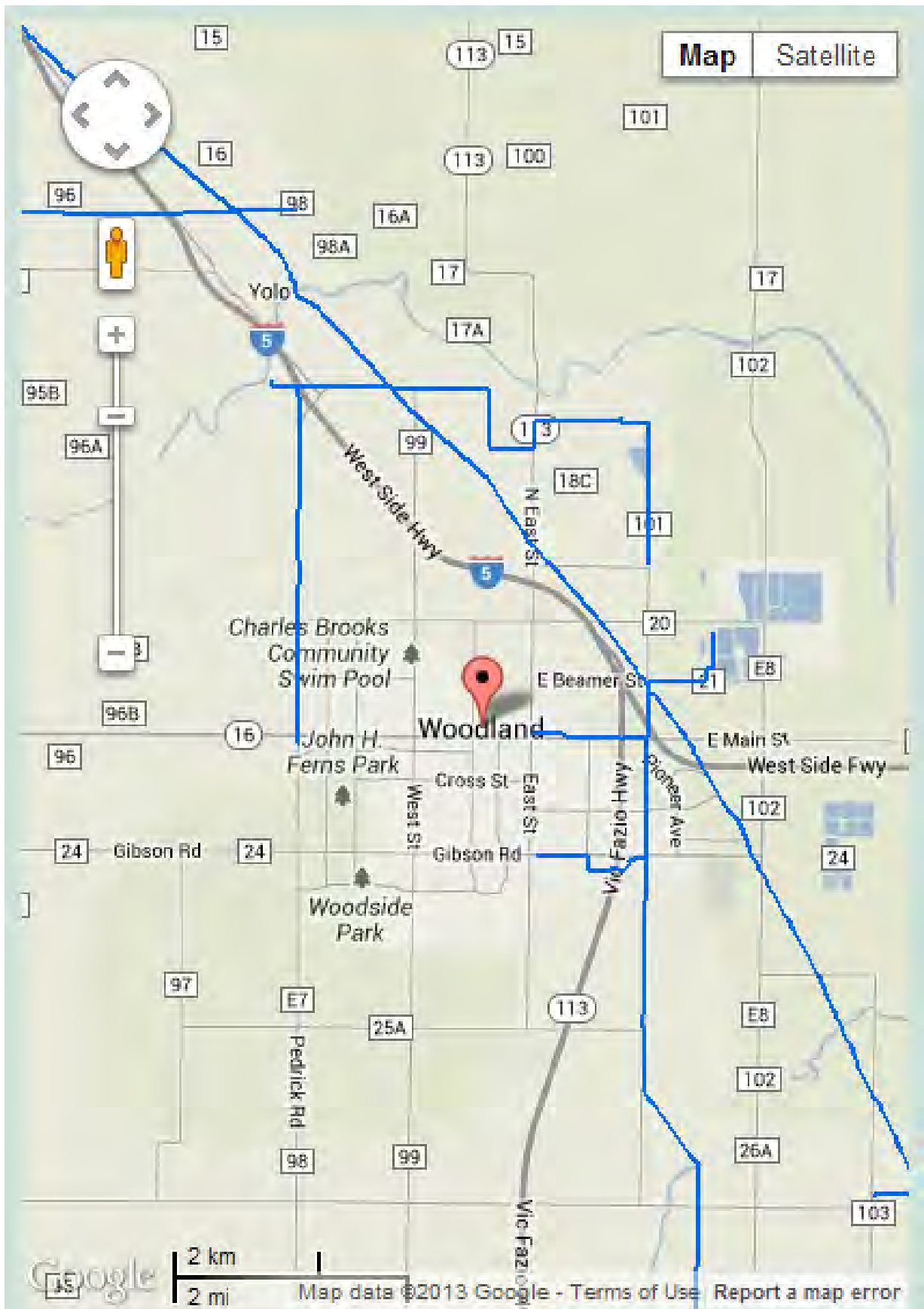


Figure 5-8: Natural Gas Transmission Pipelines



Source: PG&E, 2013. Available online at <http://www.pge.com/myhome/edusafety/systemworks/gas/transmissionpipelines/>.



Underpasses and other low points can be subject to localized flooding during periods of heavy rainfall.

5.5 Opportunities and Challenges

The following section briefly describes opportunities and challenges related to community facilities and services to be considered as part of the General Plan Update.

In general, the most significant challenge the City faces with regards to public facilities and services of all kinds is meeting specified service standards in the face of limited funding for capital improvements, operations, and maintenance. The General Plan is a long-range planning document that considers how to accommodate and serve new growth; at the same time, it must plan cumulatively and address existing deficiencies in service provision for the current population. The ability of a city to provide high quality amenities and services—from quality schools and recreational opportunities to low crime rates—has broad implications, including the city’s ability to attract new employers. These services, facilities, and amenities are important to creating and maintaining a high quality of life, which residents and prospective employers value. High quality schools and job training opportunities create a more educated and attractive workforce. The extent and available capacity of infrastructure is also critical to prospective large industrial users as well as developers interested in infill parcels.

The General Plan update provides the following major opportunities pertaining to public facilities and services:

- Assess its assets and their status (parks, schools, other community facilities)
- Determine whether current service standards are being met; if not, determine what needs to be done to achieve them or reassess whether the current standards are still appropriate
- Plan for how to provide adequate services and facilities for the current and projected future population, including exploring possible funding mechanisms
- With community input, determine appropriate and achievable service standards for the planning period

Parks and Open Space

The City is not currently meeting its General Plan standard of 6 acres of parkland per 1,000 residents. Furthermore, it is estimated that the City would need to add about 232 acres of parkland by 2035 to overcome the existing deficiency as well as accommodate new population growth. Identifying a sufficient quantity and quality of park and recreation land will be a key component of the General Plan Update progresses. City staff has cited the need for new facilities and funding for new park development and land set-asides.

Additionally, according to City staff, parks operation and maintenance staff are severely limited. Any discussion of increasing the number of public parks and recreation facilities must be accompanied by a strategy for their ongoing operation and maintenance. The City must focus on maintaining what it currently has, maintaining what is being proposed, and securing a revenue source for both of those efforts.

Schools

WJUSD's aging facilities are in need of renovation and modernization. The cost to replace and upgrade existing facilities is estimated to be in the millions, well beyond what the District's operating fund can provide. While the WJUSD foresees new school development within SLSP, it does not currently plan to open any new schools in the near term. As build out of SLSP proceeds, there will be greater need to for new school construction closer to this growing population center.

Opportunities exist for better coordination between District staff, City staff and decision-makers through the sharing of data and alignment of long-range planning goals. Additionally, implementation of Complete Street and Safe Routes to Schools will enable safer access for all users and modes of transportation.

Public Safety Services (Police and Fire)

With respect to public safety, the police and fire departments have the opportunity to reconsider their service standards and look for ways to increase their efficiency and quality of service. The General Plan Update also presents the opportunity to reevaluate triggers for when new facilities are needed. However, existing deficiencies in response times must be addressed—and service must be able to be maintained—before (or in conjunction with) considering how to serve additional growth.

Infrastructure and Flooding

Sewer and stormwater systems are at capacity in the Downtown, which places a limitation on that area's ability to intensify and accommodate more development, particularly in the short term. Similarly, the flooding issues and stormwater fees in the northeastern industrial area are serious deterrents to new industrial development. See Section 3.5 for additional information on the challenges posed by flood risks in the Planning Area.

The city also has an aging well infrastructure. Sixteen of the City's wells have been in operation for 30 years or longer and five wells for 40 years or longer. The typical life of a well is between 30 and 50 years. The Davis-Woodland Water Supply project will allow Woodland to secure surface water supplies for current and future demand. However, because the City will continue to supplement surface water diversions from the Sacramento River with well water, the City will need to invest in new well construction, particularly to meet demand during summer months when water rights are limited.

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The following discussion flows from the various key issues identified through this report on existing conditions and planning issues in Woodland. Opportunities and challenges pertaining to land use (generally and for each broad land use category), environmental resources, circulation, public services, and fiscal issues are discussed. The goal is to identify the key considerations for the General Plan Update as the process moves from information gathering to formulating land use and policy alternatives.

Opportunities and challenges pertaining to each topic are also addressed in the individual chapters of this report. In some cases, a more detailed discussion of opportunities and constraints is found in those sections and subsections; this chapter highlights the most salient issues for consideration and introduces new ideas about the interplay between various planning subjects.

6.1 Land Use

General

Opportunities

While Woodland has a voter-approved Urban Limit Line (ULL), there is sufficient available land within this area to accommodate a range of growth possibilities while enabling the City to meet its economic development and quality of life objectives. Land is available in both infill and greenfield settings, and possibilities for development of both types would be explored during the General Plan update process.

Development of all land within the entire ULL may take an extended time—stretching several years beyond 2035, which is the horizon for this General Plan. Thus, the City needs to be strategic in how future land use is designated and distributed to ensure cohesive phasing and provision of infrastructure and services. The mix of land uses can be intensified in order improve environmental sustainability, better support alternative modes of transportation (decreasing reliance on single occupancy vehicle trips), and improve efficiency of service provision. Similarly, the General Plan Update allows the City the



There are ample development opportunities in Woodland on infill sites, which can make use of existing infrastructure and avoid converting farmland. However, redevelopment of infill properties poses challenges as well that can make it difficult to compete with greenfield areas.

opportunity to explore the introduction of new land use designations, such as various types of mixed use (Downtown, Corridor, etc.) that can help facilitate a wider range of development activity. The General Plan Update also allows the City to focus on revitalizing key corridors and opportunity sites, such as Kentucky Avenue, East Street, West Main Street, and the County Fair Mall area.

Woodland is “land rich.” Available land is a valuable resource that the City will want to be very strategic in utilizing, and this availability will only become more valuable with regulations and restrictions put in place that affect land availability in other nearby jurisdictions. What provides the best result and return for the community and City from a quality of life and fiscal sustainability standpoint?

In summary, the major land use opportunities that the City may explore through the General Plan Update are:

- Devise a phasing strategy for efficient and logical expansion of urban development within the ULL, including reviewing existing General Plan goals, policies, and assumptions that relate to growth management;
- Refresh the growth management strategy to better reflect future demand and community priorities;
- Identify new (and/or revise existing) land use designations to more effectively enable the type of development the City wants to see, particularly with regard to mixed use;
- Catalyze development in Downtown, along corridors, and on other infill sites; and
- Enable the development of new projects and neighborhoods that serve the community’s needs and enhance quality of life.

Challenges

Having a generous availability of land and flexibility in land use creates challenges as well. Development of “greenfield” sites converts farmland, a valuable resource, to urban uses. Availability of greenfield sites also creates a disincentive to infill development and reinvestment in the city’s core, on sites that are smaller, potentially more impacted, and potentially more expensive. Developing a phasing strategy for urban expansion—ensuring that development proceeds in an orderly fashion, with expansion onto greenfield sites occurring only as needed and in concert with extension of infrastructure and services—will be a key policy consideration for the General Plan Update. A logical phasing plan will also provide more certainty to property owners and allow the City to capitalize on partnership opportunities. The current land use categories that pertain to large parcels on the periphery that have longer-term development potential—e.g. Planned Neighborhood, Urban Reserve—may need to be reconsidered or redefined in order to help define a phasing plan.

Residential

Opportunities

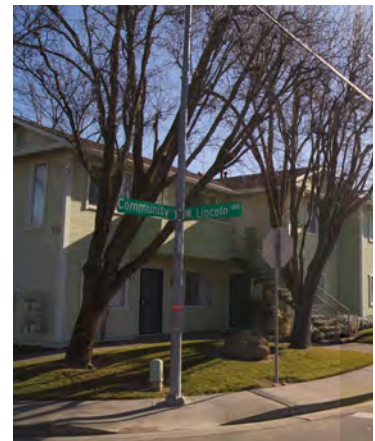
The Spring Lake Specific Plan (SLSP) has approximately 3,000 dwelling units still to build out, and the Master Plan Remainder Area (MPRA; which has not been approved/annexed or had a Specific Plan prepared) could potentially accommodate another 2,400. Beyond these large areas, Woodland has substantial capacity for infill development along its corridors and in Downtown.

Demographically, Woodland is changing—it has an increasing ethnic population, multigenerational families, and an aging Baby Boomer cohort. The General Plan Update offers the opportunity for Woodland to plan its housing mix to best serve the diverse housing needs of its future population—affordable single-family housing, housing that can accommodate larger families and multi-generational households, and smaller units in walkable settings for young urbanites or Baby Boomers looking to downsize.

Challenges and Issues

There are four principal challenges/issues relating to residential development:

- Currently, a large majority of the planned housing in Woodland is in the General Plan designated Planned Neighborhood areas of the SLSP and MPRA, which are located at the southern edge of the city. A greater geographic and housing type diversity may be necessary to meet the range of housing the population seeks.
- There remains a need for affordable ownership housing in the community. The City must find an additional 22 acres of land to zone to meet the State required Regional Housing Needs numbers for the recently reviewed Housing Element.
- An expressed desire by many community members is for housing in walkable settings, in traditional/established neighborhoods, or closer to Downtown Woodland. The General Plan needs to establish locations where such development may be feasible, and also facilitate production of affordable housing in these locations. This should be accompanied by a consideration of distribution, appropriate density, and design.
- It is a challenge to encourage housing elsewhere in the city, particularly on infill sites along corridors that need revitalization, if there is a large amount of greenfield housing capacity is available. The City will need to assess sound growth policy that provides for sound fiscal, service, and quality of life desires.



While Woodland has some multifamily homes and housing specifically for seniors, a greater variety of options for multigenerational households, young singles and couples, and Baby Boomers looking to downsize is needed.

Retail

Opportunities

There are opportunities for Woodland to expand or strengthen its retail development sector in order to provide tax benefits to the City and to better meet the needs of its population. The city has a large amount of existing retail development which may in fact result in a dilution of the strength of the sector. Strategies will be needed to address this issue while at the same time attracting new, high tax generating uses that address changing values and shopping habits while protecting the downtown. This includes tailoring uses in outlying areas to stem any sales “leakage,” providing for retail needs of new population, and increase the city’s regional presence to capture greater share of regional retail demand.

Population growth in Woodland alone will generate demand, at minimum, for another 400,000 square feet of retail (of all types) through 2035. Woodland’s location on I-5 allows it to capture additional retail demand from the surrounding area, especially smaller neighboring communities to the north. Accounting for its share of regional demand, Woodland could potentially capture more retail sales dollars than what would be generated by population growth in the city alone. Capturing this demand could be accomplished by several different—and potentially complementary—approaches: planning for more freeway-oriented retail at the northern and southern “gateway” interchanges, while at the same time promoting unique, “specialty” retail in Downtown Woodland that would help attract visitors from outside the city to Downtown as a specific destination.



Woodland has seen successful retail development near I-5 that serves both local and regional customers. A challenge for the city will be to continue to capture shoppers at locations near the edge of town while supporting successful retail Downtown as well.

Challenges and Issues

There are three principal challenges for Woodland's retail sector that the General Plan should address:

- How to create a greater presence for the Downtown for residents and visitors in order to provide the concentration that will attract more retail and restaurants to Downtown, especially in the face of ever-growing freeway-oriented larger establishments;
- Ensure that the community- and neighborhood-serving retail centers (with supermarkets, drugstores, convenience stores, and cafés/restaurants) are strengthened with strategies developed for addressing underperforming areas; and
- How to strategically expand the regional retail presence to improve the City's tax base and regional presence without curtailing growth or even harming retail in Downtown and neighborhood-accessible locations that the community seeks.

The current General Plan designates more land for retail uses than demand currently warrants, even through 2035. However, some of that land is in older shopping centers (many strip centers and the County Fair Mall) that are in need of reinvestment and revitalization. The challenge will be to ensure that there is adequate space allocated for retail to meet market needs in all parts of the city—not just in easily developable sites along the freeway—and to facilitate conversion of these older properties. Another challenge will be to ensure that different types of retail in Woodland can thrive simultaneously, that the larger stores near the freeway complement, rather than compete with, smaller stores Downtown and in neighborhoods.

Office

Opportunities

Downtown Woodland hosts some professional office space, mostly related to the Yolo County Courthouse, but otherwise serving a local market. Relocation of the Courthouse to the south side of Main Street will likely cause some movement in the office market, as existing office users may relocate to be nearer the new facility and new users may enter the market as the Courthouse expands. It is unclear what the impact of this relocation will be on the western portions of the downtown and how the existing courthouse will be reused.

The City is expected to see demand for at least 250,000 square feet of office space through 2035. This demand could be met through infill and reuse of land Downtown, and along West Main Street, West Court Street, and in Cottonwood Plaza, but other opportunities to expand Woodland's office presence exist as well.



Monsanto recently expanded its research facility west of Woodland. Growth in the agricultural technology industry and proximity to UC Davis could represent an opportunity for the city for development of similar business/research park uses in Woodland. Top photo: Woodland Daily Democrat. Bottom photo: UC Davis.

The key General Plan opportunities for the office sector are the following:

- Build on the new Courthouse as a catalyst for new office development serving the law sector, with opportunities to serve local and visiting attorneys; and
- Establish Woodland as an agricultural, technology, and business park location by building on its proximity to UC Davis, focusing on R&D and service companies related to the ag biotech/seed research cluster, with flexible land use standards and spaces that could accommodate a mix of office, lab, and service/warehouse space.

Challenges and Issues

The supply of land currently designated for office uses exceeds the demand for this space through 2035. However, while existing built office space in Woodland may meet the needs of local small businesses desiring convenient in-town space, this inventory cannot be sized or configured to meet the needs of future users, particularly if the City chooses to pursue companies that would seek a business park setting or mixed use setting. The main challenges relating to office development include:

- Recasting the regional perception of Woodland as a regional office destination. The city is not a large office market, nor does it currently have a regional presence in this market. An economic development strategy including marketing/branding may be necessary.
- Designing a successful business park node. Much of the industrial space in the city is warehouse/distribution oriented, and there is no currently suitable business park land available. Establishing a successful business park requires more than land designation—these require ambiance, well-designed streets, landscaping, separation from noxious or visually unpleasant uses, and close proximity to retail, housing, and other amenities to attract professional workers.
- How should the city capitalize on access and proximity to UC Davis, as an incubator?
- Reuse of old courthouse as a possible office and employment generator for Downtown.

Industrial

Opportunities

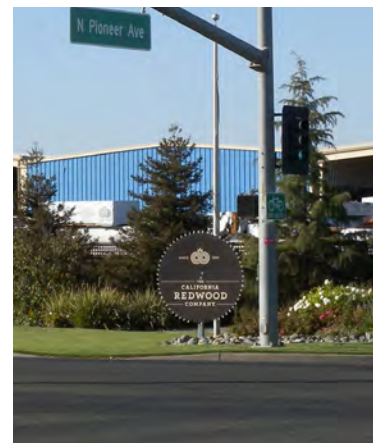
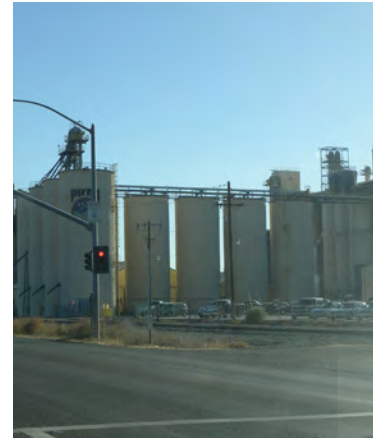
The city has large amounts of vacant land available for future industrial development, which is a significant asset. Woodland has established itself as an industrial center in the region, with a large number of warehousing, distribution, manufacturing, and other similar uses. These are concentrated in the northeast, but some are located elsewhere throughout the city along rail lines, such as in the East Street corridor. Woodland has many assets that make it appropriate and desirable for industrial users, such as its rail access; proximity to I-5, Sacramento International Airport, UC Davis, and surrounding agriculture; availability of large parcels (both for new construction and reuse); and affordable land costs.

An additional opportunity would be using recycled water in the industrial area. The quality of Woodland's recycled water is very good, and it will improve further following implementation of the surface water project. This would allow greater capacity for "wet" industries (food processing, beverage plants, etc.).

Challenges and Issues

The biggest challenges regarding industrial development in Woodland are:

- Additional future demand and uncertain benefit to the community, for the kind of industrial uses Woodland currently has (primarily warehousing and distribution) is unclear, and manufacturing has been a shrinking sector.
- Maximizing the wages, job opportunities, and revenue yield associated with this type of "low-investment" industrial use, which is difficult in an environment where automation is increasing.
- The impact to the community from uses with high truck volumes.
- The significant flooding-related challenges that Woodland faces are concentrated in the northeastern portion of the Planning Area, where industrial uses have traditionally been concentrated and will likely remain in the future. While historic flooding depths in this area have been low, special design considerations and additional insurance are necessary for building in this area, and new State regulations relating to building in the 200-year floodplain have recently come about (see Section 6.4 for more information on flooding constraints). This constraint has deterred potential new industrial users, who have comparable opportunities elsewhere where flooding is not an issue.
- Extending additional wet utility infrastructure trunk lines to the industrial area. The City should look for an opportunity to partner with an industry to share the costs of a trunk line, which would then have available capacity for other users as well.



Woodland's assets, such as freeway, rail, and airport access, have attracted manufacturers and other heavy industrial uses. However, this is a shrinking sector, and flooding issues hinder the city's competitiveness.



- Relook at the industrial land sector, including Specific Plan areas, to evaluate possible preferable use and performance standards to possibly differentiation heavier, noxious uses from the light/custom manufacturing and R and D uses.
- Improve the physical appearance and aesthetics of the industrial area. Address the significant amount of non-conforming uses and development by developing strategies to focus on creating the type of desirable environment that will attract higher wage generating uses.

The industrial area faces other current challenges as well, some of which contribute to the difficulty in attracting new users: the age and obsolescence of structures, the lack of amenities, and high storm drainage impact fees.



City residents treasure Downtown Woodland for its charm, family businesses, and historic character. They also want to see the area become livelier, with entertainment and a greater mix of uses.

Downtown

Opportunities

Downtown is distinctive, with a substantial stock of historical buildings and designation as a National Register Historic District. It offers unique shops and restaurants and is walkable, with a grid system of streets that connect it to the adjacent neighborhoods. Many older buildings have been maintained or restored, although some have languished due to neglect. Downtown Woodland has significant potential for revitalization, to further embody the vision that so many residents have for it: a vibrant area with activities, destinations, and entertainment day and night for all residents and their families. It also has the potential to accommodate a greater diversity of uses, and emerge as a residential district in its own right.

Challenges and Issues

Redevelopment of older, urbanized cores typically presents greater challenges than new development on greenfield sites. For instance, it can be expensive to bring older buildings into compliance with today's building and fire codes (though cities can adopt the California Historical Buildings Code to address this constraint), and standard parking requirements may have to be waived or adjusted because of small parcel sizes. Properties may have absentee owners, who have less interest in improving their properties. Key challenges and issues are:

- How to address the issue that Main Street is a high volume roadway that has the competing need to move traffic through town, while at the same time needs to slow traffic in order to create a desirable pedestrian space with ambiance that will make residents and visitors enjoy their experience and what to shop and stay. Noise, dust, odors, traffic proximity and safety are issues that need to be overcome.

- How to foster a unique identity for Downtown. There is widespread agreement in the community that Downtown needs to be more vital and a focus of the entire community, and perhaps even beyond. What should this role and identity be? During the initial outreach phase, community members have offered several suggestions, including shaping an identity that builds on Woodland's agrarian roots, creating community gathering spaces and events, and potentially creating a marketplace flavored to cater to the large Hispanic community.
- How to create a critical mass of retail and restaurants in Downtown. Many of the establishments in Downtown are smaller, which have a difficult time competing with the convenience, size, and familiarity of large-format retail located near highways. The updated General Plan would need to balance retail uses in Downtown with freeway-oriented retail to ensure that these areas complement each other and that Downtown retailers can thrive. Are there key everyday uses that could be located Downtown that would bring more people there on a regular basis such that they became familiar with and desired to come Downtown? Is there a way that downtown concept and the downtown experience can be widened to include more than just the one linear Main Street, but rather encompass a number of blocks both to the north and south to create this critical mass?
- How to attract new residential uses in Downtown. Downtown Woodland is relatively large, and has the ability to be an identifiable residential district catering to the needs of those who desire living in walkable, urban settings. Key questions are where specifically residential uses should be located, what should the overall amount and type/character of this development be, and whether there is infrastructure capacity (parking, waste management, sewer, water, etc.) to easily allow this.
- Reuse of the County Courthouse. Relocation of the County Courthouse offers the opportunity to explore alternative uses for the large existing, Beaux-Arts style building that is on the National Register of Historic Places. A new college or institution is one idea that has been suggested by the community. Since the building is owned by other agencies, the City would need to work with them to foster adaptive reuse.
- Meeting infrastructure needs. Finally, Downtown is also served by the city's oldest water and wastewater infrastructure: water pressure is low, and the sewer trunk line serving the area is at capacity. While these issues can be resolved, they persist in the short term.

6.2 Environmental Resources and Constraints

Opportunities

Because of agriculture and urban development, there are few significant biological habitats in Woodland. Woodland Regional Park has been identified as a high priority property for habitat conservation, which represents an opportunity for outdoor environmental education and for low-impact recreation such as bird watching. There are several examples of development of such combined conservation and recreational amenities, including local examples in Yolo County; these areas can attract visitors from regions outside of Yolo County and thus provide economic benefits and contribute to local tourism.

The City could also consider a proactive urban forest management program that increases habitat potential of the city's urban tree canopy and also provide co-benefits of moderating urban heat island effect, carbon sequestration (a limited benefit, as quantified in the 2010 Urban Forest Resource Analysis and Community Canopy Study, and costly for the City to expand and maintain), and enhanced aesthetics. The General Plan Update and Climate Action Plan also provide the City with the opportunity to comprehensively address carbon emissions, through land use and transportation decisions as well as through policies addressing energy efficiency. Addressing greenhouse gas emissions through land use and transportation planning has co-benefits of improving community health and wellness (by improving pedestrian and bicycle facilities and circulation), improving air quality, and providing greater choice in transportation modes.

Additionally, the designation of Downtown as a National Register Historic District is a key asset of the City, and presents an opportunity for the updated General Plan to better capitalize on this distinction and foster economic development through tourism and local business support. The Downtown Specific Plan is the primary regulatory document for this area, and consistency between the Specific Plan, the updated General Plan, and community objectives for the Downtown must be ensured.

Challenges and Issues

Flooding is expected to be a major consideration driving policy and land use decisions for the new General Plan. It will continue to affect the land use pattern, development regulations, growth management strategies, infrastructure provision, economic policy, and other fundamental aspects of the General Plan. The Plan will need to strategically address short- and long-term solutions to the hazards and restrictions on development in the 200-year floodplain, pursuant to the 2007 legislation from the State. Some additional constraints on development in the floodplain are discussed in Section 6.4 below.

With the exception of flooding, Woodland has relatively few environmental constraints. Certain environmental constraints present in—but not unique to—Woodland have implications for land use and policy decisions. For instance, toxic air contaminants (TACs) concentrate near freeways, impacting the type and design of new development in those corridors. Increasing noise, as well, is a consequence of increased automobile travel, railroad use, and growth in general. The new General Plan will need to incorporate noise standards that are appropriate for an urban environment (while still protecting sensitive noise receptors), criteria for locating uses where TACs are high, and other environmental health considerations.

6.3 Circulation

Opportunities

Woodland's circulation system performs very well, at acceptable levels of service for automobiles throughout the Planning Area. The current roadway network has excess capacity, suggesting that major improvements to accommodate new growth may not be needed (though this will be assessed quantitatively during the Alternatives phase of the General Plan Update process). There is enthusiasm amongst the public to improve access and facilities for travel by bicycle and on foot, as well as to improve transit service. Facilitating travel by these modes of transportation improves air quality, reduces greenhouse gas emissions, promotes community health, and lessens impacts on roadways and parking facilities. Safe and convenient bike access to Davis could be easily provided if the railroad along East Street were relocated. Thus, major circulation-related opportunities in the new General Plan include:

- Focusing on creating Complete Streets that are safe, pleasant, and efficient for all modes of travel, with a particular focus on expanding the pedestrian and bicycle network;



Good street design creates a safe and pleasant environment for pedestrians and cyclists as well as vehicles. The new General Plan will include policies to create “Complete Streets” that are designed to serve all users.

- Exploring options for rail relocation and opportunities for enhancing land use and transportation options along the East Street corridor as a result; and
- Reconsidering, from a policy perspective, how the City wants to set standards for roadway performance—continuing the traditional Level of Service (LOS) standard, changing the LOS standard, or adopting a different type of standard entirely, such as one that considers the performance and function of multiple modes of transportation. This approach would have the affect of allowing the community to choose what types of streets should be prioritized for different purposes, and apply different standards—for instance, standards for Downtown streets and residential neighborhoods could focus on improving the pedestrian experience, while standards for the industrial area could focus on truck movement, and standards for arterials near the highway could be focused on improving automobile flow and minimizing delay.

Challenges and Issues

Funding for roadway maintenance and improvements presents the greatest challenge for Woodland's circulation system. A number of improvements have been identified but not implemented due to lack of funds, such as the traffic-calming program. Funding is also necessary to implement the pavement maintenance program, as well as improvements to the bicycle and pedestrian network, which were identified as high priorities by the community. Improving transit service relies not only on funding, but also on increased density and land use mix in order to support the increased service and coverage that is desired. Finally, while Woodland's rail access is seen as a draw to industrial users, the presence of the railroad on East Street severely limits the revitalization potential of that corridor. Relocating the rail line to the east side of the Planning Area is a popular concept amongst community and decision-makers alike, but it presents serious funding and engineering challenges and may not be possible within the time horizon of the new General Plan.

6.4 Public Services and Utilities

Infrastructure and Flooding

Opportunities

Overall, Woodland is well served by utility infrastructure with available capacity (water, sewer, stormwater). The wastewater treatment plant has excess capacity, affording Woodland the potential opportunity to sell capacity to neighboring communities once it can ensure that it can serve its own projected growth. Implementation of the surface water project in conjunction with the City of Davis (anticipated in 2016) will allow Woodland to decrease reliance on groundwater. While there are specific geographic constraints and fee structure challenges that merit further attention, there may be short-term “workarounds” for developable parcels that could help jump start economic development in advance of more comprehensive long-term fixes.

Challenges and Issues

The fact that the sewer and stormwater systems are at capacity in Downtown places a significant limitation on that area’s ability to intensify and accommodate more growth, particularly in the short term. Similarly, the flooding issues and stormwater fees in the northeastern industrial area are serious deterrents to new industrial development. Moreover, due to its location within the Sacramento-San Joaquin Valley, Woodland will be subject to additional regulations pursuant to the 2007 flood risk management legislation following adoption of the new General Plan; namely, the City will not be allowed to approve new development agreements, discretionary permits, discretionary entitlements, ministerial permits, or tentative maps in areas subject to the 200-year flood without demonstrating adequate flood protection measures. As a comprehensive citywide flooding solution is not likely to occur within the time horizon of this General Plan Update, a critical challenge for the new plan will be to identify interim solutions that will promote economic development and allow development to move forward in the affected areas.

In addition to addressing potable water supply, the surface water project will also allow City to re-evaluate economic feasibility of using recycled water. However, the City also has an aging well infrastructure. Sixteen of the City’s wells have been in operation for 30 years or longer and five wells for 40 years or longer. The typical life of a well is between 30 and 50 years. Because the City will continue to supplement surface water diversions from the Sacramento River with well water, the City will need to invest in new well construction, particularly to meet demand during summer months when water rights are limited.

Some wells will be taken offline due to nitrate contamination and not because of age or because of mechanical difficulties. This provides an opportunity to have a “purple pipe”¹ hub created within the city proper. At very least, the park where a disabled well is located could be removed from the potable water system and irrigated by the now “unusable” well. This could then lead to having a source for recycled water in various spots around the city.

Public Safety and Parks/Recreation

Opportunities

The General Plan Update allows Woodland to take a critical look at its park and recreation facilities and services, in terms of service standards that can be maintained, as well as in terms of the match between services provided and the needs and desires of the community. Woodland residents value their parks and other recreation centers, but also have some concern about their upkeep and safety. The planning process also gives the City the chance to evaluate the physical distribution of parks, to ensure that all neighborhoods are being served equally.

With respect to public safety, the police and fire departments have the opportunity to reconsider their service standards and look for ways to increase their efficiency and quality of service.

Challenges and Issues

Any discussion of increasing the number of public parks and recreation facilities must be accompanied by a strategy for their ongoing operation and maintenance. The City must focus on maintaining what it currently has, maintaining what is being proposed, and securing a revenue source for both of those efforts. The same challenge applies to police and fire service: existing deficiencies in response times must be addressed—and service must be able to be maintained—before considering how to serve additional growth.

1 The convention for transmission of recycled water is to use purple-colored pipes, so that this water can be easily distinguished from other types of water (potable, wastewater, etc.).

6.5 Fiscal Considerations

Opportunities

The General Plan Update offers two major opportunities pertaining to fiscal sustainability:

- Balancing land use and service levels with current fiscal realities, and
- Growing the fiscal base in the longer term.

Service levels can be reconsidered and realigned, and community expectations reset, which is necessary given current economic and fiscal conditions that have caused the City struggles to maintain and provide services at the levels specified in recent years. Fiscal considerations may also guide land use decisions: for instance, development within city limits provides greater revenue than that which requires annexation because it is not subject to revenue sharing agreements with Yolo County. Similarly, the General Plan Update provides a chance for the City to evaluate the fiscal impacts of various land use alternatives during the next stage of the Update process, so that the public and decision-makers can clearly understand the implications of land use patterns and policies on the General Fund. Ultimately, the General Plan can play a role in setting the City on a course for fiscal sustainability through a steady expansion of revenues and provision of services in line with the community's needs and the city's financial capabilities.

Challenges

Woodland has faced a number of significant fiscal challenges in the last several years. By and large, these are not unique to Woodland and have been experiences shared by many California jurisdictions:

- Declining property values, particularly for residential development
- Loss of redevelopment funds
- Rising costs of employee benefits

While employee benefit costs may continue to be an issue in the coming years, addressing this challenge is outside the scope of the General Plan Update.

Of the major contributors to the City's General Fund, the General Plan has the most influence (directly or indirectly, through land use and policy decisions) over sales tax, property tax, and development fees. In general, the City has relied heavily on new development to generate revenue, and over the course of the economic downturn (during which development has slowed significantly), the impact on the City's General Fund has been critical.

Various types of development (residential versus commercial, for example) have different net impacts on the City's General Fund, as they require different levels of service and contribute different amounts of tax revenue. New growth, while it generates economic benefits, also requires services such as police, fire, road maintenance, infrastructure, and other community amenities. Future land uses in Woodland must be planned for in a way that is mindful of these uses' fiscal impact, but not at the expense of other community goals such as having an appropriate land use mix. Service standards must be set at levels that are fiscally sustainable but also provide for the safety and quality of life that Woodland residents expect.

A final challenge pertaining to fiscal issues is the mismatch between the time-frame of the General Plan (20 years) and the City's shorter-term fiscal circumstances. Implementation of many of the policies in the General Plan will take many years, and the fiscal effects of plan policies and strategies will not be seen immediately. The City must identify a short-term fiscal strategy to address current concerns that is still aligned with the long-term General Plan approach.

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Legislation Details (With Text)

File #: 13-239 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 9/10/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Authorize the Use of City Property for the Construction of the Woodland-Davis Clean Water Agency (WDCWA) Project Facilities

Recommendation for Action

Staff recommends that the City Council authorize the Use of City Property for the Construction of the Woodland-Davis Clean Water Agency Project Facilities and Direct Staff to Come Back to the Council with a Lease Agreement.

Staff Contact

Doug Baxter, Project Manager, 530-661-5975, doug.baxter@cityofwoodland.org

Sponsors:

Indexes:

Code sections:

Attachments: [Summary of Solids Managment Options](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: September 17, 2013

SUBJECT: Authorize the Use of City Property for the Construction of the Woodland-Davis Clean Water Agency (WDCWA) Project Facilities

Recommendation for Action

Staff recommends that the City Council authorize the Use of City Property for the Construction of the Woodland-Davis Clean Water Agency Project Facilities and Direct Staff to Come Back to the Council with a Lease Agreement.

Staff Contact

Doug Baxter, Project Manager, 530-661-5975, doug.baxter@cityofwoodland.org

Council Goals

- Support the Woodland-Davis Woodland Clean Water Agency to further the surface water project.
- Maintain and enhance infrastructure through reduced costs, greater efficiencies, and partnerships.
- Develop plans and funding strategies to address the long term needs of the community in planning for infrastructure.

Fiscal Impact

This proposed action is being recommended in order to reduce the project's construction cost by \$1.4M and also reduce the Project's operating cost over the next 20 years by a total of \$5.5M in Net Present Value costs. This action by the City Council authorizes the use of one half of the area previously approved (see attachment) by Council for the use of the Woodland-Davis Clean Water Agency (WDCWA). This requested action item would provide more land than the land recently sold to the WDCWA.

Overall, the Project Facilities are expected to stay within the project's budget. The project budget is within the approved water rate structure. The rate structure provided for inflation adjustments consistent with the multi-year project budget's cost estimate. The estimated total project cost to the City of Woodland has been reduced and further reductions are expected through the negotiation process that is currently underway.

Background

Effective September 15, 2009, the Cities of Davis and Woodland approved the Davis-Woodland Water Supply Project Authority Joint Powers Agreement, which created the Agency. A revision to this Agreement was approved by the Davis and Woodland City Councils on February 26, 2013. On July 30, 2013 the WDCWA received a proposal to do the work. The evaluation of that proposal and the related contract negotiations are currently underway. It is expected that the Woodland-Davis Clean Water Agency will take action on the award of that contract on October 10, 2013.

The Council initially approved the use and sale of city property located approximately one half mile east of the current water treatment facility location (see attachment) to be used for the treatment facilities. The treatment plant site was relocated to the current site to reduce the cost for finish water pipelines and access roads. Collectively, that action saved the City of Woodland about \$4M in reduced construction costs. During the recent procurement process, the Design-Build-Operate (DBO) proposer indicated that an additional project saving could be achieved in the approximate amount of \$1.4M during the construction phase, and \$5.5M during the 20 years operational phase. It is important to note that the operational savings are primarily related to electrical power costs. This action collectively reduces the project's costs, minimizing operational and rate payer's costs, and reducing environmental impacts. This is very much a "Green" action.

It should be noted that if the land were to be repurposed at a later date, the WDCWA would need to find an alternate site or other treatment process at a cost up to \$3M.

Discussion

Over the course of the several years of project development, the size of the project and its related cost have been both reduced. Currently, the reduced capacity of the initial water treatment plant will be 30 million gallons per day assuring that Woodland's share will be 18 million gallons per day.

The staffs from both Cities have worked to reduce the Project's cost, including initial costs and operating costs. The original bench mark design which proposers had before them to submit their proposals incorporated a mechanical process to remove the silts, fine sands and other solids from the raw river water during the treatment process. These solids have to be eventually removed from the water treatment site to a landfill. Reducing the volume of the solids and the water within the solids is important to reduce hauling and disposal costs. Either a costly and energy intensive mechanical dewatering means is used, or the solids have to be placed in drying beds for evaporation to reduce the water. The solids drying beds is the method that is now being proposed to substantially reduce initial costs and future operating costs, however this approach requires more land area. To advance this cost savings method of solids handling the WDCWA needs to know that the City of Woodland is willing to make this additional property available for the stated purpose.

If this action is approved, City Staff will come back to the Council with a proposed lease agreement.

Several alternatives to the recommended action were looked at, but did not achieve similar savings for solids handling, nor did they minimize overall costs to the City of Woodland. These options are summarized in the attachment. In general, the options were:

1. The use of some of the land currently used by the wastewater treatment process. This option was \$1M more expensive than the proposed action, potentially could reduce the wastewater treatment plant's emergency backup capacity, and potentially could create more regulatory conflicts and/or operational cost for both treatment facilities. Unlike the proposed action and other options, this option also would not allow the water drained from these drying beds from being returned to the processing headwork to be treated and reused, i.e. part of our river water would have to become wastewater without utilization.
2. Use the originally perceived mechanical dewatering system, but this does not reduce the project's costs. This approach would be \$1.4M more expensive and also increase the WDCWA's operating cost over the next 20 years by a total of \$5.5M more than the proposed action.
3. We looked at several different configurations of cutting and filling of earthwork to create an area for solids drying beds. These options looked at ways to avoid impacting or utilizing the recommended action site. Each of these options were significantly more expensive than the proposed action, created operational problems for the stormwater pond, and had substantial costs involved to reestablish the lost stormwater volume caused by these alternatives.

The Project Facilities are still scheduled to be completed by September of 2016.

Commission/Committee Recommendation

The Water Utility Advisory Committee has been supportive of the Davis Woodland Water Supply Project provided that it is implemented in the most cost-effective manner possible and the project is not unduly delayed. This approval provides for the project to continue to move forward in a timely and cost effective manner.

Conclusion

Staff recommends that the City Council authorize the Use of City Property for the Construction of the Woodland-Davis Clean Water Agency Project Facilities and Direct Staff to Come Back to the Council with a Lease Agreement that is Fair and Equitable to the City of Woodland and to the WDCWA.

Prepared by: Doug Baxter, Project Manager

Reviewed by: Brent Meyer, City Engineer

Paul Navazio, City Manager

Attachment: Summary of Solids Management Options



DRAFT MEMORANDUM

DATE: September 11, 2013 Project No.: 376-00-13-08

TO: Dennis Diemer, Woodland-Davis Clean Water Agency

FROM: Mary Young, R.C.E. #39713

REVIEWED BY: Jim Yost

SUBJECT: Summary of Backwash Solids Management Options for Woodland-Davis Clean Water Agency (WDCWA) Regional Water Treatment Facility (RWTF)

Table 1. RWTF Backwash Solids Management Options

Option	Additional Capital Cost Compared to Option 1, dollars	Additional 20 year NPV Cost for O&M and Power Compared to Option 1	Impact on City of Woodland	Advantages	Disadvantages
Option 1: Four drying Beds as shown on CH2MHill drawings.	0	0	1,000 acre-feet of storage created in storm drain pond by construction of RWTF pad.	This option could be implemented now, and drying beds could then be moved in 15-20 years (or replaced by Option 3), if necessary.	
Option 2: Pipe BWW to City of Woodland WPCF ponds.	3,300,000 ⁽¹⁾ <u>2,250,000</u> ⁽³⁾ 1,050,000	0 ⁽²⁾	1,000 acre-feet of storage created in storm drain pond by construction of RWTF pad. Complicates operation of Woodland's WPCF ponds and biosolids disposal.	This could be a temporary option (15-20 years) replaced by Option 3 in the future if necessary.	Some concerns about Regional Water Control Board approval of this change in operation of the ponds.
Option 3: Onsite mechanical dewatering.	1,400,000 ⁽⁴⁾	5,488,000 ⁽⁵⁾	1,000 acre-feet of storage created in storm drain pond by construction of RWTF pad.	Can be easily fit onto existing plant site.	This is a high energy use option.
Option 4: Four Drying Beds with two located in fill placed in City of Woodland Storm Drain Pond. Excavate Pond 9 biosolids storage area to increase storm storage and for fill material.	6,100,000 ⁽⁷⁾ <u>1,000,000</u> ⁽⁶⁾ 5,100,000	0	City would need to contribute \$5.5 million cost of removing biosolids in Pond 9. 1,000 acre-feet of storage created in storm drain pond by construction of RWTF pad reduced to 942 acre-feet due to drying bed construction for a net loss of 58 acre-feet. Cost to construct remaining 58 acre-feet storm drain storage at \$10 per cubic yard = \$936,000.	All water treatment facilities located on a single site.	
Option 5: Four Drying Beds with two located in fill placed in City of Woodland Storm Drain Pond. Excavate North Ponds within their existing boundaries to increase storm storage and for fill material.	1,800,000 ⁽⁸⁾ <u>1,000,000</u> ⁽⁶⁾ 800,000	0	1,000 acre-feet of storage created in storm drain pond by construction of RWTF pad reduced to 879 acre-feet due to drying bed construction for a net loss of 121 acre feet. Additional cost to pump North Pond water that currently flows by gravity. Not a quantifiable cost at this time. Cost to construct remaining 121 acre-feet storm drain storage at \$10 per cubic yard = \$1,952,000.	All water treatment facilities located on a single site.	

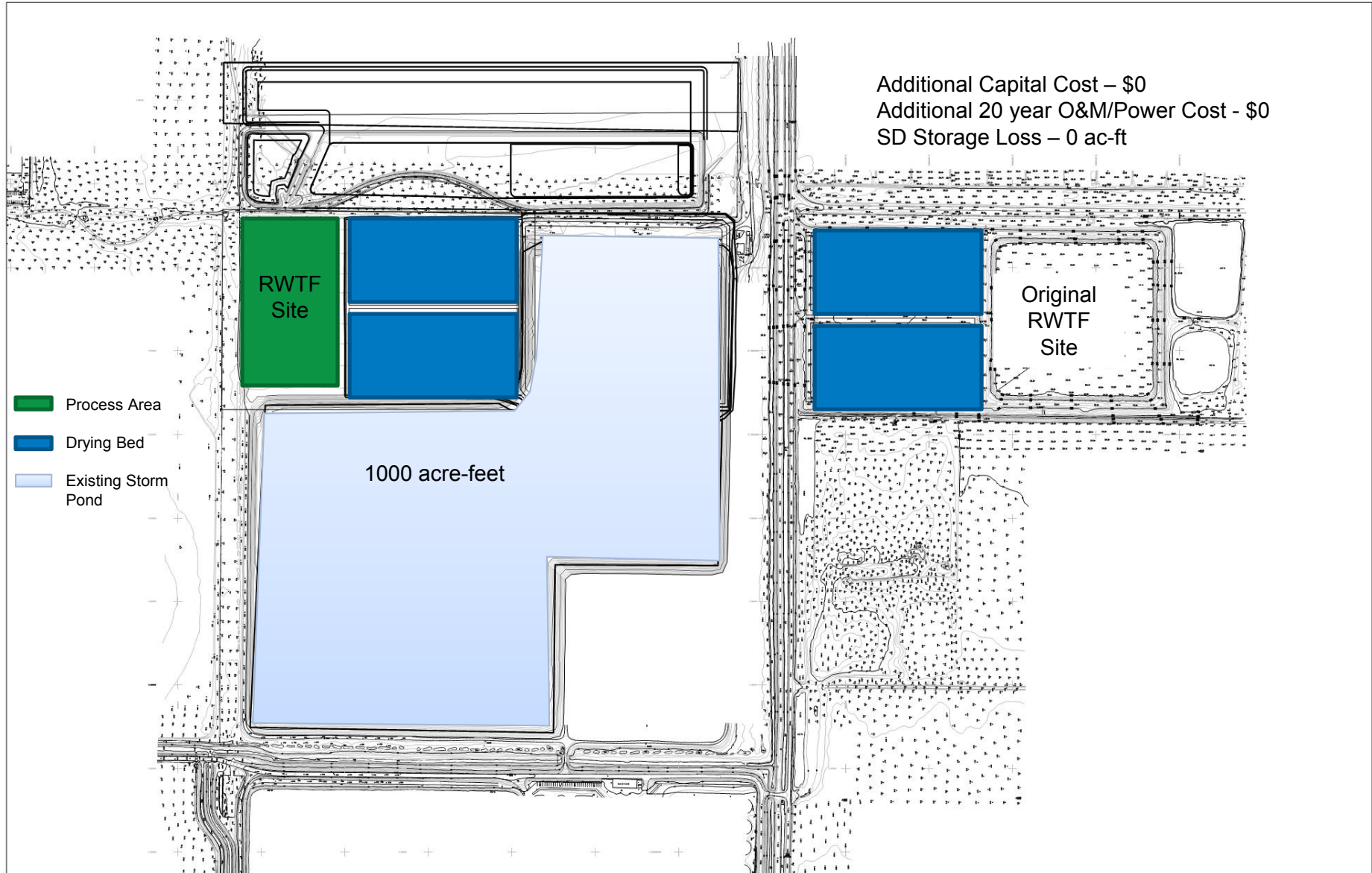
Table 1. RWTF Backwash Solids Management Options

Option	Additional Capital Cost Compared to Option 1, dollars	Additional 20 year NPV Cost for O&M and Power Compared to Option 1	Impact on City of Woodland	Advantages	Disadvantages
Option 6: Four Drying Beds with two located in fill placed in City of Woodland Storm Drain Pond. Excavate North Ponds into area to the north to achieve no net loss of storage.	2,300,000 ⁽⁹⁾ <u>1,000,000</u> ⁽⁶⁾ 1,300,000	0	1,000 acre-feet of storage created in storm drain pond by construction of RWTF pad. Unlikely City will be able to purchase land to the north. Additional cost to pump North Pond water that currently flows by gravity. Not a quantifiable cost at this time.	All water treatment facilities located on a single site.	Option 6 assumes a willing seller for the property to the north for the City's expanded detention basin. Negotiations on property sale could take some time and be ultimately unsuccessful.
Option 7: Four Drying Beds with two located in fill placed in City of Woodland Storm Drain Pond. Excavate South Ponds to increase storm storage and achieve no net loss of storage. Requires pumping groundwater.	1,400,000 ⁽¹⁰⁾ <u>1,000,000</u> ⁽⁶⁾ 400,000	0	1,000 acre-feet of storage created in storm drain pond by construction of RWTF pad. Pond will have a permanent pool of water in the summer and groundwater will need to be pumped in the winter when storage is required. Additional cost to pump groundwater. Not a quantifiable cost at this time.	All water treatment facilities located on a single site.	
Option 8: Four Drying Beds with two located in fill placed in City of Woodland North Ponds. High area in the south end of the South Pond excavated to increase storage.	2,100,000 ⁽¹¹⁾ <u>1,000,000</u> ⁽⁶⁾ 1,100,000	0	1,000 acre-feet of storage created in storm drain pond by construction of RWTF pad reduced to 963 acre-feet. 66 acre-feet reduction of storage in North Ponds, all drainage routed to south ponds which will be expanded by 29 acre feet for a net loss of 37 acre-feet. Additional cost to pump north pond water that currently flows by gravity. Not a quantifiable cost at this time. Cost to construct lost 37 acre-feet storm drain storage at \$10 per cubic yard = \$597,000. South pond storm water pump station would need to be constructed earlier than currently planned.		Option 8 requires crossing Woodland treated water pipeline with twin 48-inch storm drain lines. Construction of levee around biosolids ponds at this location may impact to 100-year water surface in the area. Long narrow configuration of Drying Beds may not be suitable.

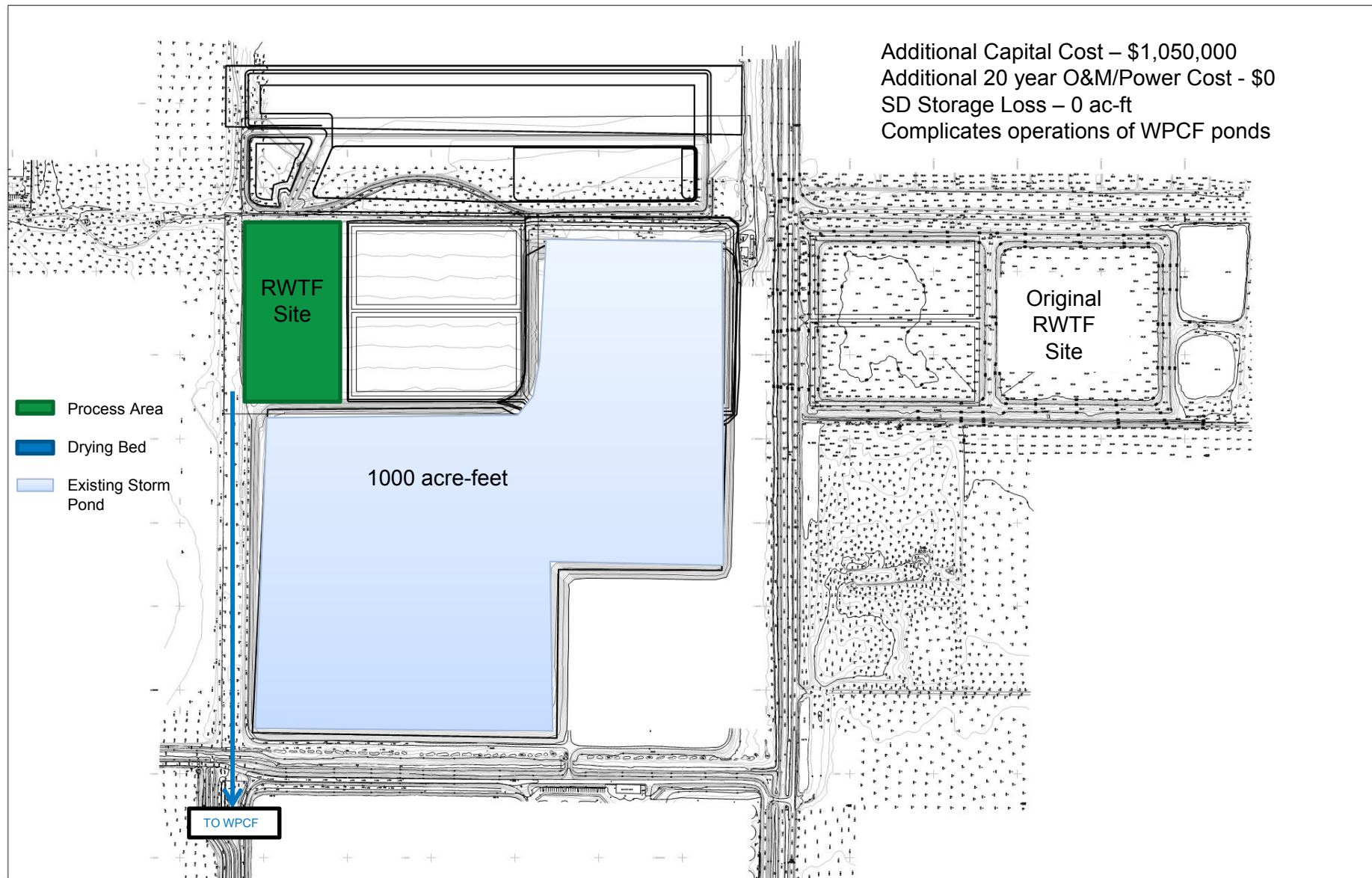
Table 1. RWTF Backwash Solids Management Options

Option	Additional Capital Cost Compared to Option 1, dollars	Additional 20 year NPV Cost for O&M and Power Compared to Option 1	Impact on City of Woodland	Advantages	Disadvantages
(1)	Capital cost for Option 2 is per the Technical Memorandum prepared by Dan Rich NEXGEN Utility Management dated August 18, 2013.				
(2)	Annual operations cost for Option 2 is \$200,000 per the Technical Memorandum prepared by Dan Rich NEXGEN Utility Management dated August 18, 2013. Deductive cost for not operating the drying beds included in Option 1 is \$200,000 per communication with CH2MHill. Cost for power to pump BWW to WPCF ponds in Option 2 is considered to be the same as the cost for power to pump BWW to the drying beds described in Option 1.				
(3)	Cost reduction for not constructing all four Drying Beds and all facilities associated with the four Drying Beds included in Option 1 is per communication with CH2MHill.				
(4)	Additional cost to locate all treatment processes at Facility Site per CH2MHill proposal (includes deduct for not constructing any drying beds).				
(5)	Additional cost for O&M and Power based on projected water demands over first 20 years of operations.				
(6)	Cost reduction for not constructing levee, roadways and piping required to build two drying beds at Supplemental Facilities Site, cost provided by CH2MHill.				
(7)	Additional cost for constructing earthwork at drying bed in existing storm drainage pond east of RWTF site. Assumes bottom of new drying bed at elevation 28 and berms around drying bed at elevation 37.6. Onsite fill material estimated at \$3.38 per cubic yard based on site fill project. Onsite fill material will come from Pond 9 (assumes existing bottom of pond is at elevation 25 – area will then be cut to elevation 20), existing high area in old ponds 7 and 8 cut to elevation 20, and excavated material from Drying Beds 1 and 2 as shown on CH2MHill drawings (10.8 acres cut from elevation 37.6 to elevation 30). Storm drain pond north of the high area in old ponds 7 and 8 will not be excavated due to high groundwater. Cost includes relocating the existing pump station located in the northwest corner of the storm drain ponds. Cost also includes removing all existing biosolids from Pond 9. Volume of biosolids estimated to be 220,000 tons and cost to remove estimated to be \$25 per ton.				
(8)	Additional cost for constructing drying bed in existing storm drainage pond east of RWTF site. Assumes bottom of new drying bed at elevation 26.5 and berms around drying bed at elevation 37.6. Onsite fill material estimated at \$3.38 per cubic yard based on site fill project. Onsite fill material will come from existing high area in old ponds 7 and 8 cut to elevation 20, excavation of north ponds to minimum elevation of 20 at the east end and excavated material from Drying Beds 1 and 2 as shown on CH2MHill drawings. Cost includes relocating the existing pump station located in the northwest corner of the storm drain ponds, relocating sanitary sewer at the north ponds, removing and replacing fencing at the north ponds, removing and replacing piping and structures from sedimentation basin and constructing two 36" pipes to connect the north and south storm drain ponds.				
(9)	Additional cost for constructing drying bed in existing storm drainage pond east of RWTF site. Assumes bottom of new drying bed at elevation 30.3 and berms around drying bed at elevation 37.6. Onsite fill material estimated at \$3.38 per cubic yard based on site fill project. Onsite fill material will come from existing high area in old ponds 7 and 8 cut to elevation 20, excavation and expansion to the north of north ponds to minimum elevation of 20 at the east end and a portion of the excavated material from Drying Beds 1 and 2 as shown on CH2MHill drawings. Cost includes relocating the existing pump station located in the northwest corner of the storm drain ponds, relocating sanitary sewer at the north ponds, removing and replacing fencing at the north ponds, constructing two 36" pipes to connect the north and south storm drain ponds and land cost for expanded north pond at \$1,750 per acre.				
(10)	Additional cost for constructing drying bed in existing storm drainage pond east of RWTF site. Assumes bottom of new drying bed at elevation 30.3 and berms around drying bed at elevation 37.6. Onsite fill material estimated at \$3.38 per cubic yard based on site fill project. Onsite fill material will come from excavating the south pond so that its finished grade will range from 14.7 to 16.7 which is below the average groundwater elevation of 18.6 for ponds 4-8 as measured at the start of the dewatering project. Cost includes relocating the existing pump station located in the northwest corner of the storm drain ponds and \$100,000 for dewatering during construction.				
(11)	Additional cost for constructing drying bed in North Ponds. Assumes bottom of new drying bed at elevation 26.5 and berms around drying bed at elevation 37.6. Onsite fill material estimated at \$3.38 per cubic yard based on site fill project. Onsite fill material will come from existing high area in old ponds 7 and 8 cut to elevation 20, excavation of high area around North Ponds and a portion of the excavated material from Drying Beds 1 and 2 as shown on CH2MHill drawings. Cost includes relocating sanitary sewer at the north ponds, removing and replacing fencing at the north ponds, constructing two 48" pipes from the manhole west of the North Pond to the south pond.				

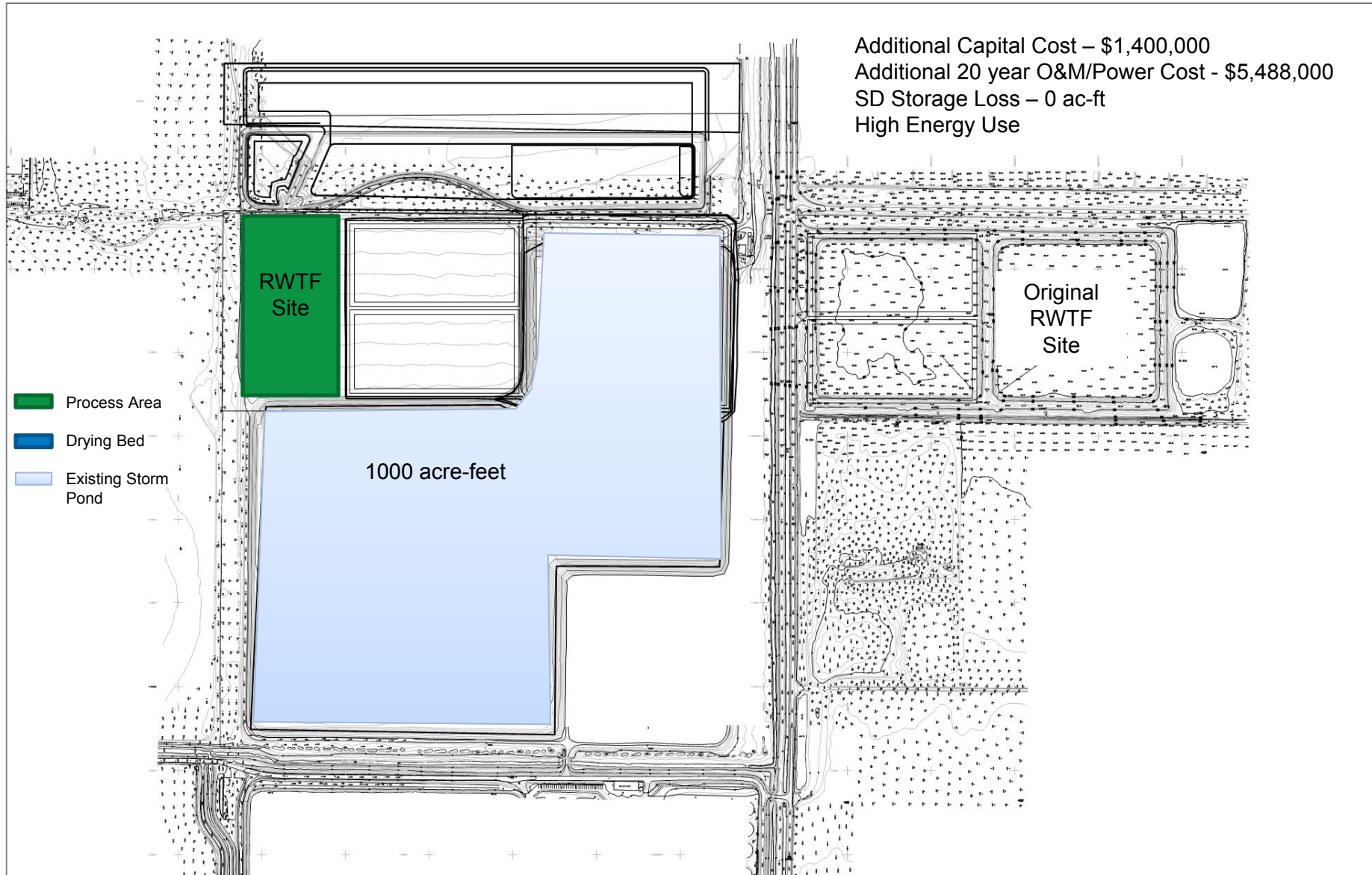
OPTION 1 AS SHOWN ON PROPOSAL



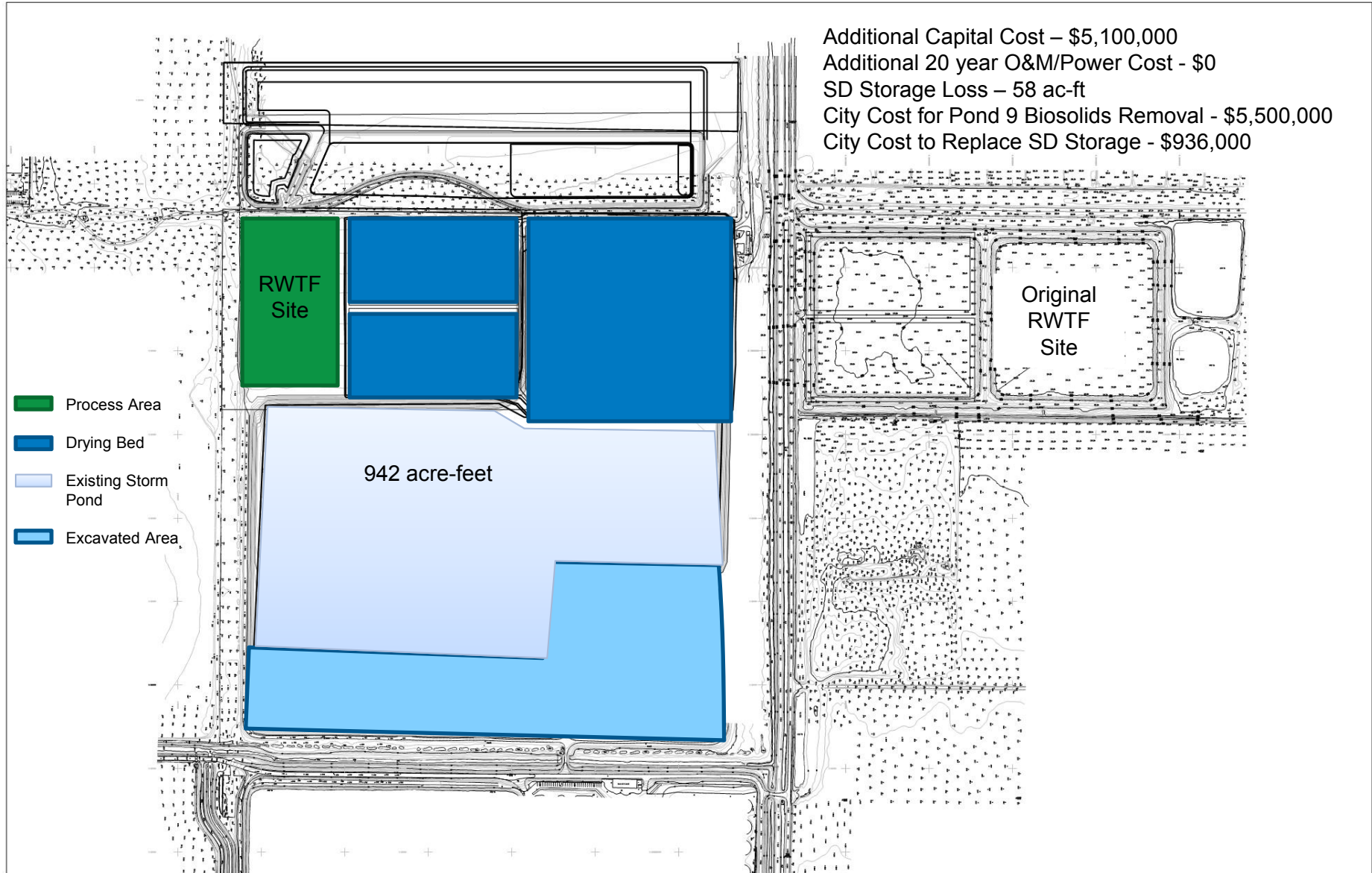
OPTION 2 PIPE TO WPCF



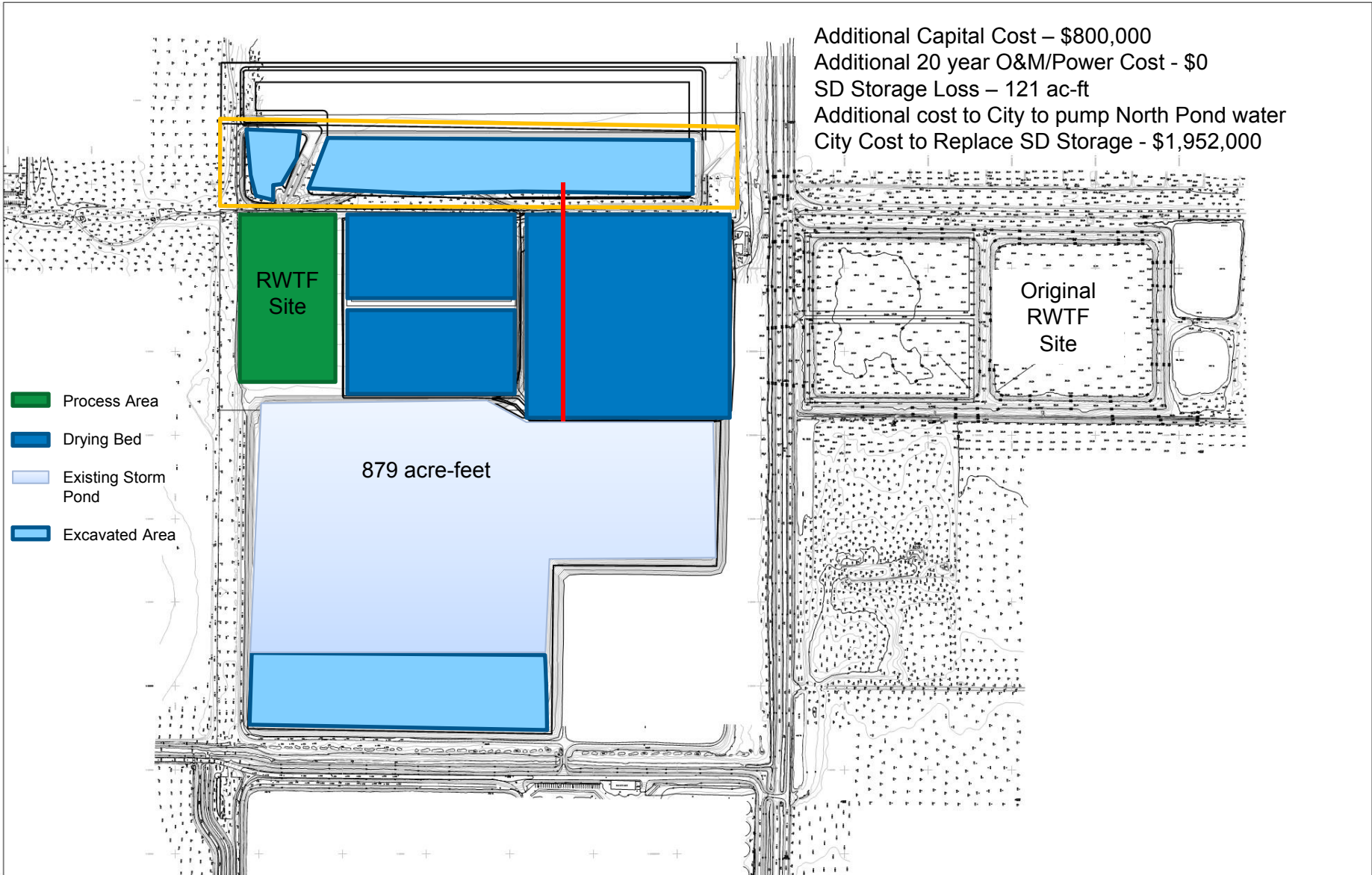
OPTION 3 MECHANICAL DEWATERING



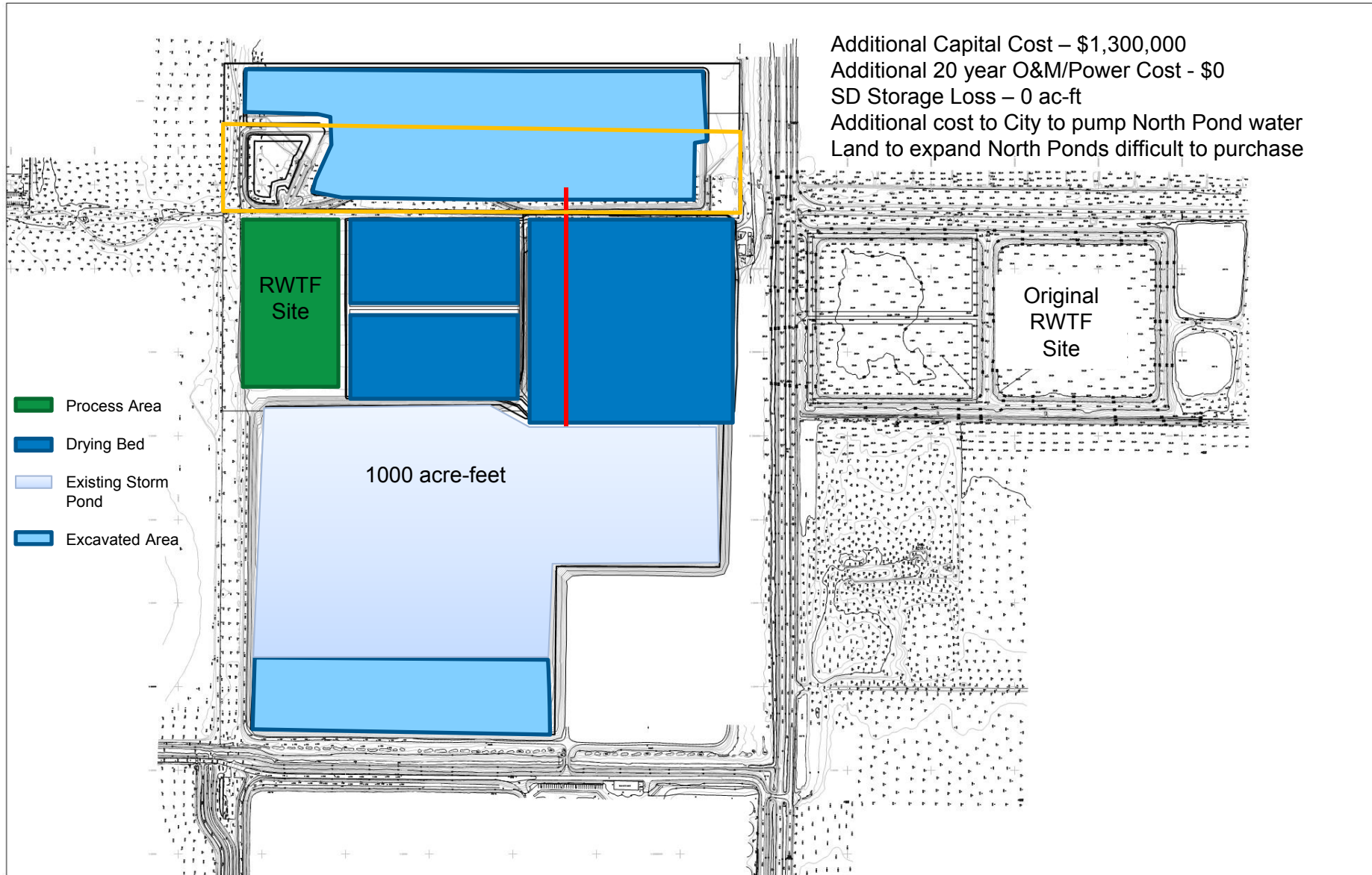
OPTION 4 EXCAVATE POND 9



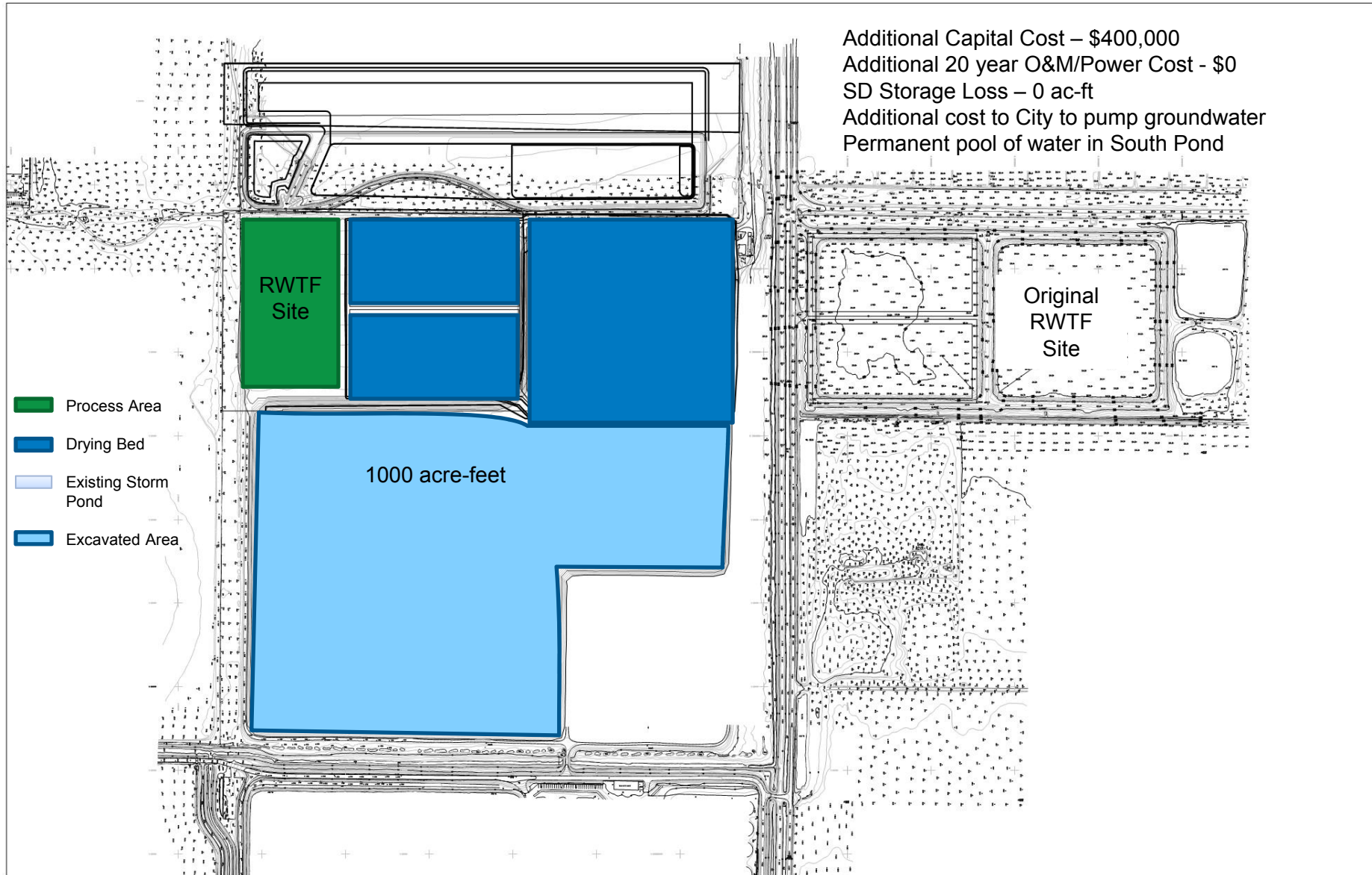
OPTION 5 EXCAVATE NORTH POND



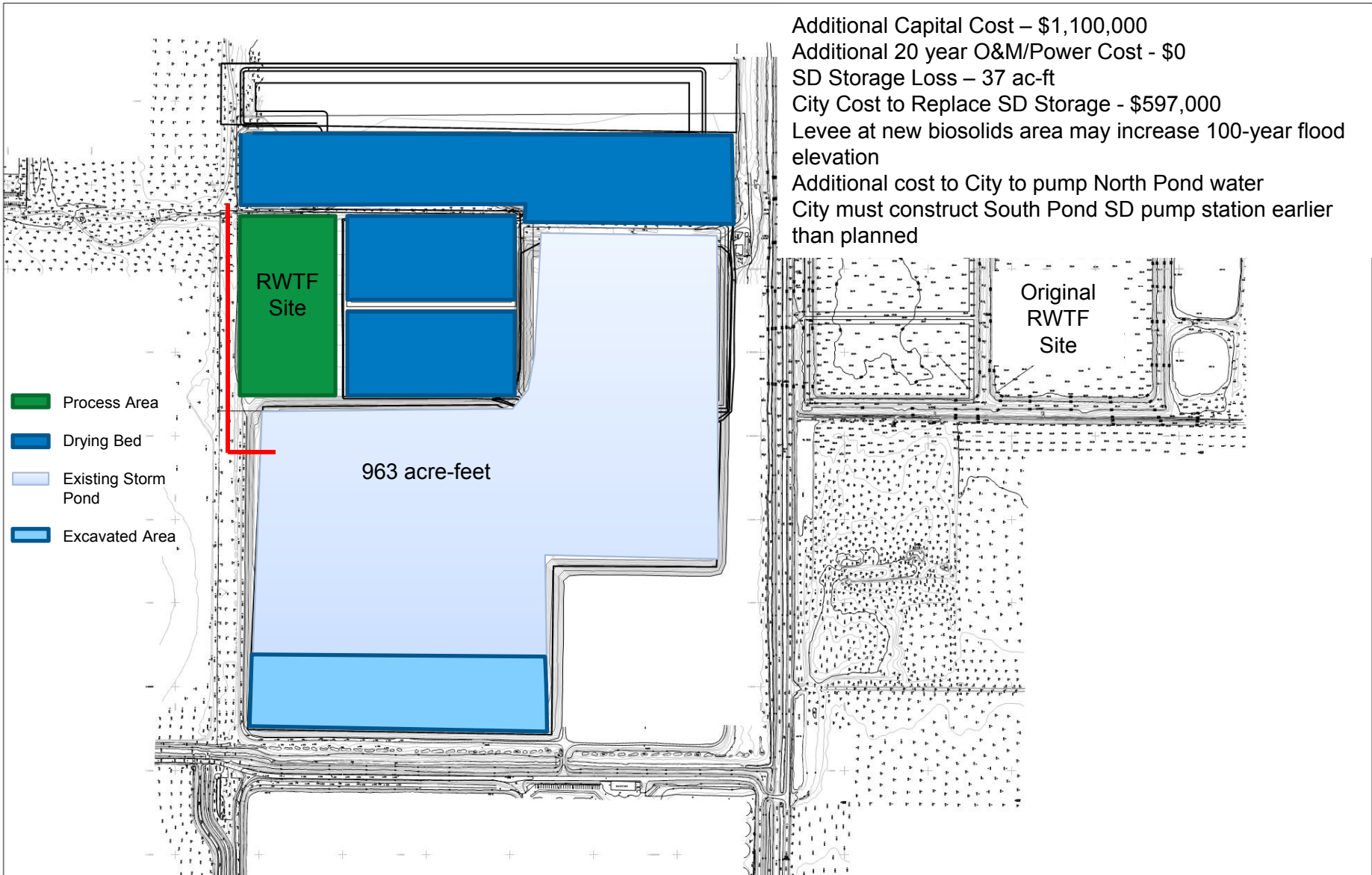
OPTION 6 EXPAND NORTH POND



OPTION 7 DEEPEN EXISTING POND



OPTION 8 Drying Beds at North SD Ponds



Legislation Details (With Text)

File #: 13-250 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 9/13/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Consideration of Ballot Measure to Replace Measure V ¼ Cent Sales Tax Expiring June 2014

Recommendation for Action

Staff recommends that the City Council direct staff to assess options for a possible June 2014 ballot measure to replace the city's expiring ¼ cent sales tax (Measure V), and return to Council in November for a full discussion and further direction.

Staff Contact

Paul Navazio, City Manager - 530 661-5800, paul.navazio@cityofwoodland.org

Sponsors:

Indexes:

Code sections:

Attachments: [Tentative Timeline](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: September 17, 2013

SUBJECT: Consideration of Ballot Measure to Replace Measure V ¼ Cent Sales Tax Expiring June 2014

Recommendation for Action

Staff recommends that the City Council direct staff to assess options for a possible June 2014 ballot measure to replace the city's expiring ¼ cent sales tax (Measure V), and return to Council in November for a full discussion and further direction.

Staff Contact

Paul Navazio, City Manager - 530 661-5800, paul.navazio@cityofwoodland.org

Background

The City currently receives supplemental sales tax revenue through two voter-approved measures authorizing transaction and use taxes of $\frac{1}{4}$ cent (Measure V) and $\frac{1}{2}$ cent (Measure E), respectively. Measure V which generates approximately \$2 million annually to the General Fund was approved in 2010, for a four year period expiring in June 2014. Measure E, approved in 2006 for a 12 year period, effectively re-authorized the City's Measure H $\frac{1}{2}$ cent sales tax measure first approved by the voters in 2000.

Both of the current voter-approved sales tax measures were accompanied by advisory measures establishing non-binding priorities for use of the revenues generated by each measure. Measure V is currently being used consistent with its advisory measures that provided that 30% be allocated in support of the Woodland Public Library, 30% for park maintenance, landscape maintenance and senior programs, and 40% in support of police and fire services. In contrast, Measure E funding is currently dedicated in support of road rehabilitation and capital improvement projects including the Community and Senior Center, Sports Park, Opera House and various other planned park facilities projects. (Measure E is currently funding rehabilitation of the Brooks Pool Complex and Freeman Park)

Discussion

The Council's decision to place Measure V's $\frac{1}{4}$ cent sales tax measure before the voters in 2010 was rooted in the budget crisis that resulted in recurring deficits of \$2 - \$3 million, following extensive budget reductions that were implemented to balance the FY2009/10 budget. Significant program and service reductions would have been necessary to achieve a balanced budget for FY2010/11, including areas deemed to have a direct impact on both the quality of life and public safety in the community. The successful passage of Measure V greatly reduced (but did not eliminate) the need for budget reductions, but provided critical funding support to help the city navigate the economic recession from which we are only recently beginning to slowly recover.

Measure V was specifically intended to help the city through the economic crisis, and avoid draconian service reductions, and provide needed time for the City to find ways to reduce costs and streamline services until the economy improved and city revenues stabilized.

Progress Toward Goal of Fiscal Stability

True to the spirit of Measure V, the City has implemented significant measures to help stabilize our financial situation, despite the deep and protracted economic recession that hit communities like Woodland particularly hard. Since 2008/09, the City has shed roughly \$9 million in annual General Fund costs through deep reductions across all city programs and services supported by property and sales tax revenues. Moreover, the City has made significant progress, in collaboration with its employee bargaining groups, to address growing costs of health and retirement benefits and has begun to address its large unfunded liabilities in this area.

As discussed in the presentation of the City's FY2013/14 budget, the City has made significant progress in advancing its goal of fiscal stability. The five-year budget forecast -which assumes expiration of the Measure V $\frac{1}{4}$ cent sales tax - reflects a balanced budget through FY2015/16, while maintaining prudent reserves consistent with Council policy.

Moreover, the city also has made significant progress in addressing several structural budget concerns,

including capping city exposure to increases in employee health insurance premiums, implementing new, lower-tier retirement benefit formulas as well as increased cost sharing for CalPERS pension costs, and beginning the pre-funding of the city's retiree medical liability. In addition, the city has been able to use one-time budget flexibility to repay inter-fund loans made to the General Fund and restore critical funding to the city's utility enterprise and vehicle internal service funds.

While additional budget-balancing measures may well be needed, beyond 2015/16 to maintain a balanced budget, the conservative assumptions used in the five-year forecast suggest that revenue growth from a sustained economic recovery could erase the projected deficits in the out-years of the budget forecast.

Opportunity for Community Reinvestment

As a result of the budget and staffing reductions implemented over the past six years (\$9 million and 110 staff positions), a number of city programs and services have been greatly reduced or eliminated entirely. Going forward, while the prospects for the city to maintain a balanced budget are much improved, there are a number of program areas that would remain under-funded, with negative impacts on the breadth and quality of city services, and hamper progress on key priority initiatives including those aimed at economic development, business attraction and job creation.

For this reason, staff recommends that the City Council give consideration to a June 2014 ballot measure that would replace Measure V, and provide for continued collection of the existing $\frac{1}{4}$ cent sales tax - not for the purpose of avoiding future program and service cuts, but rather to provide funding flexibility to reinvest resources in areas most directly tied to improvements in overall quality of life for the community. Several program areas for which additional funding could yield significant community benefits include:

- Youth Recreation Programs
- Teen Programming / Teen Center
- Library - Hours of operations, literacy programs and collections
- Joint City / School District Programming - after-school programs, tutoring and job training
- Aquatics Programs - restore funding for 2nd community pool
- Economic Development - Business Attraction /Retention, Job Creation, Flood Protection
- Downtown Revitalization

The scheduled expiration of Measure V in June 2014, combined with the progress made in addressing many of the city's structural budget challenges, provides an opportunity for future revenues from the existing $\frac{1}{4}$ cent sales tax to be applied to areas with significant community benefits.

Timelines

At this time, staff is requesting City Council concurrence to assess options for placing a ballot measure to replace Measure V on the June 2014 ballot. If the City Council is so inclined, there would be adequate time to explore and evaluate options, seek community input and craft appropriate ballot language within the timeframes needed for formal council action to place a measure on the June 2014 ballot.

Staff would likely return to the City Council in mid-November with a range of potential ballot options, and the Council would need to provide specific direction - if so desired - by the end of December or early January. This timeframe would allow for formal Council action on all requirements for a June ballot measure to be completed no later than early February.

Conclusion

Staff recommends that the City Council direct staff to assess options for a possible June 2014 ballot measure to replace the city's expiring $\frac{1}{4}$ cent sales tax (Measure V), and return to Council in November for a full discussion and further direction.

Prepared by: Paul Navazio, City Manager

Attachment: Tentative Timeline

Tentative Timeline for Possible Consideration of June 2014 Ballot Measure

Election Date:			June 3, 2014
			First Tuesday
Consideration of Options / Expiration of Meas. V			September 17th
Initial Council Direction			
Develop Options & Alternatives			Sept. - Nov.
Staff-level			
Commission / Boards			
Community Stakeholders			
Presentation of Ballot Alternatives - City Council			November 19th
Council Direction to Draft Ordinance			December 17th
Council Calls Election	-123		Regular Meeting
Approves Ballot Language			January 7th
Adopts Ordinance			<i>or January 21st</i>
Approved / Executed Resolutions to Board of Supervisors (3 wks)	-109		Early February 2014
Yolo County Board of Supervisors	-88		March 7, 2014
Approve Call of Elections			
Ballot Arguments			March-14
Rebuttal to Arguments			
Election Day			June 3, 2014

Legislation Details (With Text)

File #: 13-232 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 9/9/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Consideration of Resolution approving an Owner Participation Agreement with Ronald S. Caceres and Elizabeth S. Caceres, DBA: Caceres Family Trust, for the purchase of certain maintenance covenants for façade improvements on the Sofy's Building, located at 540 Main Street and 412 First Street

Recommendation for Action

It is recommended that the Successor Agency adopt Resolution No. ____ approving the Owner Participation Agreement and directing submittal of the Owner Participation Agreement to the Oversight Board and Department of Finance for approval.

Staff Contact

Wendy Ross, Economic Development Manager, 530 661-5921 wendy.ross@cityofwoodland.org

Sponsors:

Indexes:

Code sections:

Attachments: [WDL SA Reso Approving OPA Caceres.pdf](#)
[OPA 540 Main St 412 First St DRAFT 090613.pdf](#)
[Exhibit 3 Elevations 540 Main St.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: HONORABLE CHAIR AND MEMBERS OF THE SUCCESSOR AGENCY TO THE
FORMER REDEVELOPMENT AGENCY OF THE CITY OF WOODLAND

DATE: September 17, 2013

SUBJECT: Consideration of Resolution approving an Owner Participation Agreement with Ronald S. Caceres and Elizabeth S. Caceres, DBA: Caceres Family Trust, for the purchase of certain maintenance covenants for façade improvements on the Sofy's Building, located at 540 Main Street and 412 First Street

Recommendation for Action

It is recommended that the Successor Agency adopt Resolution No. ____ approving the Owner Participation Agreement and directing submittal of the Owner Participation Agreement to the Oversight Board and Department of Finance for approval.

Staff Contact

Wendy Ross, Economic Development Manager, 530 661-5921 wendy.ross@cityofwoodland.org

Fiscal Impact

Approval of the Owner Participation Agreement (OPA) and Recognized Obligation Payment Schedule (ROPS) including the OPA as an enforceable obligation will result in \$90,000 of bond proceeds from the 2007 Redevelopment Agency Tax Allocation Bonds being used to purchase a maintenance covenant for the façade improvements to be constructed on the Sofy's building (540 Main Street and 412 First Street). No tax increments will be used for this project.

Background

Following dissolution of the Redevelopment Agency of the City of Woodland ("Agency"), the City of Woodland ("City") elected to become the successor agency to the Agency by Resolution No. 6043, dated January 10, 2012 (the "Successor Agency"). Pursuant to Health and Safety Code Section 34173(b), the Successor Agency is now a separate legal entity from the City.

The Successor Agency is responsible for the wind-down of the affairs of the former Redevelopment Agency, including payment of enforceable obligations of the former Redevelopment Agency.

Health and Safety Code Section 34191.4, added by AB 1484, provides in part that, following issuance of a finding of completion by the Department of Finance, bond proceeds derived from bonds issued on or before December 31, 2010, shall be used for the purposes for which the bonds were sold.

The former Redevelopment Agency issued Redevelopment Agency Tax Allocation Bonds in 2007, and a portion of the proceeds of said Bonds remain to be expended for the purposes for which the bonds were sold, provided said expenditure is included on an approved ROPS.

Discussion/Analysis

Pursuant to Health and Safety Code Section 34191.4(c)(1), following issuance by the Department of Finance of a Finding of Completion pursuant to Health and Safety Code Section 34179.7, bond proceeds derived from bonds issued on or before December 31, 2010, shall be used for the purposes for which the bonds were sold. The Successor Agency received a Finding of Completion on May 7, 2013. The Redevelopment Agency Tax Allocation Bonds were issued in 2007, prior to the December 31, 2010 date specified in Section 34191.4.

The Successor Agency desires to use a portion of the Bond proceeds to continue funding for a façade improvement program developed by the former Redevelopment Agency, for upgrade and maintenance of

building facades within the Redevelopment Project Area.

Successor Agency staff has prepared an OPA with the Caceres Family Trust providing for certain façade improvements to be constructed on the Sofy's Building, located at 540 Main Street and 412 First Street, in the City of Woodland, and for the purchase by the Successor Agency of a maintenance covenant, for a purchase price of \$90,000, to ensure the continued maintenance of the façade improvements in a good and clean condition for a period of not less than ten years. The purchase price will be paid solely from proceeds of the 2007 bonds, and no tax increments will be used for this project.

Health and Safety Code Section 34191.4(c)(2)(A) provides, in part, that excess bond proceeds must be expended in a manner consistent with the original bond covenants, and excess bond proceeds obligations shall be listed separately on the ROPS submitted by the Successor Agency.

Given the restrictions and requirements of the Dissolution Act, the OPA is conditioned upon approval by the Oversight Board and the Department of Finance of the OPA and a ROPS that includes the OPA as an enforceable obligation.

Conclusion

It is recommended that the Successor Agency adopt Resolution No. ____ approving the Owner Participation Agreement and directing submittal of the Owner Participation Agreement to the Oversight Board and Department of Finance for approval.

Prepared by: Wendy Ross, Economic Development Manager

Paul Navazio, City Manager

ATTACHMENTS

1. Successor Agency Resolution No. ____ approving the Owner Participation Agreement
2. Owner Participation Agreement
3. Exhibit 3 (Site Elevations)

RESOLUTION NO. _____

A RESOLUTION OF THE SUCCESSOR AGENCY TO THE FORMER REDEVELOPMENT AGENCY OF THE CITY OF WOODLAND APPROVING AN OWNER PARTICIPATION AGREEMENT BETWEEN THE SUCCESSOR AGENCY AND RONALD S. CACERES AND ELIZABETH S. CACERES, DBA CACERES FAMILY TRUST [540 MAIN STREET AND 412 FIRST STREET]

WHEREAS, Assembly Bill 1X 26 (“AB 26”), enacted as part of the 2011-2012 State of California budget bill, and as modified by the Supreme Court of the State of California in the matter of *California Redevelopment Association, et al. v. Ana Matosantos, et al.*, Case No. S194861, dissolved and set out procedures for the wind-down of all redevelopment agencies throughout the State effective February 1, 2012, and in June 2012, the California Legislature adopted Assembly Bill 1484 (“AB 1484,” and collectively with AB 26, the “Dissolution Act”) further modifying some of the procedures set forth in AB 26, and adding certain other procedures and requirements for the dissolution and wind-down of redevelopment agencies; and

WHEREAS, the Successor Agency to the former Redevelopment Agency of the City of Woodland (“Successor Agency”) is the successor agency pursuant to Health and Safety Code Section 34173, and is responsible for the wind-down of the affairs of the former Redevelopment Agency, including payment of enforceable obligations of the former Redevelopment Agency; and

WHEREAS, Health and Safety Code Section 34191.4, added by AB 1484, provides in part that, following issuance of a finding of completion by the Department of Finance, bond proceeds derived from bonds issued on or before December 31, 2010, shall be used for the purposes for which the bonds were sold; and

WHEREAS, the former Redevelopment Agency issued Redevelopment Agency Tax Allocation Bonds in 2007, and a portion of the proceeds of said Bonds remain to be expended for the purposes for which the bonds were sold, provided said expenditure is included on an approved Recognized Obligation Payment Schedule (“ROPS”); and

WHEREAS, the Successor Agency desires to use a portion of said Bond proceeds to continue funding for a façade improvement program developed by the former Redevelopment Agency, for upgrade and maintenance of building facades within the Redevelopment Project Area; and

WHEREAS, Successor Agency staff has prepared an Owner Participation Agreement (“OPA”) with Ronald C. Caceres and Elizabeth S. Caceres, DBA Caceres Family Trust, providing for certain façade improvements to be constructed on the Sofy’s Building, located at 540 Main Street and 412 First Street, in the City of Woodland, and for the purchase by the Successor Agency of a maintenance covenant to ensure the continued maintenance of the façade improvements in a good and clean condition for a period of not less than ten years;

NOW, THEREFORE, THE SUCCESSOR AGENCY TO THE FORMER REDEVELOPMENT AGENCY OF THE CITY OF WOODLAND DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Approval of OPA. The Successor Agency hereby approves the OPA between the Successor Agency and Ronald C. Caceres and Elizabeth S. Caceres, DBA Caceres Family Trust, in substantially the form currently on file with the City Clerk, including without limitation the Purchase Price for the maintenance covenants as provided for under the OPA. Subject to the conditions set forth in Section 3, below, the Executive Director is hereby authorized and directed to execute the OPA on behalf of the Successor Agency, and to take such further actions and execute such documents as may be necessary to carry out the OPA on behalf of the Successor Agency.

Section 3. Conditions to Approval. The approvals set forth in Section 2, above, are conditioned upon the following:

- a. Approval by the Oversight Board and the Department of Finance of the OPA; and
- b. Approval by the Oversight Board and the Department of Finance of a Recognized Obligation Payment Schedule identifying the OPA, including the Purchase Price provided for therein, as an enforceable obligation.

Section 4. Transmittal of OPA to Oversight Board and Department of Finance. The Executive Director, on behalf of the Successor Agency, is hereby authorized and directed to take any action necessary to carry out the purposes of this Resolution, including without limitation, providing any documentation and evidence to the Oversight Board and Department of Finance as necessary to obtain from the Oversight Board and Department of Finance approval of the OPA and a ROPS including the OPA as an enforceable obligation.

Section 5. Effectiveness. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED AND ADOPTED at a regular meeting of the Successor Agency to the former Redevelopment Agency of the City of Woodland on the ____ day of _____, 2013, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chair

ATTEST:

Secretary

NO FEE DOCUMENT

Entitled to free recording
per Government Code 6103
When Recorded, return to:

[Woodland Legal Dept Address}

**OWNER PARTICIPATION AGREEMENT
EXTERIOR REBATE PROGRAM**

540 MAIN STREET/412 FIRST STREET

[Purchase of Covenants, Conditions and Restrictions]
WITH ESCROW INSTRUCTIONS

TERM	DEFINITION	
"Agency"	Successor Agency to the Former Woodland Redevelopment Agency	
"Agency Address"	300 First Street, Woodland, CA 95695	
"Participant"	Ronald S. Caceres & Elizabeth S. Caceres (dba "Caceres Family Trust")	
"Participant Legal Status"	A California Trust	
"Participant Address"	1207 Cleveland Street, Woodland, CA 95695	
"Project Area or Target Area"	Sofy's Building, 540 Main Street & 412 First Street Woodland Redevelopment Project Area	
"Effective Date"		
"Purchase Price"	Purchase Price for the covenants conditions and restrictions in the amount of:	\$90,000
"Funding Source"	2007 Redevelopment Agency Tax Allocation Bond Proceeds	

Agency and Participant enter into this Owner Participation Agreement (hereinafter "OPA") as of the Effective Date. [For purposes of this OPA, the capitalized terms shall have the meanings assigned in the above table and in Section 11.2.]

RECITALS

A. Participant, who is the owner, is entering into this OPA , for a real property located in the City of Woodland, California, more particularly described in Exhibit 1: Legal Description, incorporated herein by this reference.

B. Agency is a the Successor Agency to the former Redevelopment Agency of the City of Woodland, pursuant to Health and Safety Code Section 34173, following dissolution of the Redevelopment Agency pursuant to AB x1 26, adopted in June 2011, and AB 1484, adopted in June 2012 (collectively, the "Dissolution Act"). The Successor Agency is responsible for the wind-down of the affairs of the former Redevelopment Agency, including payment of enforceable obligations of the former Redevelopment Agency. Under Health and Safety Code Section 34191.4(c)(1), following issuance of a finding of

completion to the Successor Agency, by the Department of Finance, bond proceeds derived from bonds issued on or before December 31, 2010, shall be used for the purposes for which the bonds were sold. The Funding Source of the Project is proceeds from the 2007 Redevelopment Agency Tax Allocation Bonds and is subject to the applicable provisions of the Community Redevelopment Law and the Redevelopment Plan for the Project Area. This OPA is made in accordance with provisions of the Redevelopment Plan for participation by Participants in the redevelopment of the Project Area (adopted in accordance with California Health & Safety Code Section 33390). This OPA is consistent with, and furthers, the Redevelopment Plan and the "Implementation Plan" adopted for the Project Area in that it will remediate blight by improving and upgrading the appearance of commercial properties in revitalization Target Area and designated Redevelopment Project Areas.

AGREEMENT

NOW THEREFORE, in consideration of the following mutual covenants, obligations and agreements and for other good and valuable consideration, the receipt and adequacy of which are acknowledged, the parties agree as follows:

1. **PURPOSE.** The purpose of this OPA is for Agency to purchase Participant's covenant to make, and maintain for not less than ten (10) years, certain improvements to the facade of the Premises in accordance with the Plans. The Agency represents that the improvement of the Premises and the completion of the Project, under this OPA, and the fulfillment generally of this OPA, are (1) in the vital and best interests of the City and the health, safety, morals and welfare of its residents, (2) for the purpose of community improvement and welfare, (3) for the benefit of the Project Area and in accordance with the Agency's Redevelopment Plan and (4) consistent with the Redevelopment Plan. Participant represents and agrees that its promise to improve the Premises under the OPA is not intended for speculation in land holding.
2. **TERM.** This OPA shall commence as of the date first written above and shall terminate upon the occurrence of all of the following:
 - 2.1 Completion of the improvements to the facade of the Premises in accordance with the OPA and Plans;
 - 2.2 Fulfillment by the parties of their obligations under this OPA; and
 - 2.3 Expiration of ten years from the date of disbursement of the Purchase Price by the Agency pursuant to this OPA.
3. **PURCHASE PROVISIONS**
 - 3.1 Purchase Price. Agency hereby agrees to purchase and Participant hereby agrees to sell to Agency a covenant to rehabilitate and maintain the facade on the Premises in accordance with the Plans and this OPA for a term of ten (10) years. The Purchase Price of this covenant is \$90,000.
 - 3.2 Disbursement Procedures. The payments shall be disbursed to Participant as follows:
 - 3.2.1 Conditions Precedent. Agency shall not be obligated to make any disbursement of the Purchase Price unless and until all of the conditions precedent to rehabilitation, as specified in Section 4.3, have been met, and the following conditions precedent have been met:

- 3.2.1.1 The Agency shall have obtained approval by the Oversight Board and the Department of Finance of this Agreement and a Recognized Obligation Payment Schedule (ROPS) that includes this Agreement, including the Purchase Price provided for hereunder, as an enforceable obligation of the Agency. The Agency shall use good faith efforts to complete all actions and prepare such documents as are necessary to obtain such approvals from the Oversight Board and the Department of Finance, in accordance with the Dissolution Act;
- 3.2.1.2 This Agreement shall have been executed by the parties, in recordable form, and the Agency shall record this Agreement against the Premises concurrently with disbursement of any portion of the Purchase Price hereunder;
- 3.2.1.3 Participant is not in default of any provision of this OPA;
- 3.2.1.4 Participant has provided Agency with evidence of the cost of the Improvements for which payment is requested: and
- 3.2.1.5 The Agency has inspected the Premises and determined that Participant has completed rehabilitation in accordance with the Plans and Participant's obligations under this OPA related to construction of the Project. If the Participant fails to complete rehabilitation in accordance with the Plans and obligations under this OPA, the Agency shall, within (15) days after inspection of the Premises, provide the Participant with a written statement, indicating in adequate detail in what respect the Participant has failed to complete the Project in accordance with the provisions of the OPA, or is otherwise in default, and what measure or acts it will be necessary, in the opinion of the Agency, for the Participant to take or perform in order to obtain such certification.

4. **PREDEVELOPMENT OBLIGATIONS.**

- 4.1 Agency Approval of Plans. This OPA is a financing document of the Agency and not a land use or planning document. Approval of the Project under this OPA by the Agency is not and shall not be considered an approval of land use entitlements or structural design of the Project, or the aesthetic design of the Project except as an approval by the Agency of the Project design concept to affect the purpose of this OPA. Participant shall comply with all applicable land use, planning and design laws, rules and regulations of each governmental agency acting in proper exercise of their respective jurisdictions, including without limitation, departments, staff, boards and commissions of the City. Agency's approval of Plans is not an assurance of their adequacy or correctness. Agency has reserved approval rights solely (a) to assure that the Plans further the Redevelopment Plan; and (b) to assure that the Project is developed as intended by this OPA under the Exterior Rebate Program. The Participant shall provide the Agency with Plans. The Agency shall have the right to approve or reject the Final Plans for reasonable cause. The Agency shall approve the Plans concurrently with the execution of this OPA. The Agency has been induced to undertake its obligations under this OPA by Participant's promise to develop the Project in accordance with the Plans and the provisions of this OPA.
- 4.2 Zoning and Condition of the Premises. As between the Agency and Participant, Participant is solely responsible for investigating the condition of the Premises for construction (including zoning and Hazardous Materials conditions) and for placing the Premises in a suitable condition for construction.
- 4.3 Conditions Precedent to Construction. Participant shall not begin construction until the following conditions precedent have been satisfied:
- 4.3.1 Agency has approved Participant's Project and issued a Notice To Proceed to Participant.
- 4.3.2 Participant has obtained a building permit and all other permits required for construction, if any;
- 4.3.3 Participant has submitted the Subcontractors List to Agency, if any;
- 4.3.4 Participant has submitted to Agency the certificates of insurance required by Section 8;
- 4.3.5 Participant's approved construction contracts have been fully executed with a licensed general contractor; and
- 4.3.6. Participant has issued a notice to proceed under the executed construction contracts.

5. **REHABILITATION.** The Participant shall carry out rehabilitation and manage the Project according to the requirements established in this OPA, the Plans, and in conformity with all applicable laws, including without limitation all applicable building codes and labor standards. Participant shall promptly begin, diligently prosecute and timely complete the construction of the Project. In interpreting the provisions of this OPA, the provisions which specifically enforce the Redevelopment Plan and the applicable provisions of the California Redevelopment Law and / or the Code of Federal Regulations shall control.

5.1 Completion of Rehabilitation. Once approved by the Oversight Board and the Department of Finance as specified in Section 3.2.1.1, and received a Notice to Proceed by the Agency, the Participant shall promptly begin rehabilitation and shall complete construction within # of months ie 12 months

5.2 Public Safety Protections. Participant shall assure that all necessary steps are taken (including the erection of fences, barricades and warning devices) to protect private contractors and their employees and the public from the risk of injury arising out of the condition of the Premises or Participant's activities in connection with the Premises, including without limitation, fire, or the failure, collapse or deterioration of any improvements or buildings.

5.3 Antidiscrimination During Rehabilitation. The Participant for itself and its successors and assigns, agrees that the following provisions shall apply to, and be contained in all contracts and subcontracts for the construction of the Improvements. (For purposes of this Section 5.3, Participant shall also mean Contractor or Subcontractor.)

5.3.1 Employment. The Participant shall not discriminate against any employee or applicant for employment because of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code. The Participant will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code. Such action shall include, but not limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layout or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Participant agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Agency setting forth the provisions of this nondiscrimination clause.

5.3.2 Advertising. The Participant shall, in all solicitations or advertisements for employees placed by or on behalf of the Participant, state that all qualified applicants will receive consideration for employment without regard to any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code.

5.4 Lead-Based Paint. Participant shall not use lead-based paint in the construction.

- 5.5 Hazardous Materials. If "Hazardous Substances" are known to be or discovered on the Premises, Participant shall remediate all Hazardous Substances on the Premises as and to the extent required by any federal, state or local agency having jurisdiction regarding Hazardous Substances standards or remediation and as may be necessary to avoid incurring liability or further liability under any federal, State and local law or regulation. Participant shall bear all costs related to such remediation.
- 5.6 Changes in the Work. Participant shall, prior to its occurrence, notify Agency of all changes in the construction which result in a net increase in cost, alter the scope of the work, or extend the period for construction beyond the Completion Date. Agency shall have the right to approve or reject such changes. Agency shall make such approval or rejection in writing within a reasonable time. If the cost of construction of the Project or any part of the Project exceeds the costs projected by Participant, the Participant shall, nevertheless, bear the responsibility to complete, at his/her cost, the construction of the Project in accordance with this OPA.
- 5.7 Notification of Contractors, Architects and Engineers. Participant shall ensure that the Construction Contract shall fully comply with this OPA. Participant shall notify his/her Project Contractors, architects and engineers of the requirements of this OPA. Participant shall include, where applicable, the provisions of this OPA in contracts and subcontracts for the Project, and Participant shall enforce such provisions.
- 5.8 Agency Inspection and Access to Premises. Agency shall have the right to inspect all books and records of Participant related to the Project and the rehabilitation and changes in rehabilitation during normal business hours to assure Participant's compliance with the provisions of this OPA and Plans. Participant shall permit Agency representatives' access, without charge, to the entire Premises at any time during normal business hours and for any purpose which Agency reasonably considers necessary to carry out its obligations and protect its interests under this OPA. Purposes for Agency entry may include, without limitation, inspection of all work being performed in connection with the rehabilitation of the Premises.
- 5.11 Supervision of the Work. Participant shall be solely responsible for monitoring all rehabilitation, ensuring that the rehabilitation is performed in a workmanlike manner, and enforcing the terms of this OPA and the construction contracts. Agency inspection of rehabilitation shall be solely for the purpose of monitoring disbursements of Agency funds, assuring Participant's performance under this OPA and protecting Agency's interest in the Premises.

6. COVENANTS REGARDING MAINTENANCE AND NONDISCRIMINATION.

Following completion of the Improvements, the Participant shall maintain the Improvements and the Premises in good repair, and in a neat, clean and orderly condition. If there arises a condition in contravention of this requirement, and if Participant has not cured such condition within thirty (30) days after receiving notice from the Agency of such a condition, then in addition to any other rights available to the Agency, the Agency shall have the right to perform all acts necessary to cure such condition, and to establish or enforce a lien or other encumbrance against the Premises. This maintenance covenant shall remain in effect for a period of ten (10) years following disbursement of the Purchase Price to Participant in accordance with this Agreement.

Participant, its successors and assigns, shall not discriminate on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926,

12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code in the sale, lease or rental or in the use or occupancy of the Premises. Participant shall use the Premises in accordance and conformity with the Redevelopment Plan. This nondiscrimination covenant shall remain in perpetuity.

7. INDEMNIFICATION

7. 1 Indemnification. Participant shall indemnify, protect and defend the Agency, its officers, directors, employees and agents, and hold them harmless from any and all claims and liability for bodily injury, death and property damage caused by or resulting from the acts or omissions of Participant, its officers, employees, agents or independent contractors and for any and all costs incurred by the Agency in defending against such claims, including investigator's, witness' and attorney's fees and court costs. This Section 7.1 shall survive the termination of this OPA, irrespective of the reason for its termination.

7. 2 Indemnification of Agency for Hazardous Materials. Participant acknowledges that the Agency is not and has not been the owner of, or in possession of, all or any part of the Premises. Participant shall indemnify, protect and defend Agency and hold Agency harmless from any and all costs, fees, penalties and claims related to the existence of Hazardous Materials on the Premises and to the removal or discharge of Hazardous Materials from the Premises by Participant, or its employees, agents or contractors. The indemnity provisions regarding Hazardous Materials set out in this Section 7.2 shall survive the expiration or other termination of this OPA, irrespective of the reason for its termination.

8. INSURANCE AND PUBLIC SAFETY PROTECTIONS.

Participant shall promptly take steps to protect private contractors and their employees and the public from the risk of injury whether from the condition of the Premises or Participant's activities in connection with the Premises. The Participant shall obtain and maintain, or require the contractor and subcontractors for the Project to purchase and maintain the following insurance for claims which may result from the operations under the OPA of the Participant, any contractor, subcontractor or anyone directly or indirectly employed by any of them, or by anyone for whose acts any of them may be liable:

8.1 Liability Insurance Policy Limits. The insurance required by this Section shall be written with a deductible of not more than TWENTY-FIVE THOUSAND DOLLARS (\$25,000) or an amount approved by Agency Counsel and for not less than the following limits of liability:

8.1.1 Worker's Compensation. Claims under workers' compensation benefit acts: Worker's Compensation Statutory Limits shall be as required by Article 1 (commencing with Section 3700) of Chapter 4 of Part 1 of Division 4 of the California Labor Code (as it may, from time to time, be amended).

8.1.2 Comprehensive General Liability. Claims for damages because of bodily injury, occupational sickness or disease, or death of his employees and of any person other than his employees; claims for damages insured by usual personal injury liability coverage which are sustained (1) by any person as a result of an offense directly or indirectly related to the employment of such person by the Participant, or (2) by any other person; claims for damages, other than to the construction itself, because of injury to or destruction of tangible property, including resulting loss of use; and claims for contractual liability arising from the Participant's obligations under this OPA. Commercial General Liability coverage shall include Premises-Operations, Independent Contractor's Protective, Products and Completed Operation (for four years), Broad Form Property Damage, or other coverage as approved by Agency Counsel, in the following limits of liability:

8.1.2.1 Bodily Injury. Bodily injury liability of \$500,000 each occurrence and \$500,000 Aggregate, Products and Completed Operations.

8.1.2.2 Property Damage. Property damage liability of \$500,000 each occurrence; \$500,000 single limit and \$500,000 aggregate.

8.1.2.1 Contractual Liability. Contractual liability for Bodily Injury of \$500,000 each occurrence; for Property Damage of \$500,000 each occurrence and \$500,000 aggregate; and Personal Injury with Employment Exclusion Deleted of \$500,000 aggregate.

8.1.3 Comprehensive Automobile Liability. Claims for damages because of bodily injury or death of any person or property damage arising out of the ownership, maintenance or use of any motor vehicle: Comprehensive Automobile Liability for any vehicle used for or in connection with the Work (Owned, Non-owned, hired, leased): \$500,000.

8.1.4 Fire, Hazard and Extended Coverage Insurance. For the duration of OPA, Participant shall obtain and maintain fire and hazard insurance to the full insurable value of the Premises with endorsements of extended coverage, vandalism, and malicious mischief, and with such other endorsements and in such amounts as the Agency may reasonably require to protect the Project. In the event of damage to the Project, Participant shall use the proceeds of such insurance to reconstruct the Project and the public improvements.

8.2 Insurance Provisions.

8.2.1 Provider. Each policy of insurance required under this OPA shall be obtained from a provider licensed to do business in California and having a current rating as may be approved in writing by Agency's legal counsel.

8.2.2 Additional Insured. The Agency, including the Successor Agency to the former Redevelopment Agency of the City of Woodland, shall be additional insured on all insurance policies, except the worker's compensation policy.

8.2.3 Cancellation. Each policy shall bear an endorsement precluding cancellation or termination of the policy or reduction in coverage unless the Agency has been given written notice of such intended action at least thirty (30) days prior to its effective date.

8.2.4 Certificates and Policies. Participant shall provide to Agency certificates of said insurance prior to commencing the work of this OPA and shall provide to Agency true copies of the policies of said insurance as soon as available.

8.2.5 Failure to Maintain. If Participant fails to obtain or maintain, or cause to be obtained and maintained, any insurance required by this OPA, the Agency shall have the right to purchase the insurance and withhold from the Agency Funding the full costs to Agency of obtaining such insurance and treat the funds withheld as an additional disbursement in accordance with this OPA.

8.2.6 Modification. The requirements of the foregoing insurance provisions shall not be modified except upon prior written approval of Agency Counsel.

9. PROHIBITIONS AGAINST ASSIGNMENT AND TRANSFER.

Assignment and transfer of Participant's interests under this OPA without Agency's prior written approval are prohibited. Agency's approval shall not be unreasonably withheld.

10. DEFAULTS AND REMEDIES.

Subject to any extension of time permitted by this OPA, a failure or delay by a party to perform any term or provision of this OPA constitutes a default of this OPA.

10.1 Cure. Except as otherwise provided in the OPA, if either party shall default in, or breach, the OPA, such party shall immediately commence and diligently proceed to cure such default or breach within ten (10) days after receipt of written notice from the other party of such default or breach. If the defaulting party does not promptly begin and diligently pursue a cure of the default or fails to cure the default within a reasonable time, the aggrieved party may institute proceedings to cure and remedy such default or breach, including, but not limited to, proceedings to compel specific performance by the party in default. While Agency is not relieved of any obligation under this OPA to give notice, mere failure of Agency to notify Participant shall not be deemed a waiver of Participant's default.

10.2 No Waiving by Delay. Any delay by a party in asserting any rights under this Section shall not operate as a waiver of such rights or to deprive such party of, or limit, such rights in any way. Any waiver in fact made by a party with respect to any specific default shall not be considered as a waiver of the rights of such party with respect to any other defaults or with respect to the particular default except to the extent specifically waived in writing.

10.3 Delay for Causes Beyond Control of Party. For the purposes of any of the provisions of the OPA, neither Agency nor Participant shall be considered in breach of, or default in, its obligations with respect to the preparation of the Premises for rehabilitation, or the beginning, prosecution and completion of construction of the Improvements, if delay in the performance of such obligations is due to unforeseeable causes beyond the delayed party's control and without its fault or negligence. Unforeseeable causes shall include acts of God, acts of the public enemy, acts of the federal government, acts of the other party, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, a general moratorium on financing for projects of the same type, and unusually severe weather (as for example, floods, tornadoes, or hurricanes) or delays of subcontractors due to such causes. In the event of the occurrence of any such enforced delay, the time or times for performance of such obligations of the Agency and Participant shall be extended for the period of the

enforced delay, as determined by the Agency, provided that the party seeking the benefit of the provisions of this Section shall, within thirty (30) days after Participant has or should have knowledge of any such enforced delay, have first notified the other party, in writing, of the delay and its cause, and requested an extension for the period of the enforced delay.

11. GENERAL PROVISIONS

11.1 Time for Actions. Agency and Participant shall each do the actions required of them, on or before the times specified in this OPA. Unless otherwise provided, Agency shall give required approvals or disapprovals within forty-five (45) days after submission of request for approval.

11.2 Definitions. The following definitions shall apply for the purposes of this OPA:

11.2.1 "Agency" is the Successor Agency to the former Redevelopment Agency of the City of Woodland. The Agency is the Successor Agency to the former Redevelopment Agency of the City of Woodland, pursuant to Health and Safety Code Section 34173, following dissolution of the Redevelopment Agency pursuant to AB x1 26, adopted in June 2011, and AB 1484, adopted in June 2012 (collectively, the "Dissolution Act"). The principal office of the Agency is located at 300 First Street, Woodland, CA 95695. "Agency" as used in this OPA includes the Successor Agency to the former Redevelopment Agency of the City of Woodland and any assignee of, or successor to, its rights, powers and responsibilities.

11.2.2 "Completion Date" is the date stated in Section 5 for the completion of construction.

11.2.3 "Contractor" is the contractor or contractors with whom Participant has contracted for the construction, and "subcontractors" are those contractors or materialmen with whom Contractor has contracted or with whom another subcontractor has contracted for a portion of the construction. Contractor (and all subcontractors who must, by law, hold a contractor's license) shall have a current and valid contractor's license, issued by the California Contractors' State License Board, for the work they are performing.

11.2.4 "Hazardous Materials" shall include, but not be limited to, all substances, wastes and materials designated or defined as hazardous or toxic pursuant to any of the following statutes, as they may be amended or superseded, from time to time: the Clean Water Act (33 U.S.C. §1321 et. seq.); the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 U.S.C. §9601 et seq.); the Resource Conservation and Recovery Act (42 U.S.C. §6901 et seq.); the United States Department of Transportation Hazardous Materials Table (49 CFR 172.101); the Environmental Protection Agency list of hazardous materials (40 CFR Part 302) and California Health and Safety Code Sections 25115, 25117, 25122.7, 25140 (Hazardous Waste Control Law), 25316 (Carpenter-Presley-Tanner Hazardous Substances Account Act), 25501 (Hazardous Materials Release Response Plans and Inventory) and 25281 (Underground Storage of Hazardous Substances); all applicable local regulations; and all regulations and promulgations pursuant to said laws.

- 11.2.5. "Improvements" are the works of improvement, including rehabilitation, to be constructed on the Premises in accordance with this OPA.
- 11.2.6 Exhibit 2: "Map", is a map of the project site incorporated herein by this reference.
- 11.2.7 "OPA" is this Owner Participation Agreement which includes this document and the Plans and referenced attachments to this OPA which are incorporated in this OPA as if set forth in full in the body of the OPA. A default of any of the referenced attachments shall be deemed a default of this OPA.
- 11.2.8 "Plans" are the full and final plans, drawings and specifications for the Project, including the work write-up, or scope of work, which have been approved by Agency as suitable for Agency funding and which are on file with the Agency as shown in Exhibit 3: Plans, incorporated herein by this reference.
- 11.2.9. "Premises" is that real property which the Participant owns as more particularly described in Exhibit 1: Legal Description. The Premises includes all improvements described in the Plans.
- 11.2.10. "Project" is the rehabilitation of the Premises as more particularly set out in the Plans and this OPA.
- 11.2.11. "Project Area" is the project area, as defined in the Redevelopment Plan and referred to in Recital B of this OPA.
- 11.2.12 "Participant" is Ronald S. Caceres & Elizabeth S. Caceres, DBA Caceres Family Trust. The principal office of the Participant is located at 1207 Cleveland Street, Woodland, CA 95695.
- 11.2.13 "Purchase Price" is the price Agency shall pay to Participant for the covenant to rehabilitate and maintain the Improvements. The Purchase Price is \$90,000.
- 11.2.14. "Redevelopment Plan" is the Plan adopted in 1988 by Ordinance No. 1129 as adopted by the City Council of the City of Woodland. References to the Redevelopment Plan include all rules, regulations, plans and strategies duly adopted in accordance with the Redevelopment Plan.
- 11.2.15 "Subcontractors List" is the list, prepared by Participant, of all subcontractors employed in the work of construction if any, the work to be performed by each subcontractor, and the total amount to be paid to each subcontractor.
- 11.2.16 "Unavoidable Delay" is a delay in the performance by a party of any obligation which delay is beyond the control of such party. Unavoidable Delay is further defined in Section 10.3.

- 11.3. Inspection of Books and Records and Premises Access. Agency has the right, at all reasonable times, to inspect the books and records of the Participant pertaining to the Premises as necessary to assure compliance with the provisions of this OPA. Participant shall keep such books and records as Agency may reasonably require to assure Participant's performance of its obligations under this OPA. Participant shall permit Agency representatives access, without charge, to the entire Premises at any time and for any purpose which Agency reasonably considers necessary to carry out its obligations and protect its interests under the OPA.
- 11.4. Fees, Commissions, Gifts or Interests. Agency shall not be liable for any real estate commissions, brokerage fees or finders fees which may arise from this OPA. Agency and Participant each represent that neither has engaged any broker, agent or finder, and that neither claims such a commission or fee, in connection with this OPA. Participant shall pay no fee or commission, make no gifts and provide no interest in this Agreement or the Purchase Price to be paid hereunder to any employee or official of the Agency or the City of Woodland.
- 11.5. Entire Agreement. This OPA integrates all of the terms and conditions related or incidental to its subject matter, and supersedes all negotiations or previous agreements between the parties with respect to its subject matter.
- 11.6. Waivers and Amendments. All waivers of the provisions of this OPA must be in writing and signed by the appropriate authorities of the Agency or the Participant, and all amendments hereto must be in writing and signed by the appropriate authorities of the Agency and the Participant.
- 11.7. Nonliability of Agency Officials and Employees. No member, official or employee of the Agency shall be personally liable to the Participant, or any successor in interest, in the event of any default or breach by the Agency or for any amount which may become due to the Participant or its successors, or on any obligations under the terms of this OPA.
- 11.8. Local, State and Federal Laws . The Participant shall assure that the construction of the Project is carried out in conformity with all applicable laws and regulations, including all applicable federal and state labor standards. Before commencement of construction or development of any buildings, structures or other work of improvement upon the Property, Participant shall at its own expense secure any and all certifications and permits which may be required by any governmental agency having jurisdiction over such construction, development or work. Agency shall cooperate in securing certifications and permits which require consent of the owner of the property. Participant shall permit only persons or entities that are duly licensed in the State of California, County of Yolo and City of Woodland, as applicable, to perform work on or for the Project.
- 11.9. Notices And Demands. A notice, demand or other communication under the OPA by either party to the other shall be in writing and shall be sufficiently given or delivered if it is dispatched by registered or certified mail, postage prepaid, return receipt requested, or delivered personally, to the address set out above, or at such other address with respect to either such party as that party may, from time to time, designate in writing and forward to the other as provided for a Notice in this Section.

THIS AGREEMENT IS EXECUTED as of _____ in Woodland, California.

PARTICIPANT:

CACERES FAMILY TRUST

By: _____
Ronald S. Caceres

Its: _____

By: _____
Elizabeth S. Caceres

Its: _____

AGENCY:

**SUCCESSOR AGENCY TO THE FORMER
REDEVELOPMENT AGENCY OF THE
CITY OF WOODLAND**

By: _____
PAUL NAVAZIO
Executive Director

APPROVED AS TO FORM:

By: _____
Agency Counsel

EXHIBIT 1

LEGAL DESCRIPTION OF THE PROPERTY

LEGAL DESCRIPTION

APN # 006 561 141 000

DESCRIPTION:

The land referred to herein is situated in the State of California, County of Yolo, City of Woodland, and is described as follows:

BEGINNING AT THE POINT OF INTERSECTION OF THE WEST LINE OF FIRST STREET WITH THE SOUTH LINE OF MAIN STREET; RUNNING THENCE WEST ALONG THE SOUTH LINE OF SAID MAIN STREET 47 FEET, MORE OR LESS, TO THE NORTHEAST CORNER OF PROPERTY CONVEYED TO EDMUND B. MACDONALD, BY DEED RECORDED MARCH 28, 1946, IN BOOK 233 OF OFFICIAL RECORDS, PAGE 164; THENCE SOUTH ALONG THE EAST LINE OF SAID MACDONALD PROPERTY 110.00 FEET, MORE OR LESS, TO THE NORTH LINE OF PROPERTY CONVEYED TO PAUL W. HOLLINGSHEAD, ET UX., BY DEED RECORDED JANUARY 15, 1947, IN BOOK 253 OF OFFICIAL RECORDS, PAGE 480; THENCE EAST ALONG SAID NORTH LINE 47 FEET, MORE OR LESS, TO THE WEST LINE OF SAID FIRST STREET; THENCE NORTH ALONG SAID WEST LINE OF FIRST STREET 110.00 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

APN: 6-561-14

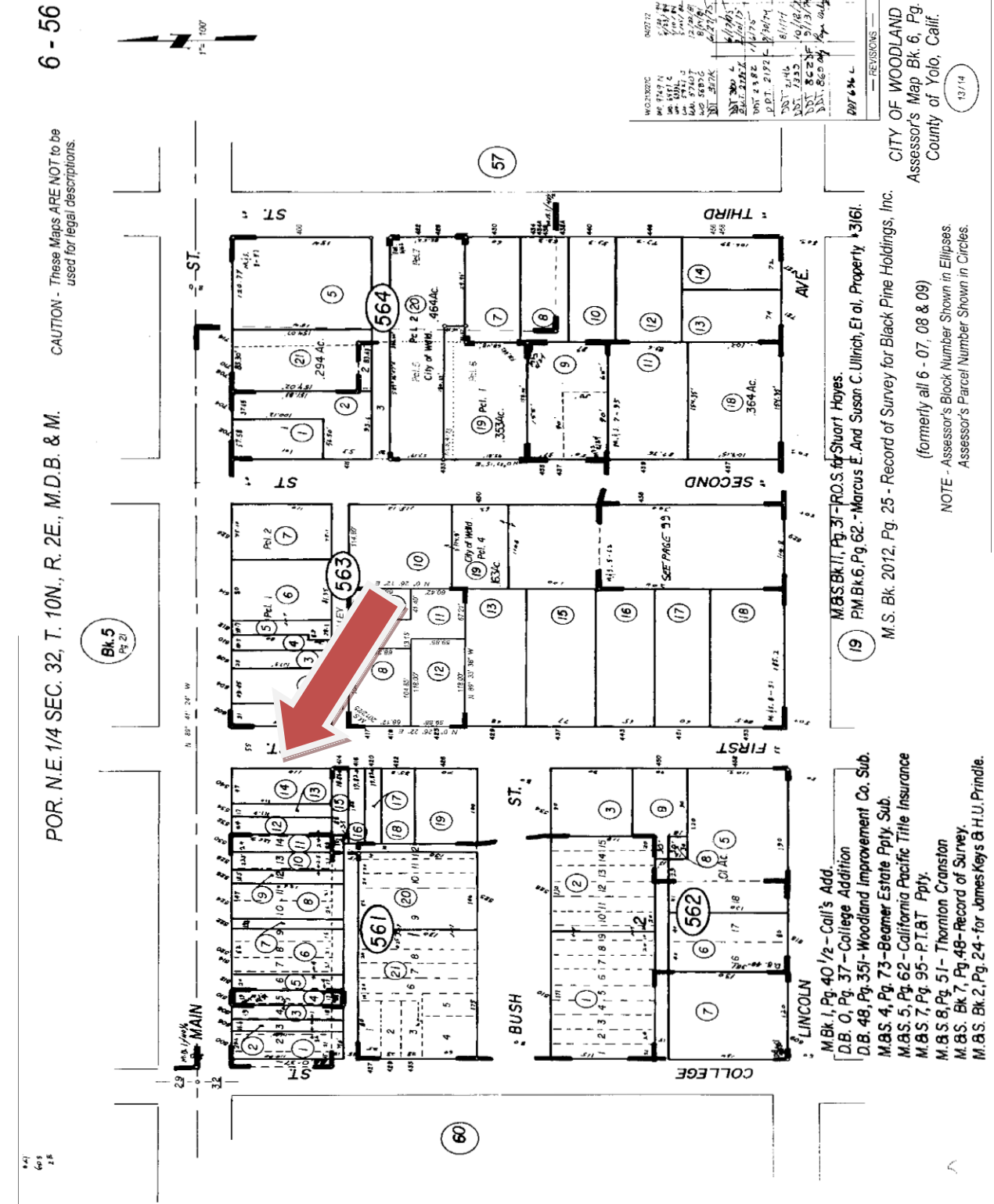
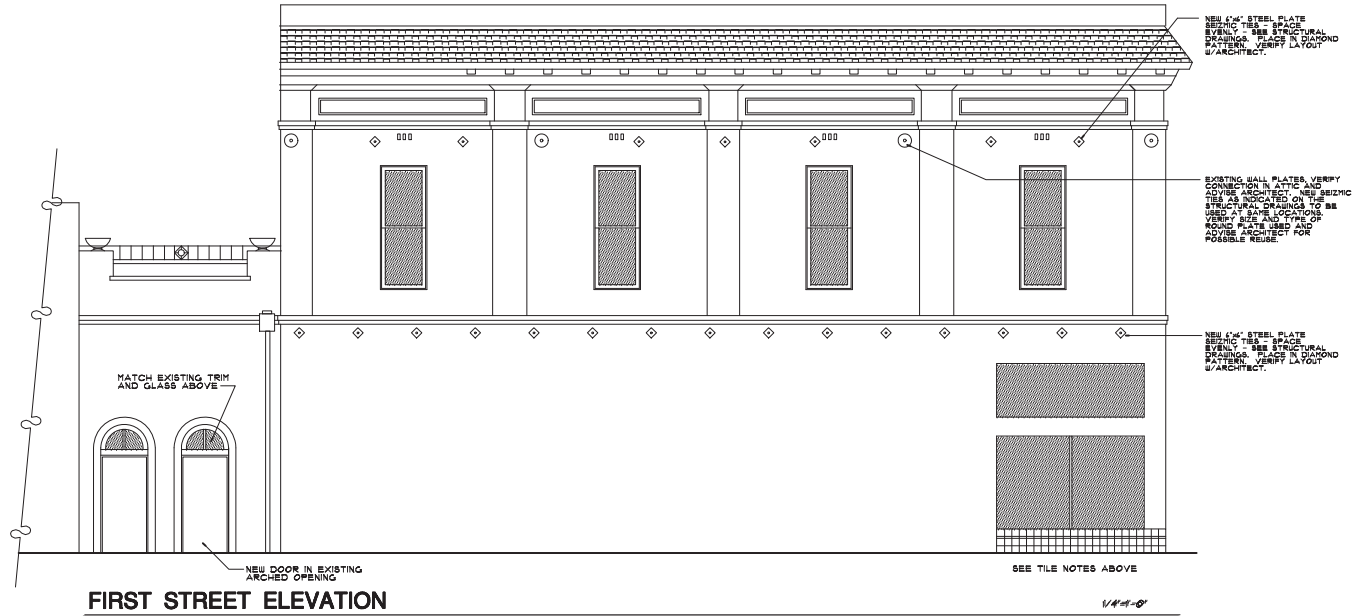
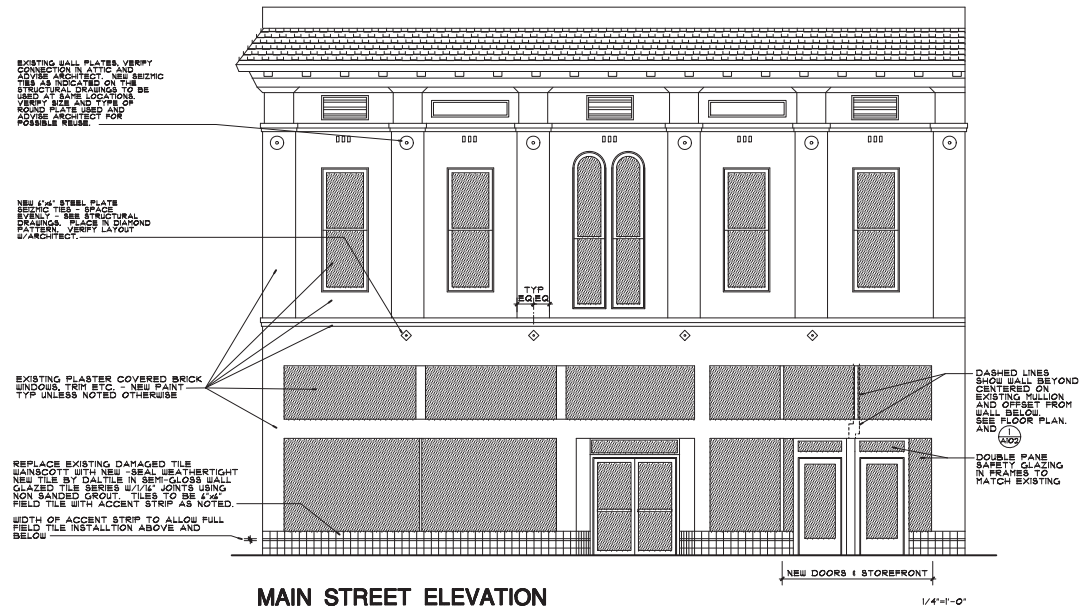


EXHIBIT 3 – Building Elevations



Legislation Details (With Text)

File #: 13-240 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 9/10/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Consideration of Resolution No. ____ approving a proposed administrative budget for the period January-June 2014, pursuant to Health and Safety Code Section 34177(j)

Recommendation for Action

It is recommended that the Successor Agency adopt Resolution No. ____ approving and adopting the proposed administrative budget pursuant to Health and Safety Code Section 34177(j).

Staff Contact

Wendy Ross, Economic Development Manager, 530 661-5921 wendy.ross@cityofwoodland.org

Sponsors:

Indexes:

Code sections:

Attachments: [WDL SA Reso adopting proposed admin budget](#)
[Administrative Budget](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE CHAIR AND MEMBERS OF THE SUCCESSOR AGENCY TO
THE DISSOLVED WOODLAND REDEVELOPMENT AGENCY

DATE: September 17, 2013

SUBJECT: Consideration of Resolution No. ____ approving a proposed administrative budget for the period January-June 2014, pursuant to Health and Safety Code Section 34177(j)

Recommendation for Action

It is recommended that the Successor Agency adopt Resolution No. ____ approving and adopting the proposed administrative budget pursuant to Health and Safety Code Section 34177(j).

Staff Contact

Wendy Ross, Economic Development Manager, 530 661-5921 wendy.ross@cityofwoodland.org

Fiscal Impact

No City or Successor Agency funds are involved with the adoption of the proposed administrative budget.

Background

Following dissolution of the Redevelopment Agency of the City of Woodland (“Redevelopment Agency”), the City elected to become the successor agency to the Redevelopment Agency by Resolution No. 6043, dated January 10, 2012 (the “Successor Agency”). Pursuant to Health and Safety Code Section 34173(b), the Successor Agency is now a separate legal entity from the City. One of the responsibilities of the Successor Agency is to prepare a proposed administrative budget covering each 6-month period, and submit it to the Successor Agency’s Oversight Board for approval.

Discussion

One of the responsibilities of the Successor Agency is to prepare a proposed administrative budget for each 6-month fiscal period. According to Health and Safety Code Section 34177(j), the administrative budget is to include all of the following: (i) estimated amounts for the Successor Agency’s administrative costs for the upcoming six-month fiscal period; (ii) proposed sources of payment for the costs identified in (i); and (iii) proposals for arrangements for administrative and operations services provided by a city, county, city and county, or other entity.

This proposed administrative budget is to be submitted to the Successor Agency’s oversight board for approval (“Approved Administrative Budget”). Under Health and Safety Code Section 34177(k), the Successor Agency is to provide administrative cost estimates, from the Approved Administrative Budget, that are to be paid from property tax revenues deposited in the Redevelopment Property Tax Trust Fund, to the County Auditor-Controller for the upcoming six-month fiscal period.

Conclusion

It is recommended that the Successor Agency adopt Resolution No. ____ approving and adopting the proposed administrative budget pursuant to Health and Safety Code Section 34177(j).

Prepared by: Wendy Ross, Economic Development Manager

Paul Navazio, City Manager

Attachment: Resolution
Administrative Budget

RESOLUTION NO. _____

**A RESOLUTION OF THE SUCCESSOR AGENCY TO THE DISSOLVED
WOODLAND REDEVELOPMENT AGENCY APPROVING AND
ADOPTING A PROPOSED ADMINISTRATIVE BUDGET FOR THE
PERIOD JANUARY – JUNE 2014, PURSUANT TO HEALTH AND
SAFETY CODE SECTION 34177(j)**

WHEREAS, pursuant to Health and Safety Code Section 34173(d), the City of Woodland elected to become the successor agency to the Redevelopment Agency of the City of Woodland (“Successor Agency”) by Resolution No. 6043 on January 10, 2012, and pursuant to Health and Safety Code Section 34173(g), the Successor Agency is now a separate legal entity from the City; and

WHEREAS, Health and Safety Code Section 34177(j) requires the Successor Agency to prepare a proposed administrative budget covering each 6-month period, and submit it to the oversight board for approval; and

WHEREAS, pursuant to Health and Safety Code Section 34177(k), upon approval of the administrative budget by the oversight board, the Successor Agency is required to provide administrative cost estimates, from the approved administrative budget, that are to be paid from property tax revenues deposited in the Redevelopment Property Tax Trust Fund, to the County Auditor-Controller for each fiscal period covered by the administrative budget; and

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

**NOW, THEREFORE, THE SUCCESSOR AGENCY TO THE WOOLAND
REDEVELOPMENT AGENCY DOES HEREBY RESOLVE AS FOLLOWS:**

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Approval of Proposed Administrative Budget. The Successor Agency hereby approves and adopts the proposed administrative budget covering the period from January 1, 2014 to June 30, 2014, in substantially the form attached to this Resolution as Exhibit A, as required by Health and Safety Code Section 34177.

Section 3. Transmittal of Proposed Administrative Budget. The City Manager, on behalf of the Successor Agency, is hereby authorized and directed to take any action necessary to carry out the purposes of this Resolution and comply with applicable law regarding the proposed administrative budget, including submitting the proposed administrative budget to the Successor Agency’s oversight board, and upon oversight board approval of the administrative budget, the provision of administrative cost estimates, from the approved administrative budget, that are to be paid from property tax revenues deposited in the Redevelopment Property Tax Trust Fund, to the Yolo County Auditor-Controller.

Section 5. Effectiveness. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED AND ADOPTED at a regular meeting of the Successor Agency to the Woodland Redevelopment Agency on the ____ day of _____, 2013, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chairman

ATTEST:

Secretary

EXHIBIT A

PROPOSED ADMINISTRATIVE BUDGET

January 1, 2014 – June 30, 2014

[Attached behind this page]

CITY OF WOODLAND
RDA Successor Agency Administration Budget
Fiscal Year 2013/14

Description	July 2013 - December 2013	January 2014 - June 2014	Total
Salary	\$ 48,744.00	\$ 48,744.00	\$ 97,488.00
Vacation Buyout	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00
Admin Buyout	\$ 750.00	\$ 750.00	\$ 1,500.00
Deferred Comp City Match	\$ 898.00	\$ 898.00	\$ 1,796.00
Workers Comp/Liability Insurance	\$ 4,223.50	\$ 4,223.50	\$ 8,447.00
Retirement	\$ 10,307.50	\$ 10,307.50	\$ 20,615.00
Retirement Health Savings Plan	\$ 141.00	\$ 141.00	\$ 282.00
Lifef/Vision/Dental/Retiree Health	\$ 4,999.50	\$ 4,999.50	\$ 9,999.00
Health/Life/Vision/Dental Premiums	\$ 5,136.50	\$ 5,136.50	\$ 10,273.00
Unemployment Insurance	\$ 517.00	\$ 517.00	\$ 1,034.00
Medicare	\$ 524.00	\$ 524.00	\$ 1,048.00
Contract Services	\$ 43,285.00	\$ 43,285.00	\$ 86,570.00
Tech Service Chargebacks	\$ 4,474.00	\$ 4,474.00	\$ 8,948.00
	\$ 125,000.00	\$ 125,000.00	\$ 250,000.00

Legislation Details (With Text)

File #: 13-241 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 9/10/2013 In control: City Council
On agenda: 9/17/2013 Final action:
Title: SUBJECT: Consideration of approval of Recognized Obligation Payment Schedule for the period January through June 2014, pursuant to Health and Safety Code Section 34177

Recommendation for Action

It is recommended that the Successor Agency adopt Resolution No. ____ approving and adopting the Recognized Obligation Payment Schedule (ROPS) covering the period January 1, 2014 through June 30, 2014.

Staff Contact

Wendy Ross, Economic Development Manager, 530 661-5921 wendy.ross@cityofwoodland.org

Sponsors:

Indexes:

Code sections:

Attachments: [WDL SA Reso for Rops13 14B.pdf](#)
[Woodland ROPS 13-14B](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

STAFF REPORT

TO: THE HONORABLE CHAIR AND MEMBERS OF THE SUCCESSOR AGENCY AND
FORMER WOODLAND REDEVELOPMENT AGENCY

DATE: September 17, 2013

SUBJECT: Consideration of approval of Recognized Obligation Payment Schedule for the period January through June 2014, pursuant to Health and Safety Code Section 34177

Recommendation for Action

It is recommended that the Successor Agency adopt Resolution No. ____ approving and adopting the

Recognized Obligation Payment Schedule (ROPS) covering the period January 1, 2014 through June 30, 2014.

Staff Contact

Wendy Ross, Economic Development Manager, 530 661-5921 wendy.ross@cityofwoodland.org

Fiscal Impact

No City or Successor Agency funds are involved with the adoption of the ROPS. The ROPS simply lists existing enforceable obligations to be paid by the Successor Agency. Only payments listed on the approved ROPS and approved by DOF may be made by the Successor Agency.

Background

Following dissolution of the Redevelopment Agency of the City of Woodland ("Agency"), the City elected to become the successor agency to the Agency by Resolution No. 6043, dated January 10, 2012 (the "Successor Agency"). Pursuant to Health and Safety Code Section 34173(b), the Successor Agency is now a separate legal entity from the City. One of the responsibilities of the Successor Agency is to prepare a Recognized Obligation Payment Schedule ("ROPS"), which sets forth the nature, amount, and source(s) of payment of all "enforceable obligations" of the Agency (as defined by law) to be paid by the Successor Agency. The ROPS is to be prepared before each six-month fiscal period, covering the forward-looking six month fiscal period. The ROPS for the period January 1, 2014 to June 30, 2014 ("ROPS 13-14b") is required to be submitted to the Department of Finance, the State Controller's Office and the County Auditor-Controller by October 1, 2013. Only payments required pursuant to the ROPS may be made by the Successor Agency.

Discussion/Analysis

Pursuant to Health and Safety Code Section 34177(l), the Successor Agency, is required to prepare a ROPS covering the period from January 1, 2014 through June 30, 2014 ("ROPS 13-14b"). The ROPS is then to be submitted to the oversight board for approval. The approved ROPS is then submitted to the County Auditor-Controller, the State Controller's Office and the State Department of Finance, and posted on the City's website. Pursuant to Health and Safety Code Section 34177(m), the approved ROPS 13-14b is required to be submitted to the Department of Finance, State Controller's Office and the County Auditor-Controller by October 1, 2013.

Following receipt of the ROPS 13-14b, the Department of Finance has 45 days to make its determination of the enforceable obligations and notify the Successor Agency.

Recommendation

It is recommended that the Successor Agency adopt Resolution No. ____ approving and adopting the Recognized Obligation Payment Schedule covering the period January 1, 2014 through June 30, 2014.

Prepared by: Wendy Ross, Economic Development Manager

Paul Navazio, City Manager

ATTACHMENT: Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE SUCCESSOR AGENCY TO THE WOODLAND REDEVELOPMENT AGENCY APPROVING AND ADOPTING A RECOGNIZED OBLIGATION PAYMENT SCHEDULE PURSUANT TO HEALTH AND SAFETY CODE SECTION 34177(1)(2)(A) AND (B) FOR THE PERIOD OF JANUARY 1, 2014 THROUGH JUNE 30, 2014

WHEREAS, the Successor Agency to the Woodland Redevelopment Agency (“Successor Agency”) is the successor agency to the former Woodland Redevelopment Agency, and is responsible for the wind-down of the affairs of the former Redevelopment Agency following dissolution of the former Redevelopment Agency; and

WHEREAS, Health and Safety Code section 34177(1)(2)(A) requires the Successor Agency to prepare a recognized obligation payment schedule (“ROPS”) covering each six-month period, and submit it to the Successor Agency’s Oversight Board for approval; and

WHEREAS, the Successor Agency has prepared a ROPS covering the period January 1, 2014 to June 20, 2014 (“ROPS 13-14B”); and

WHEREAS, Health and Safety Code section 34177(1)(2)(B) requires the Successor Agency to submit the Oversight Board approved ROPS 13-14B, covering the period from January 1, 2014 through June 30, 2014, to the county administrative officer, the county auditor-controller, and the California Department of Finance by October 1, 2013; and

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

NOW, THEREFORE, THE SUCCESSOR AGENCY TO THE WOODLAND REDEVELOPMENT AGENCY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. CEQA Compliance. The approval of the draft of the ROPS 13-14B through this Resolution does not commit the Successor Agency to any action that may have a significant effect on the environment. As a result, such action does not constitute a project subject to the requirements of the California Environmental Quality Act.

Section 3. Approval of ROPS. The Successor Agency hereby approves and adopts the ROPS 13-14B, in substantially the form attached to this Resolution as Exhibit A.

Section 4. Transmittal of the ROPS for January 1, 2014 through June 30, 2014 to the Oversight Board. The City Manager is hereby authorized and directed to take any action

necessary to carry out the purposes of this Resolution and comply with applicable law regarding the ROPS covering the period of January 1, 2014 through June 30, 2014, including without limitation submitting the ROPS 13-14B to the Oversight Board for approval.

PASSED, APPROVED AND ADOPTED at a regular meeting of the Successor Agency to the Woodland Redevelopment Agency on the ____ day of _____, 2013, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chair

ATTEST:

Successor Agency Secretary

EXHIBIT A

RECOGNIZED OBLIGATION PAYMENT SCHEDULE

[Attached behind this page]

Recognized Obligation Payment Schedule (ROPS 13-14B) - Summary

Filed for the January 1, 2014 through June 30, 2014 Period

Name of Successor Agency:	Woodland
Name of County:	Yolo

Current Period Requested Funding for Outstanding Debt or Obligation		Six-Month Total
Enforceable Obligations Funded with Non-Redevelopment Property Tax Trust Fund (RPTTF) Funding Sources (B+C+D):		\$ 437,105
B	Bond Proceeds Funding (ROPS Detail)	265,000
C	Reserve Balance Funding (ROPS Detail)	144,500
D	Other Funding (ROPS Detail)	27,605
E Enforceable Obligations Funded with RPTTF Funding (F+G):		\$ 589,915
F	Non-Administrative Costs (ROPS Detail)	464,915
G	Administrative Costs (ROPS Detail)	125,000
H Current Period Enforceable Obligations (A+E):		\$ 1,027,020

Successor Agency Self-Reported Prior Period Adjustment to Current Period RPTTF Requested Funding		
I	Enforceable Obligations funded with RPTTF (E):	589,915
J	Less Prior Period Adjustment (Report of Prior Period Adjustments Column U)	-
K Adjusted Current Period RPTTF Requested Funding (I-J)		\$ 589,915

County Auditor Controller Reported Prior Period Adjustment to Current Period RPTTF Requested Funding		
L	Enforceable Obligations funded with RPTTF (E):	589,915
M	Less Prior Period Adjustment (Report of Prior Period Adjustments Column AB)	-
N Adjusted Current Period RPTTF Requested Funding (L-M)		589,915

Certification of Oversight Board Chairman:
Pursuant to Section 34177(m) of the Health and Safety code, I hereby
certify that the above is a true and accurate Recognized Obligation
Payment Schedule for the above named agency.

_____	_____
Name	Title
/s/ _____	
Signature	Date

Recognized Obligation Payment Schedule (ROPS) 13-14B - ROPS Detail January 1, 2014 through June 30, 2014 (Report Amounts in Whole Dollars)	
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[illegible]

Recognized Obligation Payment Schedule (ROPS) 13-14B - Report of Prior Period Adjustments
Reported for the ROPS III (January 1, 2013 through June 30, 2013) Period Pursuant to Health and Safety Code (HSC) section 34186 (a)
(Report Amounts in Whole Dollars)

[illegible]

Recognized Obligation Payment Schedule 13-14B - Notes	
January 1, 2014 through June 30, 2014	
Item #	Notes/Comments
7	Fair Plaza East - HELP Loan: The City received a \$27,605 residual receipts payment from the borrower/property owner (Fair Plaza Senior Apartments, L.P.). Pursuant to the HELP loan agreement between the former Woodland Redevelopment Agency (RDA) and the California Housing Finance Agency (CalHFA), HELP loan funds repaid to RDA by its borrower (Fair Plaza Senior Apartments, L.P.) must be repaid to CalHFA.
13	Well 28 - Well 1B Replacement: Construction of the water supply well has been completed and the obligation has been fully paid. ROPS 13-14A included \$170,576 for a set aside toward payment that would be due to fiscal agent by June 1 of each year. The RPTTF distribution did not cover the
1	amount that will need to be remitted by June 1. ROPS 13-14A included \$224,800 for a set aside toward payment that would be due to fiscal agent by June 1 of each year. The RPTTF distribution included only \$144,500 and did not cover the amount that will need to be remitted by June 1; the difference between the amount received and the amount due before June 1 is the
2	amount requested on this ROPS.
19	Owner Participation Agreement-Caceres Family Trust. Use of 2007 RDA Tax Allocation Bond proceeds. Use was approved by DOF as per FOC on May 7, 2013. OPA approved by SA on September 17, 2013 and Oversight Board on September 18, 2013.
20	Per letter received from State Controller's Office, dated August 6, 2013, the Woodland Successor Agency has been allocated \$23,716.57 (Invoice 27367) from SCO for the transfer of assets audit performed pursuant to JSC 34167.5. Requested to be added to ROPS 13/14A.