



City of Woodland

Meeting Agenda - Final

Planning Commission

City of Woodland Planning
Commission
c/o Community
Development Department
300 First Street
Woodland, CA 95695

530-661-5820

Thursday, April 21, 2016

6:30 PM

Council Chambers

Please Note: The numerical order of items on this agenda is for convenience of reference; items may be taken out of order. No new items shall begin after 10:30 pm unless unanimous consent exists to continue.

A. Call to Order

B. Roll Call

C. Pledge of Allegiance

D. Staff and Commissioner Comments

This is an opportunity for the Planning Commission members and staff to make comments and announcements to express concerns, or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting..

E. Subcommittee Reports

F. Communications from the Public

This is an opportunity for the public to speak to the Commission on any item other than those listed for public hearing on the agenda. Speakers are requested to use the microphone in front of the Commission and to begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. The Commission 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.

G. Approval of Minutes

H. Public Hearing

[16-447](#)

Verizon Cell Tower Conditional Use Permit: Request for a Conditional Use Permit to allow the construction and operation of a 90-foot tall telecommunications cellular tower and the installation of related ground equipment on an approximate 1,450 square foot lease area at 1400 Pioneer Avenue (Pioneer High School). The tower will replace an existing 74-foot tall light standard at the school's football field; the field lighting will be replaced on the cell tower at its current positioning.

Location: 1400 Pioneer Avenue - Pioneer High School

Applicant/Owner: Verizon Wireless/Woodland Unified School District

Environmental Report: Categorical Exemption

APN 042-580-020

Project Planner: Jeff Ballantine, Associate Planner

Staff Recommendation: Approval with Conditions

Attachments: [1- Resolutions and Exhibit A COA](#)

[1 Exhibit B Site plan & Elevations](#)

[2 - Justification Statement](#)

[3 - Radio Frequency](#)

[4 - Alternative Site Analysis](#)

[5 - Statement of Support - WJUSD](#)

[16-430](#)

Digital Freeway Sign Conditional Use Permit, Site Plan and Design Review, 2140 Freeway Drive - The project includes a request by applicant, P.C. Dixon I, LLC and Pacific Horizon Group, LLC, for a Conditional Use Permit, Site Plan and Design Review approval to allow for a 65-foot tall digital freeway sign at the southeast corner of 2140 Freeway Drive adjacent to (north of) Interstate 5, within the Commercial Highway, Entryway Overlay Zone (C-H/ EOZ).

Location: 2140 Freeway Drive, Woodland, CA (APN 027-851-011)

Applicants: P.C. Dixon I, LLC and Pacific Horizon Group, LLC (Ron Caceres)

Environmental Report: Mitigated Negative Declaration

Project Planner: Erika Bumgardner, AICP, Senior Planner

Staff Recommendation: Consider recommending to City Council approval of the proposed digital freeway sign with conditions.

Attachments: [1 - Resolution to Follow](#)

[2 - Resolution to Follow](#)

[3 - Project Site Plan and Elevations, Photosimulations](#)

[4 - Permitted Digital Freeway Sign Locations Map](#)

[5 - CEQA Mitigated Negative Declaration](#)

[6 - CEQA Comment Letters](#)

[7 - Digital Freeway Sign Application](#)

[8 - Public Comment Letters](#)

16-432

Digital Freeway Sign Conditional Use Permit, Site Plan and Design Review, 530 Quality Circle - The project includes a request by applicant, Scott Vanderbeek, for a Conditional Use Permit, Site Plan and Design Review approval to allow for a 45-foot tall digital freeway sign along the southern property line of 530 Quality Circle, just north of the Interstate 5 freeway corridor and just west of the new Woodland Motors Dealership within the Industrial, Entryway Overlay Zone (I/EOZ).

Location: 530 Quality Circle, Woodland, CA (APN 027-851-024)

Applicants: Scott Vanderbeek

Environmental Report: Mitigated Negative Declaration

Project Planner: Erika Bumgardner, AICP, Senior Planner

Staff Recommendation: Consider recommending to City Council approval of the proposed digital freeway sign with conditions.

Attachments: [1 - Resolution to Follow](#)

[2 - Resolution to Follow](#)

[3 - Project Site Plan and Elevations, Photosimulations](#)

[4 - Permitted Digital Freeway Sign Locations Map](#)

[5 - CEQA Mitigated Negative Declaration](#)

[6 - CEQA Comment Letters](#)

[7 - Digital Freeway Sign Application](#)

[8 - Public Comment Letters](#)

I. Business Items

Items for Planning Commission discussion and/or action that do not require public hearing.

16-453

SUBJECT: Design Review for Lennar; The Grove at Spring Lake for the Cal West Subdivision

DATE: April 21, 2016

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Review and approve the proposed conceptual residential designs for Lennar; The Grove at Spring Lake subject to the conditions of approval.

Attachments: [1 - General Application](#)

[2 - Residential Design Booklet](#)

[3 - Revised Pre-Plot Plan.pdf](#)

[4 - Subdivision Map 5075 & COA](#)

J. Staff or Commissioner Comments

Continued as needed.

K. Adjournment

The Planning Commission of the City of Woodland encourages all parties interested in a matter scheduled to be reviewed, discussed and acted on at a meeting, to participate in the public discourse, which may include the submission of written comments and materials. The Planning Commission notifies the public that those materials received less than 24 hours before a meeting date and time may not be able to be considered completely. Further, the Planning Commission encourages interested parties to attend the meeting to discuss any matter of concern and to explain their comments more fully.



Legislation Details (With Text)

File #: 16-447 **Version:** 1 **Name:**

Type: Public Hearing Item **Status:** Agenda Ready

File created: 4/8/2016 **In control:** Planning Commission

On agenda: 4/21/2016 **Final action:**

Title: Verizon Cell Tower Conditional Use Permit: Request for a Conditional Use Permit to allow the construction and operation of a 90-foot tall telecommunications cellular tower and the installation of related ground equipment on an approximate 1,450 square foot lease area at 1400 Pioneer Avenue (Pioneer High School). The tower will replace an existing 74-foot tall light standard at the school's football field; the field lighting will be replaced on the cell tower at its current positioning.

Location: 1400 Pioneer Avenue - Pioneer High School

Applicant/Owner: Verizon Wireless/Woodland Unified School District

Environmental Report: Categorical Exemption

APN 042-580-020

Project Planner: Jeff Ballantine, Associate Planner

Staff Recommendation: Approval with Conditions

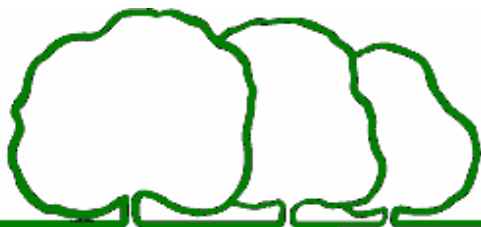
Sponsors:

Indexes:

Code sections:

Attachments: [1- Resolutions and Exhibit A COA](#)
[1 Exhibit B Site plan & Elevations](#)
[2 - Justification Statement](#)
[3 - Radio Frequency](#)
[4 - Alternative Site Analysis](#)
[5 - Statement of Support - WJUSD](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

Planning Commission

April 21, 2016

Verizon Cell Tower Conditional Use Permit: Request for a Conditional Use Permit to allow the construction and operation of a 90-foot tall telecommunications cellular tower and the installation of related ground

equipment on an approximate 1,450 square foot lease area at 1400 Pioneer Avenue (Pioneer High School). The tower will replace an existing 74-foot tall light standard at the school's football field; the field lighting will be replaced on the cell tower at its current positioning.

Location: 1400 Pioneer Avenue - Pioneer High School

Applicant/Owner: Verizon Wireless/Woodland Unified School District

Environmental Report: Categorical Exemption

APN 042-580-020

Project Planner: Jeff Ballantine, Associate Planner

Staff Recommendation: Approval with Conditions

General Plan Designation: Public Service

Current Zoning: Spring Lake Specific Plan (SLSP) - Public Service (PS)

Specific Plan Designation: Not applicable

Existing Land Uses: Pioneer High School - Football Field

Flood Zone: Zone "X" - Not an area subject to inundation by 1% annual chance flood event. FIRM Map Number - 061130465H, Revised May 16, 2012

Street Access: The proposed lease area shall be accessed by West Cross Street.

Adjacent Land Uses & Zoning:

<u>DIRECTION</u>	<u>LAND USE</u>	<u>ZONING</u>
North	Gibson Plaza	Southeast Area Specific Plan
South	Vacant	SLSP - R-5 and R-25
East	Woodland Community College	SLSP - PS
West	Agriculture	SLSP - R-5 and R-8

Pending/Potential Action

Staff recommends that the Planning Commission take action on the following:

- 1) Receive the staff report;
- 2) Conduct the public hearing;
- 3) Adopt Resolution No. PC16-_____ approving the Conditional Use Permit allowing Verizon Wireless to construct and operate a 90-foot tall cellular tower, and the installation of related ground equipment on an approximate 1,450 square foot leased area at 1400 Pioneer Avenue (Pioneer High School).

Project Site Description

The proposed cell tower will replace an existing 74-foot tall light standard located just east of (adjacent to) the Pioneer High School football field (see Attachment 1, Exhibit B, Site Plan/Elevations). The football field will not be impacted by the replacement tower. The proposed telecommunications equipment will be located southeast of the football field, south of

the proposed tower facility.

Project Proposal

The applicant, Verizon Wireless, proposes to construct and operate a 90-foot tall telecommunications cellular tower and to install related ground equipment on an approximate 1,450 square foot leased area at 1400 Pioneer Avenue (Pioneer High School).

The proposed facility will include:

- Replacing an existing 74-foot tall Woodland Unified School District owned stadium light standard with the proposed 90-foot tall monopole;
- Reinstalling existing lights from light standard on new monopole at their existing height (approx. 74 feet);
- Mounting up to 9 antennas on three (3) sectors on the monopole at approximately 8 feet in height (measured to the top of the antennas);
- Placement of a 30 KW diesel generator, 4 outdoor cabinets, security light, and other associated equipment enclosed within a chain link fence with slats and with acoustic vinyl curtains, all within an approximate 1,450 square foot lease areas; and
- Connecting to new and existing underground electrical and telecommunications facilities via utility easements.

The applicant has provided photo simulations to aid in visualizing the change in view upon implementation of the proposed project (see Attachment 2 - Photo Simulations).

Public Notification

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

- Legal notice was published in the Woodland Daily Democrat on April 8, 2016.
- Notices were mailed to all property owners within 300 feet of the project site on Monday, April 11, 2016.

Copies of the staff report for the proposed project have been on file at City Hall since April 15, 2016.

Applicable Laws, Codes & Ordinances

The project is subject to the following laws, codes, and ordinances:

- The California Environmental Quality Act (CEQA)
- The City of Woodland General Plan
- The City of Woodland Zoning Ordinance

Environmental Assessment Status

The proposed Conditional Use Permit qualifies for CEQA, Class 2 (Replacement or Reconstruction) and Class 3 (New Construction or Conversion of Small Structures) Categorical Exemptions as the project consists of replacing an existing structure with a new structure in the same location and will involve negligible expansion of capacity, with only minor exterior modifications to the structure. The proposed monopole (cell tower) will replace an existing light pole, and minor associated equipment will also be installed.

Reviewing Agency Comments

The project has been circulated to other City divisions and departments for review. All reviewing comments have been integrated into the conditions of approval.

Discussion

The Planning Commission's consideration of the Conditional Use Permit (CUP) is governed by both the City's local zoning regulations and the Federal Telecommunications Act (47 USCS § 332). Under the City's local regulations, in order to approve the CUP, the project must be consistent with the General Plan and Zoning for the site and comply with the development standards for wireless telecommunication facilities set forth in the Wireless Communication Facilities Ordinance, and the Commission must make the findings required for a Conditional Use Permit per Article 27 of the Woodland Zoning Ordinance.

The Federal Telecommunications Act limits the Commission's consideration of the project under these local standards in two significant ways. First, the federal law prohibits the City from either conditioning or denying the project based on

concerns stemming from the environmental effects of radio frequency emissions (“RF”) if the proposed facility complies with federal RF standards. Secondly, the federal law prohibits the City from denying the project if (a) the facility is necessary to fill a significant service gap in the applicant’s wireless network, and (b) the facility is the least intrusive means of filling the service gap. The applicant has provided information on both items, 1) a RF Compliance report, and 2) New Build Coverage Maps, indicating the proposed project complies with federal RF standards and is necessary to fill a significant gap. (See Attachment 3 - Radio Frequency - Electromagnetic Energy Compliance Report) and (See Attachment 2 - Coverage Maps).

STAFF ANALYSIS

Telecommunications facilities are public utilities, which provide communications systems to meet the needs of residents and businesses in Woodland. The proposed facility would improve coverage, and in addition to meeting the needs of residents and businesses, would benefit public safety response to health and safety concerns. Staff supports this project subject to the recommended conditions of approval and provides the following analysis:

GENERAL PLAN CONSISTENCY

The General Plan (GP) designation for the site is Public Service (PS). The following General Plan policies are applicable to wireless communication facilities:

GOAL 4.J

To promote adequate levels of utility services provided by private companies and ensure that these are constructed to minimize negative effects on surrounding development.

POLICIES

4.J.3 The City shall promote initiatives for using emerging technologies such as fiber connectivity, wireless communications, data communications over broadband cable, and other capabilities where appropriate to improve and/or enhance Woodland’s multimedia communications infrastructure.

4.J.4 The City shall promote technological improvements and upgrading of utility services in Woodland

GOAL 4.K

To expand the use of information technology as a communication tool in order to improve personal convenience, to reduce dependency on nonrenewable resources, to take advantage of the ecological and financial efficiencies of new technologies, and to develop a better informed citizenry.

POLICIES

4.K.1 The City shall facilitate and support development of the infrastructure necessary for all residents to use and benefit from current and emerging communication technologies.

4.K.5 The City shall endeavor to ensure that the “public utility” telecommunications infrastructure for high-speed networking will not be dependent on any one media, but will incorporate CATV, wireless, fiber optics, and other technology, as appropriate.

The proposed tower at Pioneer High School, as conditioned, is consistent with the General Plan.

ZONING CONSISTENCY

The zoning designation for the site is Public Service within the Spring Lake Specific Plan (SLSP). The project is subject to the City’s Wireless Communication Ordinance (Municipal Code Section 25-21-80). The Wireless

Ordinance allows for telecommunications facilities on public or private school sites if the facility is supported by the applicable school district and it satisfies the Conditional Use Permit process for telecommunication facilities. In this case, the Woodland Unified School District supports the proposed telecommunications facility (see Attachment 5).

The proposed tower facility at Pioneer High School, as conditioned, meets the regulatory requirements of the Wireless Communications Ordinance. The proposed wireless tower will replace an existing stadium light standard adjacent to the football field. The proposed equipment and diesel generator are also adjacent to the football field.

Section 25-21-80(b)(1)(B) of the Wireless Communications Ordinance requires that more than one cellular tower cannot be located within 1,000 feet of another cellular tower unless visual impacts are negligible and the site is a technical necessity to meet demands of the geographic service area and the applicant's city-wide network. There are not any cellular towers within 1,000 feet of the proposed cellular tower. The applicant proposes replacing stadium lighting with a new combined stadium light and cellular tower and placing equipment within a fenced area, in order to minimize visual impacts. The applicant has provided cellular coverage maps indicating a necessity to meet demands of the geographic service area (see Attachment 2: Coverage Maps).

The City's Wireless Ordinance requires compliance with minimum location and design standards including compliance with setback, access, signage, lighting and noise standards. The project as proposed or as conditioned meets these requirements.

Setbacks

Per the Spring Lake Specific Plan Design Standards, there are not any front, interior side, or rear setback requirements for a school that is not adjacent to residential on the rear or interior portions of the school. Pioneer High School is adjacent to residential on the northern edge of the property along East Gibson Road, considered the street side of the property, and thus a 10 foot setback is required. The proposed project is more than 1,000 feet from the northern property line of the school, and complies with this setback requirement. The proposed project is also more than 1,000 feet from Pioneer Avenue and from Farmers Central Road.

Height

Article 25 of the Zoning Ordinance commencing with Section 25-25-10 exempts from height limitations:

- (2) Belfries, chimneys, church spires, cupolas, and domes, distribution and transmission facilities, fire and hose towers, flag poles, radio, and television aerials, smoke stacks, towers, water tanks, wind energy conversion systems.

The City's Wireless Ordinance limits the height to the minimum functional height required to meet service area objectives. The proposed monopole is 90 feet in height in order to meet its functional height requirements. The Applicant has indicated that the proposed height of 90 feet is based on the minimum height required to achieve Verizon's service area objective as well as to provide sufficient clearance between the antennas and the stadium lights.

Access and Off-Street Parking

The City's Wireless Ordinance requires adequate access to the facility. Article 23 of the Zoning Ordinance, commencing with Section 25-23-10, addresses off-street parking and loading requirements. The proposed leased area is located at the southeastern edge of the football field, accessed by way of the front entry of Pioneer High School and by an access path and gate for the football field that allows vehicles to enter.

“Stealth Design”

The City’s Wireless Ordinance requires that monopoles and lattice towers utilize stealth technology as appropriate to the site and type of facility. The proposed location of the wireless facility is in a relatively low visibility area from any street, as it is located more than 1,000 feet from Pioneer Avenue, East Gibson Road, and from Farmers Central Road. Given the proposed height of 90 feet, the facility will be visible to travelers along all three of these streets and to surrounding uses. Staff finds that the design of the facility to locate the antennas above stadium lights is a preferable “stealth” design.

WOODLAND JOINT UNIFIED SCHOOL DISTRICT

Staff and the applicant have coordinated with maintenance staff at Woodland Join Unified School District (WJUSD). At the request of WJUSD, the applicant has revised the project to include 8 foot tall chain link fencing with slats (in addition to the acoustic vinyl). The applicant has also agreed to reduce the size of the lease equipment area and to construct a chain link pitched roof structure over the equipment area, to avoid the loss of balls and other recreational equipment (see Attachment 1, Exhibit B). WJUSD confirmed that they are satisfied with the project with these revisions incorporated.

CONDITIONAL USE PERMIT

Article 27 of the Zoning Regulations commencing with Section 25-27-01 addresses conditional use permits. The Planning Commission may approve, conditionally approve, or deny an application for a conditional use permit; and in authorizing a conditional use, may impose such requirements and conditions with respect to location, construction, time period, maintenance, and operation, as deemed necessary for the protection of adjacent properties and the public interest, when reasonably related to the use of the property. Before granting any conditional use permit the Planning Commission shall be satisfied that the proposed structure or use conforms to the requirements and the intent of this chapter and the General Plan. The proposed cellular tower is located on the site of Pioneer High School. Per the Wireless Telecommunications Ordinance, new towers proposed to be located on public or private school sites require a Conditional Use Permit. Approval of the CUP shall be subject to and contingent upon the approval of a lease agreement between the carrier and the Woodland Joint Unified School District.

Recommendation

Staff recommends approval of the project by making an affirmative motion as follows:

Motion #1: Move that the Planning Commission:

1. **Approve Resolution No. PC16-_____** approving the Conditional Use Permit allowing Verizon Wireless to construct and operate a 90-foot tall cellular tower, and the installation of related ground equipment on an approximate 1,450 square foot leased area at 1400 Pioneer Avenue (Pioneer High School).

ATTACHMENTS:

Attachment 1 - Planning Commission Resolution - Conditional Use Permit
Exhibit A - Conditions of Approval
Attachment 1 Exhibit B - Project Site Plan/Elevations
Attachment 2 - Justification Statement, Photo Simulations, Coverage Map
Attachment 3 - Radio Frequency - Electromagnetic Compliance Report
Attachment 4 - Alternative Site Analysis
Attachment 5 - Statement of Support - Woodland Joint Unified School District

RESOLUTION NO. PC 16 - _____

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
WOODLAND APPROVING A CONDITIONAL USE PERMIT FOR THE
CONSTRUCTION AND OPERATION OF A 90-FOOT TALL
TELECOMMUNICATION CELLULAR TOWER TO REPLACE AN
EXISTING STADIUM LIGHT POLE AND THE INSTALLATION OF
RELATED GROUND EQUIPMENT ON A 1,450 SQUARE FOOT
LEASED AREA AT 1400 PIONEER AVENUE (PIONEER HIGH
SCHOOL) (APN 042-580-020) IN THE SPING LAKE SPECIFIC PLAN
(SLSP) PUBLIC SERVICES (PS) ZONE**

WHEREAS, the Woodland Planning Commission held a duly noticed public hearing on April 21, 2016, to review and consider a request from Verizon Wireless c/o Complete Wireless Consulting, Inc. for a Conditional Use Permit to allow the construction and operation of a 90-foot tall telecommunications cellular tower to replace an existing stadium light pole on a 1,450 square foot leased area at Pioneer High School located at 1400 Pioneer Avenue (as provided in Exhibit B); and

WHEREAS, the proposed project conforms to the City of Woodland General Plan and Zoning Ordinance, including applicable provisions of the Wireless Communications Facilities Ordinance, in that the use is conditionally permitted on public school sites, is consistent with the zoning and general plan, and appropriate conditions have been made part of the approval (as provided for in Exhibit A); and

WHEREAS, the site for the intended use is adequate in size, shape, topography, accessibility, and other physical characteristics to accommodate the use and required provisions of the Zoning Code and satisfies all minimum physical standards required under the City's Zoning Code for wireless facilities; and

WHEREAS, the design and appearance of the telecommunications facility is consistent or compatible with the development and design of the surrounding structures and neighborhood; and

WHEREAS, the proposed use will be organized, designed, constructed, operated, and maintained so as to be compatible with the character of the area as intended in the General Plan; and

WHEREAS, adequate streets and highways exist to carry the type and quantity of traffic anticipated to accommodate access for maintenance and/or service vehicles; and

WHEREAS, the proposed use will not constitute a nuisance or be detrimental to the public welfare of the community, in that the intensity of the use is modest and designed at the minimum functional height required, and the use would be consistent with existing and permitted uses in

the area; all conditions and requirements deemed necessary and in the public interest have been or will be met as they have been imposed on the application approval to reduce the impact of the use on adjacent properties and vicinity; and there are no significant privacy, noise, traffic, or parking concerns raised by the use; and

WHEREAS, pursuant to the California Environmental Quality Act (“CEQA”), the proposed use is categorically exempt from further environmental review pursuant to CEQA Section 15302 and 15303. CEQA Section 15301 exempts the replacement or reconstruction of existing structures including existing utility systems and CEQA Section 15303 exempts the construction of limited numbers of new, small facilities or structures and the installation of small new equipment and facilities in small structures. The project consists of replacing an existing structure with a new structure in the same location and will involve negligible expansion of capacity, with only minor exterior modifications to the structure. The proposed monopole (cell tower) will replace an existing light pole, and minor associated equipment will also be installed.

WHEREAS, proper notice of this public hearing was given in all respects as required by law; and

WHEREAS, the Planning Commission has reviewed all written evidence and oral testimony presented to date.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Woodland, based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, hereby:

1. Approves the Conditional Use Permit (CUP) allowing the applicant, Verizon Wireless, to construct and operate a 90-foot tall cellular tower to replace an existing stadium light pole and to install related ground equipment on an approximate 1,450 square foot leased area at Pioneer High School located at 1400 Pioneer Avenue (APN 042-580-020) in the Spring Lake Specific Plan (SLSP) Public Service (PS) zone, consistent with the attached Site Plan and Elevations (Exhibit B) subject to the attached Conditions of Approval (Exhibit A).

PASSED AND ADOPTED by the Planning Commission of the City of Woodland at a regular meeting on the 21st day of April, 2016, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Kirby Wells, Chairperson

ATTEST:

Cindy Norris, Principal Planner

EXHIBIT A

CONDITIONS OF APPROVAL – April 21, 2016

PLANNING

1. The approved project is described in the staff report and exhibits for the April 21, 2016, Planning Commission meeting to allow the construction and operation of a 90-foot tall telecommunications cellular tower to replace an existing stadium light pole and the installation of related ground equipment on a 1,450 square foot leased area, enclosed by chain link fencing and acoustic vinyl curtains to screen ground mounted equipment, located at 1400 Pioneer Avenue. The project shall be constructed in substantial conformance with the attached elevations (Exhibit B).
2. The applicant shall defend (by counsel reasonably satisfactory to the City Attorney), indemnify, and hold harmless the City of Woodland, its agents, officers, and employees from any claim, action, or proceeding against the City or 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 defense of the matter by the City Attorney.
3. Secure approval and satisfy requirements of all agencies that have jurisdiction over the project.
4. Final Plan Set: In conjunction with building permit submittal to the Division of the State Architect (DSA), the applicant shall include a Final Plan Set, with all conditions of approval incorporated or clearly listed on the plans. The conditions shall be printed on a full-size plan sheet(s). The Applicant shall also provide a contact person at DSA for the City to coordinate with.
5. The project shall be designed and operated consistent with the following:
 - a) No signs, other than warning, FAA structure identification, and safety signage shall be located on the tower or ancillary facility.
 - b) All coaxial cables must be routed through the pole. No “doghouse(s)” will be allowed above the screen wall.
6. The cellular tower and equipment area shall be kept in a clean and properly maintained manner. Should the elements deteriorate any portion of the tower, new items of similar likeness shall be installed, replacing the deteriorated items.
7. The conditional use permit must be exercised within one year of issuance, or it shall be null and void without further action; except that the Community Development Director

may extend the approval of a use permit for one (1) additional year, with the same conditions of approval, if circumstances have not changed. The request in writing must be received prior to the expiration of the use permit.

8. The conditional use permit shall not be issued until the appeal period has expired or final action on an appeal has been rendered.
9. At the time of submittal for building permit, Site Plan Review shall be performed by the Planning Division to ensure substantial compliance with the approved set of plans, pursuant to the requirements of Section 25-21-60 of the Zoning Ordinance.
10. The colors and materials of construction of all visible structures, including the chain link fencing, shall be reviewed and approved by the Woodland Unified School District and by the Planning Division in conjunction with building permit submittal to the Division of the State Architect.
11. At the discretion of the Community Development Director, any replacement and/or upgrade of the antennae and associated equipment shall be consistent with Section 25-21-80 of the Zoning Ordinance.
12. Forty-five (45) days from the initiation of service, the applicant shall provide the City certification by an RF engineer, stating the RFR measurements meet the FCC Radiofrequency (RF) Radiation Standards.
13. Upon request, applicant shall provide a written report detailing compliance with Conditional Use Permit to the Community Development Department.
14. Applicant shall provide the Community Development Department with a check for the sum of \$25 made out to Yolo County. This money is used to record the environmental document with Yolo County.
15. The Telecommunications facility shall be subject to periodic review by the City to consider whether or not the facility is conforming with the conditions of its discretionary approval, or appropriate permits, in accordance with Municipal Code Sections 25-21-80 (c)(2)(A) and 25-27-90.

POLICE

16. If it is found that the project causes or will cause interference with Public Safety communications, then the service provider(s) shall be solely responsible for the removal, adjustment, or replacement of the facilities.
17. Within 45 days of approval of the Conditional Use Permit or prior to any subsequent future modifications to the facility, applicant shall submit to the City an intermodulation study (including analysis of brute force overload) prepared by a State of California licensed engineer verifying that applicant's project will not cause interference with City

of Woodland Public Safety communications. To ensure the objectivity of any intermodulation study prepared on behalf of the applicant, the Community Development Director may require independent verification of the study. Verification shall be by a City approved State of California licensed engineer and at applicant's expense.

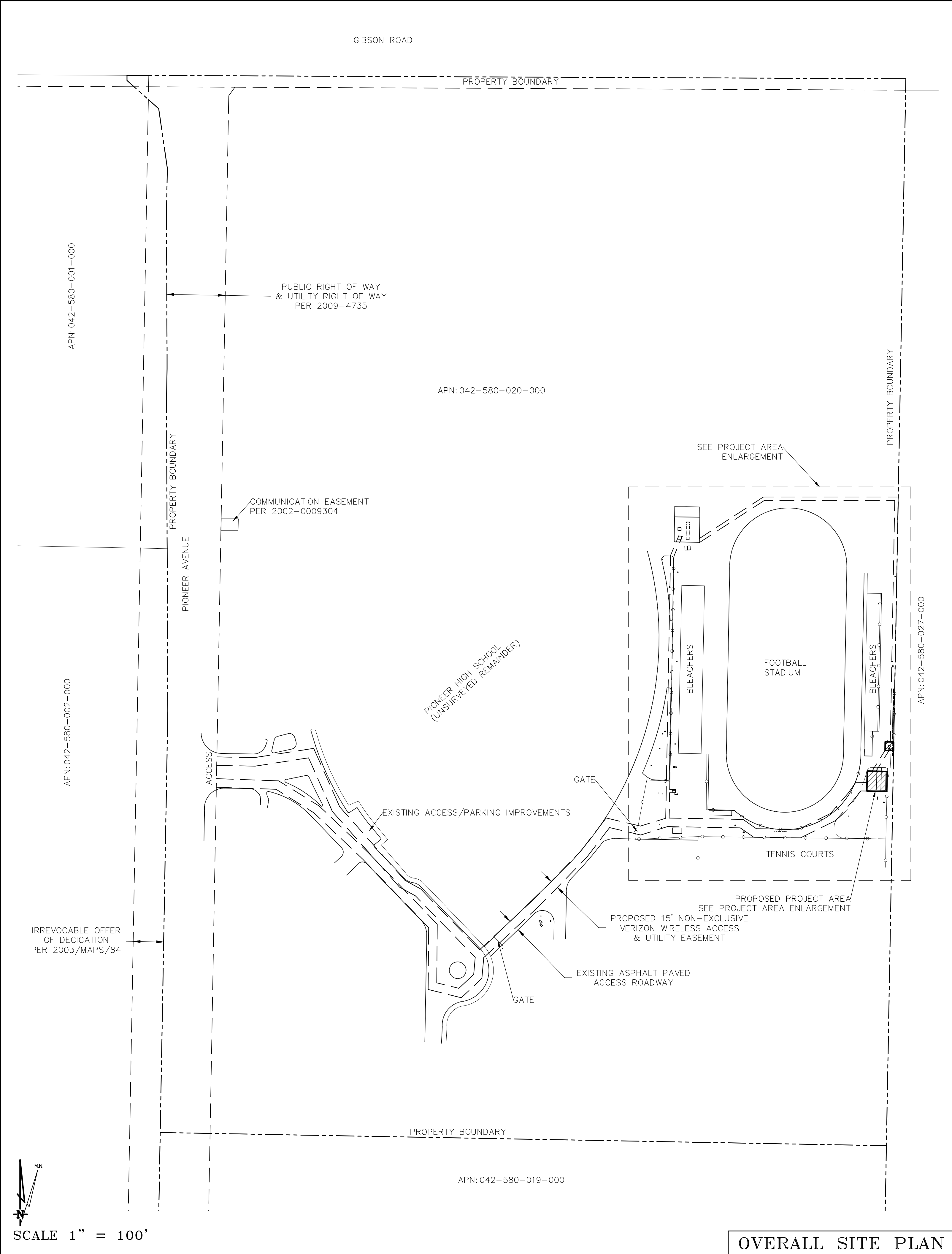
18. The site shall be designed to keep intruders easily observable. This is promoted by features that maximize visibility of people, parking areas and site entrances and adequate nighttime lighting. Appropriate lighting shall be included if it is anticipated that this area will be accessed after-dark. Lighting fixtures shall be reliable, easy to maintain, withstand the elements, and be vandal-resistant.
19. Signage on the property shall indicate that this is area is for authorized users only.
20. Commercial grade locks shall be placed on all access points to any equipment on the site. They shall remain locked at all times unless access is needed by authorized personnel or when maintenance is being conducted. If an alarm or security system is installed, is should be regularly tested and maintained.

PG&E

21. The relocation of any existing PG&E facilities shall be done at the applicant's sole cost and expense. The applicant shall contact USA at (800) 227-2600 to locate existing facilities prior to digging.

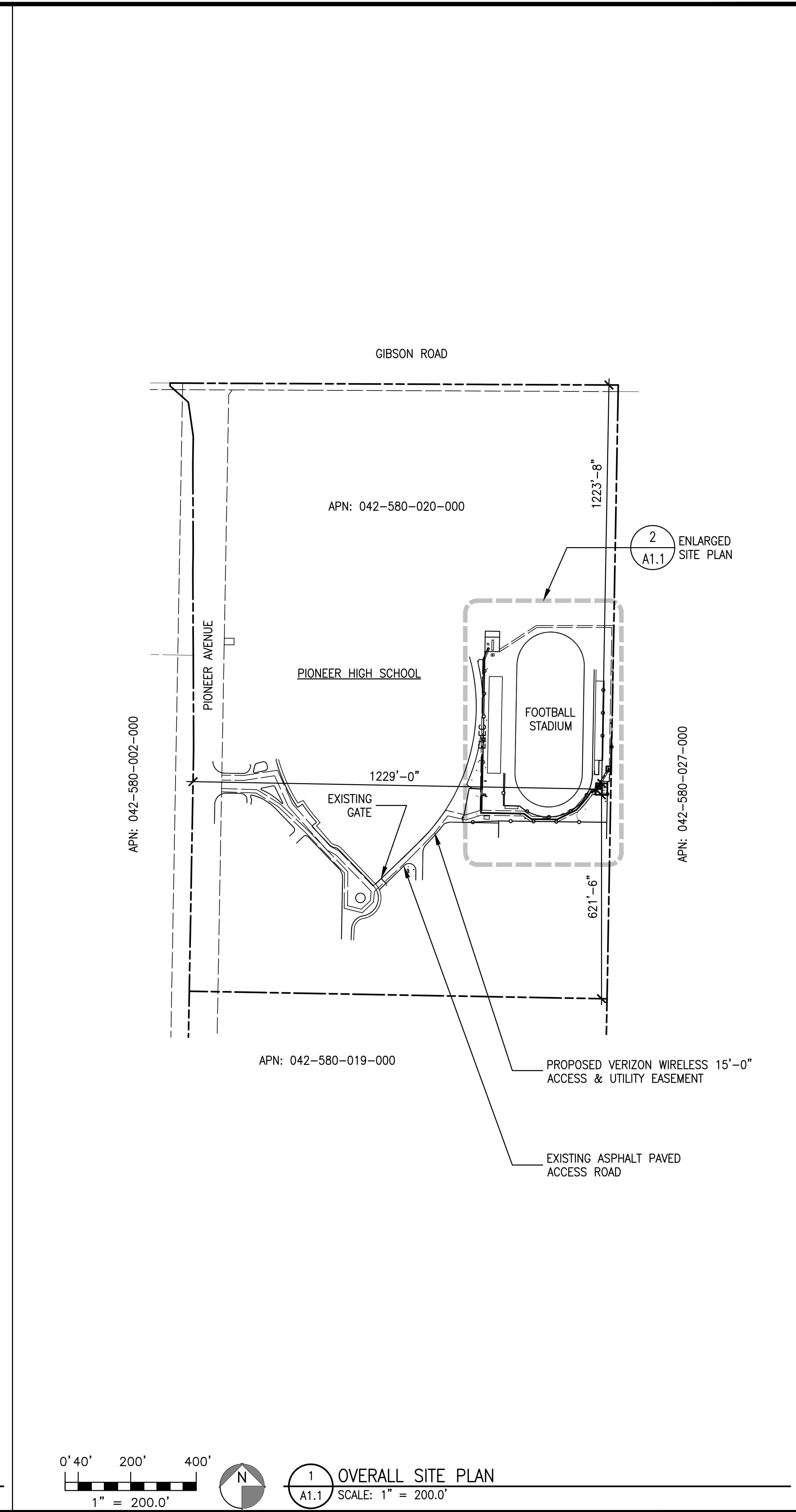
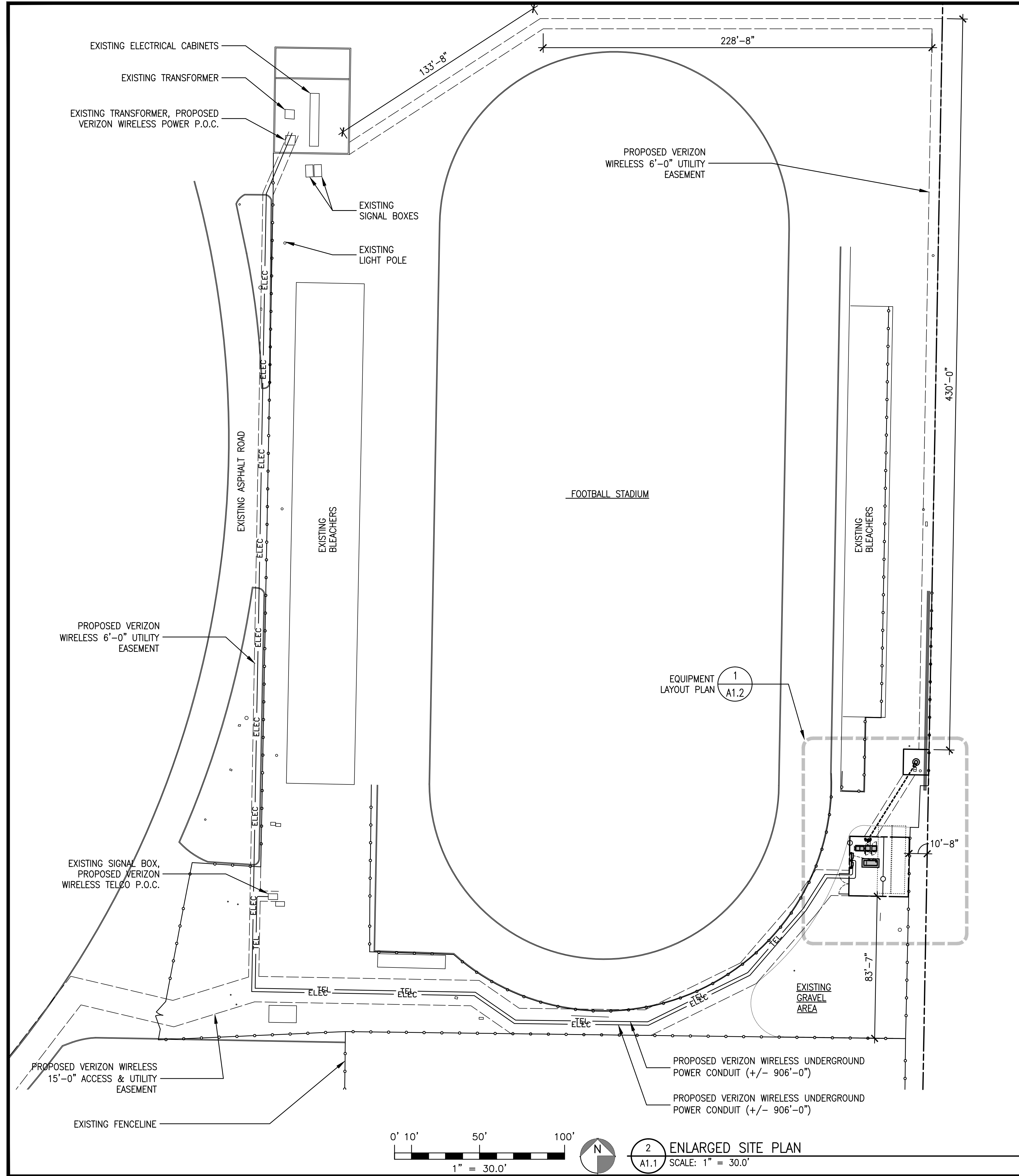
EXHIBIT B

Site Plan and Elevations



THESE DRAWINGS AND/OR THE ACCOMPANYING SPECIFICATION AS INSTRUMENTS OF SERVICE, ARE THE EXCLUSIVE PROPERTY OF GEIL ENGINEERING AND THEIR USE AND PUBLICATION SHALL BE RESTRICTED TO THE ORIGINAL SITE AND CARRIER FOR WHICH THEY ARE PREPARED. REUSE, REPRODUCTION OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED EXCEPT BY WRITTEN PERMISSION FROM GEIL ENGINEERING TITLE TO THESE PLANS AND/OR SPECIFICATIONS SHALL REMAIN WITH GEIL ENGINEERING WITHOUT PREJUDICE AND VISUAL CONTACT WITH THEM SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.		WOODLAND, CA VICINITY MAP N.T.S.													
BOUNDARY SHOWN IS BASED ON MONUMENTATION FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY. THIS IS A SPECIALIZED TOPOGRAPHIC MAP WITH PROPERTY LINES AND EASEMENTS BEING A GRAPHIC DEPICTION BASED ON INFORMATION GATHERED FROM VARIOUS SOURCES OF RECORD AND AVAILABLE MONUMENTATION FOUND DURING THE FIELD SURVEY. NO EASEMENTS WERE RESEARCHED OR PLOTTED. PROPERTY LINES AND LINES OF TITLE WERE NOT INVESTIGATED NOR SURVEYED. NO PROPERTY MONUMENTS WERE SET.		Lease Area Description All that certain lease area being a portion of that certain parcel acquired by the Woodland Joint Unified School District as described in that final order of condemnation as filed in the office of the county recorder at Doc. # 2004-53992, Official Records of Yolo County, and being located in Section 3, Township 9 North, Range 2 East, M.D.B. & M., and being more particularly described as follows: EQUIPMENT LEASE AREA: Commencing at a 2-1/2" Brass disk in monument well set at the centerline intersection of Pioneer Avenue and Gibson Road as is shown on that certain Parcel Map No. 4625 filed for record at Book 2003 of Maps at Page 84, Official Records, from which a 1-1/4" Brass disk set for the Northwest corner of the above referenced Section 3 bears North 89°44'51" West 1377.23 feet; thence from said point of commencement South 43°59'03" East 1773.01 feet to the True Point of Beginning; thence from said point of beginning North 88°57'19" West 35.00 feet; thence South 01°02'41" West 35.00 feet; thence South 88°57'19" East 35.00 feet; thence North 01°02'41" East 35.00 feet to the point of beginning. TOWER LEASE AREA: Commencing at a 2-1/2" Brass disk in monument well set at the centerline intersection of Pioneer Avenue and Gibson Road as is shown on that certain Parcel Map No. 4625 filed for record at Book 2003 of Maps at Page 84, Official Records, from which a 1-1/4" Brass disk set for the Northwest corner of the above referenced Section 3 bears North 89°44'51" West 1377.23 feet; thence from said point of commencement South 45°26'11" East 1744.48 feet to the True Point of Beginning; thence from said point of beginning North 88°57'19" West 15.00 feet; thence South 01°02'41" West 15.00 feet; thence South 88°57'19" East 15.00 feet; thence North 01°02'41" East 15.00 feet to the point of beginning. Together with a non-exclusive easement for access and utility purposes fifteen feet in width the centerline of which is described as follows: beginning at a point on the West boundary of the above described equipment lease area which bears North 01°02'41" East 7.50 feet from the Southwest corner thereof and running thence North 88°57'19" West 14.13 feet; thence South 38°24'49" West 19.15 feet; thence South 40°54'38" West 50.72 feet; thence South 63°47'54" West 65.78 feet; thence North 89°16'20" West 78.02 feet; thence North 55°13'53" West 28.74 feet; thence North 88°57'13" West 130.34 feet to a point hereafter defined as Point "A"; thence continuing over and across the underlying parcel and existing access roadway as is shown hereon to the public right of way more commonly known as Pioneer Avenue. Also together with a non-exclusive easement for utility purposes six feet in width the centerline of which is described as follows: beginning at Point "A" as previously defined and running thence North 01°02'47" East 467.72 feet; thence North 23°01'55" East 38.5 feet more or less to the existing transformer. Also together with a non-exclusive easement for utility purposes six feet in width the centerline of which is described as follows: beginning at a point on the South boundary of the above described tower lease area which bears South 88°57'19" East 3.00 feet from the Southwest corner thereof and running thence South 32°04'55" West 43 feet more or less to the above described equipment lease area. Also together with a non-exclusive easement for utility purposes six feet in width the centerline of which is described as follows: beginning at a point on the North boundary of the above described tower lease area which bears North 88°57'19" West 3.00 feet from the Northeast corner thereof and running thence North 01°02'41" East 426.94 feet; thence West 232.57 feet; thence South 57°03'06" West 136.76 feet.													
Geil Engineering Engineering * Surveying * Planning 1226 High Street Auburn, California 95603-5015 Phone: (530) 885-0426 * Fax: (530) 823-1309 Verizon Wireless Project Name: PIONEER H.S. Project Site Location: 1400 Pioneer Avenue Woodland, CA 95776 Yolo County Date of Observation: 08-18-15 Equipment/Procedure Used to Obtain Coordinates: Trimble Pathfinder Pro XL post processed with Pathfinder Office software. Type of Antenna Mount: Stadium Pole Replacement Coordinates (Proposed Pole Location) Latitude: N 38° 39' 33.72" (NAD83) N 38° 39' 34.06" (NAD27) Longitude: W 121° 44' 16.74" (NAD83) W 121° 44' 12.87" (NAD27) ELEVATION of Ground at Structure (NAVD88) 43' AMSL CERTIFICATION: I, the undersigned, do hereby certify elevation listed above is based on a field survey done under my supervision and that the accuracy of those elevations meet or exceed 1-A Standards as defined in the FAA ASAC Information Sheet 91:003, and that they are true and accurate to the best of my knowledge and belief. Kenneth D. Geil California RCE 14803		POLE DIAGRAM													
DATE OF SURVEY: 08-18-15 SURVEYED BY OR UNDER DIRECTION OF: KENNETH D. GEIL, R.C.E. 14803 LOCATED IN THE COUNTY OF YOLO, STATE OF CALIFORNIA BEARINGS SHOWN ARE BASED UPON MONUMENTS FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY. ELEVATIONS SHOWN ON THIS PLAN ARE BASED UPON U.S.G.S. N.A.V.D. 88 DATUM. ABOVE MEAN SEA LEVEL. N.G.V.D. 1929 CORRECTION: SUBTRACT 2.52' FROM ELEVATIONS SHOWN. CONTOUR INTERVAL: N/A CONTRACTOR IS RESPONSIBLE TO VERIFY LEASE AREA PRIOR TO CONSTRUCTION. ASSESSOR'S PARCEL NUMBER: 042-580-020-000 OWNER(S): WOODLAND JOINT UNIFIED SCHOOL DIST. 630 COTTONWOOD STREET WOODLAND, CA 95695		REVISIONS <table><tr><th>REV</th><th>DATE</th><th>DESCRIPTION</th></tr><tr><td>08-19-15</td><td>N. RONDE</td><td>PRELIMINARY DRAWING</td></tr><tr><td>09-08-15</td><td>N. RONDE</td><td>LEASE AREA PLACED</td></tr><tr><td>10-26-15</td><td>N. RONDE</td><td>REDLINES</td></tr></table> Sheet C-1		REV	DATE	DESCRIPTION	08-19-15	N. RONDE	PRELIMINARY DRAWING	09-08-15	N. RONDE	LEASE AREA PLACED	10-26-15	N. RONDE	REDLINES
REV	DATE	DESCRIPTION													
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10-26-15	N. RONDE	REDLINES													





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COMPLETE
Wireless Consulting, Inc.

verizon PIONEER H.S.
1400 PIONEER AVENUE
WOODLAND, CA 95776

SHEET TITLE:
OVERALL SITE PLAN

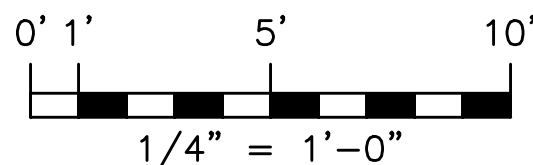
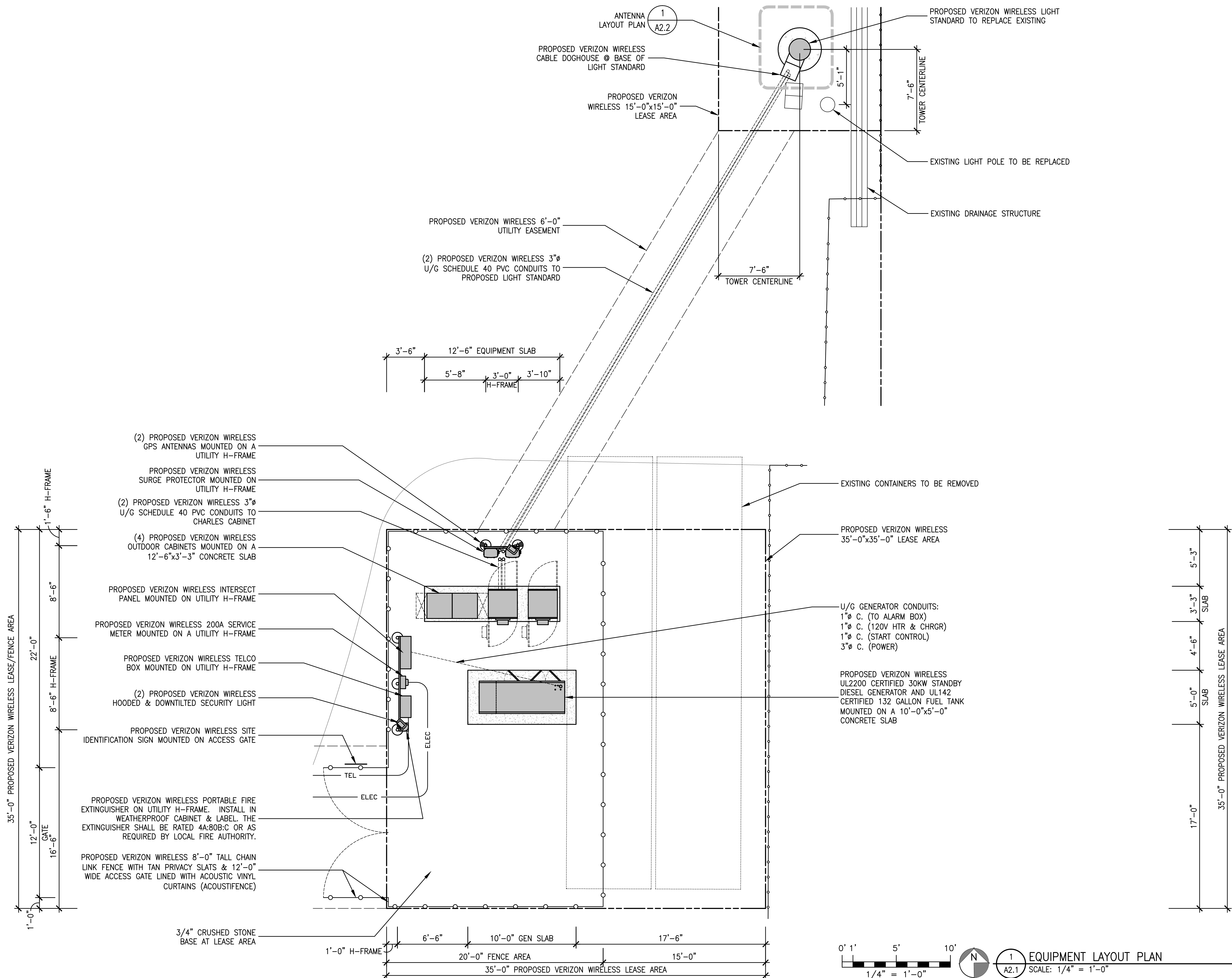
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Checked By: TST
Scale: AS NOTED
Date: 04/06/2016

Job No. 162.1635

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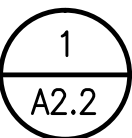
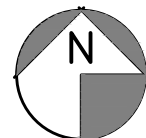
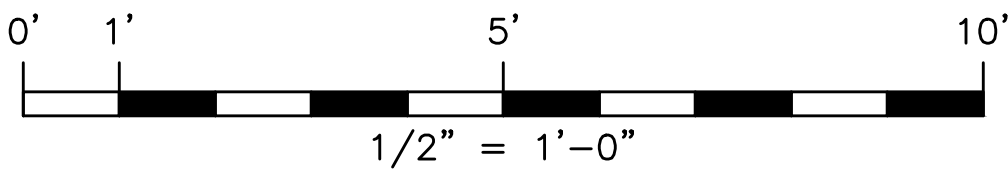
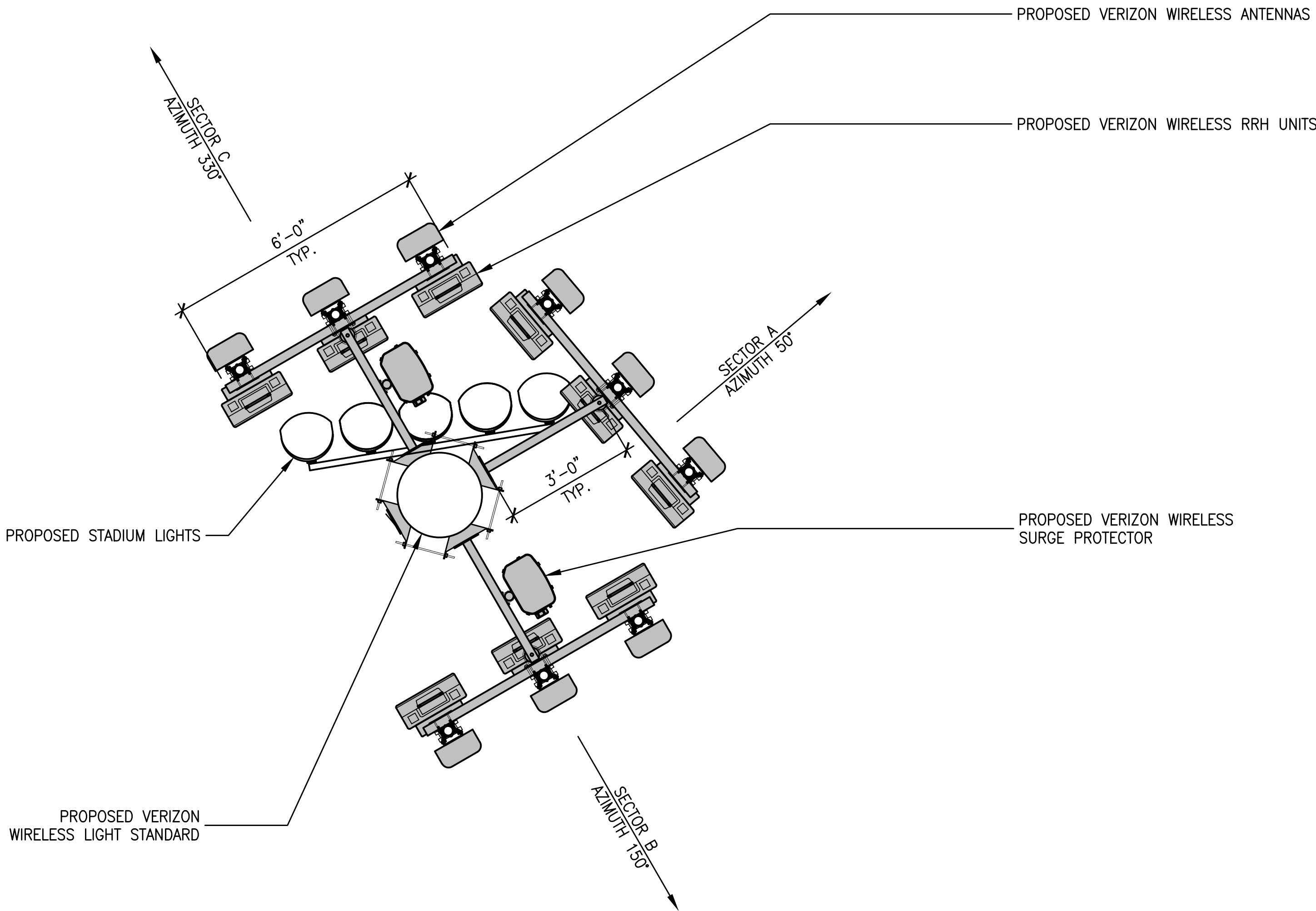
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A2.1 EQUIPMENT LAYOUT PLAN
SCALE: 1/4" = 1'-0"

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Date: 04/06/2016

Job No. 162.1635

EQUIPMENT SCHEDULE					
EQUIPMENT	DESCRIPTION	QUANTITY			TOTAL
		SECTOR A	SECTOR B	SECTOR C	
ANTENNA	SBNHH-1D45C	3	3	0	6
ANTENNA	HPA-65I-BWW-H8	0	0	3	3
RRH	RRUS12 W/A2 OR EQUIVALENT	4	4	4	12
TMA OR DIPLEXER	N/A	0	0	0	0
SURGE PROTECTOR/HYBRID	RAYCAP DC3315 / HYBRID TRUNK CABLE	2/2			2/2
COAXIAL CABLE	1 5/8" DIAMETER COAX	0	0	0	0
RET CABLE	N/A	0			0



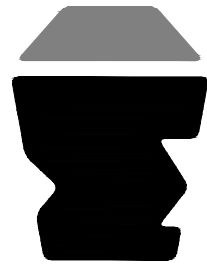
ANTENNA LAYOUT PLAN

SCALE: 1/2" = 1'-0"

verizon PIONEER H.S.
1400 PIONEER AVENUE
WOODLAND, CA 95776

SHEET TITLE:

ANTENNA LAYOUT PLAN



MST ARCHITECTS
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Wireless Consulting, Inc.

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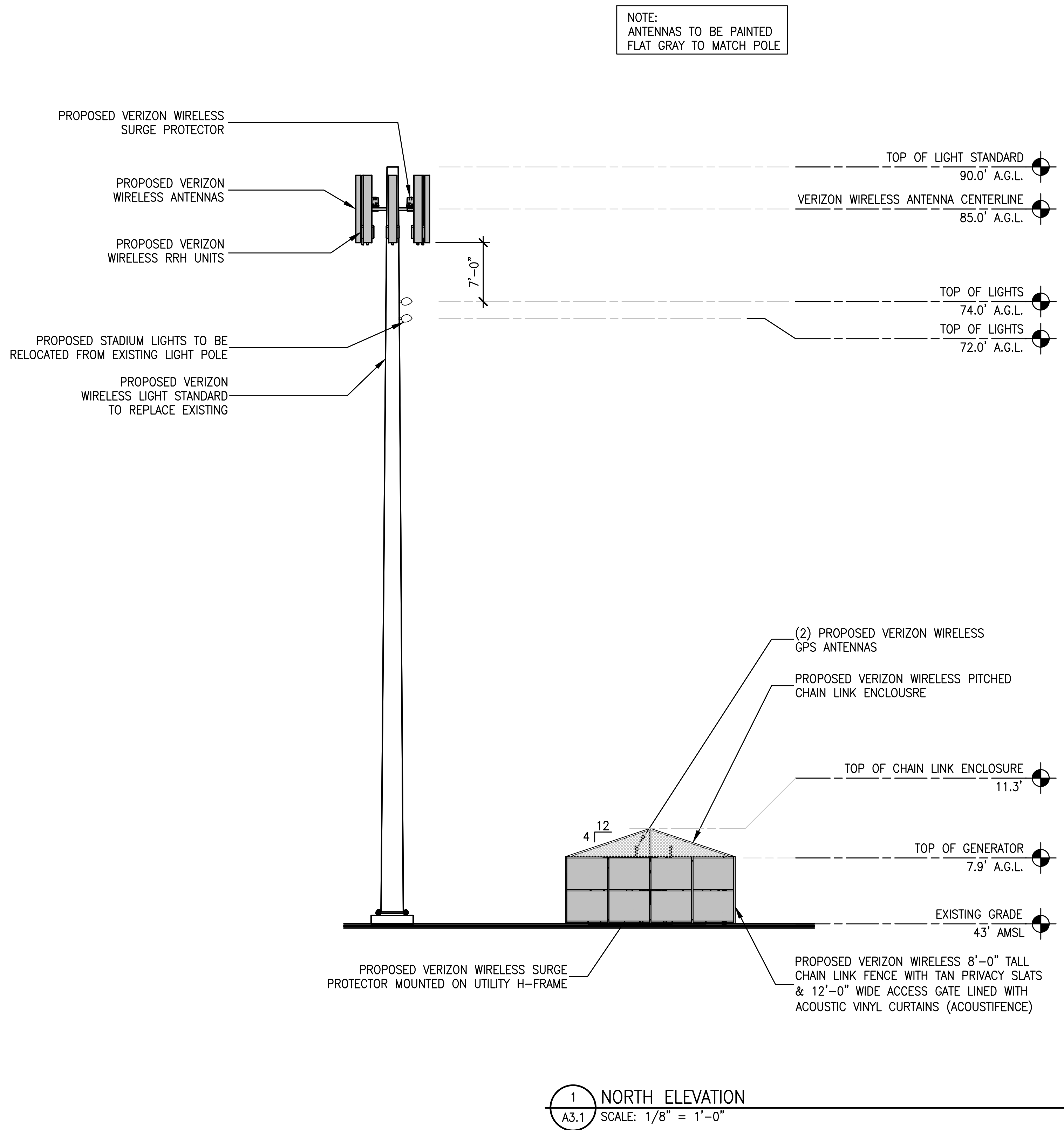
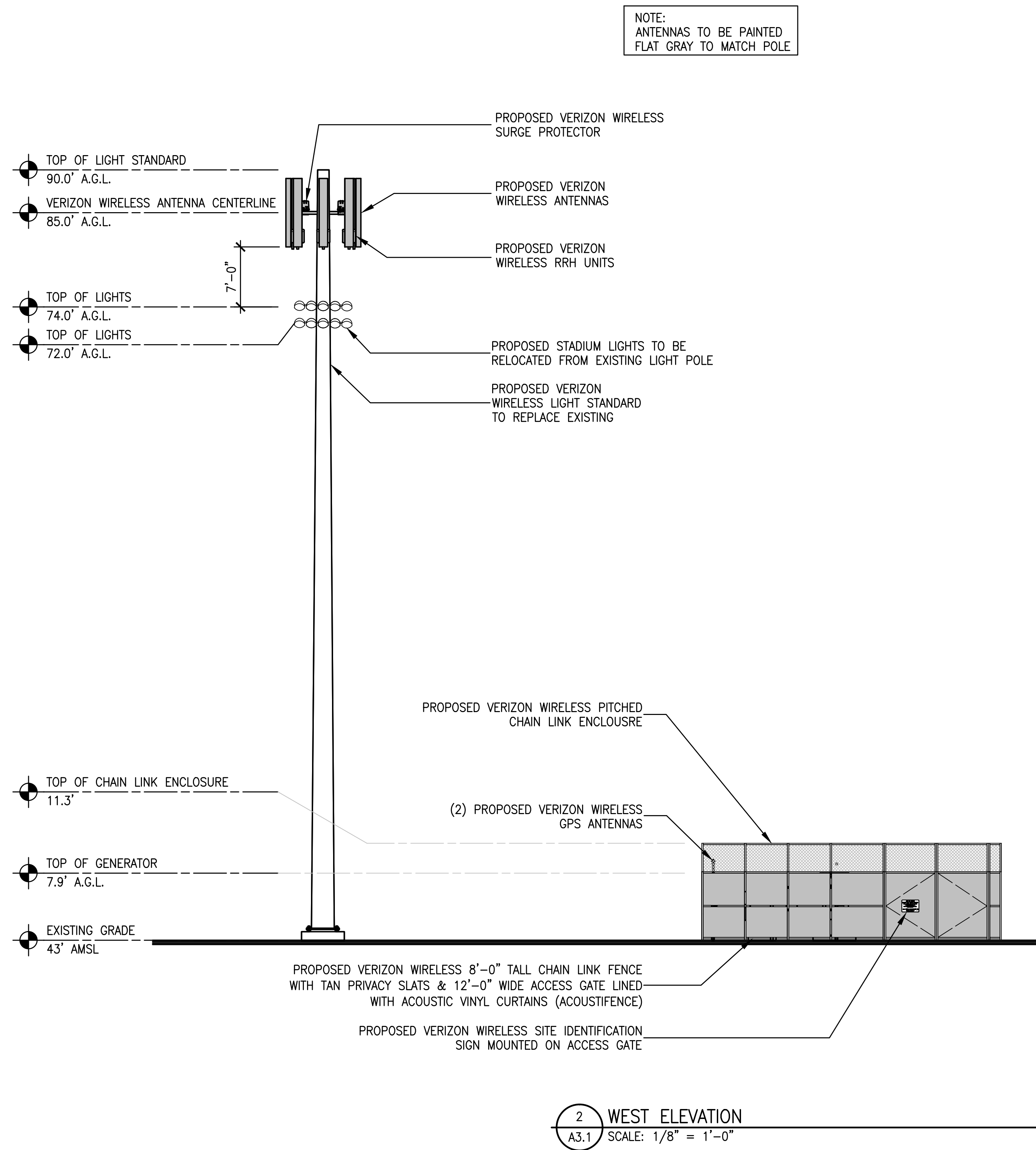
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STATEMENT OF JUSTIFICATION

VERIZON WIRELESS “PIONEER HIGH SCHOOL”

**LOCATION: 1400 PIONEER AVENUE
WOODLAND, CA 95776
APN: 042-580-020-000**

Introduction

Applicant, Sacramento Valley Limited Partnership d/b/a Verizon Wireless is seeking to improve personal wireless services within the City of Woodland, CA. Verizon Wireless maintains a strong customer base in the City of Woodland and strives to improve coverage for current and future customers. Verizon Wireless proposes a new wireless communications facility (WCF) at 1400 Pioneer Avenue, near the football field at Pioneer High School (Proposed Facility). The parcel is zoned Civic Facility/SLSP (Spring Lake Specific Plan) and is surrounded by similarly zoned parcels as well as R-1 (Residential) parcels to the north. The Proposed Facility is designed to offload an existing site that is at capacity, North Woodland, and to extend coverage to the region.



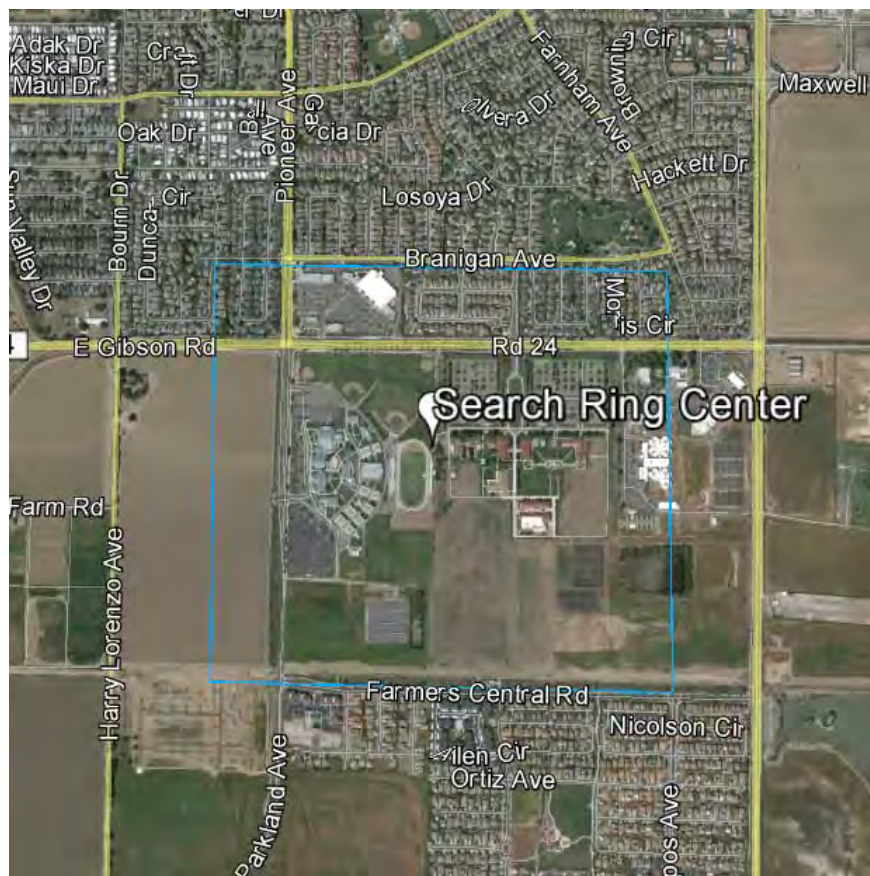
The Project

Verizon Wireless's Proposed Facility consists of the replacement of an existing 80' stadium light standard with a new 90' light standard, providing a centerline of 84' for (9) antennas mounted at the top of the new light standard. The proposed site is located at the football stadium at Pioneer High School.

Verizon Wireless's equipment will be located adjacent to the base of the light standard. The equipment area is proposed to contain (2) outdoor equipment cabinets, related cabling and a 30 kW back up diesel generator and fuel tank. The equipment area is proposed to be enclosed by chain link fencing.

Verizon Wireless Service Area and Objectives

The Proposed Facility is intended to improve capacity issues and provide congestion relief for the existing North Woodland Verizon Wireless site and provide improved service in the North Woodland and Spring Lake Specific Plan areas. The site will provide coverage to area bounded to the north by Branigan Avenue; to the east by Yolo County Jail; to the south by Farmers Central Road; and to the west approximately 600' past Pioneer Avenue. The following map depicts the service coverage objective area.



A WCF is required in the coverage objective area because the existing facilities are not capable of providing sufficient in-building service in the objective area, let alone address rapidly increasing data usage. Providing improved indoor service to residents will allow them to take advantage of Verizon Wireless's

high speed wireless network. In-building service is critical as customers increasingly use their mobile phones as their primary communication device.

Benefits of Wireless service

Modern life has become increasingly dependent on instant communication. No longer just a personal and social convenience, wireless telecommunication devices such as mobile phones, smartphones and tablets have become an important tool for business, commerce and public safety. The proposed Verizon Wireless facility will provide service 24 hours a day, 7 days a week. This site will serve as a backup to the existing landline service in the area and will provide improved mobile communications, which are essential to emergency response, community safety, commerce, and recreation. The following wireless telecommunications users will benefit from improved coverage created as a result of the proposed facility:

- Public and Community services in the area
- Residential homes, retail and commercial businesses in the area
- Visitors and Tourists to the City of Woodland

Compliance with City Development Requirements & Telecommunication Facilities requiring a Conditional Use Permit:

This project has been designed to comply with the applicable standards set forth in the City of Woodland Municipal Code Section Sec. 25-21-80 Wireless Telecommunication Facilities - Applicable Standards and applicable Design Review and Use Permit standards. Each item is addressed as follows:

Location

The choice of a wireless telecommunications facility at this location was made due to a number of factors, taking into account the needs of Verizon Wireless's network and the community values as expressed in the City's Code. The Proposed Facility is located within the SLSP (Spring Lake Specific Plan) zone. The primary objective area mostly falls within the SLSP zone and includes the Pioneer High School Campus, the Woodland Community College Campus and some land owned by Yolo County.

In order to achieve the coverage objective for this site, Verizon Wireless needed an antenna centerline of 100' preferably with a minimum antenna centerline of 85' required dependent upon the location of the chosen site. As is preferred by City code, Verizon Wireless looked for co-location opportunities on existing WCF permitted towers, utility structures or non-residential structures of sufficient height to allow for rooftop or flush mounted antennas that could achieve Verizon Wireless's objectives. Verizon reached out to the City of Woodland for guidance early on in this project and spoke with Erika Bumgardner. Erika provided information and guidance for the early search efforts and assisted in selecting Pioneer High School light standard as a co-location location that would work. Additionally, a co-location is preferred under the code to a new-build.

Verizon Wireless also looked for locations for a new facility that would achieve the preferred 500' setback from residential properties as articulated in the City code (25-21- B (5)), and avoid greenbelt areas, habitat restoration areas, parks and recreational lands and 1000' feet from any existing towers.

The Proposed Facility satisfies these preferences as the closest residential property is over 500' away, is a co-location is not located in a greenbelt, habitat restoration area, park or recreational land.

The Proposed Facility consists of the replacement of an existing 80' stadium light standard with a new 90' stadium light standard. Since the Proposed Facility is located very near the center of the search ring area, the minimum antenna centerline of 85' is able to be utilized. Therefore meeting the City of Woodland's code requirements to design the site at the "minimal functional height" necessary in order to achieve the coverage objectives. The adjacent equipment area will be sufficiently screened from view as further discussed below.

Alternative Locations Considered

Included with the application package for this project is an Alternative Sites Analysis, which discusses, in detail, five (5) other locations that were investigated as potential sites for the Proposed Facility.

Design

The Proposed Facility consists of a new, 90' stadium light standard to replace an existing 80' light. The photosimulations shown below (and provided separately with the application package), indicate what the Proposed Facility would like upon completion, from highly visible viewpoints. The design calls for painting antennas a flat gray to match the color of the light pole.



STATEMENT OF JUSTIFICATION ("PIONEER HIGH SCHOOL")



The following simulation shows the existing storage containers currently on site. These containers are being removed when construction begins on the Proposed Facility.



Equipment

Verizon Wireless's equipment will be housed in approximately 1225 square feet of leased area located along the fence line just south of the light pole. The entire area will be enclosed with chain link fencing, finished to blend in with existing site characteristics.

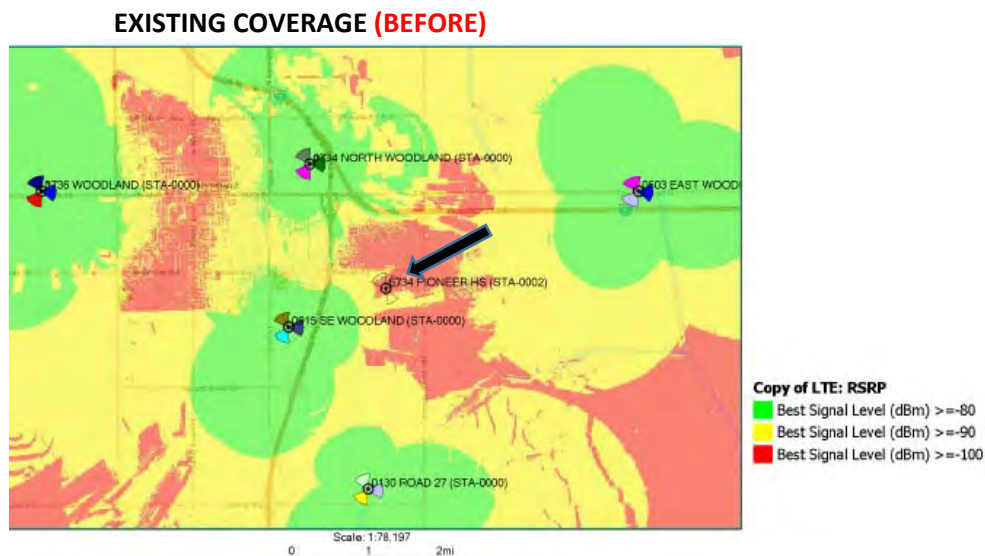
Verizon Wireless will only be using the minimum signage and lighting necessary for the facility. No large signs or bright colors are proposed. Everywhere feasible, finishes will be selected that will best blend in with the existing conditions of the site.

Pole

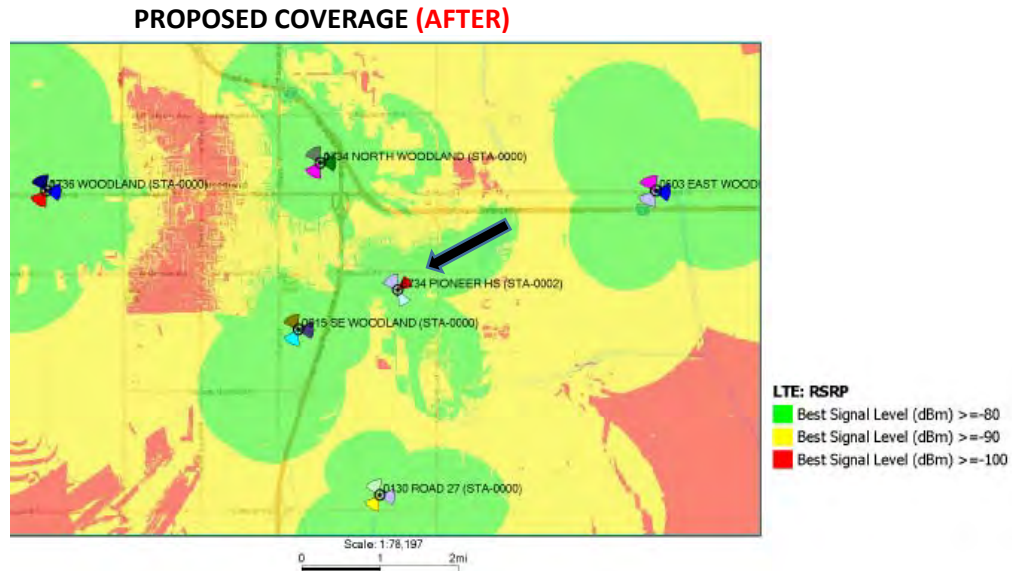
The 90' height of the new stadium light standard reflects a design that utilizes existing site features, such as the stadium light, and making it dual purpose, as both a light and a WCF. The design currently shows the antennas exposed at the top of the light, which is characteristic with the existing site conditions. The top of the light standard will house (9) antennas and (12) RRU's (radio remote units) mounted behind the antennas at a centerline of 85'0". The visible part of the antennas is designed to be painted to match the color of the light standard pole.

Height and Service Area objectives

The City's code provides that all WCF's shall be designed to the minimal functional height required. As discussed above, the proposed height of 90' (antenna centerline of 85') is based on minimum height required to achieve Verizon Wireless's service area objective. The primary reason for selecting this candidate for the Proposed Facility is that a lower overall height can be utilized here, as the Proposed Facility is located so close to the center of the search ring. Any other option would require a minimum height of 100' to achieve the coverage objective. The coverage maps below reflect the height of antennas at a centerline of 85' which is the minimum height necessary to achieve the coverage objective that Verizon Wireless seeks to fulfill for its network performance.



The above map depicts the objective coverage area as it currently exists. The green areas show in-building coverage and the yellow areas show in-transit coverage. As can be seen in the map, the area in the vicinity of the Proposed Facility has areas of virtually no coverage at all (red).



The above map depicts the objective coverage area with the Proposed Facility. As can be seen, the objective area, previously shown with little to now coverage is now depicted in green showing in-building and in-transit coverage in the objective area. In sum, as the above maps depict, the Proposed Facility is needed to improve this coverage and the capacity of Verizon Wireless's network.

Access

Existing access is provided off of E. Gibson Road. Minor access road improvements are anticipated, but no major work is required to obtain proper access to the site.

Visibility

The terrain is flat and the Proposed Facility is located along the fence line adjacent to the bleachers, on the east side of the Pioneer High School Football Stadium. Surrounding the Proposed Facility is Yuba Community College to the east; Pioneer High School's baseball diamonds to the north; Pioneer High School classrooms and buildings to the west; and open space to the south. The Proposed Facility is at the very back of the Pioneer High School parcel and because the existing site conditions (stadium light standard) is being replaced with an identical replica, 10'0" taller, the Proposed Facility is not a new object on the skyline. Please refer to the photosimulations submitted with this application package to show what the finished Proposed Facility will look like from the most highly publicly visible viewpoints.

Parking

**Verizon Wireless's facility will not have an Impact/affect/reduce any existing on-site parking
Lighting**

Per City code, facility lighting shall comply with local requirements of the City. Towers shall not be lighted unless required by the FAA or other authority. Unless tower lighting is required by the FAA the only lighting on the facility will be a shielded down facing light fixture near the entrance of the secured lease area where the equipment will be located.

Color/ Photosimulations

Per City code the use of colors and facility designs shall be compatible with surrounding building and/or uses in the area. As described herein, Verizon Wireless's proposed facility will feature a gray color and other neutral colors and designs compatible with the area. The equipment area will be placed where there are currently two large storage containers, which will be removed as a part of this project (shown in photosim #3). The equipment area will be aesthetically very similar to these storage containers, again blending in with the existing site conditions and design. Photosimulations of the Proposed Facility upon completion accompany this application package.

Noise and Stand-by Generator

Per City code, noise levels produced by the facility shall not exceed 65 dba at the property line. Back-up generators shall only be operated during power outages and for testing and maintenance purposes. Testing and maintenance occurs approximately 2 times per month during daytime hours. The generator would only be operating at night due to an emergency situation and power outage.

As a part of Verizon Wireless's standard emergency and disaster preparedness plans, a UL 2200 Certified 30 KW diesel generator and UL142 Certified 132 gallon fuel tank is proposed. In the event of a power outage, Verizon Wireless's communications equipment will first transition over to the back-up batteries. Should the power outage extend beyond the capacity of the batteries, the back-up generator will automatically start and continue to run the site. Back-up batteries and generators allow Verizon Wireless's communications facilities to continue providing valuable communications services in the event of a power outage, natural disaster or other emergency. The standby generator will be operated for approximately 15-20 minutes twice per month for maintenance purposes, and during power outages and disasters. Testing and maintenance shall only take place on weekdays between 8:30 A.M. and 4:30 P.M.

Mitigation measures have been incorporated into the design of the Proposed Facility to ensure noise levels of the equipment do not exceed City noise standards. An Acoustic Study prepared by an independent acoustical engineering firm, Bollard Acoustical Consultants, accompanies this proposal and does indicate that the equipment area, with mitigation measures, will conform with City noise standards.

EME/ RF

As required by City Code the Proposed Facility will not exceed EMF or RF in excess of the FCC standards for human exposure. An RF study prepared by Hammett & Edison, Inc.

Consultants verifying that the Proposed Facility will not exceed FCC standards is included with the Application.

Maintenance

The Proposed Facility is an unmanned facility that will be locked and accessible only to authorized personnel. A Verizon Wireless technician will visit the site approximately twice a month to check the facility for routine inspection and maintenance.

Co-location

The facility has been designed to allow for collocation, per the City of Woodland requirements.

Findings for approval for telecommunication facility applications:

The Proposed Facility meets the following findings for approval of a telecommunication facility:

1. Meets or exceeds the criteria of this chapter and is consistent with the general plan and applicable land use designations;
2. Site is adequate in size, shape, topography, accessibility, and other physical characteristics to accommodate the use and required provisions of the City's Wireless Facilities Code;
3. This proposal in its design and appearance is consistent or compatible with the development and design of the surrounding structures and neighborhood;
4. The Proposed Facility will be organized, designed, constructed, operated and maintained so as to be compatible with the character of the area as intended in the General Plan or any Specific Plan;
5. Adequate streets and highways exist to carry the type and quantity of traffic anticipated to accommodate access for maintenance and/or service vehicles.

Notices of Actions Affecting this Development Permit:

In accordance with California Government Code Section 65945(a), Verizon Wireless requests notice of any proposal to adopt or amend the: general plan, specific plan, zoning ordinance, ordinance(s) affecting building or grading permits that would in any manner affect this development permit. Any such notice may be sent to Verizon Wireless c/o Complete Wireless, Inc. 2009 V Street, Sacramento, CA 95818.

**Verizon Wireless • Proposed Base Station (Site No. 320468 “Pioneer H.S.”)
1400 Pioneer Avenue • Woodland, California**

Statement of Hammett & Edison, Inc., Consulting Engineers

The firm of Hammett & Edison, Inc., Consulting Engineers, has been retained on behalf of Verizon Wireless, a personal wireless telecommunications carrier, to evaluate the base station (Site No. 320468 “Pioneer H.S.”) proposed to be located at 1400 Pioneer Avenue in Woodland, California, for compliance with appropriate guidelines limiting human exposure to radio frequency (“RF”) electromagnetic fields.

Executive Summary

Verizon proposes to install directional panel antennas on a replacement tall light pole sited at 1400 Pioneer Avenue in Woodland. The proposed operation will comply with the FCC guidelines limiting public exposure to RF energy.

Prevailing Exposure Standards

The U.S. Congress requires that the Federal Communications Commission (“FCC”) evaluate its actions for possible significant impact on the environment. A summary of the FCC’s exposure limits is shown in Figure 1. These limits apply for continuous exposures and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health. The most restrictive FCC limit for exposures of unlimited duration to radio frequency energy for several personal wireless services are as follows:

Wireless Service	Frequency Band	Occupational Limit	Public Limit
Microwave (Point-to-Point)	5–80 GHz	5.00 mW/cm ²	1.00 mW/cm ²
WiFi (and unlicensed uses)	2–6	5.00	1.00
BRS (Broadband Radio)	2,600 MHz	5.00	1.00
WCS (Wireless Communication)	2,300	5.00	1.00
AWS (Advanced Wireless)	2,100	5.00	1.00
PCS (Personal Communication)	1,950	5.00	1.00
Cellular	870	2.90	0.58
SMR (Specialized Mobile Radio)	855	2.85	0.57
700 MHz	700	2.40	0.48
[most restrictive frequency range]	30–300	1.00	0.20

General Facility Requirements

Base stations typically consist of two distinct parts: the electronic transceivers (also called “radios” or “channels”) that are connected to the traditional wired telephone lines, and the passive antennas that send the wireless signals created by the radios out to be received by individual subscriber units. The transceivers are often located at ground level and are connected to the antennas by coaxial cables. A small antenna for reception of GPS signals is also required, mounted with a clear view of the sky.



**Verizon Wireless • Proposed Base Station (Site No. 320468 “Pioneer H.S.”)
1400 Pioneer Avenue • Woodland, California**

Because of the short wavelength of the frequencies assigned by the FCC for wireless services, the antennas require line-of-sight paths for their signals to propagate well and so are installed at some height above ground. The antennas are designed to concentrate their energy toward the horizon, with very little energy wasted toward the sky or the ground. This means that it is generally not possible for exposure conditions to approach the maximum permissible exposure limits without being physically very near the antennas.

Computer Modeling Method

The FCC provides direction for determining compliance in its Office of Engineering and Technology Bulletin No. 65, “Evaluating Compliance with FCC-Specified Guidelines for Human Exposure to Radio Frequency Radiation,” dated August 1997. Figure 2 describes the calculation methodologies, reflecting the facts that a directional antenna’s radiation pattern is not fully formed at locations very close by (the “near-field” effect) and that at greater distances the power level from an energy source decreases with the square of the distance from it (the “inverse square law”). The conservative nature of this method for evaluating exposure conditions has been verified by numerous field tests.

Site and Facility Description

Based upon information provided by Verizon, including zoning drawings by MST Architects, Inc., dated October 28, 2015, it is proposed to install nine directional panel antennas – six Andrew Model SBNHH-1D45C and three CCI Model HPA-65I-BWW-H8 – on a new 90-foot light pole, to replace an existing light pole, sited next to the athletic field located at Pioneer High School in Woodland. The antennas would employ no downtilt, would be mounted at an effective height of about 85 feet above ground, and would be oriented in groups of three toward 50°T, 150°T, and 330°T. The maximum effective radiated power in any direction would be 16,980 watts, representing simultaneous operation at 7,210 watts for AWS, 6,760 watts for PCS, and 3,010 watts for 700 MHz service. There are reported no other wireless telecommunications base stations at the site or nearby.

Study Results

For a person anywhere at ground, the maximum RF exposure level due to the proposed Verizon operation is calculated to be 0.0082 mW/cm², which is 0.82% of the applicable public exposure limit. The maximum calculated level at the nearby bleachers* would be 1.2% of the public exposure limit. The maximum calculated level at the second-floor elevation of any nearby building† is 0.24% of the public exposure limit. It should be noted that these results include several “worst-case” assumptions and therefore are expected to overstate actual power density levels from the proposed operation.

* Located at least 20 feet away, based on photographs from Google Maps.

† Located at least 370 feet away, based on photographs from Google Maps.



**Verizon Wireless • Proposed Base Station (Site No. 320468 “Pioneer H.S.”)
1400 Pioneer Avenue • Woodland, California**

Recommended Mitigation Measures

Due to their mounting locations and height, the Verizon antennas would not be accessible to unauthorized persons, and so no mitigation measures are necessary to comply with the FCC public exposure guidelines. To prevent occupational exposures in excess of the FCC guidelines, it is recommended that appropriate RF safety training, to include review of personal monitor use and lockout/tagout procedures, be provided to all authorized personnel who have access to the antennas, including employees and contractors of Verizon and of the property owner. No access within 5 feet directly in front of the antennas themselves, such as might occur during certain maintenance activities, should be allowed while the base station is in operation, unless other measures can be demonstrated to ensure that occupational protection requirements are met. It is recommended that explanatory signs[‡] be posted at the antennas and/or on the pole below the antennas, readily visible from any angle of approach to persons who might need to work within that distance.

Conclusion

Based on the information and analysis above, it is the undersigned’s professional opinion that operation of the base station proposed by Verizon Wireless at 1400 Pioneer Avenue in Woodland, California, will comply with the prevailing standards for limiting public exposure to radio frequency energy and, therefore, will not for this reason cause a significant impact on the environment. The highest calculated level in publicly accessible areas is much less than the prevailing standards allow for exposures of unlimited duration. This finding is consistent with measurements of actual exposure conditions taken at other operating base stations. Training authorized personnel and posting explanatory signs are recommended to establish compliance with occupational exposure limits.

[‡] Signs should comply with OET-65 color, symbol, and content recommendations. Contact information should be provided (*e.g.*, a telephone number) to arrange for access to restricted areas. The selection of language(s) is not an engineering matter, and guidance from the landlord, local zoning or health authority, or appropriate professionals may be required.

**Verizon Wireless • Proposed Base Station (Site No. 320468 "Pioneer H.S.")
1400 Pioneer Avenue • Woodland, California**

Authorship

The undersigned author of this statement is a qualified Professional Engineer, holding California Registration No. E-18063, which expires on June 30, 2017. This work has been carried out under his direction, and all statements are true and correct of his own knowledge except, where noted, when data has been supplied by others, which data he believes to be correct.



Rajat Mathur
Rajat Mathur, P.E.
707/996-5200

December 8, 2015



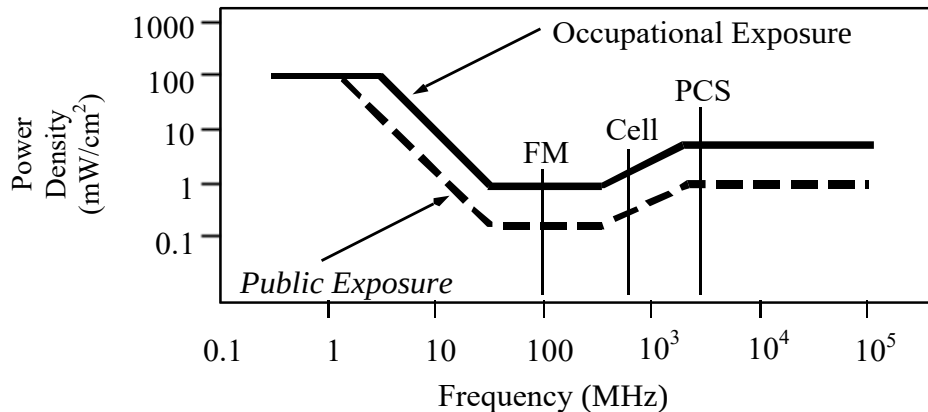
HAMMETT & EDISON, INC.
CONSULTING ENGINEERS
SAN FRANCISCO

FCC Radio Frequency Protection Guide

The U.S. Congress required (1996 Telecom Act) the Federal Communications Commission (“FCC”) to adopt a nationwide human exposure standard to ensure that its licensees do not, cumulatively, have a significant impact on the environment. The FCC adopted the limits from Report No. 86, “Biological Effects and Exposure Criteria for Radiofrequency Electromagnetic Fields,” published in 1986 by the Congressionally chartered National Council on Radiation Protection and Measurements (“NCRP”). Separate limits apply for occupational and public exposure conditions, with the latter limits generally five times more restrictive. The more recent standard, developed by the Institute of Electrical and Electronics Engineers and approved as American National Standard ANSI/IEEE C95.1-2006, “Safety Levels with Respect to Human Exposure to Radio Frequency Electromagnetic Fields, 3 kHz to 300 GHz,” includes similar limits. These limits apply for continuous exposures from all sources and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health.

As shown in the table and chart below, separate limits apply for occupational and public exposure conditions, with the latter limits (in *italics* and/or dashed) up to five times more restrictive:

Frequency Applicable Range (MHz)	Electromagnetic Fields (f is frequency of emission in MHz)					
	Electric Field Strength (V/m)		Magnetic Field Strength (A/m)		Equivalent Far-Field Power Density (mW/cm ²)	
0.3 – 1.34	614	<i>614</i>	1.63	<i>1.63</i>	100	<i>100</i>
1.34 – 3.0	614	<i>823.8/f</i>	1.63	<i>2.19/f</i>	100	<i>180/f²</i>
3.0 – 30	1842/f	<i>823.8/f</i>	4.89/f	<i>2.19/f</i>	900/f ²	<i>180/f²</i>
30 – 300	61.4	<i>27.5</i>	0.163	<i>0.0729</i>	1.0	<i>0.2</i>
300 – 1,500	<i>3.54√f</i>	<i>1.59√f</i>	<i>√f/106</i>	<i>√f/238</i>	<i>f/300</i>	<i>f/1500</i>
1,500 – 100,000	137	<i>61.4</i>	0.364	<i>0.163</i>	5.0	<i>1.0</i>



Higher levels are allowed for short periods of time, such that total exposure levels averaged over six or thirty minutes, for occupational or public settings, respectively, do not exceed the limits, and higher levels also are allowed for exposures to small areas, such that the spatially averaged levels do not exceed the limits. However, neither of these allowances is incorporated in the conservative calculation formulas in the FCC Office of Engineering and Technology Bulletin No. 65 (August 1997) for projecting field levels. Hammett & Edison has built those formulas into a proprietary program that calculates, at each location on an arbitrary rectangular grid, the total expected power density from any number of individual radio sources. The program allows for the description of buildings and uneven terrain, if required to obtain more accurate projections.

RFR.CALC™ Calculation Methodology

Assessment by Calculation of Compliance with FCC Exposure Guidelines

The U.S. Congress required (1996 Telecom Act) the Federal Communications Commission (“FCC”) to adopt a nationwide human exposure standard to ensure that its licensees do not, cumulatively, have a significant impact on the environment. The maximum permissible exposure limits adopted by the FCC (see Figure 1) apply for continuous exposures from all sources and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health. Higher levels are allowed for short periods of time, such that total exposure levels averaged over six or thirty minutes, for occupational or public settings, respectively, do not exceed the limits.

Near Field.

Prediction methods have been developed for the near field zone of panel (directional) and whip (omnidirectional) antennas, typical at wireless telecommunications base stations, as well as dish (aperture) antennas, typically used for microwave links. The antenna patterns are not fully formed in the near field at these antennas, and the FCC Office of Engineering and Technology Bulletin No. 65 (August 1997) gives suitable formulas for calculating power density within such zones.

For a panel or whip antenna, power density $S = \frac{180}{\theta_{BW}} \frac{0.1 \theta_{BW} P_{net}}{4 \pi D^2 \eta}$, in mW/cm²,

and for an aperture antenna, maximum power density $S_{max} = \frac{0.1 \theta_{BW} 16 \theta_{BW} P_{net}}{4 \pi h^2 \eta}$, in mW/cm²,

where θ_{BW} = half-power beamwidth of the antenna, in degrees, and
 P_{net} = net power input to the antenna, in watts,
 D = distance from antenna, in meters,
 h = aperture height of the antenna, in meters, and
 η = aperture efficiency (unitless, typically 0.5-0.8).

The factor of 0.1 in the numerators converts to the desired units of power density.

Far Field.

OET-65 gives this formula for calculating power density in the far field of an individual RF source:

power density $S = \frac{2.56 \theta_{BW} 1.64 \theta_{BW} 100 RFF^2 ERP}{4 \pi D^2 \eta}$, in mW/cm²,

where ERP = total ERP (all polarizations), in kilowatts,
RFF = relative field factor at the direction to the actual point of calculation, and
 D = distance from the center of radiation to the point of calculation, in meters.

The factor of 2.56 accounts for the increase in power density due to ground reflection, assuming a reflection coefficient of 1.6 (1.6 x 1.6 = 2.56). The factor of 1.64 is the gain of a half-wave dipole relative to an isotropic radiator. The factor of 100 in the numerator converts to the desired units of power density. This formula has been built into a proprietary program that calculates, at each location on an arbitrary rectangular grid, the total expected power density from any number of individual radiation sources. The program also allows for the description of uneven terrain in the vicinity, to obtain more accurate projections.

Alternative Sites Analysis

Verizon Wireless “Pioneer High School”

1400 Pioneer Avenue, Woodland, CA

APN: 042-580-020-000



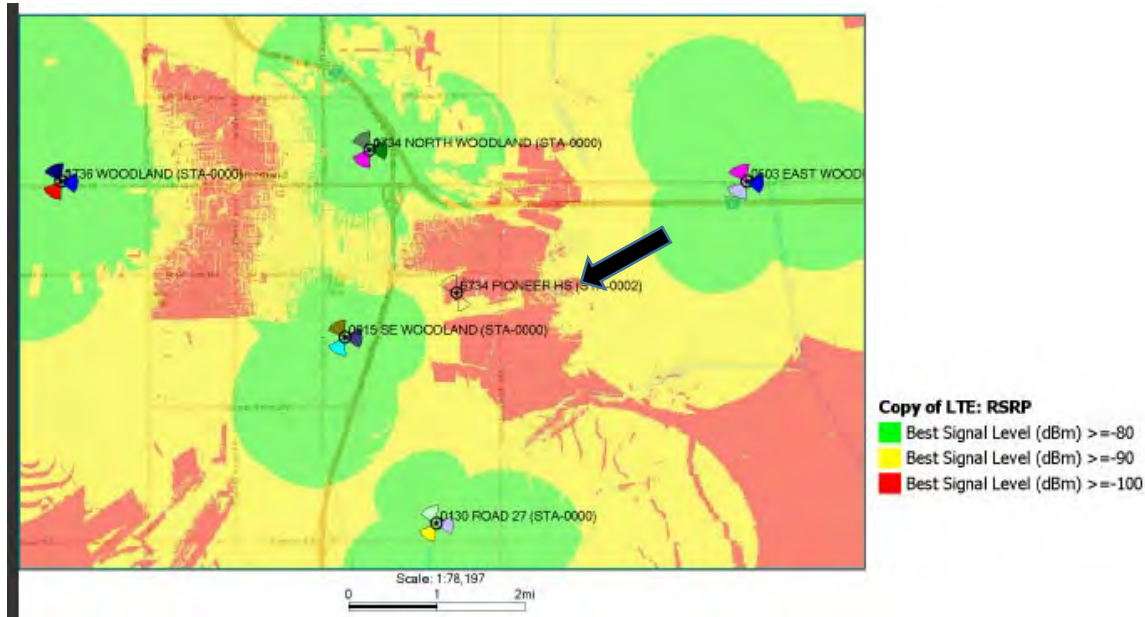
Methodology

The location of a Wireless Communication Facility (“WCF”) to fill a significant gap in service coverage is dependent upon topography, zoning, existing structures, collocation opportunities, available utilities, site access and a willing landlord. Wireless communication is line of site technology that requires WCF’s to be in relatively close proximity to the wireless handsets to be served. Every proposed site is different and must be investigated and evaluated on its own terms.

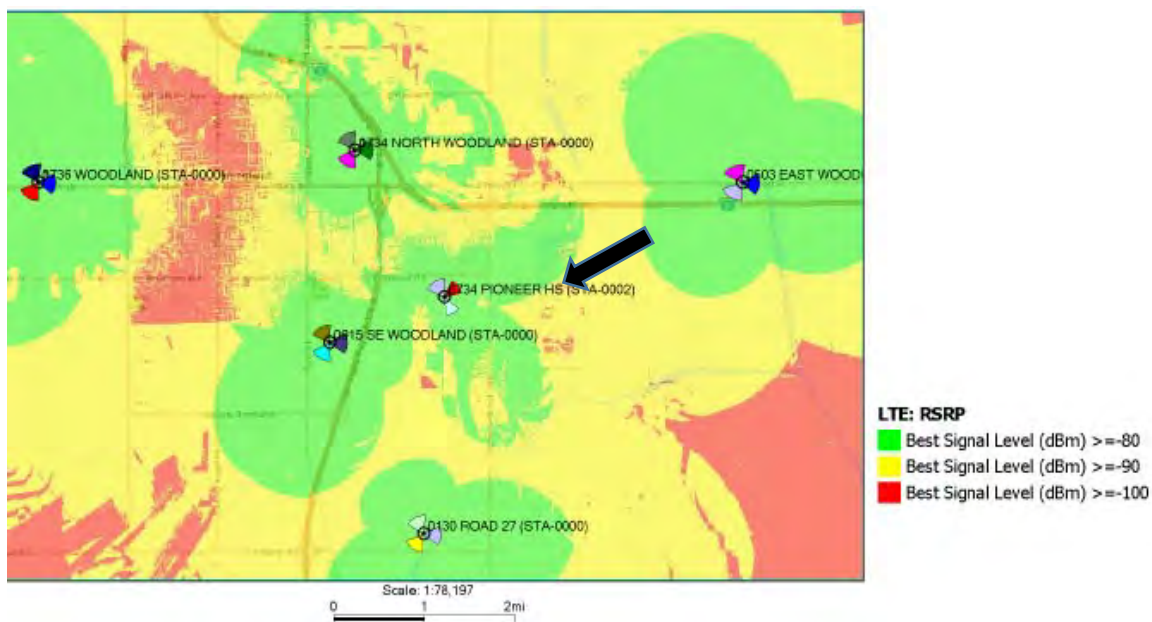
Need for this Facility

As shown in the below coverage maps, this facility is greatly needed in this specific location, as there is currently a significant coverage gap.

EXISTING COVERAGE- “BEFORE,” WITHOUT PROPOSED FACILITY



COVERAGE AFTER COMPLETION OF PROPOSED FACILITY-AFTER



Alternate Sites Analysis

AERIAL LOCATION MAP OF ALTERNATE SITES



PROPOSED CANDIDATE

Pioneer High School- Proposed Facility Co-Location



ADDRESS: 1400 Pioneer Ave, Woodland CA

APN: 042-580-020

ZONING: Civic Facility/Spring Lake Specific Plan

The proposed facility consists of replacing an existing 80' tall stadium light standard with a new 90' light standard, providing an antenna centerline of approximately 85' and the lights remaining below. This facility is stealthed and aesthetically compatible with the existing parcel and use of the property. It also is designed to allow the light feature to remain functional.

As a co-location on an existing light standard, this proposed location and design is the least intrusive candidate, code compliance, and fills the significant coverage gap currently in this area.

Alternatives Considered, but not Chosen

ALTERNATIVE B- Jail (Owner Yolo County)

ADDRESS: 140 Tony Diaz Way, Woodland CA

APN: 042-580-026

ZONING: SLSP



ZONING: SLSP, surrounded by SLSP and R-1 residential

This alternative was originally proposed as a brand new build (not co-location) with a proposed design of a 114' monopine with 100' antenna centerline. The parcel is owned by Yolo County and contains Yolo County's Dept of General Services, Sherriff station and jail.

As this proposed location would have required a new build (monopine) rather than a co-location, per the City of Woodland Municipal Code, it was not preferred. Additionally, it did not fulfill RF objectives as well as the candidate that has been proposed.

ALTERNATIVE C- Sherriff Station (Owner Yolo County)



ADDRESS: 140 Tony Diaz Way, Woodland CA

APN: 042-580-026

ZONING: SLSP, surrounded by SLSP and R-1 residential

This alternative was originally proposed as a brand new build (not co-location) with a proposed design of a 114' monopine with 100' antenna centerline. The parcel is owned by Yolo County and is used as the Sherriff Station.

As this proposed location would have required a new build (monopine) rather than a co-location, per the City of Woodland Municipal Code, it was not preferred. Additionally, it did not fulfill RF objectives as well as the candidate that has been proposed.

ALTERNATIVE D: Woodland Community College

ADDRESS: 2300 E Gibson Road, Woodland

APN: 042-580-027

Candidate was non-responsive to multiple proposal letters sent to the campus. CWC left multiple voice messages for Woodland CC President, Michael White, as well as the interim Director of Maintenance and Operations, Jacob Llorente. Additionally, CWC visited the Woodland CC to discuss with Jacob Llorente in person, but Mr. Llorente was not available for a meeting and did not respond to voicemails. After receiving no response from Woodland CC personnel after multiple attempts, CWC concluded that the Woodland CC is not interested in leasing space to VZW.

ALTERNATIVE E: Property of Scott Van Tassel (1425 Harry Lorenzo Ave)

ADDRESS: 1425 Harry Lorenzo Ave, Woodland

APN: 041-580-001

Candidate returned signed proposal letter. However, CWC determined that this location is not viable because it is located within the Spring Lake Specific Plan and is soon to be developed into residential parcels. As such, it does not comply with the jurisdiction's requirement that wireless facilities be located not less than 500' from residential parcels.

ALTERNATIVE F: Property of Pioneer-Woodland LLC (Harry Lorenzo Ave)

ADDRESS: Harry Lorenzo Ave, Woodland CA

APN: 042-580-002

Candidate returned signed proposal letter. However, CWC determined that this location is not viable because it is located within the Spring Lake Specific Plan and is soon to be developed into residential parcels. As such, it does not comply with the jurisdiction's requirement that wireless facilities be located not less than 500' from residential parcels.

Site Name: Pioneer HS

LETTER OF AUTHORIZATION

This authorization is not a commitment of any kind. All land-use approvals obtained will be subject to the successful completion of lease negotiations and the approval of site configuration by an authorized representative.

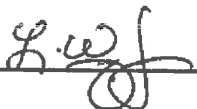
In order to determine the viability and permit the use of a wireless antenna facility on the real property ("Property") at the address stated below, the undersigned authority hereby grants, consents, and agrees with Verizon Wireless as follows:

1. **Entry.** Owner or authorized agent consents that approved Verizon Wireless representatives may enter upon the Property to conduct and perform the following permitted activities upon at least 24 hour notice to Owner: boundary and positioning surveys, radio propagation studies, soils boring/report, power and telephone existing service capacity, subsurface boring tests, an environmental site assessment, visual inspections of the Property, and other activities as Verizon Wireless may deem necessary. Verizon Wireless agrees to be responsible for all costs related to these surveys and investigations.

2. **Filings.** Owner or authorized agent consents that Verizon Wireless may make and file applications for the proposed wireless antenna facility on the Property to such local, state and federal governmental entities whose approval may be necessary for this type of use. Submittals and approvals include zoning applications, variances, land use descriptions, and other submittals necessary for this type of use. Verizon Wireless agrees to be responsible for all costs related to the governmental approvals for this project.

3. **Telco.** Owner or authorized agent consents that Verizon Wireless may order, coordinate, and install upgraded telephone connectivity to the site. Verizon Wireless agrees to be responsible for any and all costs related to this installation. Owner or authorized agent understands that the upgrade of telephone connectivity does not constitute construction start.

Authorized Signature:



Print Name:

Lewis Wiley, Jr.

Title:

Owner

Phone number:

530-406-3220

Email:

Lewis.Wiley@wjusd.org

Dated:

3-19-15

Assessor's Parcel Number:

042-580-020-000

Property Address:

1400 Pioneer Avenue
Woodland, California 95776-5152



Legislation Details (With Text)

File #: 16-430 Version: 1 Name:
Type: Public Hearing Item Status: Agenda Ready
File created: 3/31/2016 In control: Planning Commission
On agenda: 4/21/2016 Final action:
Title: Digital Freeway Sign Conditional Use Permit, Site Plan and Design Review, 2140 Freeway Drive - The project includes a request by applicant, P.C. Dixon I, LLC and Pacific Horizon Group, LLC, for a Conditional Use Permit, Site Plan and Design Review approval to allow for a 65-foot tall digital freeway sign at the southeast corner of 2140 Freeway Drive adjacent to (north of) Interstate 5, within the Commercial Highway, Entryway Overlay Zone (C-H/ EOZ).

Location: 2140 Freeway Drive, Woodland, CA (APN 027-851-011)

Applicants: P.C. Dixon I, LLC and Pacific Horizon Group, LLC (Ron Caceres)

Environmental Report: Mitigated Negative Declaration

Project Planner: Erika Bumgardner, AICP, Senior Planner

Staff Recommendation: Consider recommending to City Council approval of the proposed digital freeway sign with conditions.

Sponsors:

Indexes:

Code sections:

Attachments: [1 - Resolution to Follow](#)
[2 - Resolution to Follow](#)
[3 - Project Site Plan and Elevations, Photosimulations](#)
[4 - Permitted Digital Freeway Sign Locations Map](#)
[5 - CEQA Mitigated Negative Declaration](#)
[6 - CEQA Comment Letters](#)
[7 - Digital Freeway Sign Application](#)
[8 - Public Comment Letters](#)

Date	Ver.	Action By	Action	Result
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Planning Commission

Digital Freeway Sign Conditional Use Permit, Site Plan and Design Review, 2140 Freeway Drive - The project includes a request by applicant, P.C. Dixon I, LLC and Pacific Horizon Group, LLC, for a Conditional

Use Permit, Site Plan and Design Review approval to allow for a 65-foot tall digital freeway sign at the southeast corner of 2140 Freeway Drive adjacent to (north of) Interstate 5, within the Commercial Highway, Entryway Overlay Zone (C-H/ EOZ).

Location: 2140 Freeway Drive, Woodland, CA (APN 027-851-011)

Applicants: P.C. Dixon I, LLC and Pacific Horizon Group, LLC (Ron Caceres)

Environmental Report: Mitigated Negative Declaration

Project Planner: Erika Bumgardner, AICP, Senior Planner

Staff Recommendation: Consider recommending to City Council approval of the proposed digital freeway sign with conditions.

Report For: Planning Commission, April 21, 2016

General Plan Designation: Highway Commercial

Current Zoning: Commercial Highway, Entryway Overlay Zone

Flood Zone: Pursuant to Flood Insurance Rate Map, Flood Zone Map No. 06113C0465H, as revised on May 12, 2012, the Project site lies within the boundaries of 100- and 500-year flood zones.

Project Site Description; Existing and Adjacent Land Uses: The Project site is located in the eastern portion of the City of Woodland, along the Interstate 5 (I-5) freeway corridor. The site exists in a grassy area in the southeast corner of the 1.99-acre commercial lot located at 2140 Freeway Drive. The 2140 Freeway Drive address includes a 2-story commercial building (the Fitness System gym) and a parking lot that wraps around the building. The Project site has Yolo County Assessor's Parcel Number 027-851-011. (Aerial Vicinity Map below.)

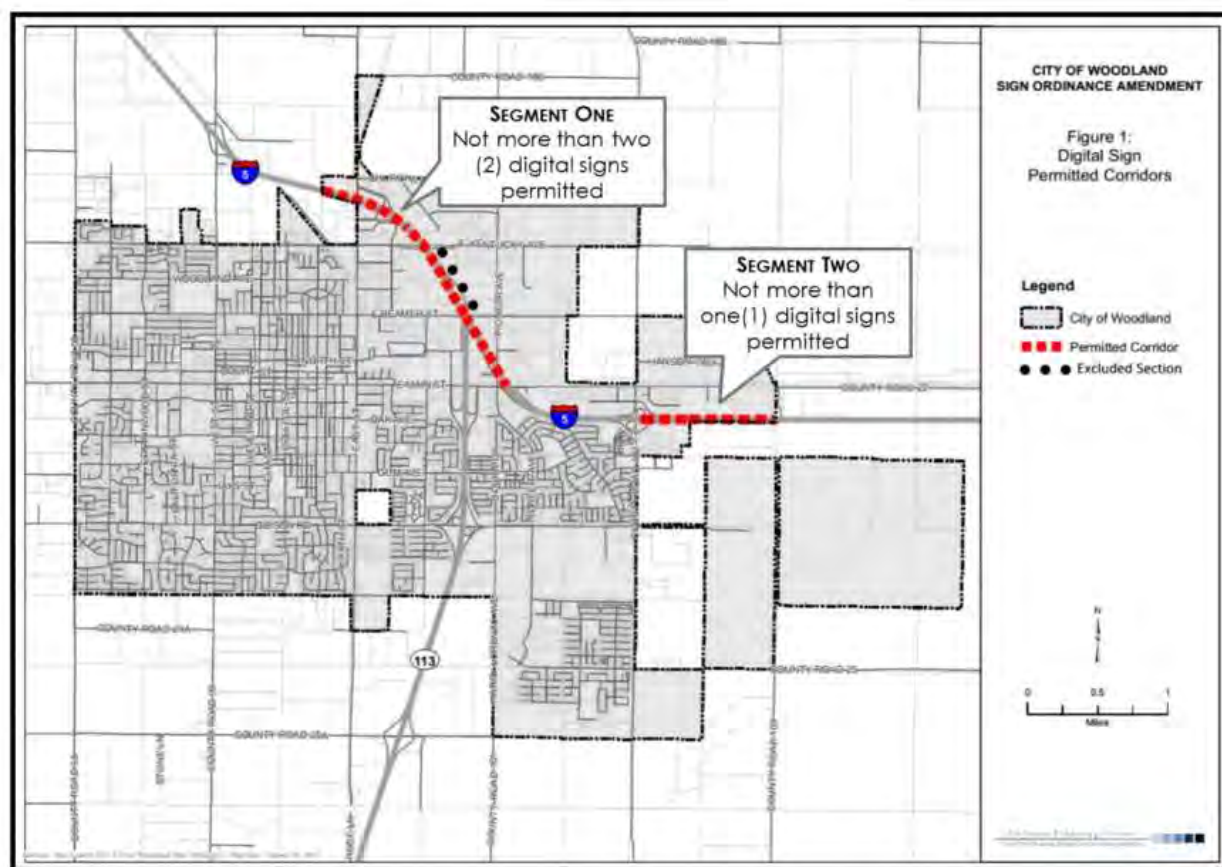


Surrounding Land Uses

The site is surrounded by commercial uses to the north and south. The Gateway I shopping center, which includes a Costco Wholesale Store, Dignity Health Clinic, a Starbucks outlet, other varied commercial uses, and a large parking lot, exists just beyond the I-5 freeway to the south. Vacant lots exist to the northwest and northeast of the Project site, with additional vacant land to the southeast of the site, on the opposite side of I-5. Further north and east, industrial land uses predominate beyond the adjacent commercial uses, including the new Woodland Motors dealership.

Pending/Potential Action

The Planning Commission is being asked to consider two separate digital freeway sign applications with proposed sign locations along the north side of the I-5 freeway, within approximately 500 feet of each other. The Digital Freeway Sign Ordinance adopted in December 2015, permits digital freeway signs along two specific segments of the I-5 corridor as shown in the map below.



Both sign proposals are located within permitted “Segment Two;” however not more than one digital freeway sign may be located along this stretch of the Interstate, between County Road 102 to the west and the City/County boundary to the east. As such, the Planning Commission, after conducting a public hearing and considering public testimony, is being asked to consider the relative merits of both signs and recommend to City Council approval of one of the two signs and deny the second sign application. The Planning Commission is asked to make specific findings (for approval and denial) to support its recommendation.

The two sign applications shall be presented together as one item; however, separate action shall be taken for each item individually.

The Commission’s individual actions and recommendations shall be based on an overall review of the applications submitted and shall take into account sign design, location, and adherence to the City’s Digital Freeway Sign Ordinance and/or proposed alternative “community benefit.” The Planning Commission shall recommend to City Council approval of that sign application which the Commission finds will best serve and benefit the City of Woodland based on these evaluation criteria.

Background

The city's Zoning Ordinance was originally adopted in 1949. The city's first Sign Ordinance (Ordinance No. 849) providing "criteria, standards, and limits for the regulation of signs" was adopted in 1974 and included the provision that prohibited "signs which move or simulate motion...including flashing blinking, animated, rotation signs or sign whose illumination or surface change with time but shall not include time and temperature signs." Provisions regarding signs within the city have been modified from time to time over the past 40 years. Most recently, in 2004, the City Council adopted amendments to Article 24 ("Signs") of the Zoning Ordinance; however the original provision that prohibited signs which "move or simulate motion" has remained nearly unchanged since 1974.

The city received applications for two separate, digital freeway sign installations in September 2014 and December 2014, including the proposed digital sign at 2140 Freeway Drive, the subject of this report. Because digital signs were prohibited within the city, the applications included requested amendments to the City's Sign Ordinance to allow for digital freeway signs. The proposed sign ordinance amendments moved forward first for consideration by the Planning Commission and City Council. In December 2015, the City Council adopted the proposed Zoning Ordinance amendments which permitted up to three digital freeway signs within the City along the I-5 corridor; including up to two signs within permitted "Segment One" and not more than one sign within "Segment Two."

This report presents a request for a Conditional Use Permit, Site Plan and Design Review approval to allow for a digital freeway sign at 2140 Freeway Drive, located within the Digital Sign Ordinance "Segment Two," and represents one of the two original digital sign application submittals.

Project Proposal

The proposed Project is an application for a Conditional Use Permit (CUP), Site Plan and Design Review approval for the installation and operation of a double-sided digital freeway sign at 2140 Freeway Drive. The digital freeway sign would utilize digital message technology and will include two dynamic digital display areas. The sign would include a standard 14' x 48' message center. The sign would be located alongside the I-5 freeway westbound traffic lane, which allows for a long sight-line for westbound travelers coming from Sacramento.

The applicant has guaranteed two permanent advertising spots or "clicks" for city use - one on each digital display face - with a minimum of five percent (5%) advertising time on the sign. The applicant has also indicated that when the sign is initially constructed, "space available" (i.e. unsold) spots will be offered to the City until all ad spaces are taken. The commitment will be recorded in an Operating Agreement approved by the City Council should the Conditional Use Permit application be approved.

The applicant is also guaranteeing the removal of a minimum of 2,688 square feet of static billboards within the City, consistent with ordinance requirements, including the removal of:

- two (2) static billboard sign poles located on Main Street, with four billboard faces measuring 12ft x 25ft each;
- four (4) static, 12ft x 25ft, sign faces locating on East Street; and

- most of the remaining smaller signage along East Street.

See also, Attachment 7, Project Justification Statement.

Public Notification

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

- A legal notice was published in the Woodland Daily Democrat.
- Notices were mailed to all property owners within 300 feet of the specific project sites.

Copies of the factual staff report for the proposed project have been on file at City Hall since April 15, 2016.

Environmental Assessment Status

A Mitigated Negative Declaration/Initial Study was prepared for the proposed digital freeway sign installation and circulated for public review from September 2, 2015 through October 2, 2015, for interested individuals and public agencies to submit written comments on the documents.

The Mitigated Negative Declaration/Initial Study for the sign installation did not identify any possible significant environmental impacts that would result from the project. Mitigation measures have been incorporated to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of structure foundations and subsurface utilities. Minor revisions have been made to the proposed digital sign application since the Initial Study was prepared. However, the minor revisions do not change or alter the conclusions contained in the IS/MND in any way, and would not result in any potential environmental impacts beyond those analyzed in the Public Draft IS/MND.

Comment letters were received during the public review period from the State of California Department of Transportation (Caltrans), from the Central Valley Regional Water Quality Control Board and from the U.S. Army Corps of Engineers. The comment letters reiterate the existing standards and permit requirements from the agencies. Compliance with Caltrans, the Central Valley Water Board, and the Army Corps standards will be confirmed through the building permit process for the project, as applicable. The letters did not identify any possible significant impacts resulting from the project nor do any comments change the conclusions that were reached within the Mitigated Negative Declaration/Initial Study for the sign installation. No further environmental review of the project is required at this time.

Reviewing Agency Comments

The project has been circulated to various City divisions and departments for review. All reviewing comments have been integrated into the project conditions of approval.

Staff Analysis

The following discussion provides analysis of how the digital freeway sign proposed for 2140 Freeway Drive complies with the standards outlined in Zoning Code Section 25-24-30, "Digital Freeway Signs" and with the goals and policies of the General Plan:

Zoning Code Section 25-24-30, "Digital Freeway Sign" Standards

Sign Location

Location. *Digital freeway signs shall be located within five-hundred (500) feet of the freeway right-of-way. No digital freeway sign shall be located within 2,500 feet of another digital freeway sign on the same or opposite side of the freeway, subject to the maximum number of digital freeway signs permitted within Segments "One" and "Two" as described above.*

The proposed digital freeway sign meets this requirement based on existing conditions. There are no existing digital freeway signs located within the City.

The proposed sign is located within close proximity to the existing Fitness System gym building located on the same parcel.

Distance Between Signs. *No digital freeway sign shall be located within 2,500 feet of any other digital freeway sign within the city limits and no closer than 250 feet to any other freeway oriented sign over 30 feet in height on the same side of the freeway. No more than two freeway oriented signs over 30 feet in height shall be permitted on a single parcel or multiple parcels developed as a single retail, office, or industrial center. One sign shall not directly or substantially impede the view of another sign for any prolonged length of travel time of a passing driver on Interstate 5.*

The proposed distancing requirements are intended to prevent "sign clutter" along Interstate 5, taking into account both digital freeway signs and static signage ("multi-tenant" signs) for businesses located along the freeway.

The California Department of Transportation (Caltrans) requires a minimum distance of 1,000 feet between digital freeway signs on the same side of the freeway and 500 feet between a digital freeway sign and a static off-site sign (billboard) on the same side of the freeway. The City's adopted ordinance is more stringent requiring a minimum separation of 2,500 feet between digital signs. However, not more than one digital sign is permitted within the subject segment of interstate frontage associated with this report. Therefore the distancing requirement between digital signs is not applicable.

The 250 foot distancing requirement between digital signs and other freeway oriented signs over 30 feet in height is applicable to this proposal. The proposed digital freeway sign would be located approximately 750 feet from the nearest freeway oriented sign over 30 feet in height, which is located in front of the Holiday Inn Express and includes signage for Jack In the Box, Chevron, Holiday Inn Express, and Hampton Inn. Therefore the proposed digital freeway sign exceeds the distancing requirement based on existing conditions.

Traffic Safety. *The digital sign shall not create a visibility hazard to traffic on adjacent streets, freeways, or parking areas. The sign shall not reduce required on-site parking availability and shall not interfere with on-site vehicular circulation.*

The applicant has demonstrated through site plans, elevations and photo-simulations that the proposed digital freeway signage will not obscure driver visibility along or near the proposed sign location, including but not limited to obstruction of traffic related directional or informational signage.

Furthermore; the Federal Highway Administration (FHWA), in agreement with the California Department of Transportation (Caltrans), has addressed various issues related to signage along highway corridors to ensure continued driver safety. The FHWA prohibit signs that obstruct or physically interfere with an official traffic sign, signal, or device, or that obstruct or physically interfere with the vision of drivers in approaching, merging or intersecting traffic. These provisions may be enforced by the FHWA, but an agreement with the State of California also requires Caltrans to enforce these provisions. All digital freeway sign applicants are required to obtain permitting from Caltrans prior to sign installation. The 2014 edition of the Outdoor Advertising Act provides the framework for review and permitting of signs by Caltrans.

Restrictions on digital signs contained within the Outdoor Advertising Act and enforced by Caltrans regulate many of the conditions that have been identified as relevant to traffic safety. Caltrans regulates the location of each proposed digital sign through its application process, and the distance between such signs is also regulated.

California statutory provisions regulate brightness of displays.

The adopted digital sign ordinance exceeds the requirements enforced by Caltrans, including requiring an 8-second minimum message display time, a 2,500 foot minimum spacing between digital signs along the I-5 corridor, and a 0.3 foot-candle lighting minimum, including technology that adjusts the light level of the sign as it relates to the changing ambient light level surrounding the signs. Through state law, Vehicle Code and the city's adopted ordinance, digital freeway signs are prohibited from displaying flashing lights or images (see also **Advertising/Messaging** section below).

The proposed digital freeway sign complies with the above listed traffic safety requirements.

Sign Appearance

Height. *Heights of digital freeway signs shall be established relative to topography and setting so as to provide the best balance between the sign's purpose of effectively communicating a visual message, the setting (including topography and surrounding architecture), and freeway traffic safety. However, in no case shall the digital freeway sign (including structure) exceed a maximum height of 68 feet as measured from the finished grade of the center line of the nearest freeway to the top of the digital freeway sign face or structure, as applicable. Project applicants shall provide to the City supporting documentation from a licensed engineer or surveyor demonstrating that this provision has been met.*

The proposed height of the digital freeway sign, including structural elements, is 65 feet as measured from the finished grade of the center line of I-5. The application shall be required to provide to the City supporting documentation from a licensed engineer or surveyor demonstrating that this provision has been met.

Sign Area. *The maximum area of each digital display area shall not exceed 672 square feet per sign face.*

Six hundred and seventy-two (672) square feet is the industry standard for digital freeway signs which allows for an approximately 14 foot by 48 foot (14' x 48') display ("sign face"). The proposed digital freeway sign is in compliance with this standard.

Sign Structure and Pole Cladding. *Structure, style, and architectural detailing shall be subject to Planning Commission review and approval. Decorative pole covering is required for newly constructed digital freeway signs as well as any existing traditional billboard that is converted to a digital freeway sign. Such covering shall be high quality in material and finish and shall be subject to Planning Commission review and approval.*

The applicant proposes a relatively streamlined sign structure consisting of a 5' x 5' x 38' tall pole cover, with an outer skin painted "brushed aluminum," satin finish. The pole cladding is broken up by ½" tall reveals painted the same color as the pole. The digital display face will be enclosed within a narrow frame painted the same color as the pole. (See Elevations, Attachment 3.)

The Planning Commission may request alternative design details, however, staff generally supports a more streamlined structure as proposed, to minimize distraction and sign clutter. The project includes a Condition of Approval (COA #9) requiring the applicant to continue to work with Planning staff and the Planning Commission Design Review liaison to finalize the design details of the base structure and ensure high quality materials and finished.

Illumination. *Digital freeway signs shall not operate at brightness levels of more than 0.3 foot-candles above ambient light, as measured using a foot-candle meter at a distance of 250 feet from the sign face. Each digital display area shall have a light sensing device that will adjust the brightness of the sign as ambient light conditions change throughout the day. Digital freeway signs shall create minimal glare, maintain contrast between the sign face and the surrounding area, have minimal impact on driver distraction, and create minimal light trespass into residential areas. The Applicant shall fund field testing by a qualified independent contractor or city staff trained in the use of a handheld photometer to demonstrate continued compliance.*

The proposed brightness level requirement is consistent with current best practices to minimize and control digital sign light levels within the context of ambient light levels. The 0.3 foot-candle is equivalent to approximately one third of the light that would be generated from a lit candle this is one foot away. The level would be perceptible at the low end to the human eye, over ambient light, on a surface, similar to average residential street illumination provided by low wattage street lights.

The proposed digital sign is in compliance with this standard.

Quality and Maintenance Plan. *The applicant shall demonstrate that the proposed digital sign display consists of the latest and best technology available and tested; that which provides high resolution, clear graphic display and consistent reliability and durability. The applicant must establish a quality and maintenance plan to ensure implementation of all above-listed development standards and to assure the proper maintenance and repair of the digital freeway sign as needed.*

The Maintenance Plan will be adopted as part of an approved Operating Agreement between the applicant and the city and will ensure a high quality appearance is maintained over time and to swiftly and effectively address any lighting or display errors and streamline routine maintenance and repair approvals; if applicable. The Maintenance Plan will be presented at the City Council hearing, however; the Planning Commission is encouraged to provide its comments and recommendations regarding any specific maintenance concerns it would like to see addressed in the plan.

Advertising/Messaging

Message Display. *Digital freeway signs shall display static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement in or on any part of the sign structure, design, or pictorial segment of the sign. No static message shall include flashing or scintillating lighting, or varying light intensity. Digital freeway signs shall be operated with systems and monitoring in place to either turn the display off or show a "full black" image on the display in the event of a malfunction.*

(See **Traffic Safety** analysis above.)

The proposed digital freeway sign shall operate in compliance with this standard.

Minimum Display Time. *Each message or image on the sign shall be displayed for a minimum of eight (8) consecutive seconds. Transition or blank screen time between one still message or image and the next may not exceed one (1) second.*

These standards represent industry best practices to minimize driver distraction. The proposed 8 second minimum message display time is double that enforced by Caltrans and is the recommended advertisement display duration recommended by the Federal Highway Administration. The FHWA also recommends that transition between messages is between 1 and 2 seconds.

The proposed digital freeway sign shall operate in compliance with this standard.

Community Benefit

Community Messaging. *The City shall be provided with access to a minimum of five percent (5%) of the total available display time to allow the City to present messages of community interest. This access shall also include access for other appropriate agencies for the purpose of displaying public safety messages such as "Amber Alert" messages and emergency-disaster communications. The city shall retain sole discretion regarding the content and prioritization of messages displayed on the city's behalf, subject to specific standards of individual sign companies for displayed material.*

The applicant has guaranteed two permanent advertising spots or "clicks" - one on each digital display face - with a minimum of five percent (5%) advertising time on the sign. The commitment will be recorded in an Operating

Agreement approved by the City Council should the Conditional Use Permit application be approved.

Billboard Removal. *For every one square foot of digital message display area installed, the applicant must permanently remove at least two square feet of legally existing non-digital billboard display area within the city limits prior to operation of the digital freeway sign. An existing billboard being refurbished as a digital freeway sign may count toward the required permanent removals.*

This requirement is proposed to aide in the reduction of the overall square footage of off-premise, billboard displays throughout the city. Existing off-premise billboard signage shall be removed at a ratio of 2 square feet for every 1 square foot of digital signage (digital display/face) proposed. In other words, assuming a digital freeway sign with two display faces measuring the maximum permitted 672 square feet each is approved, a total of 2,688 square feet of static billboard signage must be removed. This might include the removal of a single, large, double-sided billboard along I-5, or several smaller “poster” sized billboards along East or Main Street.

The applicant is guaranteeing the removal of a minimum of 2,688 square feet of static billboards within the City, consistent with ordinance requirements, including the removal of:

- two (2) static billboard sign poles located on Main Street, with four billboard faces measuring 12ft x 25ft;
- four (4) static, 12ft x 25ft, sign faces locating on East Street; and
- most of the remaining smaller signage along East Street.

Review/Permitting

Conditional Use Permit, Site Plan and Design Review. *Digital freeway signs are conditionally permitted only as billboard relocations or as conversions of an existing billboard in place. Digital freeway signs that meet all location and development standards established in this section shall be subject to the granting of a conditional use permit, site plan, and design review approval by the Planning Commission.*

All digital freeway way signs shall be required to obtain a Conditional Use Permit and Site Plan and Design Review approval by the Planning Commission. The applicant may request a deviation from the development standards outlined in the digital freeway sign section of the zoning code, subject to review and consideration by the Planning Commission and subject to final approval of an Operating Agreement by the Woodland City Council as described below. The City Council may only approve deviations from the standards as typically required if it can be found that an alternative community benefit can be achieved that is equal to or greater than that which would have been achieved through strict compliance with the code requirements. If deviation from the standards is requested, the City Council shall also serve as the final review and approval authority for the Conditional Use Permit, Site Plan and Design Review application as well. Due to competing sign interests, this Conditional Use Permit, Site Plan and Design Review application has been elevated to the City Council for final review and consideration.

Operating Agreement. *The city and applicant shall enter into an operating agreement in conjunction with the issuance of a conditional use permit for a digital freeway sign. The city and applicant may use the operating agreement, on a case-by-case basis, to deviate from the development standards in subsection (i)(2) of this section or reduce the required billboard removals under subsection (i)(2)(C) of this section. The City Council will only approve an operating agreement if it determines that the operating agreement achieves community benefits that are equivalent or greater to those that would be achieved through strict compliance with subsection (i)(2) or (i)(2)(C) of this section. If deviation from the standards is requested, the City Council shall also serve as the final review and approval authority for the Conditional Use Permit, Site Plan and Design Review application as well.*

The Operating Agreement shall outline the specific terms of use, including those operational requirements as outlined above, maintenance and repairs provisions and any other provisions agreed to by the applicant and the city regarding the appearance and operation of the sign. If any specific provision as outlined in the ordinance cannot be met, the applicant may request a modification to the standard or a deviation from the standard, provided an alternative community benefit of equal or greater value or a lesser impact (visual, aesthetic, etc.) is achieved. In all cases, the Operating Agreement shall be reviewed and

approved by the City Council.

At this time, the applicant's proposal meets all provisions of the Digital Sign Ordinance.

General Plan Consistency

The following General Plan policies are applicable to freeway oriented signage:

Goal 1.K To maintain and enhance the quality of Woodland's major corridors, city entrances, landscape, and streetscape.

Policy 1.K.10 The City shall promote efforts to improve the visual quality of entrances to Woodland and to Downtown. Development of these areas should include enhanced landscaping and site amenities that create pleasing gateways. Items that detract from the gateway image, such as attention-getting devices, outside storage and off-premise signs should not be allowed.

The sign ordinance was amended in December 2015 to allow for a limited number of digital freeway signs along the Interstate 5 corridor as a means of potentially removing existing, dilapidated static billboards along both the Interstate 5 corridor and along major corridors internal to the city, including East and Main Streets. Currently nine (9), two-sided, static billboards are located along the I-5 corridor within the Woodland city limits. Eleven (11) static billboards with a total of 18 display faces are located along the East and Main Street corridors, which lead into Woodland's historic downtown.

The applicant has guaranteed the removal of a minimum of 2,688 square feet of static billboard located along Main and East Streets, internal to the City, including the removal of over eight large (12ft x 25ft) static display faces.

Goal 9.D. To promote the growth of tourism by enhancing the city's potential to attract tourists through preservation of historic resources, promotion, development of visitor attractions and provision of a variety of overnight accommodations.

Policy 9.D.5 The city shall consider the development of regular tourism programming on local cable television to provide information about cultural activities and other events for both tourists and residents.

The installation of a limited number of digital freeway signs along the I-5 corridor will provide local businesses, hotels and organizations an opportunity to advertise along a major Interstate corridor. The city has received seven (7) letters from local businesses as well as from the Historic Downtown Business Association and the Woodland Farmer's Market in support of digital freeway signs (see Attachment 8). The Historic Woodland Downtown Business Association, in its letter, states that, "An electronic sign at the entrance to Woodland would bring many travelers to the downtown area instead of passing us by. This would attract new customers into Historic Downtown Woodland to visit shops and restaurants instead of solely stopping at the big box stores and mall in the area. [and]...that the economic value to the city of Woodland would be tremendous..."

Through the proposed dedication of "community messaging" display time, local city-sponsored events can be advertised to a broader, regional audience.

Recommendation

Staff recommends that the Planning Commission take action on the following:

- 1) Receive the staff report;
- 2) Conduct the public hearing; and
- 3) Adopt Planning Commission Resolution PC16-_____ (Attachment 1), recommending that the City Council adopt the Initial Study/Mitigated Negative Declaration prepared for the proposed digital freeway sign as the appropriate level of environmental review for the project and **approve** the Conditional Use Permit, Site Plan and Design Review application (#PLNG14-00062) allowing for the installation and operation of a 65-foot tall, digital freeway sign located at the southeast corner of 2140 Freeway Drive adjacent to (north of) Interstate 5, within the Commercial Highway, Entryway Overlay Zone

(C-H/P-D EOZ);

- OR -

Adopt Planning Commission Resolution PC16-_____ (Attachment 2), recommending that the City Council **deny** the Conditional Use Permit, Site Plan and Design Review application (#PLNG14-00062) allowing for the installation and operation of a 65-foot tall, digital freeway sign located at the southeast corner of 2140 Freeway Drive.

ATTACHMENTS:

Attachment 1 - (Resolution to follow) Planning Commission Resolution Recommending Approval of the Project

a. Exhibit 1 - Conditions of Approval

Attachment 2 - (Resolution to follow) Planning Commission Resolution Recommending Denial of the Project

Attachment 3 - Project Site Plan and Elevations, Photosimulations

Attachment 4 - Permitted Digital Freeway Sign Locations Map

Attachment 5 - CEQA Mitigated Negative Declaration

Attachment 6 - CEQA Comment Letters

Attachment 7 - Digital Freeway Sign Application

Attachment 8 - Public Comment Letters

Resolution to Follow

Resolution to Follow



Top View



42" diam Pipe, Approx.

Removable end section on this side only.

BRACES ARE FOR BRACING AGAINST THE 42" DIA. PIPE COVERING TO BE IN PLACE. SEE DRAWING FOR BRACING.

Fabricate and install one 6' x 6' x 36" tall pole cover for new billboard.
Internal angle to be 1-1/2" x 1-1/2" x 3/16".

Outer skin to be .090 aluminum.
Painted Mathews "Brushed Aluminum", Satin finish.
1/2" tall inset reveals painted same color as pole cover.

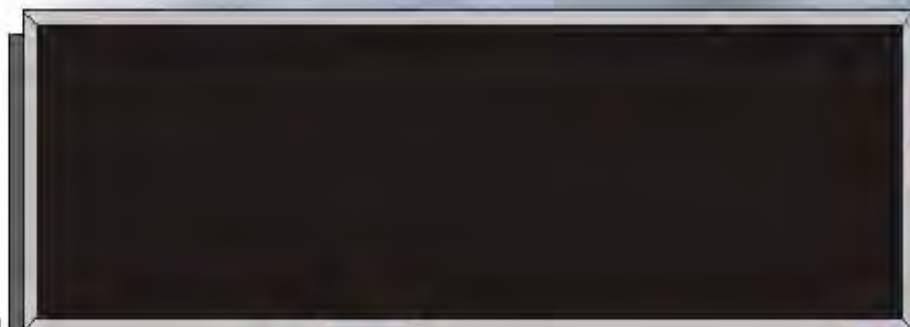
CBS copy on both sides to be routed out of aluminum and backed with blue acrylic. 4" deep light box pan with white LED's mounted behind routed opening. 20" x 44" overall.

Pole cover to be welded to pipe as noted in diagram.



65' overall height

LEVEL OF I-5



CBS OUTDOOR

**EQUITY
SIGN GROUP**

Full Service - Sign, Material and Install

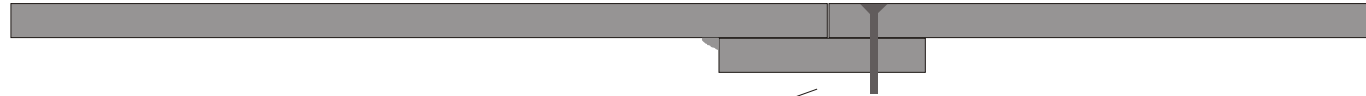
**CBS
OUTDOOR**

ADDRESS
DATE 7-30-13
DRAWING NUMBER CS 7-30-14

FRONT VIEW FORMER
EXAMPLE OF ADVERT. PLACEMENT
OF SIGNAGE
ON I-5 OVERPASS

perimeter accent bars to be 1/8" thick plate aluminum. To include full perimeter of sign.
9" tall x 49'-6" long across top.
Continuous aluminum back channel bracing with vertical aluminum bracing to be bolted to existing horizontal stringers.

All to be painted Matthews "Brushed Aluminum". Satin finish.



Sections join together with overlap/backup strip.
Welded to one end and screwed together with
countersunk flat-head screws at the joint.

Simulated view showing top only attached



Approx 6' long

Simulated view
from back angle

**EQUITY
SIGN GROUP**
FULL SERVICE - DESIGN, MANUFACTURE, INSTALL

**CBS
OUTDOOR**

ADDRESS Calvine & Hwy 99
DATE 7-30-13
DRAWING NUMBER CBS 7-30-14







2140-
-FREEWAY DRIVE, WOODLAND, CA

EXHIBIT "A"

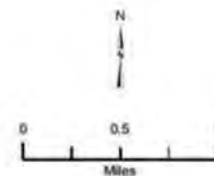


CITY OF WOODLAND SIGN ORDINANCE AMENDMENT

Figure 1:
Digital Sign
Permitted Corridors

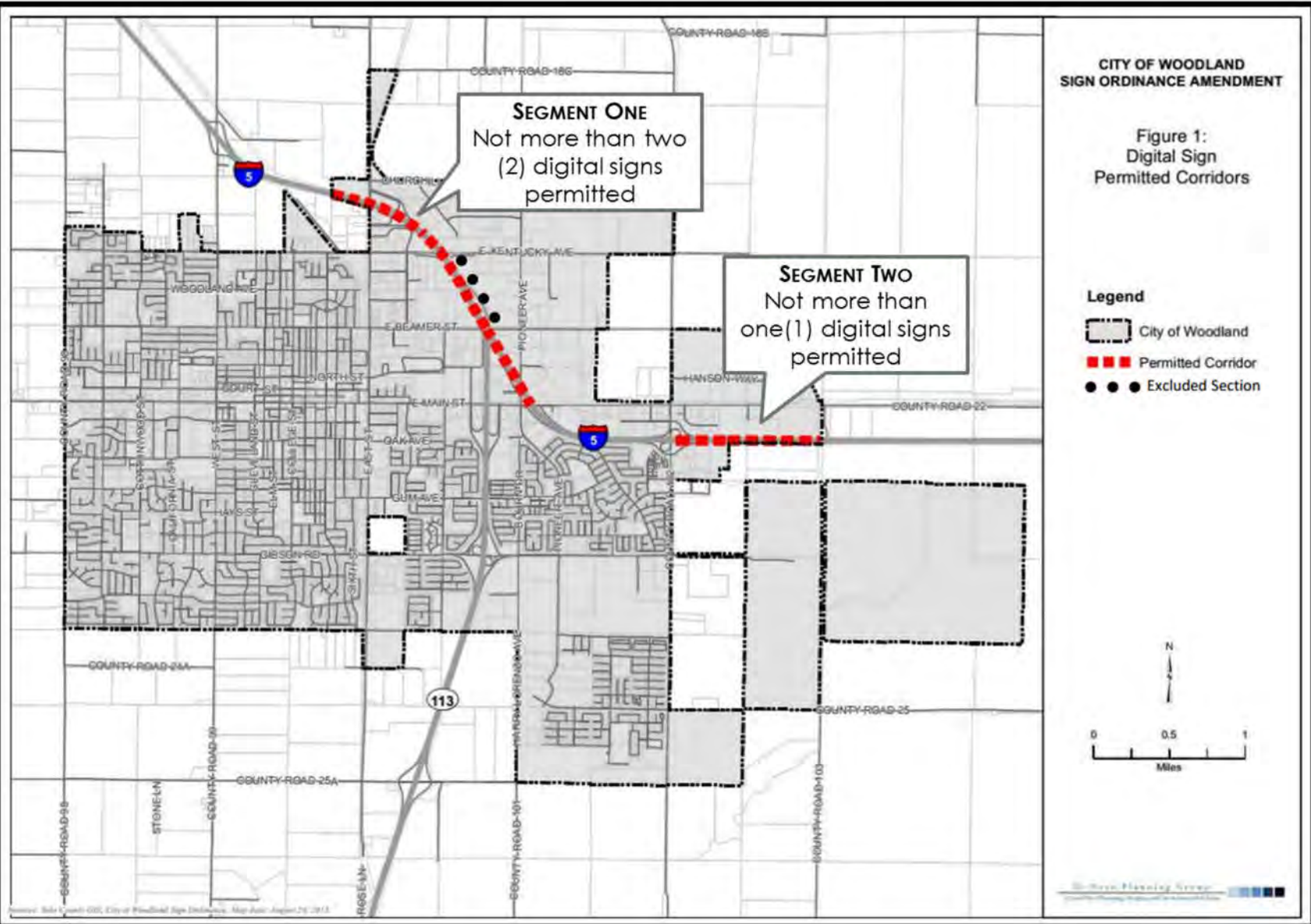
Legend

-  City of Woodland
-  Permitted Corridor
-  Excluded Section



SEGMENT ONE
Not more than two
(2) digital signs
permitted

SEGMENT TWO
Not more than
one(1) digital signs
permitted





PUBLIC DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

FOR THE

DIGITAL FREEWAY SIGN AT 2140 FREEWAY DRIVE PROJECT

AUGUST 31, 2015

Prepared for:

City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA
(916) 949-3231

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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INITIAL STUDY

PROJECT TITLE

Digital Freeway Sign at 2140 Freeway Drive

LEAD AGENCY NAME AND ADDRESS

City of Woodland Community Development Department
300 First St.
Woodland, CA 95695

CONTACT PERSON AND PHONE NUMBER

Erika Bumgardner, Senior Planner
City of Woodland
Community Development Department
(530) 661-5820

PROJECT SPONSOR'S NAME AND ADDRESS

Ronald S. Caceres
1207 Cleveland St.
Woodland, CA 95695
(916) 417-7774

PURPOSE OF THE INITIAL STUDY

An Initial Study (IS) is a preliminary analysis that is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare an Environmental Impact Report (EIR). It also functions as an evidentiary document containing information that supports conclusions that the project will not have a significant environmental impact or that the impacts can be mitigated to a "Less Than Significant" or "No Impact" level. If there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the lead agency shall prepare a Negative Declaration (ND). If the IS identifies potentially significant effects, but: (1) revisions in the project plans or proposals would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment, then a Mitigated Negative Declaration (MND) shall be prepared.

This Initial Study has been prepared consistent with CEQA (California Environmental Quality Act) Guidelines Section 15063, to determine if the proposed digital freeway sign located at 2140 Freeway Drive in the City of Woodland (Project) may have a significant effect upon the environment. Based upon the findings and mitigation measures contained within this report, a Mitigated Negative Declaration (MND) will be prepared.

BACKGROUND

The City of Woodland is in the process of considering certain amendments to Article 24 of Chapter 25 of the City's Municipal Code (the Zoning Code) that would allow for a limited number of digital freeway signs within the City. The amendments would provide an allowance for a small number of digital freeway signs along select segments along the I-5 freeway corridor, as long as they comply with all requirements that are specified by the Code amendment. A list of development standards have been included in the amendment that provide for specific limitations, including limits to the size, type, number, and placement of signs. There are also strict limits to the level of light, glare, and messaging technologies that are allowed. Additionally, the Code amendment would require the removal of two (2) square feet of existing freeway billboard signage for every one (1) square foot of new digital freeway signage constructed.

PROJECT LOCATION AND SETTING

PROJECT LOCATION

The Project site is located in the eastern portion of the City of Woodland, along the Interstate 5 (I-5) freeway corridor. The site exists in a grassy area in the southeast corner of the 1.99-acre commercial lot located at 2140 Freeway Drive. The 2140 Freeway Drive address includes a 2-story commercial building and a parking lot that wraps around the building. The Project site has Yolo County Assessor's Parcel Number 027-851-011. Its geographic position would be approximately latitude 38.6741 and longitude -121.7227.

The proposed Project's location within the City is shown in Figure 1 (Location Map). Figure 2 (Vicinity Map) shows an aerial view of the proposed Project's location and surrounding land uses. Additionally, Figure 3 (Proposed Site Improvements) provides a close-up view of the Project site and the proposed improvements.

EXISTING SITE USES

The Project site is currently a grassy area adjacent to the commercial building at 2140 Freeway Drive.

SURROUNDING LAND USES

The site is surrounded by commercial uses to the north and south. A large shopping center, which includes a Costco Wholesale Store, a Starbucks outlet, other varied commercial uses, and a large parking lot, exists just beyond the I-5 freeway to the south. Vacant lots containing ruderal grasses exist to the northwest and northeast of the Project site, with additional vacant land to the southeast of the site, on the opposite side of I-5. Further north and east, industrial land uses predominate beyond the adjacent commercial uses.

GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is designated as Highway Commercial by the City of Woodland General Plan Land Use Map and is zoned Highway Commercial Zone (C-H).

PROJECT DESCRIPTION

The proposed Project is an application for a Conditional Use Permit (CUP) for the installation and operation of a double-sided digital freeway sign at 2140 Freeway Drive (#PLNG14-00062). The digital freeway sign would utilize digital message technology and may include one or more dynamic digital display areas.

The sign would include a standard 14' x 48' message center. The sign would be located alongside the I-5 freeway westbound traffic lane, which allows for a long sight-line for westbound travelers coming from Sacramento. The sign's owner would donate a minimum of 5% of the time, and up to 10% on a space available basis, for non-profit and public service messages.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

The City of Woodland is the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050.

This document will be used by the City of Woodland to take the following actions:

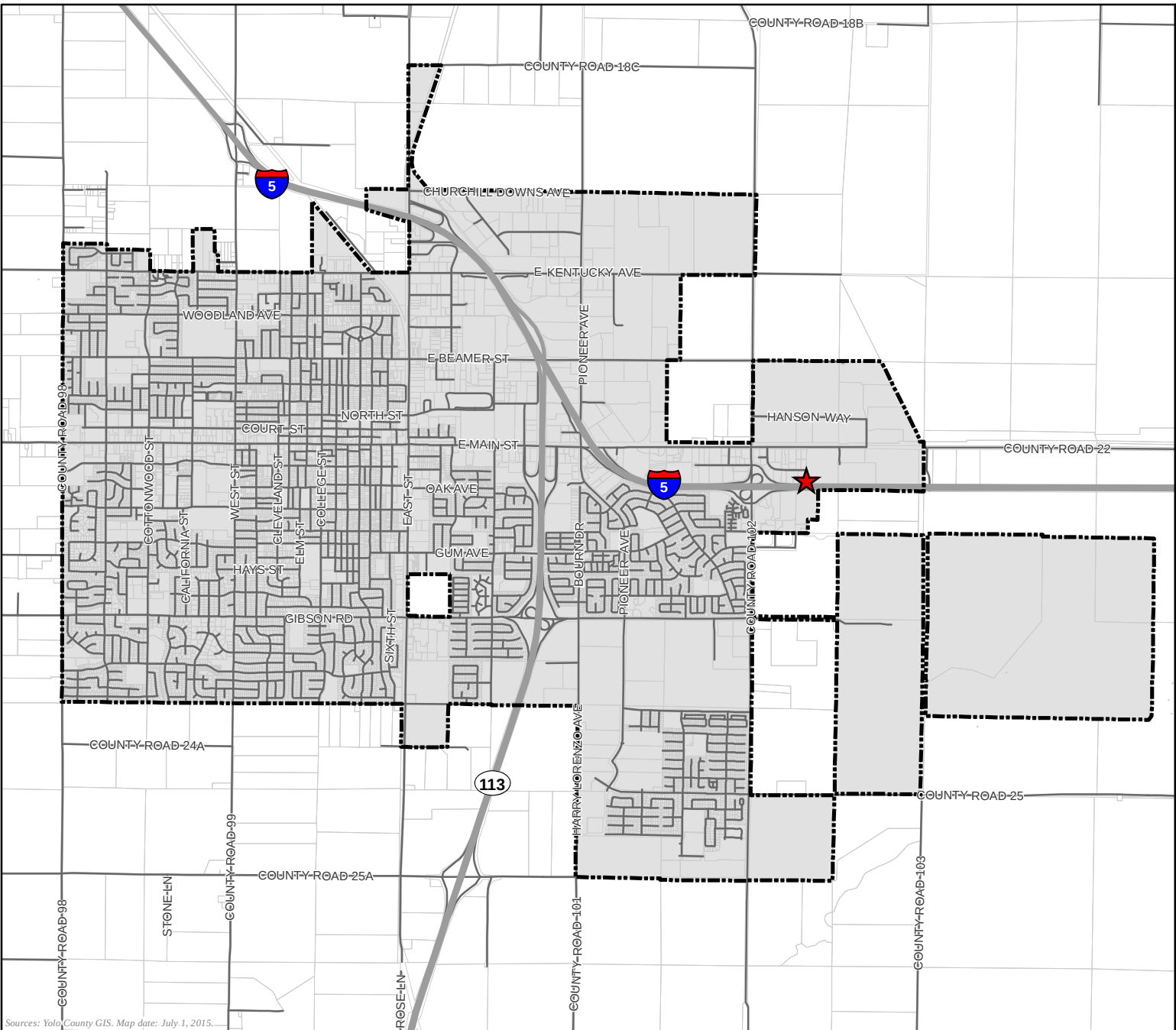
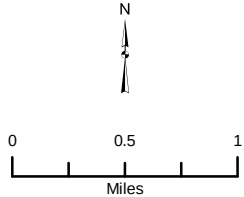
- Adoption of the Mitigated Negative Declaration (MND)
- Approval, with certain conditions, of the digital freeway sign proposed by the Project applicant

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CITY OF WOODLAND
SIGN APPLICATION
2140 FREEWAY DRIVE

Figure 1:
Location Map

- Legend
-  City of Woodland
 -  Sign Location



Sources: Yolo County GIS, Map date: July 1, 2015.

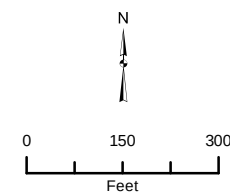
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CITY OF WOODLAND
SIGN APPLICATION
2140 FREEWAY DRIVE

Figure 2:
Vicinity Map

Legend

 Proposed Sign Location



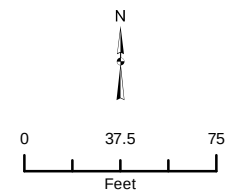
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CITY OF WOODLAND
SIGN APPLICATION
2140 FREEWAY DRIVE

Figure 3:
Proposed Site
Improvements

Legend

-  Parcel Boundaries
-  Easement Area -
Base of Sign
-  Electrical Transformer



1 - 5 NORTHBOUND

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forest Resources		Air Quality
	Biological Resources		Cultural Resources		Geology/Soils
	Greenhouse Gasses		Hazards and Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources		Noise
	Population/Housing		Public Services		Recreation
	Transportation/Traffic		Utilities/Service Systems		Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

EVALUATION INSTRUCTIONS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impacts" when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. CEQA Guideline Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where it is available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).

- Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

EVALUATION OF ENVIRONMENTAL IMPACTS:

In each area of potential impact listed in this section, there are one or more questions that assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impacts", upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one that is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

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ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 18 environmental topic areas.

I. AESTHETICS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): No Impact. The proposed Project is located in the eastern portion of the City of Woodland, along the I-5 freeway corridor. The City of Woodland, which is located in eastern Yolo County, is an urban environment, particularly along the freeway corridor in the vicinity of the Project site. There are no scenic vistas, scenic resources, or State designated scenic highways within the City boundaries or near to the proposed Project site. Therefore, there is not expected to be a substantial adverse effect on a scenic vista or substantial damage to scenic resources. There is **no impact**.

Response c): Less than Significant. The Project site is in a highly disturbed area zoned for commercial uses adjacent to the I-5 freeway. The proposed location of the sign is near the southeast corner of the existing building that is located at the 2140 Freeway Drive property. The area of the sign would not impact the operations of the existing building. Furthermore, the proposed sign would be located along a freeway within the City limits in an area zoned for highway commercial uses, away from sensitive receptors. In addition, in order to satisfy the anticipated City Municipal Code requirements, the proposed Project would require the removal of two square feet of existing billboard sign area for every one square foot of Project digital sign area installed. Therefore, the proposed Project is not expected to cause a significant impact to the existing visual character or quality of the site and its surroundings, and there would be a net decrease in the square footage of freeway signs within the City as a result of Project approval.

Compliance with the development standards, as proposed to be established by Article 24 of Chapter 25 of the City of Woodland Municipal Code,, including the 65-foot maximum height limitation, a limit of two display areas per sign, a limit of 672 square feet per sign face, a minimum distance of 2,500 feet between digital freeway signs, and a pole cladding requirement would ensure that the new proposed digital freeway sign installed and operated at the Project site would not substantially degrade the existing visual character of the Project site. Therefore, this is a **less than significant** impact, and no mitigation is required.

Response d): Less than Significant. The Project site is located within a heavily lit urban area with many existing sources of light and glare, including building lighting, parking lot lighting, street lighting, and traffic lights. The proposed sign would contribute to a slight increase in light and glare to passing motorists on the I-5 Freeway and adjacent properties. However, the amount of additional light and glare would contribute to already-affected view sheds in this urban environment. An advantage of LED sign technology is that the sign brightness can be adjusted automatically depending on ambient lighting and weather conditions.

Existing nighttime lighting in the Project area includes building lighting, parking lot lighting, freeway lighting, traffic lights, and significant volumes of vehicle headlights generated from the I-5 corridor in the Project area vicinity.

Existing sources of glare in the Project area include vehicle windshields from vehicles travelling along the I-5 corridor and local surface streets in the Project area vicinity and building windows, roofs, and exterior treatments throughout the Project area.

The City of Woodland has taken into account these issues by proposing to incorporate strict development standards that affect the level of light and glare allowed from digital freeway signs. These Development Standards, which reduce the impact of light and glare, are found in the Municipal Code, as it is proposed to be amended, in Section 25-24-20,(i)(2)(B) and read as follows:

x. Illumination. Digital freeway signs shall not operate at brightness levels of more than 0.3 foot-candles above ambient light, as measured using a foot-candle meter at a distance of 250 feet from the sign face. Each digital display area shall have a light sensing device that will adjust the brightness of the sign as ambient light conditions change throughout the day. Digital freeway signs shall create minimal glare, maintain contrast between the sign face and the surrounding area, have minimal impact on driver distraction, and create minimal light trespass into residential areas.

The applicant shall demonstrate through field testing compliance with a 0.3 footcandle increase, or less, over ambient light at a distance of 250 feet during nighttime conditions upon initial start-up, again at 6 months of operation and at the request of the City for the life of the sign. The Applicant shall fund field testing by a qualified independent contractor or City staff trained in the use of a handheld photometer to demonstrate continued compliance.

If increases in ambient light are found to be above the 0.3 footcandle level, the dimming level shall be adjusted until this level can be demonstrated. This must be completed and

demonstrated through follow-up field testing within 24 hours or the billboard shall not be operated until the lighting levels can be brought into compliance.

The Development Standards described above provide for a limit to the allowed increase in illumination that is equivalent to approximately one third of the light that would be generated from a lit candle that is one foot away (0.3 footcandle). This allowed increase would not adversely affect day or nighttime views in the area.

In addition, any digital sign constructed or operated that is visible from a California highway is required to obtain a Department of Transportation Outdoor Advertising Permit from Caltrans. As a condition of that permit, Caltrans typically requires the sign to comply with the brightness requirements outlined in the Outdoor Advertising Act in that the illumination thereon shall not be of such brilliance or so positioned as to blind or dazzle the vision of travelers on adjacent highways. The standard used by the California Department of Transportation (Caltrans) for enforcing sign brightness is as follows:

The brightness reading of an objectionable light source shall be measured with a 1/2-degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source (California Vehicle Code Section 21466.5).

The Caltrans standard ensures that no digital freeway sign causes an increase in apparent brightness greater than 1,000 times the minimum level of brightness in the driver's field of view. This standard is also sufficient to reduce any impact to area views, as it has been established to ensure limited driver distraction, imposed for traffic safety reasons. The resulting controls effectively regulate light and glare to ensure that the operation of any digital sign does not create a substantial new source of light or glare. The effect of the applicable City of Woodland Development Standards and Caltrans regulations reduce this impact to **less than significant**.

II. AGRICULTURE AND FOREST RESOURCES: WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), e): No impact. The proposed Project is located in an urbanized area of the City, adjacent to the I-5 corridor, as shown in Figure 1. There are no existing agricultural operations on the Project site or in the immediate Project vicinity. The Project site does not include any designated farmlands and is zoned for highway commercial uses. As such, the Project would have no impact on converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Furthermore, the City's General Plan does not include provisions for agricultural uses on the Project site or the Project vicinity in the future. Therefore, no impacts to agricultural resources would occur with implementation of the proposed Project. There is **no impact**.

Responses c) and d): No impact. There are no forest or timberland lands within the City's boundaries or near to the proposed Project site. Therefore the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. There is **no impact**.

III. AIR QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): No impact. The proposed Project is not anticipated to conflict with or obstruct implementation of the applicable air quality plan. The proposed Project is located in the Sacramento Valley Air Basin (SVAB), under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The YSAQMD is the regional agency responsible for air quality regulations within the Yolo and Solano Counties, and is responsible for enforcing the California Ambient Air Quality Standards (CAAQS) and implementing strategies to improve air quality and to mitigate effects from new growth. The YSAQMD, in association with the California Air Resources Board (CARB) and the Sacramento Area Council of Governments (SACOG), is responsible for preparing the Air Quality Attainment Plan (AQAP) that details how the region intends to attain or maintain the state and federal ambient air quality standards.

The California Clean Air Act (CCAA) requires areas to attain state ambient air quality standards for ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and particulate matter (PM). Areas that do not meet these standards must prepare plans to demonstrate how they will reach attainment for these standards by the earliest practicable date. The YSAQMD has attained each of these standards with the exceptions of ozone and PM. The District's Governing Board adopted its AQAP in February 1992 pursuant to CCAA requirements and identified feasible emission control measures to provide expeditious progress towards attaining the state ozone standard. This plan was submitted to the California Air Resources Board and was approved in May 1992. The proposed Project would not directly generate any operational air quality emissions, and would not increase vehicle traffic in such a manner as to increase mobile source

emissions. As such, the Project would not conflict with the implementation of the YSAQMD AQAP, and there is **no impact**.

Responses b), c): Less than Significant. Short-term air quality impacts can be anticipated from construction activities, although the proposed Project does not anticipate violating any air quality standard or contribute substantially to an existing or projected air quality violation. All construction equipment is required to comply with CARB regulations, and construction activity is subject to the YSAQMD regulations. The California Clean Air Act, signed into law in 1988, established the CAAQS; and all areas of the state are required to achieve and maintain the CAAQS by the earliest practicable date. Regions of the state that have not met one or more of the CAAQS are known as nonattainment areas, while regions that meet the CAAQS are known as attainment areas. The YSAQMD area is designated as a state nonattainment area for ozone and PM; and in attainment or unclassified for carbon monoxide, sulfur dioxide, and nitrogen dioxide. The YSAQMD publishes thresholds of significance for these pollutants. Since the proposed Project is a digital freeway sign and would have a minimal footprint, the proposed Project would require a minimal amount of construction activity that would not be expected to exceed any applicable air quality standards or result in a cumulatively considerable net increase in any criteria air pollutant.

Significant air quality impacts are not anticipated from the associated operational characteristics of the proposed Project. Project operations are limited to periodic maintenance two to six times per year and would not involve grading, trenching, or other activities that would cause fugitive dust emissions. The digital sign copy would be changed remotely and not require any on-site work other than maintenance. Maintenance of the proposed sign would occur as needed and would likely consist of a boom lift, one pickup/utility truck, and a three-person work crew. Equipment would be brought to the site the day of installation and removed the following day. Additional less than significant impacts can be assumed over a period of time from repainting the sign, resulting in emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of maintenance, and from the vehicular trips associated with maintenance vehicles. Based on the minimal operational emissions of the proposed sign, the proposed Project's operational emissions are not anticipated to exceed the YSAQMD's thresholds of significance. This is a **less than significant** impact.

Response d): No impact. Sensitive receptors include day care centers (adult & child), schools, hospitals, churches, rehabilitation centers, and long-term care facilities (i.e. assisted living facilities). A review of the area indicates that there are no sensitive receptors within ¼ mile of the Project site. As such, **no impact** is anticipated.

Response e): Less than Significant. During installation of the sign and periodic maintenance, there would be minimal emissions as described in responses b) and c) above. In addition, digital signs are not known to create objectionable odors, and as such, this is a **less than significant** impact.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Full buildout of the proposed Project would allow for the installation of a digital freeway sign. Given that the proposed Project has a minimal physical footprint, there would not be any substantial adverse effect on any candidate, sensitive, or special status species. In addition, the digital freeway would be installed in an area adjacent to I-5 that has a low likelihood of containing sensitive biological resources. This is a **less than significant** impact.

Response b): No impact. The proposed Project site does not consist of riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. There is **no impact**.

Response c): No impact. There are no federally protected wetlands as defined by Section 404 of the Clean Water Act identified on or near to the proposed Project site. **No impact** would occur.

Response d): Less than Significant. The footprint of the proposed Project would be minimal, and therefore the proposed Project would not be expected to interfere substantially with the movement of species, or impede the use of native nursery sites. This is a **less than significant** impact.

Response e): No impact. The footprint of the proposed Project would be minimal, and the proposed Project would not conflict with any local policies or ordinances protecting biological resources. **No impact** would occur.

Response f): No impact. The proposed Project allows for the installation of a digital freeway sign with a minimal footprint, and therefore would not conflict with the any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, including the adopted Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). **No impact** would occur.

V. CULTURAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact. There are no known historical resources on the site. Any resources that may have existed on the site at one time are likely to have been displaced or damaged and, as a result, the overall sensitivity of the site with respect to buried resources is low. Additionally, limited excavation into soils is expected to occur, which would further limit the potential for resources to be encountered with implementation of the proposed Project. Notwithstanding this, there is no known event in history that occurred at the site that would qualify it for historical preservation. Therefore, the Project would have no impact on historical resources as defined in CEQA Guidelines Section 15064.5. There is **no impact**.

Response b): No Impact. The Project site is previously disturbed, and there are no known archeological resources on the site. The Project would have no impact on the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding archaeological sites. There would be **no impact**.

Response c): No Impact. The Project site is previously disturbed, and there are no known paleontological resources on the site. The proposed sign would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding paleontological sites.

Response c): No Impact. The Project is not expected to disturb any human remains. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding human remains sites. There is **no impact**.

VI. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i), a.ii), a.iii): Less than Significant. The City of Woodland is not located within an Alquist-Priolo Earthquake Fault Zone, nor is it expected to be exposed to strong seismic ground shaking or seismic-related ground failure, including liquefaction. Construction of a sign would not involve significant changes in topography, and minimal earthwork would be involved at the Project site as described in the project description. This is a **less than significant** impact.

Response a.iv): No Impact. Topographically, the property is essentially planar. Elevation of the Project site is at approximately sea level. The City of Woodland has a relatively flat topography, and the possibility of landslides is unlikely. The proposed Project site is not within a potential earthquake-induced landslide hazard zone, and due to the low gradient of the site, seismically

induced landsliding is nil. Implementation of the proposed Project would not result in the exposure of people or structures to the risk of landslides during a seismic event. There is **no impact**.

Response b): No Impact. The proposed Project would not result in substantial soil erosion or the loss of topsoil. The potential for soil erosion on the Project site is low due to the existing topography of the Project site and the limited construction activities that would disturb the existing surface conditions. Construction activities are subject to the best management practices established by the YSAQMD, which would reduce the potential for windborne soil erosion during construction activities. Therefore, there would be **no impact** related to soil erosion or the loss of topsoil.

Response c): No Impact. The proposed Project is geologically and geotechnically feasible. The Project site is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project and is unlikely to result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The site is underlain by Pescadero silty clay. The Pescadero series consists of very deep, poorly drained soils that formed in alluvium from sedimentary rocks. This clay is not considered unstable. Therefore, there is **no impact** related to unstable soils.

Response d): Less than Significant with Mitigation. The Project could potentially be located on expansive soil, as defined in the California Building Code, creating substantial risks to life or property. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Pescadero silty clay is a poorly drained soil that has a high linear extensibility percent (lep), which is a measure of the soil's expected shrink-swell capacity. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. Mitigation Measure 1 below would ensure that the proposed Project would comply with current City Code and California Building Code (CBC) requirements, to ensure that the Project would not affect foundations or result in other structural or engineering modifications that could increase exposure of people or structures to risk associated with expansive soils. There is a **less than significant impact with mitigation**.

Mitigation Measures

Mitigation Measure 1: *Prior to the development of the Project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of structure foundations and subsurface utilities.*

Responses e): No Impact. The proposed Project would not generate any wastewater and would not involve the installation of a septic system. There is **no impact**.

XII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact. Implementation of the proposed Project would not substantially contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to the proposed Project are minimal and would be primarily associated with increases of carbon dioxide (CO₂) from mobile sources associated with Project construction and minimal, periodic maintenance. There are no permanent sources of GHG emissions involved with the proposed Project.

Emissions of CO₂ typically constitute a majority of total mobile-source GHG emissions commonly associated with development projects. To a lesser extent, other GHG pollutants, such as methane (CH₄), largely generated by natural-gas combustion, and nitrous oxide (N₂O), would typically have a minor contribution to overall GHG emissions. These pollutants are not associated with this type of development. The YSAQMD does not have an adopted threshold of significance for construction-related or operational-related GHG emissions for nonindustrial facilities. However, as described in the Air Quality section above, the proposed Project is well below the YSAQMD's screening thresholds for projects that would emit significant emissions, including CO₂. The proposed Project could generate GHG emissions from vehicle exhaust (i.e., trucks, cherry picker/lift(s), and construction worker commuting) associated with the installation of the proposed sign, and periodic maintenance activities. Additionally, purchased electricity necessary to operate the sign would cause indirect GHG emissions. Digital signs are powered by electricity, the production of which may generate emissions of CO₂. For purposes of this analysis, the operation of the proposed sign is conservatively assumed to consume approximately 10,000 kilowatts at full power per month. Assuming that it operated at full power 24 hours per day, approximately 120,000 kilowatt-hours per year (kWh/year) would be consumed. According to the U.S. EPA's Greenhouse Gas Equivalencies Calculator, this would result in the generation of approximately 82 metric tons of CO₂ equivalents (MTCO₂e) per year. For comparative purposes, the City's Climate Action Plan (2014) includes the 2005 city-wide

baseline emissions of GHGs, which was 544,000 MTCO₂e. The GHG emissions from electricity consumption from future digital freeway signs would be negligible. As technology is refined, the sign could be updated with more efficient technology, and a reduction in overall electricity usage would be likely to occur.

While Project approval may alter the electrical usage and result in additional carbon emissions temporarily from construction vehicles and the generation of power needed for the sign, the installation of the proposed sign would not have a significant environmental effect related to greenhouse gas emissions or climate change. Given the small size of this Project, GHG emissions associated with the Project would be minimal and would not exceed any threshold were one adopted. Since there are no established thresholds of significance against which to measure the impacts, the quantitative assumption is that the proposed Project's contribution to global warming is very minimal and considered not significant. The Project also includes light sensor controls and the ability to immediately respond to technology improvements, which are beneficial.

Additionally, the proposed Project does not conflict with the City of Woodland Climate Action Plan. The Climate Action Plan contains goals and policies that will help the City reduce its 2005 baseline greenhouse gas emissions by the year 2020. The proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Implementation of the proposed Project would not impair the City's efforts to reduce GHG emissions levels through implementation of the Climate Action Plan. For these reasons, impacts related to greenhouse gas emissions would be **less than significant**.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e), f), g), h): No impact. The proposed Project would allow for the installation of a digital freeway sign. The proposed Project would not create any hazards to the public, emit hazardous emissions, be located on a site which is included in list of hazardous materials sites, be located near an airport, impair any emergency response plan or emergency evacuation plan, or expose people to risk of wildland fires. As provided in the California Department of Toxic Substances Control Envirostar database, the closest toxic cleanup site is a State Response site, located approximately 0.5 miles to the northwest of the proposed Project site, at 1962 Hays Lane. There is **no impact**.

IX. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e), f): No Impact. The agency with jurisdiction over water quality within the project area is the Central Valley Regional Water Quality Control Board (CVRWQCB). The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States

from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the CWA, the proposed sign, as with all construction within the City of Woodland, is required to comply with the NPDES, if applicable. The Project involves construction of a new digital freeway sign in compliance with all applicable NPDES requirements, and as such would not cause any violations associated with water quality standards or water discharge requirements.

Construction and operation of the proposed Project would not involve dewatering and, thus, would not deplete groundwater supplies. Implementation of the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and, as such, no impacts would occur.

The proposed Project also would not materially change the amount of impervious surfaces at the Project site or otherwise alter existing drainage patterns or surface water runoff quality or quantities on the Project site. Operation of the proposed sign does not involve the use of water or generation of wastewater. As such, implementation of the proposed Project would not result in significant impacts on surface water quality. There is **no impact**.

Responses g), h): No Impact. Pursuant to Flood Insurance Rate Map, Flood Zone Map No. 06113C0465H, as revised on May 12, 2012, the Project site lies within the boundaries of 100- and 500-year flood zones. However, due to the nature of the proposed Project, which involves constructing and operating a sign structure over a small area of the property, it is not anticipated to impede or redirect flood flows within the area. The proposed Project also does not involve the construction of housing. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year flood hazard area would occur. There is **no impact**.

Responses i): No Impact. The Project site lies within the boundaries of a 100-year flood zone. However, the proposed Project involves constructing and operating a sign structure, and removal and/or replacement of four existing billboards signs within the City. No impact is anticipated on flooding as a result of the failure of a levee or dam. Therefore, no impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur. There is **no impact**.

Responses j): No Impact. The City of Woodland is relatively flat and is not located near a dam, lake, or ocean, and therefore, inundation by seiche, tsunami, or mudflow is not anticipated. Moreover, tsunamis and seiches do not pose hazards due to the inland location of the site and lack of nearby bodies of standing water. There is **no impact**.

X. LAND USE AND PLANNING - Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact. The construction and operation of the proposed sign on the Project site would not physically divide an established community, as it is being placed on the southeast corner of the current site at 2140 Freeway Drive and would not block access to the surrounding sites. The Project would not disrupt or divide the physical arrangement of an established community. There is **no impact**.

Response b): No Impact. The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. The Project is consistent with the current General Plan and zoning designations. According to Woodland Municipal Code Section 25-24-20,(i)(2)(A), as proposed to be amended, digital freeway signs are permitted along specific sections of I-5, including the section that begins at County Road 102 and runs east along the I-5 corridor to the eastern boundary of the City. The proposed Project would be consistent with all applicable land use plans, policies, and regulations, including the City Municipal Code. There is **no impact**.

Response c): No Impact. There is no applicable habitat conservation plan or natural community conservation plan. Therefore, the Project would not conflict with any applicable habitat conservation plan or natural community conservation plan, as there are no applicable conservation plans.

XI. MINERAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): No impact. The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. There are no known mineral resources on the site. Therefore, the proposed Project would not affect access to or the availability of valued mineral resources. There is **no impact**.

XII. NOISE -- WOULD THE PROJECT RESULT IN:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d): Less than Significant. Digital signs are not known to emit noise or sound. During the short period of construction of the Project, however, there may be increased noise levels or vibration. Construction activities are regulated by the City of Woodland Municipal Code. These impacts would be temporary and are considered less than significant. Construction and implementation of the proposed Project would not result in a substantial temporary or permanent increase in ambient noise levels, nor would it expose persons to generation of noise levels in excess of standards or excessive groundborne vibration or noise. The proposed Project involves installation of one new sign. It is located at a property that is zoned for commercial uses and adjacent to a busy freeway (I-5) with many existing sources of noise and a high level of existing ambient noise. Installation of the proposed sign and periodic maintenance, which would involve the use of equipment such as trucks and cherry picker/lifts, would not generate noise in excess of the City's noise ordinance, nor would it result in a substantial temporary increase in ambient noise levels.

With regard to roadway noise associated with construction traffic on area roads, traffic volumes on roads with good operating conditions (i.e., Level of Service of B or better) would have to increase at more than a three-fold rate to reach the City's threshold of significance of a 5 dBA increase and would need to increase even more on roads with poor operating conditions (i.e., Level of Service C or worse). Given the limited scope of construction activities (installation and removal of signs), only a small amount of construction traffic would occur, and this would not result in a noise level increase that would exceed the threshold of significance.

Operation of the proposed Project would not generate any noise with the exception of periodic maintenance activities as discussed above. Additionally, the proposed Project would not result in an increase in noise generating activities such as traffic. Therefore, this is a **less than significant impact**.

Responses e), f): No impact. The Project site is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. Therefore, there is **no impact**.

XIII. POPULATION AND HOUSING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. The proposed sign would not induce substantial population growth in an area. The proposed Project involves installation and operation of one new digital freeway sign and does not include residential development. The proposed improvement would not increase existing long-term employment. With no increase in long-term employment, and no new homes proposed, the proposed Project would not induce substantial population growth. Furthermore, the Project site is located within a developed area, and no new roads or extensions of existing roads or other growth-accommodating infrastructure are proposed. Therefore, the proposed Project would not be expected to directly or indirectly induce substantial population growth through extension of roads or other infrastructure. This is a **less than significant** impact.

Response b): No impact. The proposed sign would not displace substantial numbers of existing housing. There are no existing residential properties on the Project site. Implementation of the proposed Project would not displace housing. Therefore, no impacts on housing would occur. There is **no impact**.

Response c): No impact. The proposed sign would not displace substantial numbers of people, as it would be located on a currently unutilized portion of a commercial site at 2140 Freeway Drive. There is **no impact**.

XIV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d): No impact. The proposed sign would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities. The proposed Project entails placement of one new digital freeway sign. The proposed Project would comply with all applicable City and State codes, ordinances and regulations. The proposed sign would be made of noncombustible materials approved by both the Fire Department and Building Department. It would not add new buildings or increase long-term employment. Therefore, no impacts on fire or police protection services are expected with implementation of the proposed Project. Further, no impacts to, or need for, new school facilities, parks or other public facilities would occur. There is **no impact**.

XV. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): No impact. The proposed Project would not create new households that could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed Project does not include development of recreational facilities nor does it include residential development that would increase demand for recreational facilities. The proposed Project would not increase long-term employment such that increased demand for neighborhood and regional parks or other recreational facilities would occur. Therefore, the proposed Project would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. No impact would occur. There is **no impact**.

Response b): No impact. The Project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. There is **no impact**.

XVI. TRANSPORTATION/TRAFFIC -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The proposed Project would not conflict with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system, and traffic created during construction and operational activities is expected to be minimal. Construction of the proposed Project would generate a minimal amount of traffic associated with workers traveling to and from the site. Given the limited construction and operational activities (installation of one new digital freeway sign and maintenance of approximately two to six visits annually), these vehicle trips would not be sufficient to result in noticeable traffic impacts on the local roadway system or exceed any level of service standard established by the county congestion management agency for designated roads or highways. All roads would be kept clear and unobstructed at all times during sign installation and operation and thereby would not create a significant impact.

While it is possible that new digital freeway signs could redirect regular freeway traffic to specific locations within the City as a result of effective advertisements on future signs, this would not result in an overall increase in local or regional traffic, and would not result in impacts to levels of service on any local or regional roadways. Additionally, the City would

require that before any applicant could install a new digital freeway sign, the applicant would have to remove four existing billboard signs, reducing the total number of billboard signs within the City. This is a **less than significant** impact.

Response c): No impact. The proposed sign would not result in a change in air traffic patterns. There is **no impact**.

Response d): Less than Significant. As digital sign technology has evolved, the issue has been raised as to whether digital signs themselves, regardless of compliance with such operating restrictions, present a distraction to drivers and thereby create conditions that could lead to accidents. A digital sign allows for periodic changes in displayed advertising messages electronically, and primary concerns regarding their impacts center around driver safety and distraction. The proposed sign as described in the project description above includes a number of features that would ensure compliance with the State of California's Outdoor Advertising Act (Business and Professions Code Section 5200 *et seq.*), and all current best practices for digital signs. During construction and operational activities, all necessary equipment and vehicles would be required to use local roadways; however, this is not anticipated to create a safety hazard. In addition, a number of technical studies demonstrate that the proposed digital sign is not anticipated to substantially increase hazards due to its design features^{1 2}. These studies show that there are no differences in the overall glance patterns between digital billboards, conventional billboards, comparison events, and baseline events. Furthermore, one study found that digital billboards "have no statistically significant relationship with the occurrence of accidents."³

In addition to these studies, the Federal Highway Administration (FHWA) has also addressed signage issues in general, and digital signs in particular. As part of its agreement with various states pursuant to the Highway Beautification Act, for example, it has confirmed that no sign is allowed that imitates or resembles any official traffic sign, and that signs may not be installed in such a manner as to obstruct, or otherwise physically interfere with an official traffic sign, signal, or device, or to obstruct or physically interfere with the vision of drivers in approaching, merging or intersecting traffic. While these provisions may be enforced by the FHWA, through agreement with the State of California, they are typically enforced by Caltrans.

Furthermore, the City is in the process of considering amendments to its Zoning Code to regulate digital freeway signs. The proposed modifications to the Code include specific development standards that limit the amount of light and glare that can be emitted from a digital freeway sign. These standards also require the message display to have static messages only, and limit the illumination of the digital freeway sign to safe levels, as written in Section 25-24-20,(i)(2)(B), as proposed to be amended:

x. Illumination. Digital freeway signs shall not operate at brightness levels of more than 0.3 foot-candles above ambient light, as measured using a foot-candle meter at a distance

¹ Driving Performance and Digital Billboards, Virginia Tech Transportation Institute. March 2007.

² A study of the relationship between Digital Billboards and Traffic Safety, Tantala Associates. August 2010.

³ A study of the relationship between Digital Billboards and Traffic Safety, Tantala Associates. August 2010 p.3.

of 250 feet from the sign face. Each digital display area shall have a light sensing device that will adjust the brightness of the sign as ambient light conditions change throughout the day. Digital freeway signs shall create minimal glare, maintain contrast between the sign face and the surrounding area, have minimal impact on driver distraction, and create minimal light trespass into residential areas.

The applicant shall demonstrate through field testing compliance with a 0.3 footcandle increase, or less, over ambient light at a distance of 250 feet during nighttime conditions upon initial start-up, again at 6 months of operation and at the request of the City for the life of the sign. The Applicant shall fund field testing by a qualified independent contractor or City staff trained in the use of a handheld photometer to demonstrate continued compliance.

If increases in ambient light are found to be above the 0.3 footcandle level, the dimming level shall be adjusted until this level can be demonstrated. This must be completed and demonstrated through follow-up field testing within 24 hours or the billboard shall not be operated until the lighting levels can be brought into compliance.

viii. Minimum Display Time. Each message or image on the sign must be displayed for a minimum of eight (8) consecutive seconds. Transition or blank screen time between one still message or image and the next may not exceed one (1) second.

Given the aforementioned studies, Federal regulations, and local Development Standards, the proposed sign would not pose a significant risk of hazards due to design features. This is a **less than significant** impact.

Response e): No impact. The proposed Project would be located outside travelled portions of the roadway and would present no obstacle to emergency access. The proposed sign would also have the capacity to display official messages regarding emergencies and could perform as part of the emergency response system. The Project would not result in inadequate emergency access. There is **no impact**.

Response f): No impact. The proposed Project involves the installation and operation of one new sign. It would not conflict with, nor hinder performance of policies, plans, or programs regarding alternative forms of transportation. There is **no impact**.

XVII. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e), f), g): No impact. The proposed Project would not generate any wastewater or require a supply of potable water. Construction and operation of the sign would not require other utility services (water, wastewater, storm water drainage, or landfill facilities), and no impact to these services would occur. The proposed Project would not increase existing employment or otherwise affect water use or wastewater generation. The Project also does not materially change the amount of permeable surface areas, drainage patterns, or affect storm water drainage systems. Periodic replacement of the LED lights on the digital display signs would also be required. Although LED lights cannot be recycled, their disposal requires no particular procedure unlike other fluorescent light bulbs. The solid waste generated from replacing signage and lighting would be minimal. In addition, no inert solid waste is anticipated to be generated as a result of the proposed Project. The digital freeway sign would require electrical service (conservatively assumed to be approximately 10,000 kilowatts

per month). Providing such service through extension of existing electrical services in the vicinity would not result in any significant impacts. There is **no impact**.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?				X
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a): No Impact. As described throughout the preceding checklist sections, the proposed Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. There is **no impact**.

Responses b): No impact. Based on the analysis contained within this Initial Study, the proposed Project is not anticipated to create impacts that are individually limited, but cumulatively considerable. There is **no impact**.

Responses c): No impact. Based on the analysis contained within this Initial Study, the proposed Project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. There is **no impact**.

REFERENCES

- An Ordinance of the City Council of the City of Woodland Amending Article 24 of the Woodland Municipal Code Relating to Signs. July 2015.
- California Department of Transportation (Caltrans) California Scenic Highways Program. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm
- CEQA Guidelines (BAAQMD, 2011). May 2011.
- City of Woodland Climate Action Plan. July 2014. Available online at: <http://www.cityofwoodland.org/gov/depts/pw/areas/enviro/climate/capdetails/default.asp>
- City of Woodland General Plan EIR. February 1996. Available online at: http://www.cityofwoodland.org/gov/depts/cd/divisions/planning/online/general_plan.asp
- City of Woodland General Plan Update. May 2002. Available at: http://www.cityofwoodland.org/gov/depts/cd/divisions/planning/online/general_plan.asp
- Department of Toxic Substances Control (DTSC) Envirostar. Accessed on July 7, 2015. Accessed on July 7, 2015. Available online at: <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>
- U.S. EPA Greenhouse Gas Equivalencies Calculator. Available online at: <http://www.epa.gov/cleanenergy/energy-resources/calculator.html>
- USDA Web Soil Survey. Accessed on July 7, 2015. Available at: <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

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DEPARTMENT OF TRANSPORTATION

DISTRICT 3—SACRAMENTO AREA OFFICE

2379 GATEWAY OAKS DRIVE, SUITE 150

SACRAMENTO, CA 95833

PHONE (916) 274-0679

FAX (916) 274-0602

TTY 711

www.dot.ca.gov

*Serious drought.
Help save water!*

September 23, 2015

032015-YOL-0040
03-YOL-5 PM 5.226
SCH#2015092009Ms. Erika Bumgardner
City of Woodland
300 First Street
Woodland, CA 95695**Digital Freeway Sign at 2140 Freeway Drive – Mitigated Negative Declaration (MND)**

Dear Ms. Bumgardner:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the Digital Freeway Sign at 2140 Freeway Drive MND. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The proposed project is an application for a Conditional Use Permit for the installation and operation of a double-sided digital freeway sign at 2140 Freeway Drive. This project is located in the eastern portion of the City of Woodland, along I-5. The digital freeway sign would utilize digital message technology and may include one or more dynamic digital display areas. The sign would include a standard 14' X 48' message center. The sign would be located alongside I-5 freeway westbound traffic lane, which allows for a long sight-line for westbound travelers coming from Sacramento. The sign's owner would donate a minimum of 5% for the time, and up to 10% on space available basis, for non-profit and public service messages. The following comments are based on the MND received.

Outdoor Advertising

An Outdoor Advertising (ODA) License as well as an ODA Permit may be required. Sign plans for any proposed outdoor advertising should be provided to Caltrans for review and, depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. More information can be found by calling

Ms. Erika Bumgardner, City of Woodland
September 23, 2015
Page 2

the Office of Outdoor Advertising telephone line at (916) 654-6473 or by visiting the following website: <http://www.dot.ca.gov/oda/>

Encroachment Permit

The proposed location of the sign is close to State owned right of way (ROW). State owned ROW is 100' from centerline of alignment. Please note that access control fencing does not delineate the bounds of the 100' feet from centerline. The structure as well as its footings must not encroach onto State ROW.

Furthermore, this sign is described as being placed on the southwest corner of APN: 027-851-011; however, the latitude and longitude coordinates given would place the sign at the southeast corner of the parcel. The applicant needs to provide more detail in regard to the exact placement of both signs.

Please be advised that any work or traffic control that would encroach onto the State ROW requires an encroachment permit that is issued by Caltrans. The encroachment permit application can be found at the following website:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

For additional information, please contact Charles Laughlin, Office Chief for District 3 Encroachment Permits, at (530) 741-4408.

If you have any questions regarding these comments or require additional information, please contact Emily Mraovich, Intergovernmental Review Coordinator at (916) 263-1625 or by email at: emily.mraovich@dot.ca.gov.

Sincerely,



JEFFERY MORNEAU, Chief (Acting)
Office of Transportation Planning—South

c: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION

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September 23, 2015

032015-YOL-0041
03-YOL-5 PM 5.111
SCH#2015092011

Ms. Erika Bumgardner
City of Woodland
300 First Street
Woodland, CA 95695

Woodland Motors Digital Freeway Sign – Mitigated Negative Declaration (MND)

Dear Ms. Bumgardner:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the Woodland Motors Digital Freeway Sign MND. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

This project is located in the eastern portion of the City of Woodland, along I-5. The proposed project is an application for a Conditional Use Permit for the installation and operation of a digital freeway sign between 2138 East Main Street and 2340 East Main Street. The location would be adjacent to the new Woodland Motors location. The faces of the sign would be connected to each other on the southern (freeway) side of the sign so that it would not be possible to see the back side of either face. The digital freeway sign would utilize digital message technology. The sign would include two LED faces with a display area of 672 square feet on each face, not including the supporting features such as the pole and sign frame. The sign's brightness would be fully automated and would change with available natural light so as to ensure driver safety. Advertising content would change every 8 seconds. There would be no flashing or moving advertising spots allowed. Periodic maintenance would be required at no cost to the City. The following comments are based on the MND received.

Outdoor Advertising

An Outdoor Advertising (ODA) License as well as an ODA Permit may be required. Sign plans for any proposed outdoor advertising should be provided to Caltrans for review and,

*"Provide a safe, sustainable, integrated, and efficient transportation
system to enhance California's economy and livability"*

Ms. Erika Bumgardner, City of Woodland
September 23, 2015
Page 2

depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. More information can be found by calling the Office of Outdoor Advertising telephone line at (916) 654-6473 or by visiting the following website: <http://www.dot.ca.gov/oda/>

Encroachment Permit

The proposed location of the sign is close to State owned right of way (ROW). State owned ROW is 100' from centerline of alignment. Please note that access control fencing does not delineate the bounds of the 100' feet from centerline. The structure as well as its footings must not encroach onto State ROW.

Please be advised that any work or traffic control that would encroach onto the State ROW requires an encroachment permit that is issued by Caltrans. The encroachment permit application can be found at the following website:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

For additional information, please contact Charles Laughlin, Office Chief for District 3 Encroachment Permits, at (530) 741-4408.

If you have any questions regarding these comments or require additional information, please contact Emily Mraovich, Intergovernmental Review Coordinator at (916) 263-1625 or by email at: emily.mraovich@dot.ca.gov.

Sincerely,



JEFFERY MORNEAU, Chief (Acting)
Office of Transportation Planning—South

c: Scott Morgan, State Clearinghouse



RECEIVED

SEP 29 2015

City of Woodland
Community Development



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

24 September 2015

Erika Bumgardner
City of Woodland
300 First Street
Woodland, CA 95695

CERTIFIED MAIL
91 7199 9991 7035 8420 5105

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, DIGITAL FREEWAY SIGN AT 2140 FREEWAY DRIVE PROJECT, SCH# 2015092009, YOLO COUNTY

Pursuant to the State Clearinghouse's 2 September 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Digital Freeway Sign at 2140 Freeway Drive Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board’s website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

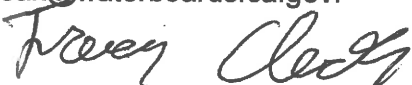
For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

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If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



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SEP 29 2015

City of Woodland
Community Development



EDMUND G. BROWN JR.
GOVERNOR



MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

24 September 2015

Erika Bumgardner
City of Woodland
300 First Street
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CERTIFIED MAIL
91 7199 9991 7035 8420 5099

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If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

September 30, 2015

Regulatory Division SPK-2015-00852

City of Woodland
Attn: Ms. Erika Bumgardner
300 First Street
Woodland, California 95695

Dear Ms. Bumgardner:

We are responding to your August 31, 2015 request for comments on the Digital Freeway Sign at 2140 Freeway Drive project. The project site is located in the eastern portion of the City of Woodland, along the Interstate 5 freeway corridor, Latitude 38.6742°, Longitude -121.7226°, Woodland, Yolo County, California.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

To ascertain the extent of waters on the project site, the City of Woodland should prepare a wetland delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Wetlands Delineations" and "Final Map and Drawing Standards for the South Pacific Division Regulatory Program" under "Jurisdiction" on our website at the address below, and submit it to this office for verification. A list of consultants that prepare wetland delineations and permit application documents is also available on our website at the same location.

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

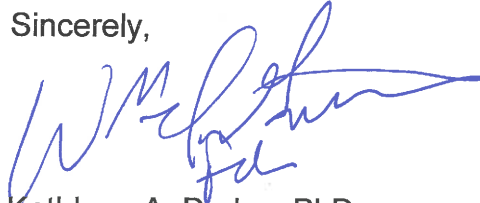
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City of Woodland
Community Development

Please refer to identification number SPK-2015-00852 in any correspondence concerning this project. If you have any questions, please contact Lee Ann Bowers by email at Lee.A.Bowers@usace.army.mil, or telephone at 916-557-5254. For more information regarding our program, please visit our website at www.spk.usace.army.mil/Missions/Regulatory.aspx.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Dadey', with a long horizontal flourish extending to the right.

Kathleen A. Dadey, PhD
Chief, California South Branch
Regulatory Division



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

September 30, 2015

Regulatory Division SPK-2015-00838

City of Woodland
Attn: Ms. Erika Bumgardner
300 First Street
Woodland, California 95695

Dear Ms. Bumgardner:

We are responding to your August 31, 2015 request for comments on the Woodland Motors Digital Freeway Sign project. The project site is located in the eastern portion of the City of Woodland, along the Interstate I-5 freeway corridor between 2138 and 2340 East Main Street, Latitude 38.6742°, Longitude -121.7211°, Yolo County, California.

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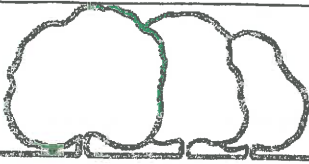
City of Woodland
Community Development

Please refer to identification number SPK-2015-00838 in any correspondence concerning this project. If you have any questions, please contact Lee Ann Bowers by email at Lee.A.Bowers@usace.army.mil, or telephone at 916-557-5254. For more information regarding our program, please visit our website at www.spk.usace.army.mil/Missions/Regulatory.aspx.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Dadey', with a stylized flourish extending to the right.

Kathleen A. Dadey, PhD
Chief, California South Branch
Regulatory Division



City of Woodland

Community Development Department
300 First St, Woodland CA 95695
(530) 661-5820 Fax (530) 406-0832
www.cityofwoodland.org

General Application Form

1. Owner/Applicant

PROPERTY OWNER:

WOODLAND FITNESS, LLC

MAILING ADDRESS:

2140 FREEWAY DRIVE

CITY STATE ZIP CODE:

WOODLAND, CA 95776

PHONE NUMBER:

(530) 668-1200

E-MAIL ADDRESS:

PROJECT APPLICANT

P.C. DIXON I, LLC & PACIFIC HORIZONS GROUP, LLC

MAILING ADDRESS:

1207 CLEVELAND ST.

CITY STATE ZIP CODE:

WOODLAND, CA 95695

PHONE NUMBER:

(916) 417-7774

E-MAIL ADDRESS:

roncaceres@sbcglobal.net

2. Application Requested

- | | | |
|--|--|---|
| ☐ General Plan Petition | ☒ Zoning Amendment | ☐ General Plan Amendment |
| ☐ Tentative Subdivision Map | ☐ Tentative Parcel Map | ☐ Lot Line Adjustment |
| ☐ Site Plan Review | ☐ Design Review | ☐ Sign Design Review |
| ☒ Conditional Use Permit (CUP) | ☐ Zoning Administrator Permit | ☐ Variance |
| ☐ Public Convenience or Necessity | ☒ Other | |
- Handwritten notes: 5038, 3028, 5503, 1624, Comp. Sign & Zoning, Amendment, Liability Act

Is this request part of another application? ☐ Yes ☐ No If so, what? Amendment

3. Project Description

Project Name: ELECTRONIC MESSAGE CENTER
(PORTION OF) 1.99 ACRE SITE

Total Acres or Square Feet

1.99 ACRES - (PORTION OF)

Site address or location:

2140 FREEWAY DRIVE

Assessor's Parcel Number:

027-851-011-000

Is Your Project Located in a Flood Zone?

☒ Yes ☐ No

Does this request include signage?

☒ Yes ☐ No

4. Justification for Request



On a separate sheet, explain in detail your request and why you believe your request is justified.

2140 FREEWAY DR, PLNG14-00062
WOODLAND FITNESS -
ZONE CHANGE/COMP SIGN

5. General Plan Amendment

Existing General Plan Designation	Gross Acres	Proposed General Plan Designation	Gross Acres
<u>Highway Commercial</u>	<u>4.99</u>		

6. Zoning Amendment

Existing Land Use Zone	Gross Acres	Proposed Land Use Zone	Gross Acres

7. Residential Development N/A

No. of residential units are being requested?		No. of lots will be created by this project?
Single Family		Do you intend to market the units for <u>sale</u> ?
Duplex		☐ YES ☐ No
Condominiums		Do you intend to market the units for <u>rent</u> ?
Townhomes		☐ YES ☐ No
	Total Units	

8. Commercial/Industrial Development

Indicate the type of commercial/industrial development proposed:

FREEWAY BILLBOARD SIGN

Indicate the gross and leasable square footage for each type of development:

9. Authority to File Application

Check one:

- ☐ Property Ownership ☐ Power of Attorney*
☐ Contract to Purchase* ☒ Other

Specify LEASEHOLD INTEREST

* Attach Evidence of Authority

I hereby certify that the above information and accompanying documents are true and accurate to the best of my knowledge and acknowledge that the processing of this application may require additional fees and expenses for the preparation of necessary environmental documentation and planning studies. I certify that I have reviewed the current Hazardous Waste and Substances Site List, developed pursuant to AB 3750, and found that my project is not on the list.

APPLICATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF LEGAL OWNER OR OFFICIAL AGENT

<u>[Signature]</u>	<u>9/2/14</u>
Applicant:	Date
<u>[Signature]</u>	<u>09/2/2014</u>
Legal Owner:	Date
Legal Owner:	Date

Date Received Stamp Here

DEPARTMENT USE ONLY

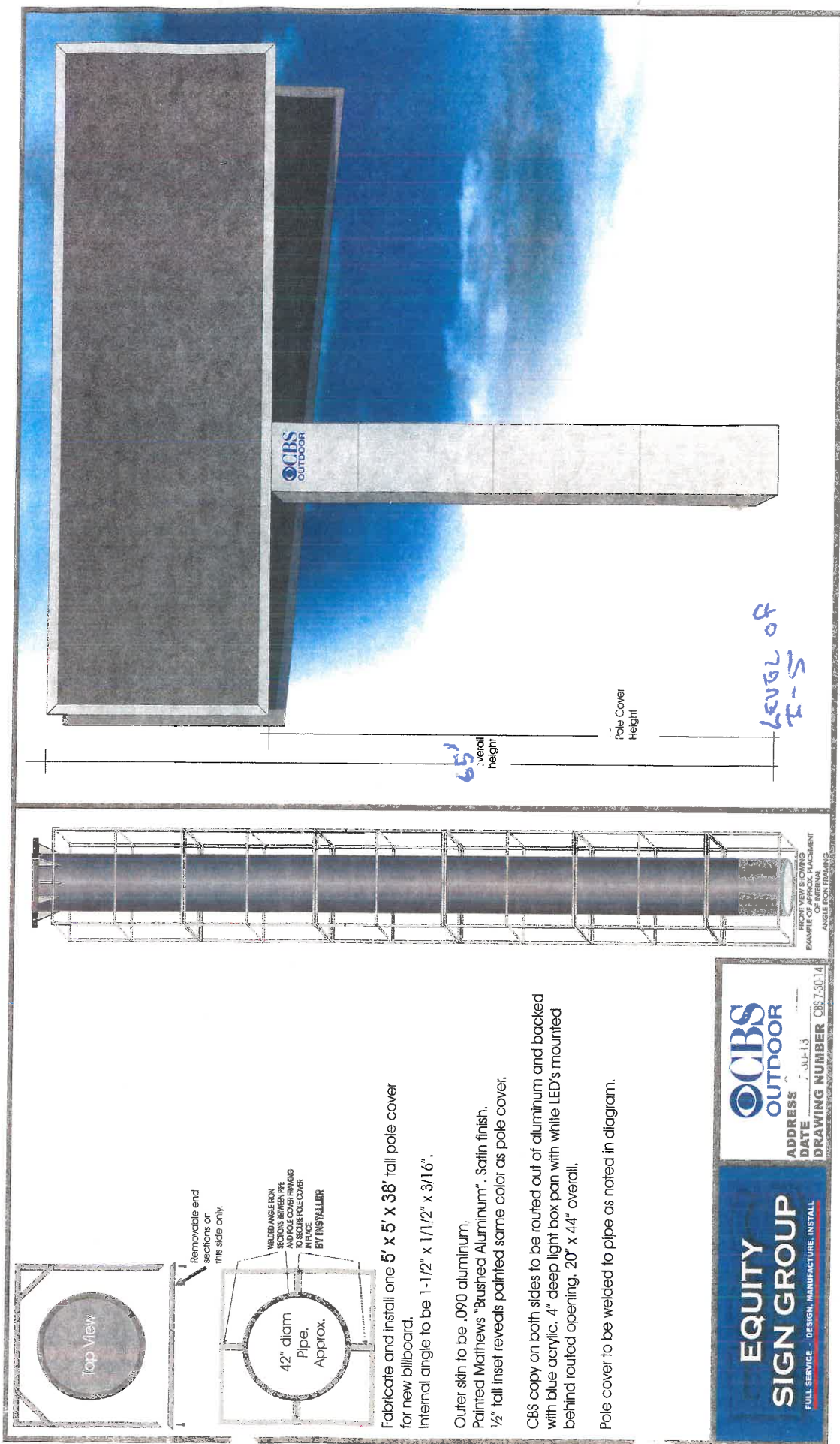
Amount Paid: _____	Project No: _____
Amount Due: _____	Logged by: _____ Date: _____
GP / Zoning Designation: _____	Planner: _____ Date: _____

STATEMENT OF JUSTIFICATION

The City of Woodland has no digital billboard or electronic message centers (EMC's). If it did, as many cities do, it could inform highway traffic, Woodland residents and commuters as to community events and activities happening within Woodland. The ownership of the sign will donate a minimum of five percent (5%) of the time, and up to ten percent (10%) on a space available basis, for non-profit and public service messages. The Downtown Business Association, Farmer's Market and City of Woodland, for example, can utilize the space. It could also convey public service messages, Which can be changed instantly, to convey "amber alerts" or major traffic issues. With the standard sized 14' x 48' message center, that is also double-sided, it will be very visible to both northbound and southbound travelers along Interstate 5.

The location, adjacent to Interstate 5 Northbound traffic lane, is ideal. It is located just south of the first Woodland exit on Interstate 5 (at Road 102) and allows for a long sightline for northbound travelers coming from Sacramento. It would be the first electronic message center they would see upon driving north from the airport or Natomas. Additionally, it would be the last message seen upon leaving Woodland, traveling southbound along Interstate 5.

Besides off-premises advertising, the City of Woodland businesses will derive a community benefit from this electronic message center. Woodland car dealerships, not visible to I-5 traffic can also use this electronic message board, making them more competitive, and in turn increasing sales that lead to additional sales tax, jobs, and helps promote business retention.



Fabricate and install one 5' x 5' x 38' tall pole cover for new billboard.
Internal angle to be 1-1/2" x 1-1/2" x 3/16".

Outer skin to be .090 aluminum.
Painted Mathews "Brushed Aluminum". Satin finish.
1/2" tall inset reveals painted same color as pole cover.

CBS copy on both sides to be routed out of aluminum and backed with blue acrylic. 4" deep light box pan with white LED's mounted behind routed opening. 20" x 44" overall.

Pole cover to be welded to pipe as noted in diagram.



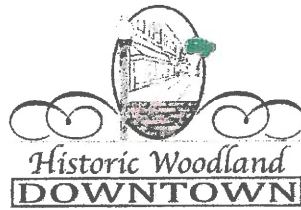




2140-
FREETWAY DRIVE, MODOUR- CA

Exhibit 11A





November 21, 2014

City of Woodland
The Honorable Tom Stallard, Mayor of Woodland
300 First Street
Woodland, CA 95695

Dear Mr. Stallard,

I am writing this letter to voice support for the installation of an electronic billboard to be placed along Interstate 5, east of the Road 102 Exit to Woodland. As president of the Historic Woodland Downtown Business Association, this billboard would bring many visitors to the downtown area. The billboard would sell advertising as well as promoting events such as: Tomato Festival, Tree Lighting, Small Business Saturday, Carriage Rides, Halloween, Movies on Main, Stroll Through Woodland, etc., in the downtown area.

An electronic sign at the entrance to Woodland, would bring many travelers to the downtown area instead of passing us by. This would attract new customers into Historic Downtown Woodland to visit shops and restaurants instead of solely stopping at the big box stores and mall in the area. The owners of the sign would donate 5-10% of the billboard time to non-profits wishing to advertise their events. The only cost to the non-profits would be their artwork.

The Board of the Historic Downtown Woodland Business Association feels that the economic value to the city of Woodland would be tremendous, giving businesses, service organizations, and local fundraising an exciting way to get the word out about upcoming activities and offers.

I speak for the board of the Historic Woodland Downtown Business Association that we are in total support of the electronic billboard. We hope that you will strongly consider this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "George Rowland".

George Rowland, President
Historic Woodland Downtown Business Association



The Woodland Farmer's Market

www.TheWoodlandFarmersMarket.org

34077 CR 25 Woodland, CA 95695 • (530) 666-2626

11-23-14

My name is Sonia Mora and I am the President of The Woodland Farmers Market Board of Directors as well as The Woodland Farmers Market manager.

I am writing to show my support of the digital billboard sign that is being proposed by Ron Caceres of RCI Development, Inc., at the I-5 location by Road 102. This sign will allow the farmers market to advertise and promote our local market and will bring more people to our historic downtown location. This sign will also be a great asset for the annual Woodland Tomato Festival that happens the second Saturday of every August and is hosted by The Woodland Farmers Market.

The Woodland Tomato Festival has grown every year and more people are aware of this event happening in Woodland because of the exposure we have received in the VIA and Sunset magazines as well as through the local television stations. We are always looking for more creative ways to advertise our market and festival and this sign would be an awesome opportunity for us. This digital sign will allow others driving up and down I-5 to see what events are happening in the Woodland area and will possibly encourage them to stop in Woodland to see what we have to offer. The advantage of the digital sign is that it can be updated with current events more often and will allow non profits, like The Woodland Farmers Market, a reasonable advertising venue that will be seen by thousands of people on a daily basis.

Woodland officials need to consider the advantages of this proposal and support RCI Development Inc. in making this happen.

Sincerely,

Sonia Mora
President and Market Manager
of The Woodland Farmers Market
sonia@woodlandfarmersmarket.com



333 Main Street • Woodland, CA 95695 • (530) 662-4667 • (888) 88-DODGE • FAX (530) 666-7992

Mr. Paul Navazio
City Manager
City of Woodland
300 First Street
Woodland, CA 95695

Dear Mr. Navazio,

I am writing as a downtown Woodland auto retailer voicing my support for the proposed Electronic Reader Board to be located on Freeway Drive as well as the revisions to your zoning code and sign ordinance allowing for this reader board.

The location of the sign is ideal, just north of the Road 102 exit, which will allow potential customers to be made aware of our dealership downtown and give them ample time to exit at Main Street. It is very important that we get the visibility on the freeway for our business as our location downtown without representation along the freeway prevents awareness that we are even here. Many of our new customers and even local residents continue to comment how they never knew there was a Dodge Dealership downtown.

Other auto malls in other cities have these digital signs, putting us at a competitive disadvantage. This sign, which would not be owned by another dealership or freeway business, would allow us to purchase advertising along the freeway directing people to our dealership downtown. We strongly urge you to support this project as additional sales by us will generate higher sales taxes for the City of Woodland.

Sincerely,

Chad Hoblit
Dealer & Vice President
Hoblit Chrysler Jeep Dodge Ram
333 Main St
Woodland, Ca 95695
(530) 662-4667



ELM FORD

346 MAIN STREET • WOODLAND, CA 95695
P.O. BOX 2175 • WOODLAND, CALIFORNIA 95776-2175
530-662-2817

November 22, 2014

Mr Paul Navazio
City Manager
City of Woodland
300 First St
Woodland, CA 95695

Dear Mr Navazio,

We are an auto dealership that has been in operation in downtown Woodland for 44 years. We are writing this letter in strong support for a zoning change and sign ordinance amendment that would allow the digital reader board along Freeway Drive.

Being a downtown car dealership, we would greatly benefit from the proposed sign. Because auto malls in other cities have these signs, we are at a competitive disadvantage without one. The sign's proposed location on Interstate 5 is ideal, as it would allow Elm Ford to advertise and capture customers that may be unaware that we are located downtown. It would also allow us to compete favorably with other freeway oriented auto business that may locate in Woodland in the future.

We feel the proposed sign will benefit business in the downtown area and would urge the city council to approve this project. It would be an asset to our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Landis", with a long horizontal line extending to the right.

William E Landis
President



Ghai Management Services, Inc
A FRANCHISEE OF BURGER KING CORPORATION

1904 Via Di Salerno,
Pleasanton CA 94566
Telephone: (510) 573 5905
Facsimile: (510) 490 5001
E mail: sunny@ghaimanagement.com

November 19, 2014

City of Woodland
c/o Tom Stoddard, Mayor
City of Woodland
300 First Street
Woodland, California 95695

Dear Mayor Stoddard:

I am writing as an Owner of two Burger Kings and one Taco Bell in Woodland in voicing my support for the revisions to the Woodland Sign Ordinance to now allow an "Electronic Reader Board".

The position of this sign at I-5 ahead of the Road 102, on the Woodland Fitness property, will allow potential customers to know we exist prior to the Road 102 exit, so they can exit the highway rather than passing Woodland and our three restaurants. This is very important to Burger King, as our fixed name on the existing sign behind the Home Depot, does not give customers enough notice to exit 5 to find us.

Quick serve restaurants are utilizing "Electronic Reader Board" in other surrounding towns, putting us in an inferior position to these other restaurants. This "Electronic Reader Board", if approved at the Woodland Fitness location is an advertising outlet, we plan to utilize and we strongly urge you to approve it, as with additional sales by us, will generate more jobs and taxes to be utilized by the City of Woodland.

Sincerely,

Sunny Ghai

Yours Truly,

Sunny Ghai, President

Woodland Lodging LLC
Woodland, CA 95776



November 19, 2014

City of Woodland
c/o Tom Stoddard, Mayor
City of Woodland
300 First Street
Woodland, California 95695

Dear Mayor Stoddard:

I am writing as a Woodland Hotel Owner in voicing my support for the revisions to the Woodland Sign Ordinance to now allow an "Electronic Reader Board".

The position of this sign at I-5 ahead of the Road 102, on the Woodland Fitness property, will allow potential customers to know we exist prior to the Road 102 exit, so they can exit the highway rather than passing our facility. This is very important to Holiday Inn Express and our new Fairfield Inn and Suites, as our fixed name on the existing sign, does not give customers enough notice to exit 5 safely.

Hotels are utilizing "Electronic Reader Board" in other surrounding towns, putting us in an inferior position to these other lodging facilities. This "Electronic Reader Board", if approved at the Woodland Fitness location is an advertising outlet, we plan to utilize and we strongly urge you to approve it, as with additional sales by us, will generate additional TOT tax to be utilized by the City of Woodland.

Sincerely,

A handwritten signature in black ink, appearing to read "Rohit Ranchhod". The signature is written in a cursive, flowing style.

Rohit Ranchhod

*8799 White Peacock Way, Elk Grove, California 95624
Tel: (916) 685-6823 Cell: (916) 761-5602 Fax: (916)405-3589*



Woodland Hospitality, LLC
2070 FREEWAY DRIVE, WOODLAND, CA 95776

November 19, 2014

City of Woodland
c/o Tom Stoddard, Mayor
City of Woodland
300 First Street
Woodland, California 95695

Dear Mayor Stoddard:

I am writing as a Woodland Hotel Owner in voicing my support for the revisions to the Woodland Sign Ordinance to now allow an "Electronic Reader Board".

The position of this sign at I-5 ahead of the Road 102, on the Woodland Fitness property, will allow potential customers to know we exist prior to the Road 102 exit, so they can exit the highway rather than passing our facility. This is very important to Holiday Inn Express and our new Fairfield Inn and Suites, as our fixed name on the existing sign, does not give customers enough notice to exit 5 safely.

Hotels are utilizing "Electronic Reader Board" in other surrounding towns, putting us in an inferior position to these other lodging facilities. This "Electronic Reader Board", if approved at the Woodland Fitness location is an advertising outlet, we plan to utilize and we strongly urge you to approve it, as with additional sales by us, will generate additional TOT tax to be utilized by the City of Woodland.

Sincerely,

A handwritten signature in black ink that reads 'Rohit Ranchhod'.

Rohit Ranchhod

8799 White Peacock Way, Elk Grove, California 95624
Tel: (916) 685-6823 Cell: (916) 761-5602 Fax: (916) 405-3589



Legislation Details (With Text)

File #: 16-432 Version: 1 Name:
Type: Public Hearing Item Status: Agenda Ready
File created: 3/31/2016 In control: Planning Commission
On agenda: 4/21/2016 Final action:
Title: Digital Freeway Sign Conditional Use Permit, Site Plan and Design Review, 530 Quality Circle - The project includes a request by applicant, Scott Vanderbeek, for a Conditional Use Permit, Site Plan and Design Review approval to allow for a 45-foot tall digital freeway sign along the southern property line of 530 Quality Circle, just north of the Interstate 5 freeway corridor and just west of the new Woodland Motors Dealership within the Industrial, Entryway Overlay Zone (I/EOZ).

Location: 530 Quality Circle, Woodland, CA (APN 027-851-024)

Applicants: Scott Vanderbeek

Environmental Report: Mitigated Negative Declaration

Project Planner: Erika Bumgardner, AICP, Senior Planner

Staff Recommendation: Consider recommending to City Council approval of the proposed digital freeway sign with conditions.

Sponsors:

Indexes:

Code sections:

Attachments: [1 - Resolution to Follow](#)
[2 - Resolution to Follow](#)
[3 - Project Site Plan and Elevations, Photosimulations](#)
[4 - Permitted Digital Freeway Sign Locations Map](#)
[5 - CEQA Mitigated Negative Declaration](#)
[6 - CEQA Comment Letters](#)
[7 - Digital Freeway Sign Application](#)
[8 - Public Comment Letters](#)

Date	Ver.	Action By	Action	Result
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Planning Commission

Digital Freeway Sign Conditional Use Permit, Site Plan and Design Review, 530 Quality Circle - The project includes a request by applicant, Scott Vanderbeek, for a Conditional Use Permit, Site Plan and Design

Review approval to allow for a 45-foot tall digital freeway sign along the southern property line of 530 Quality Circle, just north of the Interstate 5 freeway corridor and just west of the new Woodland Motors Dealership within the Industrial, Entryway Overlay Zone (I/EOZ).

Location: 530 Quality Circle, Woodland, CA (APN 027-851-024)

Applicants: Scott Vanderbeek

Environmental Report: Mitigated Negative Declaration

Project Planner: Erika Bumgardner, AICP, Senior Planner

Staff Recommendation: Consider recommending to City Council approval of the proposed digital freeway sign with conditions.

Report For: Planning Commission, April 21, 2016

General Plan Designation: Industrial

Current Zoning: Industrial, Entryway Overlay Zone

Flood Zone: Pursuant to Flood Insurance Rate Map, Flood Zone Map No. 06113C0465H, as revised on May 12, 2012, the Project site lies within the boundaries of 100- and 500-year flood zones.

Project Site Description; Existing and Adjacent Land Uses: The proposed project site is located in the eastern portion of the City of Woodland, along the Interstate 5 (I-5) freeway corridor. The site exists in a grassy area at the southern edge of 530 Quality Circle, midway between 2138 East Main Street and 2340 East Main Street. The project site can be identified by its Yolo County Assessor's Parcel Number 027-851-024. (Aerial Vicinity Map below.)

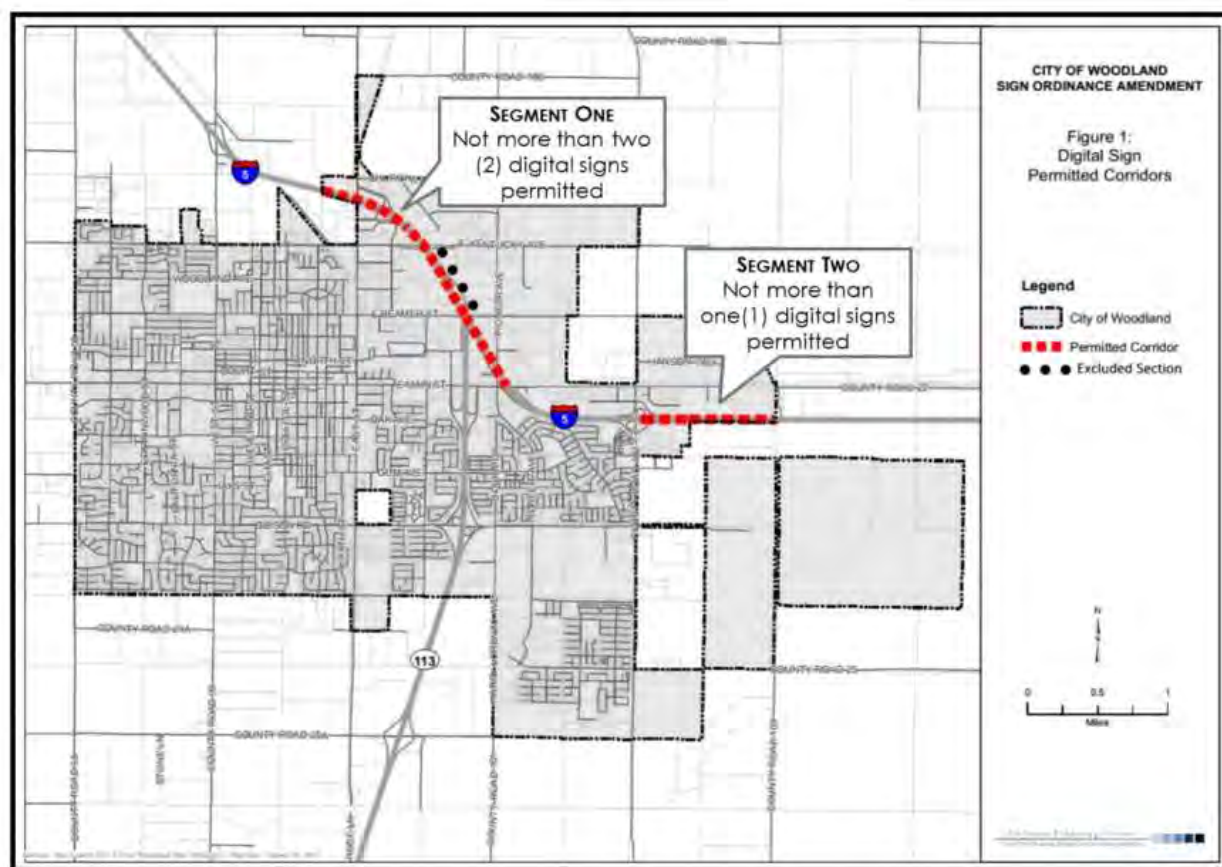


Surrounding Land Uses

The site is surrounded to the west and north by a vacant lot, and to the east is the new Woodland Motors Chevrolet Dealership. Commercial uses predominate to the southwest of the project site. To the southeast, beyond the I-5 freeway, there is a large shopping center, which includes a Costco Wholesale Store, a Starbucks outlet, other varied commercial buildings, and a large parking lot. There are industrial buildings to the north and west, including one building for a Distribution Center. Additionally, there is a vacant lot to the south of the project site, beyond I-5.

Pending/Potential Action

The Planning Commission is being asked to consider two separate digital freeway sign applications with proposed sign locations along the north side of the I-5 freeway, within approximately 500 feet of each other. The Digital Freeway Sign Ordinance adopted in December 2015, permits digital freeway signs along two specific segments of the I-5 corridor as shown in the map below.



Both sign proposals are located within permitted “Segment Two;” however, not more than one digital freeway sign may be located along this stretch of the Interstate, between County Road 102 to the west and the City/County boundary to the east. As such, the Planning Commission, after conducting a public hearing and considering public testimony, is being asked to consider the relative merits of both signs and recommend to City Council approval of one of the two signs and deny the second sign application. The Planning Commission is asked to make specific findings (for approval and denial) to support its recommendation.

The two sign applications shall be presented together as one item; however, separate action shall be taken for each item individually.

The Commission’s individual actions and recommendations shall be based on an overall review of the applications submitted and shall take into account sign design, location, and adherence to the City’s Digital Freeway Sign Ordinance and/or proposed alternative “community benefit.” The Planning Commission shall recommend to City Council approval of that sign application which the Commission finds will best serve and benefit the City of Woodland based on these evaluation criteria.

Background

The city's Zoning Ordinance was originally adopted in 1949. The city's first Sign Ordinance (Ordinance No. 849) providing "criteria, standards, and limits for the regulation of signs" was adopted in 1974 and included the provision that prohibited "signs which move or simulate motion...including flashing blinking, animated, rotation signs or sign whose illumination or surface change with time but shall not include time and temperature signs." Provisions regarding signs within the city have been modified from time to time over the past 40 years. Most recently, in 2004, the City Council adopted amendments to Article 24 ("Signs") of the Zoning Ordinance, however; the original provision that prohibited signs which "move or simulate motion" has remained nearly unchanged since 1974.

The city received applications for two separate, digital freeway sign installations in September 2014 and December 2014, including the proposed digital sign at 530 Quality Circle, the subject of this report. Because digital signs were prohibited within the city, the applications included requested amendments to the City's Sign Ordinance to allow for digital freeway signs. The proposed sign ordinance amendments moved forward first for consideration by the Planning Commission and City Council. In December 2015, the City Council adopted the proposed Zoning Ordinance amendments which permitted up to three digital freeway signs within the City along the I-5 corridor; including up to two signs within permitted "Segment One" and not more than one sign within "Segment Two."

This report presents a request for a Conditional Use Permit, Site Plan and Design Review approval to allow for a digital freeway sign at 530 Quality Circle, located within the Digital Sign Ordinance "Segment Two," and represents one of the two original digital sign application submittals.

Project Proposal

The proposed Project is an application for a Conditional Use Permit (CUP), Site Plan and Design Review approval for the installation and operation of a double-sided digital freeway sign at 530 Quality Circle. The digital freeway sign would utilize digital message technology and will include two dynamic digital display areas. The sign would include a standard 14' x 48' message center. The sign would be located alongside the I-5 freeway westbound traffic lane, which allows for a long sight-line for westbound travelers coming from Sacramento.

The applicant has guaranteed two permanent advertising spots or "clicks" (i.e. one of eight continuously looping advertisement clicks on each of the digital displays) for City use, including presentation of messages of community interest, which translates to a minimum of 12.5 percent (12.5%) of advertising space. While not a direct monetary contribution to the City, these two spots have a value of \$24,000 to \$72,000 at imputed advertising rates of \$1,000 to \$3,000 per spot (rates provided by applicant). The applicant has also committed to providing the City with additional advertising space on a "space available" basis (i.e. unsold advertising spots). The commitment will be recorded in an Operating Agreement approved by the City Council should the Conditional Use Permit application be approved.

In-lieu of the ordinance required 2:1 removal of static billboard signage (i.e. *for every one square foot of digital display area installed, at least two square feet of static billboard must be removed*), the applicant is proposing a

“monthly fee” payment to the City of \$2,000 (or \$24,000 annual) or ten percent (10%) of annual gross revenue, whichever is greater, to allow the City to share in the success of the sign over time. Consistent with the Digital Sign Ordinance, Section 25-24-30(2)(D), the monthly fee payment is proposed as an alternative means of providing the community benefit that would otherwise be achieved through strict adherence to the ordinance. Staff is continuing to work with the applicant on proposed terms for alternative community benefit.

See also, Attachment 7, Project Justification Statement.

Public Notification

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

- A legal notice was published in the Woodland Daily Democrat.
- Notices were mailed to all property owners within 300 feet of the specific project sites.

Copies of the factual staff report for the proposed project have been on file at City Hall since April 15, 2016.

Environmental Assessment Status

A Mitigated Negative Declaration/Initial Study was prepared for the proposed digital freeway sign installation and circulated for public review from September 2, 2015 through October 2, 2015, for interested individuals and public agencies to submit written comments on the documents.

The Mitigated Negative Declaration/Initial Study for the sign installation did not identify any possible significant environmental impacts that would result from the project. Mitigation measures have been incorporated to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of structure foundations and subsurface utilities. Minor revisions have been made to the proposed digital sign application since the Initial Study was prepared. However; the minor revisions do not change or alter the conclusions contained in the IS/MND in any way, and would not result in any potential environmental impacts beyond those analyzed in the Public Draft IS/MND.

Comment letters were received during the public review period from the State of California Department of Transportation (Caltrans), from the Central Valley Regional Water Quality Control Board and from the U.S. Army Corps of Engineers. The comment letters reiterate the existing standards and permit requirements from the agencies. Compliance with Caltrans, the Central Valley Water Board, and the Army Corps standards will be confirmed through the building permit process for the project, as applicable. The letters did not identify any possible significant impacts resulting from the project nor do any comments change the conclusions that were reached within the Mitigated Negative Declaration/Initial Study for the sign installation. No further environmental review of the project is required at this time.

Reviewing Agency Comments

The project has been circulated to various City divisions and departments for review. All reviewing comments have been integrated into the project conditions of approval.

Staff Analysis

The following discussion provides analysis of how the digital freeway sign proposed for 530 Quality Circle complies with the standards outlined in Zoning Code Section 25-24-30, "Digital Freeway Signs" and with the goals and policies of the General Plan:

Zoning Code Section 25-24-30, "Digital Freeway Sign" Standards

Sign Location

Location. *Digital freeway signs shall be located within five-hundred (500) feet of the freeway right-of-way. No digital freeway sign shall be located within 2,500 feet of another digital freeway sign on the same or opposite side of the freeway, subject to the maximum number of digital freeway signs permitted within Segments "One" and "Two" as described above.*

The proposed digital freeway sign meets this requirement based on existing conditions. There are no existing digital freeway signs located within the City.

The proposed sign is located within close proximity to the new Woodland Motors dealership located on the same parcel.

Distance Between Signs. *No digital freeway sign shall be located within 2,500 feet of any other digital freeway sign within the city limits and no closer than 250 feet to any other freeway oriented sign over 30 feet in height on the same side of the freeway. No more than two freeway oriented signs over 30 feet in height shall be permitted on a single parcel or multiple parcels developed as a single retail, office, or industrial center. One sign shall not directly or substantially impede the view of another sign for any prolonged length of travel time of a passing driver on Interstate 5.*

The proposed distancing requirements are intended to prevent "sign clutter" along Interstate 5, taking into account both digital freeway signs and static signage ("multi-tenant" signs) for businesses located along the freeway.

The California Department of Transportation (Caltrans) requires a minimum distance of 1,000 feet between digital freeway signs on the same side of the freeway and 500 feet between a digital freeway sign and a static off-site sign (billboard) on the same side of the freeway. The City's adopted ordinance is more stringent requiring a minimum separation of 2,500 feet between digital signs. However, not more than one digital sign is permitted within the subject segment of interstate frontage associated with this report. Therefore the distancing requirement between digital signs is not applicable.

The 250 foot distancing requirement between digital signs and other freeway oriented signs over 30 feet in height is applicable to this proposal. The proposed digital freeway sign would be located approximately 1,200 feet from the nearest freeway oriented sign over 30 feet in height, which is located in front of the Holiday Inn Express and includes signage for Jack In the Box, Chevron, Holiday Inn Express, and Hampton Inn. Therefore the proposed digital freeway sign exceeds the distancing requirement based on existing conditions.

Traffic Safety. *The digital sign shall not create a visibility hazard to traffic on adjacent streets, freeways, or parking areas. The sign shall not reduce required on-site parking availability and shall not interfere with on-site vehicular circulation.*

The applicant has demonstrated through site plans, elevations and photo-simulations that the proposed digital freeway signage will not obscure driver visibility along or near the proposed sign location, including but not limited to obstruction of traffic related directional or informational signage.

Furthermore, the Federal Highway Administration (FHWA), in agreement with the California Department of Transportation (Caltrans), has addressed various issues related to signage along highway corridors to ensure continued driver safety. The FHWA prohibit signs that obstruct or physically interfere with an official traffic sign, signal, or device, or that obstruct or physically interfere with the vision of drivers in approaching, merging or intersecting traffic. These provisions may be enforced by the FHWA, but an agreement with the State of California also requires Caltrans to enforce these provisions. All digital freeway sign applicants are required to

obtain permitting from Caltrans prior to sign installation. The 2014 edition of the Outdoor Advertising Act provides the framework for review and permitting of signs by Caltrans.

Restrictions on digital signs contained within the Outdoor Advertising Act and enforced by Caltrans regulate many of the conditions that have been identified as relevant to traffic safety. Caltrans regulates the location of each proposed digital sign through its application process, and the distance between such signs is also regulated. California statutory provisions regulate brightness of displays.

The adopted digital sign ordinance exceeds the requirements enforced by Caltrans, including requiring an 8-second minimum message display time, a 2,500 foot minimum spacing between digital signs along the I-5 corridor, and a 0.3 foot-candle lighting minimum, including technology that adjusts the light level of the sign as it relates to the changing ambient light level surrounding the signs. Through state law, Vehicle Code and the city's adopted ordinance, digital freeway signs are prohibited from displaying flashing lights or images (see also **Advertising/Messaging** section below).

The proposed digital freeway sign complies with the above listed traffic safety requirements.

Sign Appearance

Height. *Heights of digital freeway signs shall be established relative to topography and setting so as to provide the best balance between the sign's purpose of effectively communicating a visual message, the setting (including topography and surrounding architecture), and freeway traffic safety. However, in no case shall the digital freeway sign (including structure) exceed a maximum height of 68 feet as measured from the finished grade of the center line of the nearest freeway to the top of the digital freeway sign face or structure, as applicable. Project applicants shall provide to the City supporting documentation from a licensed engineer or surveyor demonstrating that this provision has been met.*

The proposed height of the digital freeway sign, including structural elements, is 45 feet as measured from the finished grade of the center line of I-5. The application shall be required to provide to the City supporting documentation from a licensed engineer or surveyor demonstrating that this provision has been met.

Sign Area. *The maximum area of each digital display area shall not exceed 672 square feet per sign face.*

Six hundred and seventy-two (672) square feet is the industry standard for digital freeway signs which allows for an approximately 14 foot by 48 foot (14' x 48') display ("sign face"). The proposed digital freeway sign is in compliance with this standard.

Sign Structure and Pole Cladding. *Structure, style, and architectural detailing shall be subject to Planning Commission review and approval. Decorative pole covering is required for newly constructed digital freeway signs as well as any existing traditional billboard that is converted to a digital freeway sign. Such covering shall be high quality in material and finish and shall be subject to Planning Commission review and approval.*

The applicant proposes a relatively streamlined sign structure consisting of an 8' x 4' x 30' base cover, with an outer panel wrap. The base cladding is broken up by 3" tall reveals. (See Elevations, Attachment 3.)

The Planning Commission may request alternative design details, however, staff generally supports a more streamlined structure as proposed, to minimize distraction and sign clutter. The project includes a Condition of Approval (COA #9) requiring the applicant to continue to work with Planning staff and the Planning Commission Design Review liaison to finalize the design details of the base structure and ensure high quality materials and finished.

Illumination. *Digital freeway signs shall not operate at brightness levels of more than 0.3 foot-candles above ambient light, as measured using a foot-candle meter at a distance of 250 feet from the sign face. Each digital display area shall have a light sensing device that will adjust the brightness of the sign as ambient light conditions change throughout the*

day. Digital freeway signs shall create minimal glare, maintain contrast between the sign face and the surrounding area, have minimal impact on driver distraction, and create minimal light trespass into residential areas. The Applicant shall fund field testing by a qualified independent contractor or city staff trained in the use of a handheld photometer to demonstrate continued compliance.

The proposed brightness level requirement is consistent with current best practices to minimize and control digital sign light levels within the context of ambient light levels. The 0.3 foot-candle is equivalent to approximately one third of the light that would be generated from a lit candle this is one foot away. The level would be perceptible at the low end to the human eye, over ambient light, on a surface, similar to average residential street illumination provided by low wattage street lights.

The proposed digital sign is in compliance with this standard.

Quality and Maintenance Plan. *The applicant shall demonstrate that the proposed digital sign display consists of the latest and best technology available and tested; that which provides high resolution, clear graphic display and consistent reliability and durability. The applicant must establish a quality and maintenance plan to ensure implementation of all above-listed development standards and to assure the proper maintenance and repair of the digital freeway sign as needed.*

The Maintenance Plan will be adopted as part of an approved Operating Agreement between the applicant and the city and will ensure a high quality appearance is maintained over time and to swiftly and effectively address any lighting or display errors and streamline routine maintenance and repair approvals, if applicable. The Maintenance Plan will be presented at the City Council hearing, however, the Planning Commission is encouraged to provide its comments and recommendations regarding any specific maintenance concerns it would like to see addressed in the plan.

Advertising/Messaging

Message Display. *Digital freeway signs shall display static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement in or on any part of the sign structure, design, or pictorial segment of the sign. No static message shall include flashing or scintillating lighting, or varying light intensity. Digital freeway signs shall be operated with systems and monitoring in place to either turn the display off or show a "full black" image on the display in the event of a malfunction.*

(See **Traffic Safety** analysis above.)

The proposed digital freeway sign shall operate in compliance with this standard.

Minimum Display Time. *Each message or image on the sign shall be displayed for a minimum of eight (8) consecutive seconds. Transition or blank screen time between one still message or image and the next may not exceed one (1) second.*

These standards represent industry best practices to minimize driver distraction. The proposed 8 second minimum message display time is double that enforced by Caltrans and is the recommended advertisement display duration recommended by the Federal Highway Administration. The FHWA also recommends that transition between messages is between 1 and 2 seconds.

The proposed digital freeway sign shall operate in compliance with this standard.

Community Benefit

Community Messaging. *The City shall be provided with access to a minimum of five percent (5%) of the total available display time to allow the City to present messages of community interest. This access shall also include access for other appropriate agencies for the purpose of displaying public safety messages such as "Amber Alert" messages and emergency-disaster communications. The city shall retain sole discretion regarding the content and prioritization of*

messages displayed on the city's behalf, subject to specific standards of individual sign companies for displayed material.

The applicant has guaranteed two permanent advertising spots or "clicks" (i.e. one of eight continuously looping advertisement clicks on each of the digital displays) for City use, including presentation of messages of community interest, which translates to a minimum of 12.5 percent (12.5%) of advertising space. While not a direct monetary contribution to the City, these two spots have a value of \$24,000 to \$72,000 at imputed advertising rates of \$1,000 to \$3,000 per spot (rates provided by applicant). The applicant has also committed to providing the City with additional advertising space on a "space available" basis (i.e. unsold advertising spots). The commitment will be recorded in an Operating Agreement approved by the City Council should the Conditional Use Permit application be approved.

Billboard Removal. *For every one square foot of digital message display area installed, the applicant must permanently remove at least two square feet of legally existing non-digital billboard display area within the city limits prior to operation of the digital freeway sign. An existing billboard being refurbished as a digital freeway sign may count toward the required permanent removals.*

This requirement is proposed to aide in the reduction of the overall square footage of off-premise, billboard displays throughout the city. Existing off-premise billboard signage shall be removed at a ratio of 2 square feet for every 1 square foot of digital signage (digital display/face) proposed. In other words; assuming a digital freeway sign with two display faces measuring the maximum permitted 672 square feet each is approved, a total of 2,688 square feet of static billboard signage must be removed. This might include the removal of a single, large, double-sided billboard along I-5, or several smaller "poster" sized billboards along East or Main Street.

In-lieu of this requirement, the applicant is proposing a "monthly fee" payment to the City of \$2,000 (or \$24,000 annual) or ten percent (10%) of annual gross revenue, whichever is greater. This will allow the City to share in the success of the sign over time as revenues increase. Consistent with the Digital Sign Ordinance, Section 25-24-30(2)(D), the monthly fee payment is proposed as an alternative means of providing the community benefit that would otherwise be achieved through strict adherence to the ordinance (see "Operating Agreement" section below).

Review/Permitting

Conditional Use Permit, Site Plan and Design Review. *Digital freeway signs are conditionally permitted only as billboard relocations or as conversions of an existing billboard in place. Digital freeway signs that meet all location and development standards established in this section shall be subject to the granting of a conditional use permit, site plan, and design review approval by the Planning Commission.*

All digital freeway way signs shall be required to obtain a Conditional Use Permit and Site Plan and Design Review approval by the Planning Commission. The applicant may request a deviation from the development standards outlined in the digital freeway sign section of the zoning code, subject to review and consideration by the Planning Commission and subject to final approval of an Operating Agreement by the Woodland City Council as described below. The City Council may only approve deviations from the standards as typically required if it can be found that an alternative community benefit can be achieved that is equal to or greater than that which would have been achieved through strict compliance with the code requirements. If deviation from the standards is requested, the City Council shall also serve as the final review and approval authority for the Conditional Use Permit, Site Plan and Design Review application as well. Due to competing sign interests, this Conditional Use Permit, Site Plan and Design Review application has been elevated to the City Council for final review and consideration.

Operating Agreement. *The city and applicant shall enter into an operating agreement in conjunction with the issuance of a conditional use permit for a digital freeway sign. The city and applicant may use the operating agreement, on a case-by-case basis, to deviate from the development standards in subsection (i)(2) of this section or reduce the required billboard removals under subsection (i)(2)(C) of this section. The City Council will only approve an operating agreement if it*

determines that the operating agreement achieves community benefits that are equivalent or greater to those that would be achieved through strict compliance with subsection (i)(2) or (i)(2)(C) of this section. If deviation from the standards is requested, the City Council shall also serve as the final review and approval authority for the Conditional Use Permit, Site Plan and Design Review application as well.

The Operating Agreement shall outline the specific terms of use, including those operational requirements as outlined above, maintenance and repairs provisions and any other provisions agreed to by the applicant and the city regarding the appearance and operation of the sign. If any specific provision as outlined in the ordinance cannot be met, the applicant may request a modification to the standard or a deviation from the standard, provided an alternative community benefit of equal or greater value or a lesser impact (visual, aesthetic, etc.) is achieved.

The project applicant is requesting a modification to the ordinance requirement pertaining to static billboard removal and is proposing an annual fee payment to the City as an alternative community benefit as described above. The Operating Agreement shall be reviewed and approved by the City Council.

General Plan Consistency

The following General Plan policies are applicable to freeway oriented signage:

Goal 1.K *To maintain and enhance the quality of Woodland's major corridors, city entrances, landscape, and streetscape.*

Policy 1.K.10 *The City shall promote efforts to improve the visual quality of entrances to Woodland and to Downtown. Development of these areas should include enhanced landscaping and site amenities that create pleasing gateways. Items that detract from the gateway image, such as attention-getting devices, outside storage and off-premise signs should not be allowed.*

The sign ordinance was amended in December 2015 to allow for a limited number of digital freeway signs along the Interstate 5 corridor as a means of potentially removing existing, dilapidated static billboards along both the Interstate 5 corridor and along major corridors internal to the city, including East and Main Streets. Currently nine (9), two-sided, static billboards are located along the I-5 corridor within the Woodland city limits. Eleven (11) static billboards with a total of 18 display faces are located along the East and Main Street corridors, which lead into Woodland's historic downtown.

The ordinance does allow for applicants to propose an alternative community benefit if certain specific provisions of the ordinance cannot be met, including the removal of existing static billboards. The application is proposing a fee payment to the City as an alternative community benefit in-lieu of static sign removal, but has expressed a willingness to continue to pursue static billboard removal based on the preferences of the Planning Commission and City Council.

Goal 9.D. *To promote the growth of tourism by enhancing the city's potential to attract tourists through preservation of historic resources, promotion, development of visitor attractions and provision of a variety of overnight accommodations.*

Policy 9.D.5 *The city shall consider the development of regular tourism programming on local cable television to provide information about cultural activities and other events for both tourists and residents.*

The installation of a limited number of digital freeway signs along the I-5 corridor will provide local businesses, hotels and organizations an opportunity to advertise along a major Interstate corridor. The city has received seven (7) letters from local businesses as well as from the Historic Downtown Business Association and the Woodland Farmer's Market in support of digital freeway signs (see Attachment 8). The Historic Woodland Downtown Business Association, in its letter, states that, "An electronic sign at the entrance to Woodland would bring many travelers to the downtown area instead of passing us by. This would attract new customers into Historic Downtown Woodland to visit shops and restaurants instead of solely stopping at the big box stores and mall in the area. [and]...that the economic value to the city of Woodland would be tremendous..."

Through the proposed dedication of "community messaging" display time, local city-sponsored events can be advertised to a broader,

regional audience.

Recommendation

Staff recommends that the Planning Commission take action on the following:

- 1) Receive the staff report;
- 2) Conduct the public hearing; and
- 3) Adopt Planning Commission Resolution PC16-_____ (Attachment 1), recommending that the City Council adopt the Initial Study/Mitigated Negative Declaration prepared for the proposed digital freeway sign as the appropriate level of environmental review for the project and **approve** the Conditional Use Permit, Site Plan and Design Review application (#PLNG14-00089) allowing for the installation and operation of a 45-foot tall, digital freeway sign located at the southern property boundary of 530 Quality Circle adjacent to (north of) Interstate 5, within the Industrial, Entryway Overlay Zone (I/EOZ);

- OR -

Adopt Planning Commission Resolution PC16-_____ (Attachment 2), recommending that the City Council **deny** the Conditional Use Permit, Site Plan and Design Review application (#PLNG14-00089) allowing for the installation and operation of a 45-foot tall, digital freeway sign located at the southern property boundary of 530 Quality Circle.

ATTACHMENTS:

Attachment 1 - (Resolution to follow) Planning Commission Resolution Recommending Approval of the Project

a - Exhibit 1 - Conditions of Approval

Attachment 2 - (Resolution to follow) Planning Commission Resolution Recommending Denial of the Project

Attachment 3 - Project Site Plan and Elevations, Photosimulations

Attachment 4 - Permitted Digital Freeway Sign Locations Map

Attachment 5 - CEQA Mitigated Negative Declaration

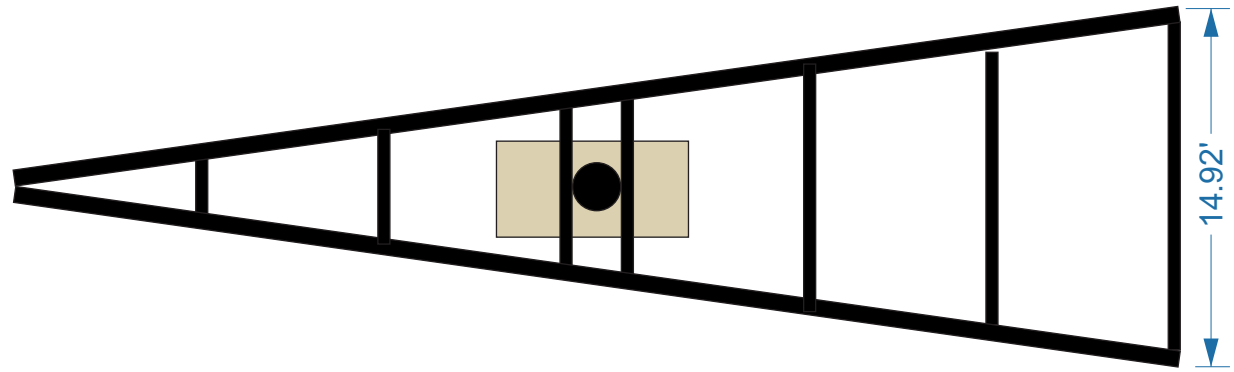
Attachment 6 - CEQA Comment Letters

Attachment 7 - Digital Freeway Sign Application

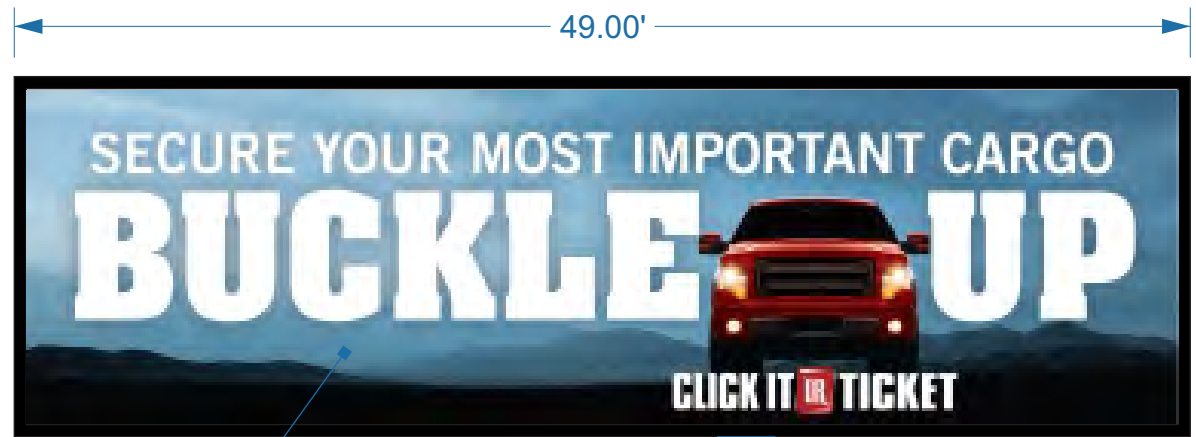
Attachment 8 - Public Comment Letters

Resolution to Follow

Resolution to Follow



15.00'



14' x 48' Display

3" reveal

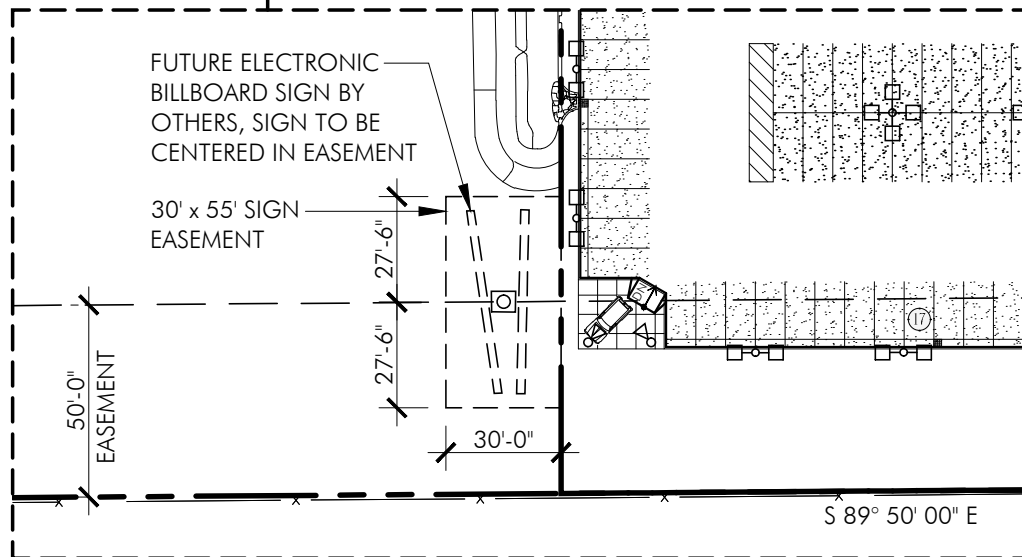
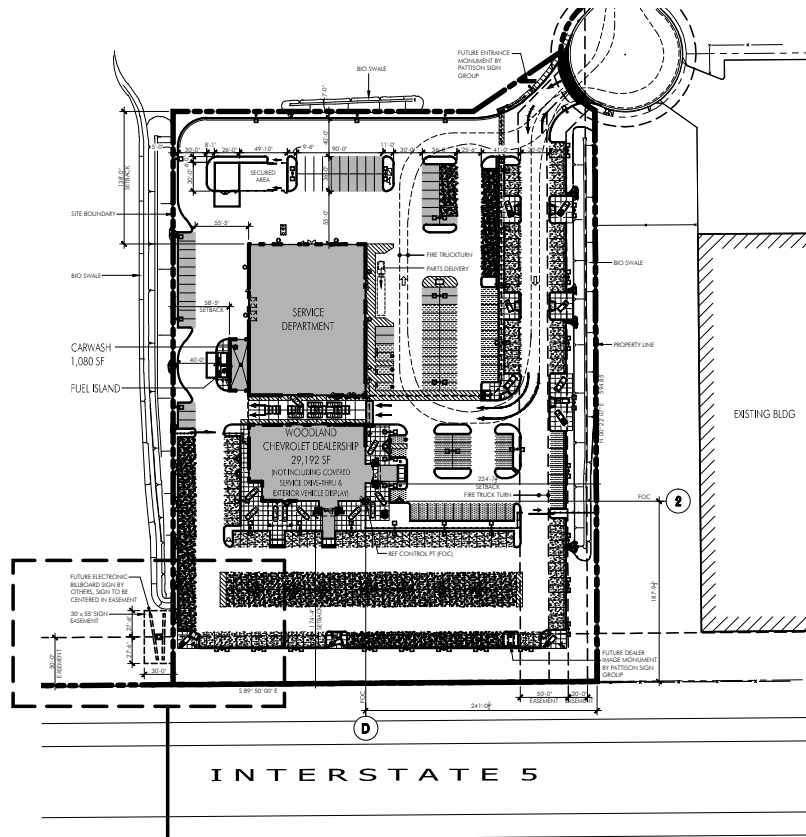
30.00'

4.00'

8.00'







Project: WOODLAND CHEVROLET DEALERSHIP
Drawing: SIGN EXHIBIT
Scale: 1"=50'-0"

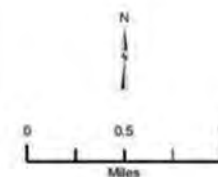
Ref. North  **Sheet No: 1**

CITY OF WOODLAND SIGN ORDINANCE AMENDMENT

Figure 1:
Digital Sign
Permitted Corridors

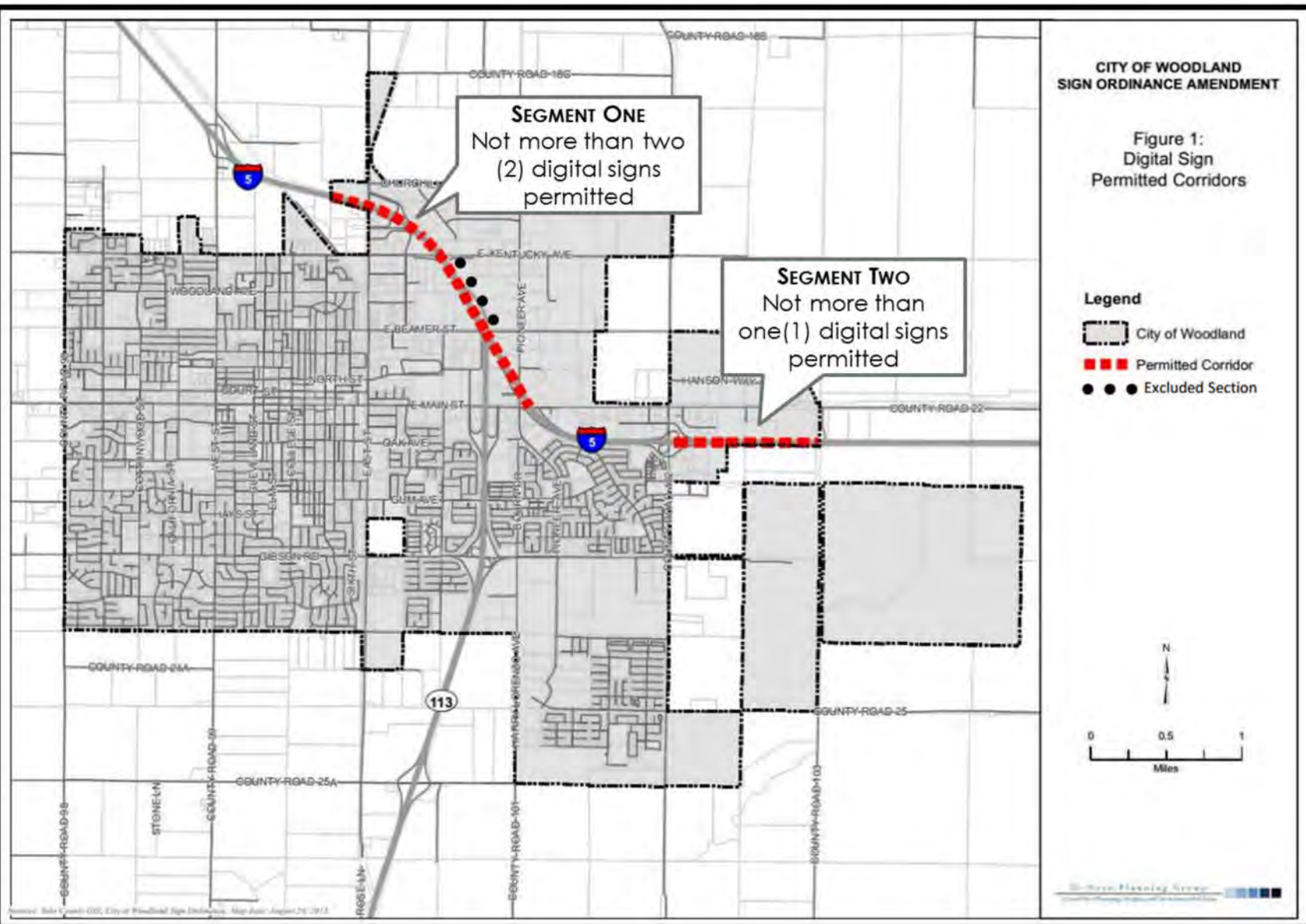
Legend

-  City of Woodland
-  Permitted Corridor
-  Excluded Section



SEGMENT ONE
Not more than two
(2) digital signs
permitted

SEGMENT TWO
Not more than
one(1) digital signs
permitted





PUBLIC DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

FOR THE

WOODLAND MOTORS DIGITAL FREEWAY SIGN PROJECT

AUGUST 31, 2015

Prepared for:

City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA
(916) 949-3231

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



PUBLIC DRAFT
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INITIAL STUDY

PROJECT TITLE

Woodland Motors Digital Freeway Sign

LEAD AGENCY NAME AND ADDRESS

City of Woodland Community Development Department
300 First St.
Woodland, CA 95695

CONTACT PERSON AND PHONE NUMBER

Erika Bumgardner, Senior Planner
City of Woodland
Community Development Department
(530) 661-5820

PROJECT SPONSOR'S NAME AND ADDRESS

Scott Vanderbeek
1680 East Main Street
Woodland, CA 95776
(530) 662-3255

PURPOSE OF THE INITIAL STUDY

An Initial Study (IS) is a preliminary analysis that is prepared to determine the relative environmental impacts associated with a proposed Project. It is designed as a measuring mechanism to determine if a Project will have a significant adverse effect on the environment, thereby triggering the need to prepare an Environmental Impact Report (EIR). It also functions as an evidentiary document containing information that supports conclusions that the Project will not have a significant environmental impact or that the impacts can be mitigated to a "Less Than Significant" or "No Impact" level. If there is no substantial evidence, in light of the whole record before the agency, that the Project may have a significant effect on the environment, the lead agency shall prepare a Negative Declaration (ND). If the IS identifies potentially significant effects, but: (1) revisions in the Project plans or proposals would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the Project as revised may have a significant effect on the environment, then a Mitigated Negative Declaration (MND) shall be prepared.

This Initial Study has been prepared consistent with CEQA (California Environmental Quality Act) Guidelines Section 15063, to determine if the proposed Woodland Motors digital freeway sign (Project) may have a significant effect upon the environment. Based upon the findings and mitigation measures contained within this report, a Mitigated Negative Declaration (MND) will be prepared.

BACKGROUND

The City of Woodland is in the process of considering certain amendments to Article 24 of Chapter 25 of the City's Municipal Code (the Zoning Code) that would allow for a limited number of digital freeway signs within the City. The amendments would provide an allowance for a small number of digital freeway signs along select segments along the I-5 freeway corridor, as long as they comply with all requirements that are specified by the Code amendment. A list of development standards have been included in the amendment that provide for specific limitations, including limits to the size, type, number, and placement of signs. There are also strict limits to the level of light, glare, and messaging technologies that are allowed. Additionally, the Code amendment would require the removal of two (2) square feet of existing freeway billboard signage for every one (1) square foot of new digital freeway signage constructed.

PROJECT LOCATION AND SETTING

PROJECT LOCATION

The proposed Project site is located in the eastern portion of the City of Woodland, along the Interstate 5 (I-5) freeway corridor. The site exists in a grassy area at the southern edge of the vacant lot located between 2138 East Main Street and 2340 East Main Street. The Project site can be identified by its Yolo County Assessor's Parcel Number 027-851-024. Its geographic position would be approximately latitude 38.674091 and longitude -121.720619.

The proposed Project's location within the City is shown in Figure 1 (Location Map). Figure 2 (Vicinity Map) shows an aerial view of the proposed Project's location and surrounding land uses. Additionally, Figure 3 (Visual Representation) provides a street-level visual representation of the proposed sign (from the viewpoint of I-5, heading west).

EXISTING SITE USES

The proposed Project site is currently a vacant lot, covered with ruderal grasses.

SURROUNDING LAND USES

The site is surrounded by a vacant lot. Commercial uses predominate to the southwest of the Project site. To the southeast, beyond the I-5 freeway, there is a large shopping center, which includes a Costco Wholesale Store, a Starbucks outlet, other varied commercial buildings, and a large parking lot. There are industrial buildings to the north and west, including one building for a Distribution Center. Additionally, there is a vacant lot to the south of the Project site, beyond I-5.

GENERAL PLAN AND ZONING DESIGNATIONS

The proposed Project site is designated as Industrial by the City of Woodland General Plan Land Use Map and is zoned Entryway Overlay Zone – Industrial/Planned Development (EOZ – I/PD).

PROJECT DESCRIPTION

The proposed Project is an application for a Conditional Use Permit (CUP) for the installation and operation of a digital freeway sign between 2138 East Main Street and 2340 East Main Street (#PLNG14-00089). The location would be adjacent to the new Woodland Motors location. The faces of the sign would be connected to each other on the southern (freeway) side of the sign, so that it would not possible to see the back side of either face. The digital freeway sign would utilize digital message technology.

The sign would include two LED faces with a display area of 672 square feet on each face, not including the supporting features such as the pole and sign frame. The sign's brightness would be fully automated and would change with available natural light so as to ensure driver safety. Advertising content would change every 8 seconds (also known as "click"). There would be no flashing or moving advertising spots allowed. Periodic maintenance would be required at no cost to the City.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

The City of Woodland is the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050.

This document will be used by the City of Woodland to take the following actions:

- Adoption of the Mitigated Negative Declaration (MND)
- Approval, with certain conditions, of the digital freeway sign proposed by the Project applicant

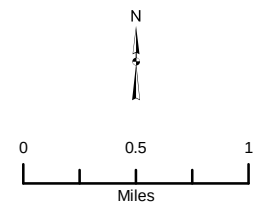
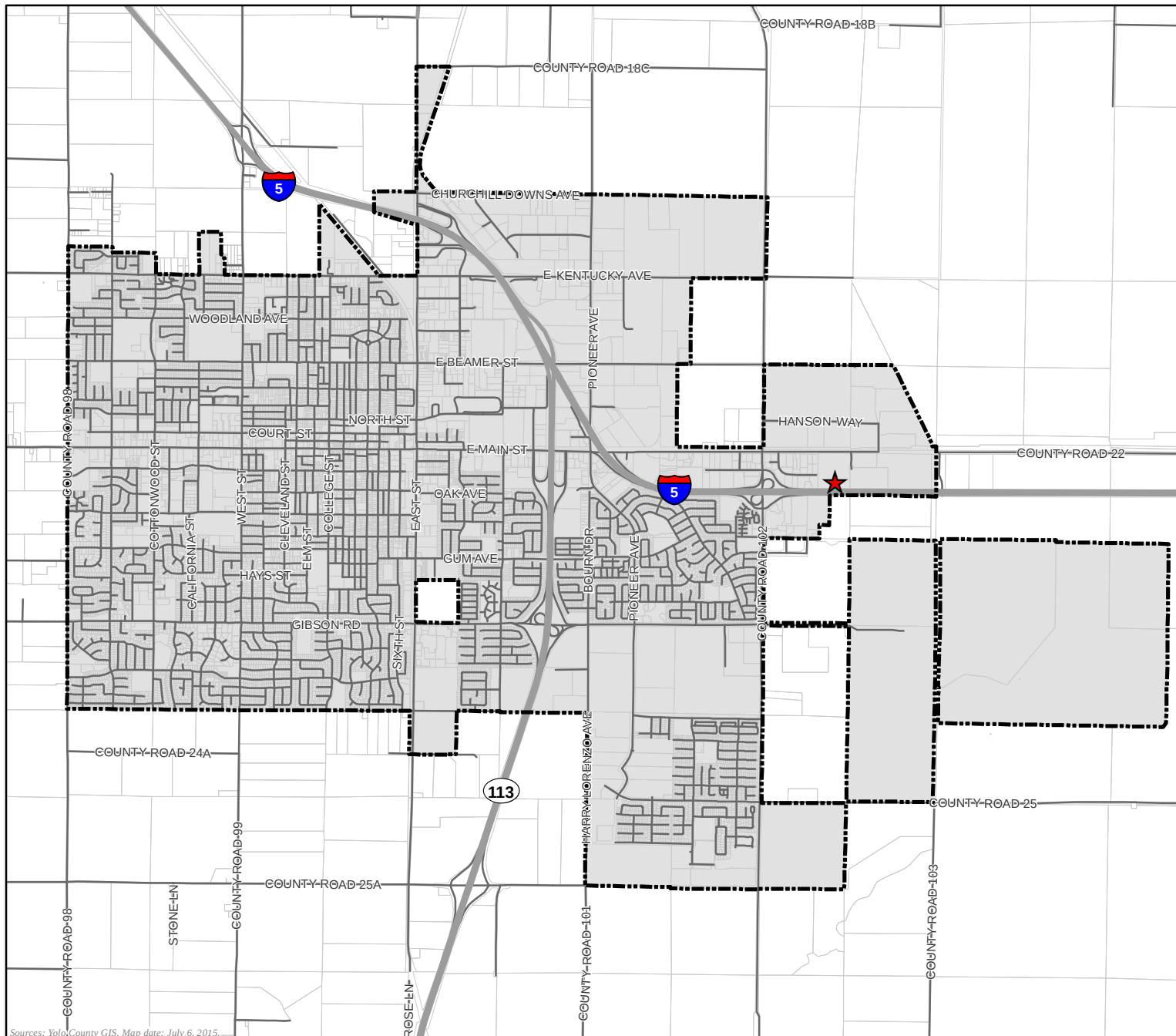
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**CITY OF WOODLAND
SIGN APPLICATION
WOODLAND MOTORS**

**Figure 1:
Location Map**

Legend

-  City of Woodland
-  Sign Location



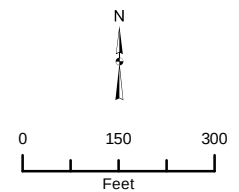
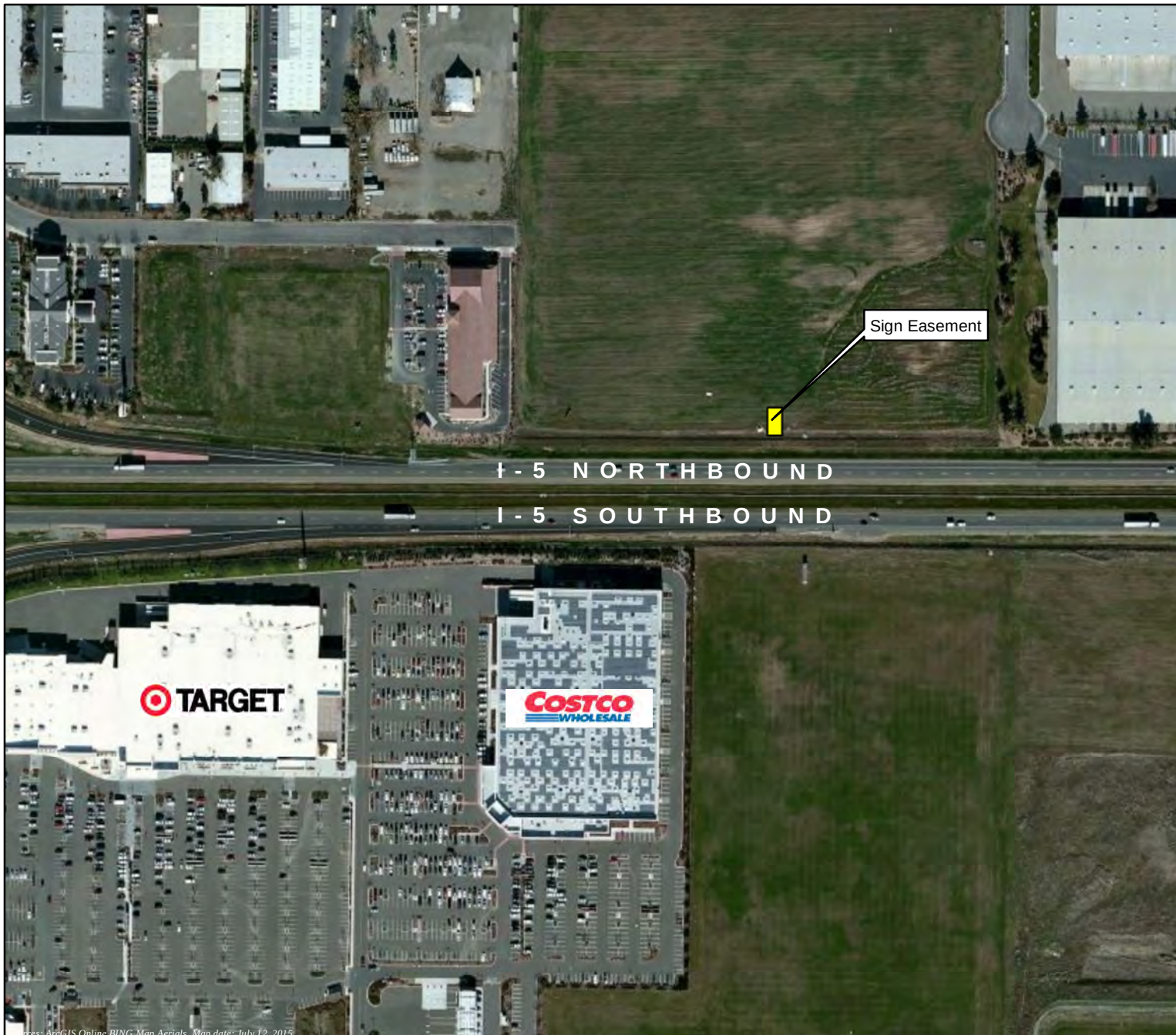
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CITY OF WOODLAND
SIGN APPLICATION
1680 E. MAIN STREET
WOODLAND MOTORS

Figure 2:
Vicinity Map

Legend

 Sign Easement



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**CITY OF WOODLAND -
SIGN APPLICATION WOODLAND
MOTORS**

Figure 3:
Visual Representation

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forest Resources		Air Quality
	Biological Resources		Cultural Resources		Geology/Soils
	Greenhouse Gasses		Hazards and Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources		Noise
	Population/Housing		Public Services		Recreation
	Transportation/Traffic		Utilities/Service Systems		Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature

Date

EVALUATION INSTRUCTIONS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on Project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a Project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as Project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impacts" when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. CEQA Guideline Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where it is available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).

- Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a Project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

EVALUATION OF ENVIRONMENTAL IMPACTS:

In each area of potential impact listed in this section, there are one or more questions that assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impacts", upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one that is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

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ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 18 environmental topic areas.

I. AESTHETICS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): No Impact. The proposed Project is located in the eastern portion of the City of Woodland, along the I-5 freeway corridor. The City of Woodland, which is located in eastern Yolo County, is an urban environment, particularly along the freeway corridor in the vicinity of the Project site. There are no scenic vistas, scenic resources or State designated scenic highways within the City boundaries or near to the proposed Project site. Therefore, there is not expected to be a substantial adverse effect on a scenic vista or substantial damage to scenic resources. There is **no impact**.

Response c): Less than Significant. The Project site is in a highly disturbed area zoned for light industrial uses adjacent to the I-5 freeway. The proposed area of the sign is on southern edge of the vacant property located between 2138 East Main Street and 2340 East Main Street. The area of the sign would not impact the operations of the existing building. Furthermore, the proposed sign would be located along a freeway within the City limits in an area zoned for industrial uses away from sensitive receptors. In addition, in order to satisfy City Municipal Code requirements, the proposed Project would require the removal of two (2) square feet of pre-existing billboard area within the City for every one (1) new square foot of digital freeway sign within the City. Therefore, the proposed Project is not expected to cause a significant impact to the existing visual character or quality of the site and its surroundings, and there would be a net decrease in the number of freeway billboard signs within the City as a result of Project approval.

Compliance with the development standards, as proposed to be established by Article 24 of Chapter 25 of the City of Woodland Municipal Code,, including the 65-foot maximum height limitation, a limit of two display areas per sign, a limit of 672 square feet per sign face, a minimum distance of 2,500 feet between digital freeway signs, and a pole cladding requirement would ensure that the new proposed digital freeway sign installed and operated at the Project site would not substantially degrade the existing visual character of the Project site. Therefore, this is a **less than significant** impact, and no mitigation is required.

Response d): Less than Significant. The Project site is located within a heavily lit urban area with many existing sources of light and glare, including building lighting, parking lot lighting, street lighting, and traffic lights. The proposed sign would contribute to a slight increase in light and glare to passing motorists on the I-5 Freeway and adjacent properties. However, the amount of additional light and glare would contribute to already-affected view sheds in this urban environment. An advantage of LED sign technology is that the sign brightness can be adjusted automatically depending on ambient lighting and weather conditions.

Existing nighttime lighting in the Project area includes building lighting, parking lot lighting, freeway lighting, traffic lights, and significant volumes of vehicle headlights generated from the I-5 corridor in the Project area vicinity.

Existing sources of glare in the Project area include vehicle windshields from vehicles travelling along the I-5 corridor and local surface streets in the Project area vicinity, and building windows, roofs, and exterior treatments throughout the Project area.

The City of Woodland has taken into account these issues by incorporating into the proposed Ordinance strict development standards that affect the level of light and glare allowed from digital freeway signs. These Development Standards, which reduce the impact of light and glare, are found in the Municipal Code, as it is proposed to be amended, in Section 25-24-20,(i)(2)(B), and reads as follows:

x. Illumination. Digital freeway signs shall not operate at brightness levels of more than 0.3 foot-candles above ambient light, as measured using a foot-candle meter at a distance of 250 feet from the sign face. Each digital display area shall have a light sensing device that will adjust the brightness of the sign as ambient light conditions change throughout the day. Digital freeway signs shall create minimal glare, maintain contrast between the sign face and the surrounding area, have minimal impact on driver distraction, and create minimal light trespass into residential areas.

The applicant shall demonstrate through field testing compliance with a 0.3 footcandle increase, or less, over ambient light at a distance of 250 feet during nighttime conditions upon initial start-up, again at 6 months of operation and at the request of the City for the life of the sign. The Applicant shall fund field testing by a qualified independent contractor or City staff trained in the use of a handheld photometer to demonstrate continued compliance.

If increases in ambient light are found to be above the 0.3 footcandle level, the dimming level shall be adjusted until this level can be demonstrated. This must be completed and

demonstrated through follow-up field testing within 24 hours or the billboard shall not be operated until the lighting levels can be brought into compliance.

The Development Standards described above provide for a limit to the allowed increase in illumination that is equivalent to approximately one third of the light that would be generated from a lit candle that is one foot away (0.3 footcandle). This allowed increase would not adversely affect day or nighttime views in the area.

In addition, any digital sign constructed or operated that is visible from a California highway is required to obtain a Department of Transportation Outdoor Advertising Permit from Caltrans. As a condition of that permit, Caltrans typically requires the sign to comply with the brightness requirements outlined in the Outdoor Advertising Act in that the illumination thereon shall not be of such brilliance or so positioned as to blind or dazzle the vision of travelers on adjacent highways. The standard used by the California Department of Transportation (Caltrans) for enforcing sign brightness is as follows:

The brightness reading of an objectionable light source shall be measured with a 1/2-degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source (California Vehicle Code Section 21466.5).

Although these restrictions have been imposed for traffic safety reasons, the resulting controls effectively regulate light and glare to ensure that the operation of any digital sign does not create a substantial new source of light or glare. The effect of the applicable City of Woodland Development Standards and Caltrans regulations reduce this impact to **less than significant**.

II. AGRICULTURE AND FOREST RESOURCES: WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), e): No impact. The proposed Project is located in an urbanized area of the City, adjacent to the I-5 corridor, as shown in Figure 1. There are no existing agricultural operations on the Project site or in the immediate Project vicinity. The Project site does not include any designated farmlands and is zoned for highway commercial uses. As such, the Project would have no impact on converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Furthermore, the City's General Plan does not include provisions for agricultural uses on the Project site or the Project vicinity in the future. Therefore, no impacts to agricultural resources would occur with implementation of the proposed Project. There is **no impact**.

Responses c) and d): No impact. There are no forest or timberland lands within the City's boundaries or near to the proposed Project site. Therefore the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. There is **no impact**.

III. AIR QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): No impact. The proposed Project is not anticipated to conflict with or obstruct implementation of the applicable air quality plan. The proposed Project is located in the Sacramento Valley Air Basin (SVAB), and under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The YSAQMD is the regional agency responsible for air quality regulations within the Yolo and Solano Counties, and is responsible for enforcing the California Ambient Air Quality Standards (CAAQS) and implementing strategies to improve air quality and to mitigate effects from new growth. The YSAQMD, in association with the California Air Resources Board (CARB) and the Sacramento Area Council of Governments (SACOG), is responsible for preparing the Air Quality Attainment Plan (AQAP) that details how the region intends to attain or maintain the state and federal ambient air quality standards.

The California Clean Air Act (CCAA) requires areas to attain state ambient air quality standards for ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide and particulate matter (PM). Areas that do not meet these standards must prepare plans to demonstrate how they will reach attainment for these standards by the earliest practicable date. The YSAQMD has attained each of these standards with the exceptions of ozone and PM. The District's Governing Board adopted its AQAP in February 1992 pursuant to CCAA requirements and identified feasible emission control measures to provide expeditious progress towards attaining the state ozone standard. This plan was submitted to the California Air Resources Board and was approved in May 1992. The proposed Project would not directly generate any operational air quality emissions, and would not increase vehicle traffic in such a manner as to increase mobile source

emissions. As such, the Project would not conflict with the implementation of the YSAQMD AQAP, and there is **no impact**.

Responses b), c): Less than Significant. Short-term air quality impacts can be anticipated from construction activities, although the proposed Project does not anticipate violating any air quality standard or contribute substantially to an existing or projected air quality violation. All construction equipment is required to comply with CARB regulations, and construction activity is subject to the YSAQMD regulations. The California Clean Air Act, signed into law in 1988, established the CAAQS; and all areas of the state are required to achieve and maintain the CAAQS by the earliest practicable date. Regions of the state that have not met one or more of the CAAQS are known as nonattainment areas, while regions that meet the CAAQS are known as attainment areas. The YSAQMD area is designated as a state nonattainment area for ozone and PM; and in attainment or unclassified for carbon monoxide, sulfur dioxide, and nitrogen dioxide. The YSAQMD publishes thresholds of significance for these pollutants. Since the proposed Project is a digital freeway sign and would have a minimal footprint, the proposed Project would require a minimal amount of construction activity that would not be expected to exceed any applicable air quality standards or result in a cumulatively considerable net increase in any criteria air pollutant.

Significant air quality impacts are not anticipated from the associated operational characteristics of the proposed Project. Project operations are limited to periodic maintenance two to six times per year and would and not involve grading, trenching, or other activities that would cause fugitive dust emissions. The digital sign copy would be changed remotely and not require any on-site work other than maintenance. Maintenance of the proposed sign would occur as needed and would likely consist of a boom lift, one pickup/utility truck, and a three-person work crew. Equipment would be brought to the site the day of installation and removed the following day. Additional less than significant impacts can be assumed over a period of time from repainting the sign, resulting in emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of maintenance, and from the vehicular trips associated with maintenance vehicles. Based on the minimal operational emissions of the proposed sign, the proposed Project's operational emissions are not anticipated to exceed the YSAQMD's thresholds of significance. This is a **less than significant** impact.

Response d): No impact. Sensitive receptors include day care centers (adult & child), schools, hospitals, churches, rehabilitation centers, and long-term care facilities (i.e. assisted living facilities). A review of the area indicates that there are no sensitive receptors within ¼ mile of the Project site. As such, **no impact** is anticipated.

Response e): Less than significant. During installation of the sign and periodic maintenance, there would be minimal emissions as described in responses b) and c) above. In addition, digital signs are not known to create objectionable odors, and as such, this is a **less than significant** impact.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Full buildout of the proposed Project would allow for the installation of a digital freeway sign. Given that the proposed Project has a minimal physical footprint, there would not be any substantial adverse effect on any candidate, sensitive, or special status species. In addition, the digital freeway would be installed in an area adjacent to I-5 that has a low likelihood of containing sensitive biological resources. This is a **less than significant** impact.

Response b): No impact. The proposed Project site does not consist of riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. There is **no impact**.

Response c): No impact. There are no federally protected wetlands as defined by Section 404 of the Clean Water Act identified on or near to the proposed Project site. **No impact** would occur.

Response d): Less than Significant. The footprint of the proposed Project would be minimal, and therefore the proposed Project would not be expected to interfere substantially with the movement of species, or impede the use of native nursery sites. This is a **less than significant** impact.

Response e): No impact. The footprint of the proposed Project would be minimal, and the proposed Project would not conflict with any local policies or ordinances protecting biological resources. **No impact** would occur.

Response f): No impact. The proposed Project allows for the installation of a digital freeway sign with a minimal footprint, and therefore would not conflict with the any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, including the adopted Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). **No impact** would occur.

V. CULTURAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact. There are no known historical resources on the site. Any resources that may have existed on the site at one time are likely to have been displaced or damaged and, as a result, the overall sensitivity of the site with respect to buried resources is low. Additionally, limited excavation into soils is expected to occur, which would further limit the potential for resources to be encountered with implementation of the proposed Project. Notwithstanding this, there is no known event in history that occurred at the site that would qualify it for historical preservation. Therefore, the Project would have no impact on historical resources as defined in CEQA Guidelines Section 15064.5. There is **no impact**.

Response b): No Impact. The Project site is previously disturbed, and there are no known archeological resources on the site. The Project would have no impact on the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding archaeological sites. There would be **no impact**.

Response c): No Impact. The Project site is previously disturbed, and there are no known paleontological resources on the site. The proposed sign would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding paleontological sites.

Response c): No Impact. The Project is not expected to disturb any human remains. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding human remains sites. There is **no impact**.

VI. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i), a.ii), a.iii): Less than Significant. The City of Woodland is not located within an Alquist-Priolo Earthquake Fault Zone, nor is it expected to be exposed to strong seismic ground shaking or seismic-related ground failure, including liquefaction. Construction of a sign would not involve significant changes in topography, and minimal earthwork would be involved at the Project site as described in the Project description. This is a **less than significant** impact.

Responses a.iv): No Impact. Topographically, the property is essentially planar. Elevation of the Project site is at approximately sea level. The City of Woodland has a relatively flat topography, and the possibility of landslides is unlikely. The proposed Project site is not within a potential earthquake-induced landslide hazard zone, and due to the low gradient of the site,

seismically induced landsliding is nil. Implementation of the proposed Project would not result in the exposure of people or structures to the risk of landslides during a seismic event. There is **no impact**.

Responses b): No Impact. The proposed Project would not result in substantial soil erosion or the loss of topsoil. The potential for soil erosion on the Project site is low due to the existing topography of the Project site and the limited construction activities that would disturb the existing surface conditions. Construction activities are subject to the best management practices established by the YSAQMD, which would reduce the potential for windborne soil erosion during construction activities. Therefore, there would be **no impact** related to soil erosion or the loss of topsoil.

Responses c): No Impact. The proposed Project is geologically and geotechnically feasible. The Project site is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project and is unlikely to result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The site is underlain by silty clays. The primary soil underneath the site is the Pescadero series, which consists of very deep, poorly drained soils that formed in alluvium from sedimentary rocks. This clay is not considered unstable. Therefore, there is **no impact** related to unstable soils.

Responses d): Less than Significant with Mitigation. The Project could potentially be located on expansive soil, as defined in the California Building Code, creating substantial risks to life or property. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Pescadero silty clay is a poorly drained soil that has a high linear extensibility percent (lep), which is a measure of the soil's expected shrink-swell capacity. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. Mitigation Measure 1 below would ensure that the proposed Project would comply with current City Code and California Building Code (CBC) requirements, to ensure that the Project would not affect foundations or result in other structural or engineering modifications that could increase exposure of people or structures to risk associated with expansive soils. There is a **less than significant impact with mitigation**.

Mitigation Measures

Mitigation Measure 1: *Prior to the development of the Project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of structure foundations and subsurface utilities.*

Responses e): No Impact. The proposed Project would not generate any wastewater and would not involve the installation of a septic system. There is **no impact**.

XII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact. Implementation of the proposed Project would not substantially contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to the proposed Project are minimal and would be primarily associated with increases of carbon dioxide (CO₂) from mobile sources associated with Project construction and minimal, periodic maintenance. There are no permanent sources of GHG emissions involved with the proposed Project.

Emissions of CO₂ typically constitute a majority of total mobile-source GHG emissions commonly associated with development projects. To a lesser extent, other GHG pollutants, such as methane (CH₄), largely generated by natural-gas combustion, and nitrous oxide (N₂O), would typically have a minor contribution to overall GHG emissions. These pollutants are not associated with this type of development. The YSAQMD does not have an adopted threshold of significance for construction-related or for operational-related GHG emissions for nonindustrial facilities. However, as described in the Air Quality section above, the proposed Project is well below the YSAQMD's screening thresholds for projects that would emit significant emissions, including CO₂. The proposed Project could generate GHG emissions from vehicle exhaust (i.e., trucks, cherry picker/lift(s), and construction worker commuting) associated with the installation of the proposed sign, and periodic maintenance activities. Additionally, purchased electricity necessary to operate the sign would cause indirect GHG emissions. Digital signs are powered by electricity, the production of which may generate emissions of CO₂. For purposes of this analysis, the operation of the proposed sign is conservatively assumed to consume approximately 10,000 kilowatts at full power per month. Assuming that it operated at full power 24 hours per day, approximately 120,000 kilowatt-hours per year (kWh/year) would be consumed. According to the U.S. EPA's Greenhouse Gas Equivalencies Calculator, this would result in the generation of approximately 82 metric tons of CO₂ equivalents (MTCO₂e) per year. For comparative purposes, the City's Climate Action Plan (2014) includes the 2005 city-wide

baseline emissions of GHGs, which was 544,000 MTCO₂e. The GHG emissions from electricity consumption from future digital freeway signs would be negligible. As technology is refined, the sign could be updated with more efficient technology, and a reduction in overall electricity usage would be likely to occur.

While Project approval may alter the electrical usage and result in additional carbon emissions temporarily from construction vehicles and the generation of power needed for the sign, the installation of the proposed sign would not have a significant environmental effect related to greenhouse gas emissions or climate change. Given the small size of this Project, GHG emissions associated with the Project would be minimal and would not exceed any threshold were one adopted. Since there are no established thresholds of significance against which to measure the impacts, the quantitative assumption is that the proposed Project's contribution to global warming is very minimal and considered not significant. The Project also includes light sensor controls and the ability to immediately respond to technology improvements, which are beneficial.

Additionally, the proposed Project does not conflict with the City of Woodland Climate Action Plan. The Climate Action Plan contains goals and policies that will help the City reduce its 2005 baseline greenhouse gas emissions by the year 2020. The proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Implementation of the proposed Project would not impair the City's efforts to reduce GHG emissions levels through implementation of the Climate Action Plan. For these reasons, impacts related to greenhouse gas emissions would be **less than significant**.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?				X
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e), f), g), h): No impact. The proposed Project would allow for the installation and operation of a digital freeway sign. The proposed Project would not create any hazards to the public, emit hazardous emissions, be located on a site which is included in list of hazardous materials sites, be located near an airport, impair any emergency response plan or emergency evacuation plan, or expose people to risk of wildland fires. As provided in the California Department of Toxic Substances Control Envirostar database, the closest toxic cleanup site is a State Response site, located approximately 0.5 miles to the northwest of the proposed Project site, at 1962 Hays Lane. There is **no impact**.

IX. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e), f): No Impact. The agency with jurisdiction over water quality within the Project area is the Central Valley Regional Water Quality Control Board (CVRWQCB). The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the CWA, the proposed sign, as with all construction within the City of Woodland, is required to comply with the NPDES, if applicable. The Project involves construction of a new digital freeway sign in compliance with all applicable NPDES requirements, and as such would not cause any violations associated with water quality standards or water discharge requirements.

Construction and operation of the proposed Project would not involve dewatering and, thus, would not deplete groundwater supplies. Implementation of the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and, as such, no impacts would occur.

The proposed Project also would not materially change the amount of impervious surfaces at the Project site or otherwise alter existing drainage patterns or surface water runoff quality or quantities on the Project site. Operation of the proposed sign does not involve the use of water or generation of waste water. As such, implementation of the proposed Project would not result in significant impacts on surface water quality. There is **no impact**.

Responses g), h): No Impact. Pursuant to Flood Insurance Rate Map, Flood Zone Map No. 06113C0465H, as revised on May 12, 2012, the Project site lies within the boundaries of 100- and 500-year flood zones. However, due to the nature of the proposed Project, which involves constructing and operating a sign structure over a small area of the property, it is not anticipated to impede or redirect flood flows within the area. The proposed Project also does not involve the construction of housing. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year flood hazard area would occur. There is **no impact**.

Responses i): No Impact. The Project site lies within the boundaries of a 100-year flood zone. However, the proposed Project involves constructing and operating a sign structure, and removal and/or replacement of four existing billboards signs within the City. No impact is anticipated on flooding as a result of the failure of a levee or dam. Therefore, no impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur. There is **no impact**.

Responses j): No Impact. The City of Woodland is relatively flat and is not located near a dam, lake, or ocean, and therefore, inundation by seiche, tsunami, or mudflow is not anticipated. Moreover, tsunamis and seiches do not pose hazards due to the inland location of the site and lack of nearby bodies of standing water. There is **no impact**.

X. LAND USE AND PLANNING - Would the Project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact. The construction and operation of the proposed sign on the Project site would not physically divide an established community, as it is being placed on the southern edge of a the vacant lot between 2138 East Main Street and 2340 East Main Street, and would not block access to the surrounding sites. The Project would not disrupt or divide the physical arrangement of an established community. There is **no impact**.

Response b): No Impact. The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. The Project is consistent with the current General Plan and zoning designations. According to Woodland Municipal Code, Section 25-24-20,(i)(2)(A), as proposed to be amended, digital freeway signs are permitted along specific sections of I-5 corridor, including the section that begins at County Road 102 and runs east along the I-5 to the eastern boundary of the City. The proposed Project would be consistent with all applicable land use plans, policies, and regulations, including the City Municipal Code. There is **no impact**.

Response c): No Impact. There is no applicable habitat conservation plan or natural community conservation plan. Therefore, the Project would not conflict with any applicable habitat conservation plan or natural community conservation plan, as there are no applicable conservation plans.

XI. MINERAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): No impact. The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. There are no known mineral resources on the site. Therefore, the proposed Project would not affect access to or the availability of valued mineral resources. There is **no impact**.

XII. NOISE -- WOULD THE PROJECT RESULT IN:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?			X	
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?				X
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d): Less than Significant. Digital signs are not known to emit noise or sound. During the short period of construction of the Project, however, there may be increased noise levels or vibration. Construction activities are regulated by the City of Woodland Municipal Code. These impacts would be temporary and are considered less than significant. Construction and implementation of the proposed Project would not result in a substantial temporary or permanent increase in ambient noise levels, nor would it expose persons to generation of noise levels in excess of standards or excessive groundborne vibration or noise. The proposed Project involves installation of one new sign. It is located at a property that is zoned for light industrial uses and adjacent to a busy freeway (I-5) with many existing sources of noise and a high level of existing ambient noise. Installation of the proposed sign and periodic maintenance, which would involve the use of equipment such as trucks and cherry picker/lifts, would not generate noise in excess of the City's noise ordinance, nor would it result in a substantial temporary increase in ambient noise levels.

With regard to roadway noise associated with construction traffic on area roads, traffic volumes on roads with good operating conditions (i.e., Level of Service of B or better) would have to increase at more than a three-fold rate to reach the City's threshold of significance of a 5 dBA increase and would need to increase even more on roads with poor operating conditions (i.e., Level of Service C or worse). Given the limited scope of construction activities (installation and removal of signs), only a small amount of construction traffic would occur, and this would not result in a noise level increase that would exceed the threshold of significance.

Operation of the proposed Project would not generate any noise with the exception of periodic maintenance activities as discussed above. Additionally, the proposed Project would not result in an increase in noise generating activities such as traffic. Therefore, this is a **less than significant impact**.

Responses e), f): No impact. The Project site is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. Therefore, there is **no impact**.

XIII. POPULATION AND HOUSING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. The proposed sign would not induce substantial population growth in an area. The proposed Project involves installation and operation of one new digital freeway sign and does not include residential development. The proposed improvement would not increase existing long-term employment. With no increase in long-term employment, and no new homes proposed, the proposed Project would not induce substantial population growth. Furthermore, the Project site is located within a developed area, and no new roads or extensions of existing roads or other growth-accommodating infrastructure are proposed. Therefore, the proposed Project would not be expected to directly or indirectly induce substantial population growth through extension of roads or other infrastructure. This is a **less than significant** impact.

Response b): No impact. The proposed sign would not displace substantial numbers of existing housing. There are no existing residential properties on the Project site. Implementation of the proposed Project would not displace housing. Therefore, no impacts on housing would occur. There is **no impact**.

Response c): No impact. The proposed sign would not displace substantial numbers of people, as it would be located on a currently underutilized portion of an industrial district of the City. There is **no impact**.

XIV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d): No impact. The proposed sign would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities. The proposed Project entails placement of one new digital freeway sign. The proposed Project would comply with all applicable City and State codes, ordinances and regulations. The proposed sign would be made of noncombustible materials approved by both the Fire Department and Building Department. It would not add new buildings or increase long-term employment. Therefore, no impacts on fire or police protection services are expected with implementation of the proposed Project. Further, no impacts to, or need for, new school facilities, parks or other public facilities would occur. There is **no impact**.

XV. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): No impact. The proposed Project would not create new households that could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed Project does not include development of recreational facilities nor does it include residential development that would increase demand for recreational facilities. The proposed Project would not increase long-term employment such that increased demand for neighborhood and regional parks or other recreational facilities would occur. Therefore, the proposed Project would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. No impact would occur. There is **no impact**.

Response b): No impact. The Project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. There is **no impact**.

XVI. TRANSPORTATION/TRAFFIC -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The proposed Project would not conflict with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system, and traffic created during construction and operational activities is expected to be minimal. Construction of the proposed Project would generate a minimal amount of traffic associated with workers traveling to and from the site. Given the limited construction and operational activities (installation of one new digital freeway sign and maintenance of approximately two to six visits annually), these vehicle trips would not be sufficient to result in noticeable traffic impacts on the local roadway system or exceed any level of service standard established by the county congestion management agency for designated roads or highways. All roads would be kept clear and unobstructed at all times during sign installation and operation and thereby would not create a significant impact.

While it is possible that new digital freeway signs could redirect regular freeway traffic to specific locations within the City as a result of effective advertisements on future signs, this would not result in an overall increase in local or regional traffic, and would not result in impacts to levels of service on any local or regional roadways. Additionally, the City would

require that before any applicant could install a new digital freeway sign, the applicant would have to remove four existing billboard signs, reducing the total number of billboard signs within the City. This is a **less than significant** impact.

Response c): No impact. The proposed sign would not result in a change in air traffic patterns. There is **no impact**.

Response d): Less than Significant. As digital sign technology has evolved, the issue has been raised as to whether digital signs themselves, regardless of compliance with such operating restrictions, present a distraction to drivers and thereby create conditions that could lead to accidents. A digital sign allows for periodic changes in displayed advertising messages electronically, and primary concerns regarding their impacts center around driver safety and distraction. The proposed sign as described in the Project description above includes a number of features that would ensure compliance with the State of California's Outdoor Advertising Act (Business and Professions Code Section 5200 *et seq.*) and all current best practices for digital signs. During construction and operational activities, all necessary equipment and vehicles would be required to use local roadways; however, this is not anticipated to create a safety hazard. In addition, a number of technical studies demonstrate that the proposed digital sign is not anticipated to substantially increase hazards due to its design features^{1 2}. These studies show that there are no differences in the overall glance patterns between digital billboards, conventional billboards, comparison events, and baseline events. Furthermore, one study found that digital billboards "have no statistically significant relationship with the occurrence of accidents."³

In addition to these studies, the Federal Highway Administration (FHWA) has also addressed signage issues in general, and digital signs in particular. As part of its agreement with various states pursuant to the Highway Beautification Act, for example, it has confirmed that no sign is allowed that imitates or resembles any official traffic sign, and that signs may not be installed in such a manner as to obstruct, or otherwise physically interfere with an official traffic sign, signal, or device, or to obstruct or physically interfere with the vision of drivers in approaching, merging or intersecting traffic. While these provisions may be enforced by the FHWA, through agreement with the State of California they are typically enforced by Caltrans.

Furthermore, the City is in the process of considering amendments to its Zoning Code to regulate digital freeway signs. The proposed modifications to the Code include specific development standards that limit the amount of light and glare that can be emitted from a digital freeway sign. These standards also require the message display to have static messages only, and limit the illumination of the digital freeway sign to safe levels, as written in Section 25-24-20,(i)(2)(B), as proposed to be amended:

x. Illumination. Digital freeway signs shall not operate at brightness levels of more than 0.3 foot-candles above ambient light, as measured using a foot-candle meter at a distance

¹ Driving Performance and Digital Billboards, Virginia Tech Transportation Institute. March 2007.

² A study of the relationship between Digital Billboards and Traffic Safety, Tantala Associates. August 2010.

³ A study of the relationship between Digital Billboards and Traffic Safety, Tantala Associates. August 2010 p.3.

of 250 feet from the sign face. Each digital display area shall have a light sensing device that will adjust the brightness of the sign as ambient light conditions change throughout the day. Digital freeway signs shall create minimal glare, maintain contrast between the sign face and the surrounding area, have minimal impact on driver distraction, and create minimal light trespass into residential areas.

The applicant shall demonstrate through field testing compliance with a 0.3 footcandle increase, or less, over ambient light at a distance of 250 feet during nighttime conditions upon initial start-up, again at 6 months of operation and at the request of the City for the life of the sign. The Applicant shall fund field testing by a qualified independent contractor or City staff trained in the use of a handheld photometer to demonstrate continued compliance.

If increases in ambient light are found to be above the 0.3 footcandle level, the dimming level shall be adjusted until this level can be demonstrated. This must be completed and demonstrated through follow-up field testing within 24 hours or the billboard shall not be operated until the lighting levels can be brought into compliance.

viii. Minimum Display Time. Each message or image on the sign must be displayed for a minimum of eight (8) consecutive seconds. Transition or blank screen time between one still message or image and the next may not exceed one (1) second.

Given the aforementioned studies, Federal regulations, and local Development Standards, the proposed sign would not pose a significant risk of hazards due to design features. This is a **less than significant** impact.

Response e): No impact. The proposed Project would be located outside travelled portions of the roadway and would present no obstacle to emergency access. The proposed sign would also have the capacity to display official messages regarding emergencies and could perform as part of the emergency response system. The Project would not result in inadequate emergency access. There is **no impact**.

Response f): No impact. The proposed Project involves the installation and operation of one new sign. It would not conflict with, nor hinder performance of policies, plans, or programs regarding alternative forms of transportation. There is **no impact**.

XVII. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d), e), f), g): No impact. The proposed Project would not generate any wastewater or require a supply of potable water. Construction and operation of the sign would not require other utility services (water, wastewater, storm water drainage, or landfill facilities), and no impact to these services would occur. The proposed Project would not increase existing employment or otherwise affect water use or wastewater generation. The Project also does not materially change the amount of permeable surface areas, drainage patterns, or affect storm water drainage systems. Periodic replacement of the LED lights on the digital display signs would also be required. Although LED lights cannot be recycled, their disposal requires no particular procedure unlike other fluorescent light bulbs. The solid waste generated from replacing signage and lighting would be minimal. In addition, no inert solid waste is anticipated to be generated as a result of the proposed Project. The digital freeway sign would require electrical service (conservatively assumed to be approximately 10,000 kilowatts

per month). Providing such service through extension of existing electrical services in the vicinity would not result in any significant impacts. There is **no impact**.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?				X
c) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
d) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a): No impact. As described throughout the preceding checklist sections, the proposed Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. There is **no impact**.

Responses b): No impact. Based on the analysis contained within this Initial Study, the proposed Project is not anticipated to create impacts that are individually limited, but cumulatively considerable. There is **no impact**.

Responses c): No impact. Based on the analysis contained within this Initial Study, the proposed Project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. There is **no impact**.

REFERENCES

- An Ordinance of the City Council of the City of Woodland Amending Article 24 of the Woodland Municipal Code Relating to Signs. July 2015.
- California Department of Transportation (Caltrans) California Scenic Highways Program. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm
- CEQA Guidelines (BAAQMD, 2011). May 2011.
- City of Woodland Climate Action Plan. July 2014. Available online at: <http://www.cityofwoodland.org/gov/depts/pw/areas/enviro/climate/capdetails/default.asp>
- City of Woodland General Plan EIR. February 1996. Available online at: http://www.cityofwoodland.org/gov/depts/cd/divisions/planning/online/general_plan.asp
- City of Woodland General Plan Update. May 2002. Available at: http://www.cityofwoodland.org/gov/depts/cd/divisions/planning/online/general_plan.asp
- Department of Toxic Substances Control (DTSC) Envirostar. Accessed on July 7, 2015. Accessed on July 7, 2015. Available online at: <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>
- U.S. EPA Greenhouse Gas Equivalencies Calculator. Available online at: <http://www.epa.gov/cleanenergy/energy-resources/calculator.html>
- USDA Web Soil Survey. Accessed on July 7, 2015. Available at: <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

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DEPARTMENT OF TRANSPORTATION

DISTRICT 3—SACRAMENTO AREA OFFICE

2379 GATEWAY OAKS DRIVE, SUITE 150

SACRAMENTO, CA 95833

PHONE (916) 274-0679

FAX (916) 274-0602

TTY 711

www.dot.ca.gov

*Serious drought.
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September 23, 2015

032015-YOL-0040
03-YOL-5 PM 5.226
SCH#2015092009Ms. Erika Bumgardner
City of Woodland
300 First Street
Woodland, CA 95695**Digital Freeway Sign at 2140 Freeway Drive – Mitigated Negative Declaration (MND)**

Dear Ms. Bumgardner:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the Digital Freeway Sign at 2140 Freeway Drive MND. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The proposed project is an application for a Conditional Use Permit for the installation and operation of a double-sided digital freeway sign at 2140 Freeway Drive. This project is located in the eastern portion of the City of Woodland, along I-5. The digital freeway sign would utilize digital message technology and may include one or more dynamic digital display areas. The sign would include a standard 14' X 48' message center. The sign would be located alongside I-5 freeway westbound traffic lane, which allows for a long sight-line for westbound travelers coming from Sacramento. The sign's owner would donate a minimum of 5% for the time, and up to 10% on space available basis, for non-profit and public service messages. The following comments are based on the MND received.

Outdoor Advertising

An Outdoor Advertising (ODA) License as well as an ODA Permit may be required. Sign plans for any proposed outdoor advertising should be provided to Caltrans for review and, depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. More information can be found by calling

Ms. Erika Bumgardner, City of Woodland
September 23, 2015
Page 2

the Office of Outdoor Advertising telephone line at (916) 654-6473 or by visiting the following website: <http://www.dot.ca.gov/oda/>

Encroachment Permit

The proposed location of the sign is close to State owned right of way (ROW). State owned ROW is 100' from centerline of alignment. Please note that access control fencing does not delineate the bounds of the 100' feet from centerline. The structure as well as its footings must not encroach onto State ROW.

Furthermore, this sign is described as being placed on the southwest corner of APN: 027-851-011; however, the latitude and longitude coordinates given would place the sign at the southeast corner of the parcel. The applicant needs to provide more detail in regard to the exact placement of both signs.

Please be advised that any work or traffic control that would encroach onto the State ROW requires an encroachment permit that is issued by Caltrans. The encroachment permit application can be found at the following website:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

For additional information, please contact Charles Laughlin, Office Chief for District 3 Encroachment Permits, at (530) 741-4408.

If you have any questions regarding these comments or require additional information, please contact Emily Mraovich, Intergovernmental Review Coordinator at (916) 263-1625 or by email at: emily.mraovich@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeffery Morneau", with a long horizontal flourish extending to the right.

JEFFERY MORNEAU, Chief (Acting)
Office of Transportation Planning—South

c: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION

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September 23, 2015

032015-YOL-0041
03-YOL-5 PM 5.111
SCH#2015092011

Ms. Erika Bumgardner
City of Woodland
300 First Street
Woodland, CA 95695

Woodland Motors Digital Freeway Sign – Mitigated Negative Declaration (MND)

Dear Ms. Bumgardner:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the Woodland Motors Digital Freeway Sign MND. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

This project is located in the eastern portion of the City of Woodland, along I-5. The proposed project is an application for a Conditional Use Permit for the installation and operation of a digital freeway sign between 2138 East Main Street and 2340 East Main Street. The location would be adjacent to the new Woodland Motors location. The faces of the sign would be connected to each other on the southern (freeway) side of the sign so that it would not be possible to see the back side of either face. The digital freeway sign would utilize digital message technology. The sign would include two LED faces with a display area of 672 square feet on each face, not including the supporting features such as the pole and sign frame. The sign's brightness would be fully automated and would change with available natural light so as to ensure driver safety. Advertising content would change every 8 seconds. There would be no flashing or moving advertising spots allowed. Periodic maintenance would be required at no cost to the City. The following comments are based on the MND received.

Outdoor Advertising

An Outdoor Advertising (ODA) License as well as an ODA Permit may be required. Sign plans for any proposed outdoor advertising should be provided to Caltrans for review and,

*"Provide a safe, sustainable, integrated, and efficient transportation
system to enhance California's economy and livability"*

Ms. Erika Bumgardner, City of Woodland
September 23, 2015
Page 2

depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. More information can be found by calling the Office of Outdoor Advertising telephone line at (916) 654-6473 or by visiting the following website: <http://www.dot.ca.gov/oda/>

Encroachment Permit

The proposed location of the sign is close to State owned right of way (ROW). State owned ROW is 100' from centerline of alignment. Please note that access control fencing does not delineate the bounds of the 100' feet from centerline. The structure as well as its footings must not encroach onto State ROW.

Please be advised that any work or traffic control that would encroach onto the State ROW requires an encroachment permit that is issued by Caltrans. The encroachment permit application can be found at the following website:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

For additional information, please contact Charles Laughlin, Office Chief for District 3 Encroachment Permits, at (530) 741-4408.

If you have any questions regarding these comments or require additional information, please contact Emily Mraovich, Intergovernmental Review Coordinator at (916) 263-1625 or by email at: emily.mraovich@dot.ca.gov.

Sincerely,



JEFFERY MORNEAU, Chief (Acting)
Office of Transportation Planning—South

c: Scott Morgan, State Clearinghouse



RECEIVED

SEP 29 2015

City of Woodland
Community Development



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

24 September 2015

Erika Bumgardner
City of Woodland
300 First Street
Woodland, CA 95695

CERTIFIED MAIL
91 7199 9991 7035 8420 5105

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, DIGITAL FREEWAY SIGN AT 2140 FREEWAY DRIVE PROJECT, SCH# 2015092009, YOLO COUNTY

Pursuant to the State Clearinghouse's 2 September 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Digital Freeway Sign at 2140 Freeway Drive Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board’s website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

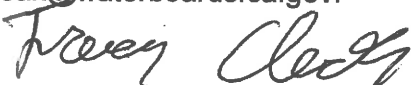
For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



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SEP 29 2015

City of Woodland
Community Development



EDMUND G. BROWN JR.
GOVERNOR



MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

24 September 2015

Erika Bumgardner
City of Woodland
300 First Street
Woodland, CA 95695

CERTIFIED MAIL
91 7199 9991 7035 8420 5099

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, WOODLAND MOTORS DIGITAL FREEWAY SIGN PROJECT, SCH# 2015092011, YOLO COUNTY

Pursuant to the State Clearinghouse's 2 September 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Woodland Motors Digital Freeway Sign Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

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If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

September 30, 2015

Regulatory Division SPK-2015-00852

City of Woodland
Attn: Ms. Erika Bumgardner
300 First Street
Woodland, California 95695

Dear Ms. Bumgardner:

We are responding to your August 31, 2015 request for comments on the Digital Freeway Sign at 2140 Freeway Drive project. The project site is located in the eastern portion of the City of Woodland, along the Interstate 5 freeway corridor, Latitude 38.6742°, Longitude -121.7226°, Woodland, Yolo County, California.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

To ascertain the extent of waters on the project site, the City of Woodland should prepare a wetland delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Wetlands Delineations" and "Final Map and Drawing Standards for the South Pacific Division Regulatory Program" under "Jurisdiction" on our website at the address below, and submit it to this office for verification. A list of consultants that prepare wetland delineations and permit application documents is also available on our website at the same location.

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

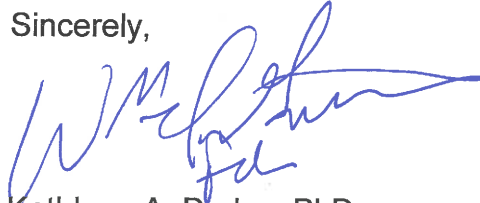
RECEIVED

OCT 02 2015

City of Woodland
Community Development

Please refer to identification number SPK-2015-00852 in any correspondence concerning this project. If you have any questions, please contact Lee Ann Bowers by email at Lee.A.Bowers@usace.army.mil, or telephone at 916-557-5254. For more information regarding our program, please visit our website at www.spk.usace.army.mil/Missions/Regulatory.aspx.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Dadey', with a stylized flourish extending to the right.

Kathleen A. Dadey, PhD
Chief, California South Branch
Regulatory Division



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

September 30, 2015

Regulatory Division SPK-2015-00838

City of Woodland
Attn: Ms. Erika Bumgardner
300 First Street
Woodland, California 95695

Dear Ms. Bumgardner:

We are responding to your August 31, 2015 request for comments on the Woodland Motors Digital Freeway Sign project. The project site is located in the eastern portion of the City of Woodland, along the Interstate I-5 freeway corridor between 2138 and 2340 East Main Street, Latitude 38.6742°, Longitude -121.7211°, Yolo County, California.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

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RECEIVED

OCT 02 2015

City of Woodland
Community Development

Please refer to identification number SPK-2015-00838 in any correspondence concerning this project. If you have any questions, please contact Lee Ann Bowers by email at Lee.A.Bowers@usace.army.mil, or telephone at 916-557-5254. For more information regarding our program, please visit our website at www.spk.usace.army.mil/Missions/Regulatory.aspx.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Dadey', with a stylized flourish extending to the right.

Kathleen A. Dadey, PhD
Chief, California South Branch
Regulatory Division



City of Woodland

Communi

300 FIRST ST, WOODLAND CA 95060
(530) 661-5820 Fax (530) 406-0832
www.cityofwoodland.org

General Application Form

1. Owner/Applicant

PROPERTY OWNER:
VANDERBEEK Fam 1996 REV TRUST
MAILING ADDRESS:
1690 EAST MAIN ST.
CITY STATE ZIP CODE:
WOODLAND CA 95776
PHONE NUMBER:
530 662-3255
E-MAIL ADDRESS:
SVanderbeek@woodlandmotors.com

PROJECT APPLICANT
Scott Vanderbeek
MAILING ADDRESS:
Same
CITY STATE ZIP CODE:

PHONE NUMBER:

E-MAIL ADDRESS:

2. Application Requested

- | | | |
|--|--|---|
| ☐ General Plan Petition | ☒ Zoning Amendment | ☐ General Plan Amendment |
| ☐ Tentative Subdivision Map | ☐ Tentative Parcel Map | ☐ Lot Line Adjustment |
| ☐ Site Plan Review | ☐ Design Review | ☐ Sign Design Review |
| ☒ Conditional Use Permit (CUP) | ☐ Zoning Administrator Permit | ☐ Variance |
| ☐ Public Convenience or Necessity | ☐ Other _____ | |

Is this request part of another application? ☐ Yes ☐ No If so, what? _____

3. Project Description

Project Name: Woodland
24 Acres Motors
Total Acres or Square Feet _____

Site address or location: _____
027-851-024-000
Assessor's Parcel Number: _____

Is Your Project Located In a Flood Zone?

☒ Yes ☐ No

Does this request include signage?

☒ Yes ☐ No

4. Justification for Request



On a separate sheet, explain in detail your request and why you believe your request is justified.

PLNG-14-00089

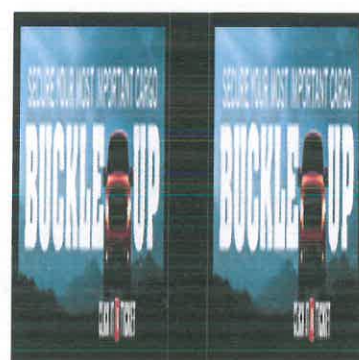
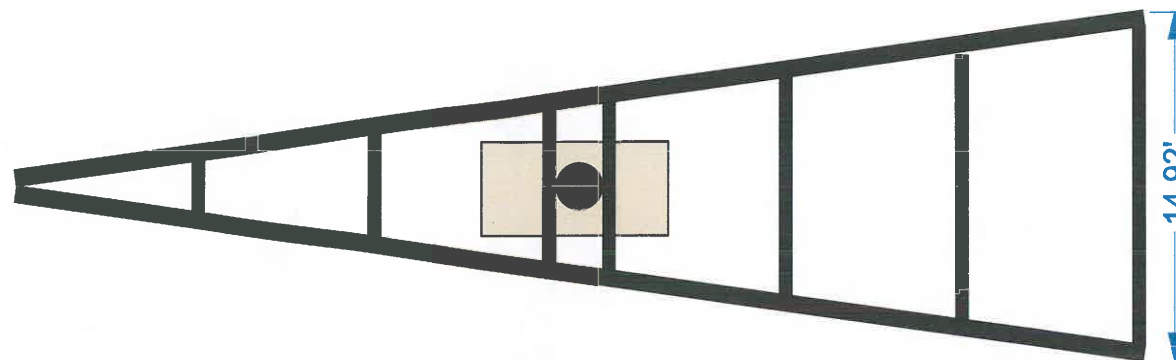
PROJECT JUSTIFICATION STATEMENT

The project is the instillation of a 45-foot high, free standing digital sign adjacent to the new Woodland Motors location on East Main Street along the highly traveled I-5 Freeway corridor. The sign faces are angled slightly toward the freeway, rather than being positioned perpendicular, which results in a “v-shaped” sign when looking down from above making the signs highly visible. The faces are connected to each other on the southern (freeway) side of the sign, so that it is not possible to see the back side of either face.

The sign will include two state of the art LED faces with a display area of 672 square feet on each face, not including the supporting features such as the pole and sign frame. New LED technology will allow copy to be changed within minutes, without the environmental waste of printing or installation, keeping consumers updated in real time with flexible messaging options. The signs' brightness is fully automated and will change with available natural light so as ensuring driver safety. Advertising content changes every 8 seconds (also know as “click”). There are no flashing or moving advertising spots allowed. Periodic maintenance will be required at no cost to the City.

The purpose of the request is to provide advertising space in order to more effectively communicate multiple messages for local, regional and national advertisers through the use of digital technology. Local businesses will have the opportunity to turn their brand into a household name impacting the entire trading zone and letting potential customers know exactly where they are located thus driving customers directly to their store or business. The location of this sign at the new Woodland Motors immediately North of Interstate 5 will include advertising messaging from the adjacent business and will be coordinated in design to provide a pleasing and uniform appearance with the dealership.

The benefits to the City and the Community are enhancing advertisement for local merchants. Message display time can be provided to public agencies for amber/silver alerts, emergency messages, and other public announcements. Once approved and fully permitted, the sign can be constructed within a week thereby providing the aforementioned benefits immediately.



15.00'



14' x 48' Display

3" reveal

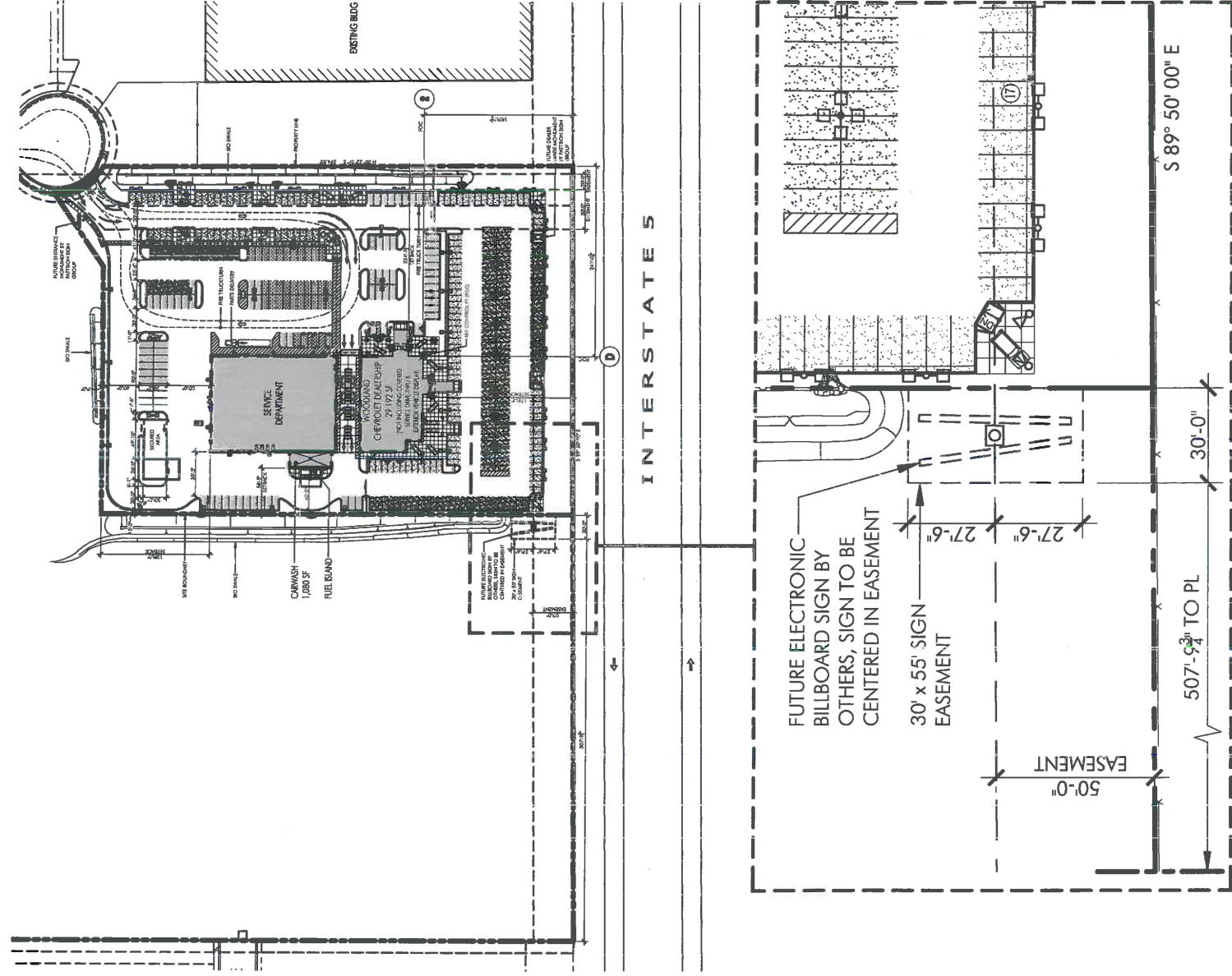
30.00'

4.00'

8.00'



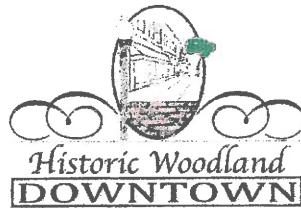




FORBES WILLIAMS ARCHITECTS
7801 Edison Rd. Suite 110 Sacramento, CA 95826
Ph: 916.448.2724 Fax: 916.448.4991

Project: WOODLAND CHEVROLET DEALERSHIP
Drawing: SIGN EXHIBIT
Scale: 1"=50'-0"

Ref. North  **Sheet No: 1**



November 21, 2014

City of Woodland
The Honorable Tom Stallard, Mayor of Woodland
300 First Street
Woodland, CA 95695

Dear Mr. Stallard,

I am writing this letter to voice support for the installation of an electronic billboard to be placed along Interstate 5, east of the Road 102 Exit to Woodland. As president of the Historic Woodland Downtown Business Association, this billboard would bring many visitors to the downtown area. The billboard would sell advertising as well as promoting events such as: Tomato Festival, Tree Lighting, Small Business Saturday, Carriage Rides, Halloween, Movies on Main, Stroll Through Woodland, etc., in the downtown area.

An electronic sign at the entrance to Woodland, would bring many travelers to the downtown area instead of passing us by. This would attract new customers into Historic Downtown Woodland to visit shops and restaurants instead of solely stopping at the big box stores and mall in the area. The owners of the sign would donate 5-10% of the billboard time to non-profits wishing to advertise their events. The only cost to the non-profits would be their artwork.

The Board of the Historic Downtown Woodland Business Association feels that the economic value to the city of Woodland would be tremendous, giving businesses, service organizations, and local fundraising an exciting way to get the word out about upcoming activities and offers.

I speak for the board of the Historic Woodland Downtown Business Association that we are in total support of the electronic billboard. We hope that you will strongly consider this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "George Rowland".

George Rowland, President
Historic Woodland Downtown Business Association



The Woodland Farmer's Market

www.TheWoodlandFarmersMarket.org

34077 CR 25 Woodland, CA 95695 • (530) 666-2626

11-23-14

My name is Sonia Mora and I am the President of The Woodland Farmers Market Board of Directors as well as The Woodland Farmers Market manager.

I am writing to show my support of the digital billboard sign that is being proposed by Ron Caceres of RCI Development, Inc., at the I-5 location by Road 102. This sign will allow the farmers market to advertise and promote our local market and will bring more people to our historic downtown location. This sign will also be a great asset for the annual Woodland Tomato Festival that happens the second Saturday of every August and is hosted by The Woodland Farmers Market.

The Woodland Tomato Festival has grown every year and more people are aware of this event happening in Woodland because of the exposure we have received in the VIA and Sunset magazines as well as through the local television stations. We are always looking for more creative ways to advertise our market and festival and this sign would be an awesome opportunity for us. This digital sign will allow others driving up and down I-5 to see what events are happening in the Woodland area and will possibly encourage them to stop in Woodland to see what we have to offer. The advantage of the digital sign is that it can be updated with current events more often and will allow non profits, like The Woodland Farmers Market, a reasonable advertising venue that will be seen by thousands of people on a daily basis.

Woodland officials need to consider the advantages of this proposal and support RCI Development Inc. in making this happen.

Sincerely,

Sonia Mora
President and Market Manager
of The Woodland Farmers Market
sonia@woodlandfarmersmarket.com



333 Main Street • Woodland, CA 95695 • (530) 662-4667 • (888) 88-DODGE • FAX (530) 666-7992

Mr. Paul Navazio
City Manager
City of Woodland
300 First Street
Woodland, CA 95695

Dear Mr. Navazio,

I am writing as a downtown Woodland auto retailer voicing my support for the proposed Electronic Reader Board to be located on Freeway Drive as well as the revisions to your zoning code and sign ordinance allowing for this reader board.

The location of the sign is ideal, just north of the Road 102 exit, which will allow potential customers to be made aware of our dealership downtown and give them ample time to exit at Main Street. It is very important that we get the visibility on the freeway for our business as our location downtown without representation along the freeway prevents awareness that we are even here. Many of our new customers and even local residents continue to comment how they never knew there was a Dodge Dealership downtown.

Other auto malls in other cities have these digital signs, putting us at a competitive disadvantage. This sign, which would not be owned by another dealership or freeway business, would allow us to purchase advertising along the freeway directing people to our dealership downtown. We strongly urge you to support this project as additional sales by us will generate higher sales taxes for the City of Woodland.

Sincerely,

Chad Hoblit
Dealer & Vice President
Hoblit Chrysler Jeep Dodge Ram
333 Main St
Woodland, Ca 95695
(530) 662-4667



ELM FORD

346 MAIN STREET • WOODLAND, CA 95695
P.O. BOX 2175 • WOODLAND, CALIFORNIA 95776-2175
530-662-2817

November 22, 2014

Mr Paul Navazio
City Manager
City of Woodland
300 First St
Woodland, CA 95695

Dear Mr Navazio,

We are an auto dealership that has been in operation in downtown Woodland for 44 years. We are writing this letter in strong support for a zoning change and sign ordinance amendment that would allow the digital reader board along Freeway Drive.

Being a downtown car dealership, we would greatly benefit from the proposed sign. Because auto malls in other cities have these signs, we are at a competitive disadvantage without one. The sign's proposed location on Interstate 5 is ideal, as it would allow Elm Ford to advertise and capture customers that may be unaware that we are located downtown. It would also allow us to compete favorably with other freeway oriented auto business that may locate in Woodland in the future.

We feel the proposed sign will benefit business in the downtown area and would urge the city council to approve this project. It would be an asset to our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Landis", with a long horizontal line extending to the right.

William E Landis
President



Ghai Management Services, Inc
A FRANCHISEE OF BURGER KING CORPORATION

1904 Via Di Salerno,
Pleasanton CA 94566
Telephone: (510) 573 5905
Facsimile: (510) 490 5001
E mail: sunny@ghaimanagement.com

November 19, 2014

City of Woodland
c/o Tom Stoddard, Mayor
City of Woodland
300 First Street
Woodland, California 95695

Dear Mayor Stoddard:

I am writing as an Owner of two Burger Kings and one Taco Bell in Woodland in voicing my support for the revisions to the Woodland Sign Ordinance to now allow an "Electronic Reader Board".

The position of this sign at I-5 ahead of the Road 102, on the Woodland Fitness property, will allow potential customers to know we exist prior to the Road 102 exit, so they can exit the highway rather than passing Woodland and our three restaurants. This is very important to Burger King, as our fixed name on the existing sign behind the Home Depot, does not give customers enough notice to exit 5 to find us.

Quick serve restaurants are utilizing "Electronic Reader Board" in other surrounding towns, putting us in an inferior position to these other restaurants. This "Electronic Reader Board", if approved at the Woodland Fitness location is an advertising outlet, we plan to utilize and we strongly urge you to approve it, as with additional sales by us, will generate more jobs and taxes to be utilized by the City of Woodland.

Sincerely,

Sunny Ghai

Yours Truly,

Sunny Ghai, President

Woodland Lodging LLC
Woodland, CA 95776



November 19, 2014

City of Woodland
c/o Tom Stoddard, Mayor
City of Woodland
300 First Street
Woodland, California 95695

Dear Mayor Stoddard:

I am writing as a Woodland Hotel Owner in voicing my support for the revisions to the Woodland Sign Ordinance to now allow an "Electronic Reader Board".

The position of this sign at I-5 ahead of the Road 102, on the Woodland Fitness property, will allow potential customers to know we exist prior to the Road 102 exit, so they can exit the highway rather than passing our facility. This is very important to Holiday Inn Express and our new Fairfield Inn and Suites, as our fixed name on the existing sign, does not give customers enough notice to exit 5 safely.

Hotels are utilizing "Electronic Reader Board" in other surrounding towns, putting us in an inferior position to these other lodging facilities. This "Electronic Reader Board", if approved at the Woodland Fitness location is an advertising outlet, we plan to utilize and we strongly urge you to approve it, as with additional sales by us, will generate additional TOT tax to be utilized by the City of Woodland.

Sincerely,

A handwritten signature in black ink, appearing to read "Rohit Ranchhod".

Rohit Ranchhod

*8799 White Peacock Way, Elk Grove, California 95624
Tel: (916) 685-6823 Cell: (916) 761-5602 Fax: (916)405-3589*



Woodland Hospitality, LLC
2070 FREEWAY DRIVE, WOODLAND, CA 95776

November 19, 2014

City of Woodland
c/o Tom Stoddard, Mayor
City of Woodland
300 First Street
Woodland, California 95695

Dear Mayor Stoddard:

I am writing as a Woodland Hotel Owner in voicing my support for the revisions to the Woodland Sign Ordinance to now allow an "Electronic Reader Board".

The position of this sign at I-5 ahead of the Road 102, on the Woodland Fitness property, will allow potential customers to know we exist prior to the Road 102 exit, so they can exit the highway rather than passing our facility. This is very important to Holiday Inn Express and our new Fairfield Inn and Suites, as our fixed name on the existing sign, does not give customers enough notice to exit 5 safely.

Hotels are utilizing "Electronic Reader Board" in other surrounding towns, putting us in an inferior position to these other lodging facilities. This "Electronic Reader Board", if approved at the Woodland Fitness location is an advertising outlet, we plan to utilize and we strongly urge you to approve it, as with additional sales by us, will generate additional TOT tax to be utilized by the City of Woodland.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rohit Ranchhod'.

Rohit Ranchhod

8799 White Peacock Way, Elk Grove, California 95624
Tel: (916) 685-6823 Cell: (916) 761-5602 Fax: (916) 405-3589



Legislation Details (With Text)

File #: 16-453 Version: 1 Name:
Type: Presentation Status: Agenda Ready
File created: 4/11/2016 In control: Planning Commission
On agenda: 4/21/2016 Final action:
Title: SUBJECT: Design Review for Lennar; The Grove at Spring Lake for the Cal West Subdivision
DATE: April 21, 2016

RECOMMENDATION:
Staff recommends that the Planning Commission:

1. Review and approve the proposed conceptual residential designs for Lennar; The Grove at Spring Lake subject to the conditions of approval.

Sponsors:

Indexes:

Code sections:

Attachments: [1 - General Application](#)
[2 - Residential Design Booklet](#)
[3 - Revised Pre-Plot Plan.pdf](#)
[4 - Subdivision Map 5075 & COA](#)

Date	Ver.	Action By	Action	Result
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City of Woodland

MEMORANDUM

TO: Members of the Woodland Planning Commission
FROM: Jeff Ballantine, Associate Planner
SUBJECT: Design Review for Lennar; The Grove at Spring Lake for the Cal West Subdivision
DATE: April 21, 2016

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Review and approve the proposed conceptual residential designs for *Lennar; The Grove at Spring Lake* subject to the conditions of approval.

PROJECT PROPOSAL:

On March 3, 2016 the Planning Commission received a staff report for a proposed residential design review for Phase I of the Lennar; The Grove at Spring Lake. The entire Cal West subdivision consists of 44 acres with 225 residential lots. The initial Phase I application consisted of 74 homes. At the meeting the applicant requested consideration for complete site review based on the information as provided. After deliberation, the Planning Commission recommended that a complete design package for the 225 lots be provided at the next meeting date rather than act on the Phase I submittal as provided in the staff report.

The applicant has since submitted an application for Site Plan and Design Review on the entire Cal West subdivision (renamed “The Grove”), consisting of 44 acres with 225 residential lots, within the R-8 zone of the Spring Lake Planning Area (**see Attachment 2 - Residential Design Booklet**). The applicant has also added an additional floor plan for a total of six (6) floor plans and four (4) architectural styles for a total of twenty-four (24) elevations. The homes range in size from 1,662 to 3,033 square feet. A lot layout plan, typical front yard landscape plan, and a residential design booklet are included in the plan submittal.

The Grove Subdivision is located northwest of Farmers Central Road and Harry Lorenzo Avenue. The subdivision was created by Cal West Subdivision Map No. 5075 approved by the City Council on May 5, 2015.

PROJECT ANALYSIS:

The project design review was performed using the Spring Lake Specific Plan (adopted December 18, 2001 and subsequently amended) and the Spring Lake Specific Plan (SLSP) Design Standards as approved May 20, 2003.

Compliance With SLSP Design Standards

To achieve architectural diversity within residential neighborhoods, the Spring Lake Design Standards requires five (5) distinct floor plans and twenty (20) elevations (4 per plan) for a subdivision with more than 120 units. Staff finds that the resulting unit and elevation mix meets the intent of the Spring Lake Specific Plan for architectural diversity by providing twenty-four (24) elevations. The following table indicates the plan mix:

Plan	Square Footage	Number of Lots	No. of Stories
1	1662	32	1
2	1827	22	2
3	2119	51	2
4	2394	40	2
5	2713	37	2
6	3033	43	2

The exterior materials being proposed include:

Features

Roofs

Masonry

Stucco

Trim

Shutters

Style or Material

Flat Shake, “S” Profile, and flat “slate”; Concrete

Brick and stone wainscot

Sand finish on walls and trim

1x Stucco Finish

Faux Wood

Wood post & beam
Siding

Wood
Board and Batten Siding, Lap Siding, and Shingle Siding

A desired intent of the Spring Lake Specific Plan is to create variety and interest along a street and provide opportunity for neighborhood social interaction. Toward this end, the applicant has worked to develop color pallets with a mix of architectural materials and roof styles and that are diverse yet appropriate to each architectural style. The plan submittal includes a variety of garage door designs, driveway patterns, as well as varying roof pitches. Roof pitches range from 3:12 to 6:12. At the request of Staff, the applicant increased the number of housing units with porches and extended the width of both the porches and the courtyards from five feet to six feet. Front porches are included on three of the six floor plans (Plans 1827, 2394, and 2713), on 99 of the homes to enhance the street front appearance. Further, courtyards are provided on the other three floorplans (Plans 1662, 2119, and 3033) on 126 of the homes (see **Attachment 3 - Revised Pre-Plot Plan**).

Spring Lake Design Standard requires that fifty percent of detached units have useable front porches and the remaining fifty percent have other prominent features such as courtyards or balconies. This submittal proposes providing forty-four percent of the units with useable porches (99 of the 225 units) and the rest of the units with courtyards. Although the submittal falls short of this provision, it substantially complies with the intent of the provision by providing porches on close to half of the units and providing useable courtyards on the rest of the units. Minor deviations to the Spring Lake Design Standards can be approved by the Planning Commission for projects that are substantially consistent with the intent of these standards.

Staff has provided a suggested condition to allow the applicant to work with staff to further refine the proposed courtyard designs. The courtyards as shown provide a five-foot usable space, enclosed by a variety of open style fencing. Staff is concerned that this does not provide an adequate depth to allow for a truly usable space and is recommending that the following options be considered: 1) that the open style fencing be extended further into the setback area to allow a large enclosed area (fencing under 42 inches may be located within a front setback area); or 2) removal of the fencing altogether, but provide an enhanced patio area with border landscaping to allow open usable patio space. In all instances, the surface area either enclosed within the fenced area or the identified patio area shall receive a hard surface treatment such as concrete or pavers and enhanced border landscaping.

The applicant has worked to develop architectural styles that provide for significant differentiation between plans. The plan submittal includes four different architectural styles: Spanish, Prairie, Traditional, and French. The Spanish style utilizes stucco walls, S roof tiles, and recessed windows. For the French style, stucco walls, trimmed arched soffits, arch angled plank type shutters, and stone wainscot are incorporated into the design. Forward facing gables, board and batten siding, and louver type shutters are provided for the Prairie style. The applicant provided the following definition of the Traditional style in response to Staff's request:

“Traditional: While the Traditional style is not indicative of any specific regional style or time period, it is meant as an overarching theme made up of traditional details and materials: lap siding, shingle siding, board and batten siding, double post porch columns with stone base, round gable end vents, multi-paned windows, wide corner boards and header trim turned down on the sides along with louver type shutters and 6-panel front doors all of which are reinforced with ‘Traditional’ color schemes. Together they are intended to evoke traditional images in the mind of the new home buyer who may not be formally educated in any one specific region or time period of Traditional architecture.”

In response to Staff's concern about lack of variability along the westernmost street of the subdivision, the applicant has incorporated additional floor plans to provide more diversity in architectural design and mixture

of one and two-story buildings along this long block (see **Attachment 3 - Revised Pre-Plot Plan**). The applicant has also provided variation in front setbacks to provide additional variability along this block. Staff finds that the proposed project now sufficiently complies with the following Condition of Approval 28 for Tentative Subdivision Map #5075 (note that Street “A” is the westernmost street in the subdivision and that these Conditions of Approval are available for review at the Community Development Department):

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 174 to lot 196 shall have either a full usable front porch or a separated front patio extension with low walls.

In response to Staff’s concern about the potentially large magnitude of the roof for Plan 2119, the applicant provided a rendering showing what the Prairie design of this Plan would look like (see Sheet A-18 of Attachment 2). Plan 2119 includes a loft area as well as an area where the ceiling on the second floor is open to the first floor area.

To address energy and sustainability issues the applicant is providing water conserving landscaping without turf for all front yard landscaping as shown on the landscape plans (Sheets L-1.1 and L-1.2 in the package) and there will be solar panels installed on all of the proposed homes.

Staff’s review of the conceptual residential elevations and plans finds the residential designs, as conditioned, substantially comply with the Spring Lake Specific Plan and the Spring Lake Design Standards. The proposed residential designs incorporate a variety of elevation styles, varied roof lines, and a mix of siding and accent materials. The applicant responded to comments from the Planning Commission Design Liaison by adding treatments such as shutters or siding to a rear and/or side elevation, consistent with a front elevation, when such a rear or side elevation is directly adjacent to a street. For instance, board and batten siding was added to side elevation of the Traditional Style of Plan 2119 when such a side elevation is adjacent to a street (see Sheet A-19 of Attachment 2). The applicant also replaced the faux window of the second story of the French architectural style for Plan 2461 with an artistic metal treatment.

The project does not comply with Spring Lake Design Standard 2.2.1(c) which requires one floor plan in each subdivision to have a recessed garage located in the back half of the lot with either side-by drive or alley access. The applicant provided a justification statement explaining that this requirement is not suitable for the proposed small lot sizes as a rear garage would significantly reduce the rear yard as well as significantly reduce the width of the residence to make room for the driveway. In evaluating design proposals, the Spring Lake Design Standards provide that the Planning Commission may allow minor deviations as long as projects are substantially consistent with the intent of the standards.

The applicant shall comply with the following Conditions of Approval specific to the design review application, but shall also be subject to applicable conditions provided in the originally approved Development Agreement for the Cal West Subdivision Map #5075 (Attachment 4).

RECOMMENDED CONDITIONS OF APPROVAL

COA #1: *Lennar; The Grove at Spring Lake* shall comply with Spring Lake Specific Plan and Spring Lake Design Standards for any changes proposed after the initial design review approval of April 21, 2016. Proposed changes shall be submitted to staff for review. Minor design or material changes and/or setback modifications consistent with the intent of the Spring Lake Specific Plan

and Design Standards can be approved by staff and major changes will be reviewed by the Planning Commission.

COA #2: Prior to issuing any building permit, a final site and design review of final plans shall be conducted by staff. This final review may require further site and design changes to ensure compliance with the Spring Lake Specific Plan and Spring Lake Design Standards and conditions contained herein.

COA #3: All residential units shall include a separated, enhanced pedestrian pathway from back of walk to the courtyard, porch, or front door.

COA #4: 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.

COA #5: Corner Lot Accent Treatment. Homes located on corner lots, and/or side and rear elevations that are visible to public view shall have enhanced treatment provided on sides and rear in addition to the home front. Color, material and/or accent treatment shall be carried back to the fence line.

COA #6: Lot Coverage. The project shall comply with lot coverage requirements as specified in the City's Zoning Ordinance. Lot coverage shall be clearly specified for each lot on the final lot layout and site plan prior to issuance of building permits. The applicant shall provide disclosure to property owners of the maximum lot coverage allowed on the lot they have purchased. At no time shall the housing footprint exceed the maximum lot coverage requirement of 50 percent.

COA #7: Landscape Plan Submittal. Detailed Landscape and Irrigation plans shall be submitted and approved by the Community Development, and Parks and Recreation Departments concurrent with public improvement plans and 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.
- Details of all irrigation (drip, sprinkler, and bubbler) as well as equipment such as backflow controller and water meter devices identified.

COA #8: Street Tree Master Plan. Street Tree Master Planting Plan shall be approved prior to the issuance of the first building permit. The plan shall be reviewed for conformance with the Spring Lake Design Standards and the City's Tree Planting Requirements and approved by the Community Development Department and the City's Public Works Department - Tree Division. A soils test shall be submitted that will assist in appropriate species selection.

COA #9: Public Landscaping. Final landscaping plans for all areas to be maintained by the SLSP Lighting and Landscape District shall be submitted for review and approval by Community Development and the Department of Parks and Recreation. Due to poor soil conditions in the

project area, soil sample analysis shall be provided for publicly maintained landscaping areas.

COA #10: Tree Replacement. Prior to issuance of a building or grading permit, and **prior to removal of any trees on site**, applicant shall provide a tree plan consistent with Section 20A-1-090 of the Municipal Code, which shall contain the following information:

- a. Map showing the location, size, species and condition of all existing trees which are located upon the property proposed for development;
- b. Identification of those trees which the applicant proposes to preserve and those which are proposed to be removed, and the reason for such removal;
- c. A program for the preservation of street trees, heritage, specimen, landmark trees and trees with aesthetic value (trees with a nine-inch diameter or larger, measured fifty-four inches above the ground, in healthy condition) during and after completion of the development project, as required in the city standard specifications, engineering design standards, Section 8, grading and erosion control;
- d. A program for the replacement of any trees proposed to be removed, as required by [Municipal Code Section 20A-1-100](#); and
- e. Any change in the trees to be saved and/or removed as designated on the approved development plan shall only be permitted upon the written approval of the director.

COA #11: Timing of Public Landscaping. Landscaping of public areas is a public improvement. Design and construction of public landscaping areas shall proceed concurrent with adjacent development.

COA #12: Water Conservation. Applicant shall comply with both the City and the State of California's new Water Efficient Landscape Ordinance AB 1881. The landscape architect shall document and attest to the compliance with the new State ordinance on the final front yard landscape plans.

COA #13: 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.

COA #14: 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. All required notes/details shall be provided on plans prior to the issuance of permits. Fencing shall comply with Section 2.9 of the Spring Lake Design Standards including but not limited to a 2" x 8" cap and 1" x 6" (or 1" x 8") panels and galvanized steel posts at least 3" minimum in diameter.

COA #15: Greenbelt Adjacent Fencing. All fencing adjacent to the greenbelt shall be enhanced materially and aesthetically. All wood fencing shall be stained with a water sealant. Fence design shall be submitted for review and approval prior to the issuance of building permits.

COA #16: Interconnecting Walks and Pathways. Interconnecting walks and pathways shall be a minimum of 25 feet wide and landscaped consistent with Section 6.9 of the SL Design Standards. Details of

the path design shall be provided on landscape plans prior to the issuance of building permits.

COA #17: 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.

COA #18: Trash and Recycling Container Storage. All future development shall meet the requirements for trash and recycling container storage as provided in Design Standard 2.8. Information shall be provided on plans prior to issuance of building permits.

COA #19: 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)

COA #20: Energy Efficiency. All future development shall meet the requirements for energy efficiency consistent with Section 2.11 of the Spring Lake Design Standards including the requirement that five (5) percent of all units shall have roof photovoltaic energy systems or other alternate energy systems.

COA #21: Mechanical Equipment. Mechanical equipment such as heating, ventilation, and air conditioning units shall not be viewable from any street.

COA #22: Sound Wall. A freeway adjacent sound wall ten feet tall is required consistent with Condition of Approval no. 38 for Tentative Subdivision Map #5075. The sound wall shall be constructed at one time, with the earlier of Phase 3 or Phase 4 final map. The wall design, including freeway adjacent landscaping shall be submitted for Design Review to the Community Development Department prior to acceptance of the earlier of Phase 3 or Phase 4 final map. Sound wall landscaping shall be provided consistent with Condition of Approval no. 39 for Tentative Subdivision Map #5075.

COA #23: 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 and shall include decorative cap throughout the project.

Rear yard fencing along Phase 4 southern property boundary (Lots 199-208) shall comply with Section 6.2.2 of the SL Design Standards (“Privacy Wall/Fence”), however, the fence height shall be 8 feet. Privacy fencing shall be constructed of an alternative wood product or masonry material, or combination thereof, and shall be submitted for review and approval by the Community Development Department, Planning Division and by the Public Works Department as part of the improvement plans. The eastern 128 foot side yard fence of Lot 208, adjacent to the park, shall also comply with Section 6.2.2. The 35 foot cut from the rear yard fence to “J” Street shall be

open style, 6 foot tall decorative black tubular steel fencing.

COA #24: Courtyards. The Applicant shall continue to work with Staff to provide a more useable courtyard area for Plans 1662, 2119, and 3033. The Applicant and Staff shall work together to provide one of the following two solutions:

- a. The open style fencing in front of the courtyards be extended further into the setback area to allow a larger enclosed area; or
- b. The fencing is removed altogether and an enhanced patio area is provided with border landscaping to allow open useable patio space.

In both instances, the surface area either enclosed within the fenced area or within the identified patio area shall receive a hard surface treatment such as concrete or pavers.

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Review and approve the proposed conceptual residential designs for *Lennar; Cal West Subdivision at Spring Lake* subject to the conditions of approval.

RECOMMENDED ACTION: Staff recommends approval of the residential designs by making an affirmative motion as follows:

MOTION NO. 1: Move to APPROVE the residential design for *Lennar; Cal West Subdivision at Spring Lake*, as shown in the Plan Booklet, overall site exhibit (lot layout), and color/materials boards, subject to the conditions of approval provided.

- Determine that the project as conditioned is consistent with the Spring Lake Specific Plan.
- Determine that the project as conditioned is consistent with the Spring Lake Specific Plan Design Standards.
- Approve the conceptual residential designs for *Lennar; Cal West Subdivision at Spring Lake*.

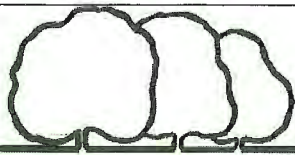
ATTACHMENTS:

Attachment 1 - General Application

Attachment 2 - Residential Design Booklet (Pre-Plot Exhibit, Landscape Plans, Elevations, Floor Plans, Color samples)

Attachment 3 - Revised Pre-Plot Plan

Attachment 4 - Cal West Subdivision Map #5075 and Conditions of Approval



City of Woodland

Community Development Department

300 First St, Woodland CA 95695
(530) 661-5820 Fax (530) 406-0832
www.cityofwoodland.org

General Application Form

1. Owner/Applicant

PROPERTY OWNER:

Lennar Homes of California, Inc.

MAILING ADDRESS:

1420 Rocky Ridge, #320

CITY STATE ZIP CODE:

Roseville, CA 95661

PHONE NUMBER:

916-746-8500

E-MAIL ADDRESS:

larry.gualco@lennar.com

PROJECT APPLICANT

Monique Reynolds

MAILING ADDRESS:

1420 Rocky Ridge, #320

CITY STATE ZIP CODE:

Roseville

PHONE NUMBER:

916-746-8535

E-MAIL ADDRESS:

monique.reynolds@lennar.com

2. Application Requested

☐

General Plan Petition

☐

Zoning Amendment

☐

General Plan Amendment

☐

Tentative Subdivision Map

☐

Tentative Parcel Map

☐

Lot Line Adjustment

☐

Site Plan Review

☒

Design Review

☐

Sign Design Review

☐

Conditional Use Permit (CUP)

☐

Zoning Administrator Permit

☐

Variance

☐

Public Convenience or Necessity

☐

Other _____

Is this request part of another application? ☐ Yes ☒ No

If so, what? _____

3. Project Description

Project Name:

The Crossing at Spring Lake

Total Acres or Square Feet

44

Site address or location:

Cal West Property - Subdivision 5075

Assessor's Parcel Number:

Is Your Project Located in a Flood Zone?

☐

Yes

☒

No

Does this request include signage?

☐

Yes

☒

No

4. Justification for Request



On a separate sheet, explain in detail your request and why you believe your request is justified.

5. General Plan Amendment

Existing General Plan Designation

Gross Acres

Proposed General Plan Designation

Gross Acres

6. Zoning Amendment

Existing Land Use Zone

Gross Acres

Proposed Land Use Zone

Gross Acres

7. Residential Development

No. of residential units are being requested? 225

Single Family 225

Half-plex _____

Duplex _____

Apartments _____

Condominiums _____

Other _____

Townhomes _____

Total Units 225

No. of lots will be created by this project? 225

Do you intend to market the units for sale?

☒ YES ☐ No

Do you intend to market the units for rent?

☐ YES ☒ No

8. Commercial/Industrial Development

Indicate the type of commercial/industrial development proposed:

Indicate the gross and leasable square footage for each type of development:

9. Authority to File Application

Check one:



Property Ownership



Power of Attorney*



Contract to Purchase*



Other

Specify _____

* Attach Evidence of Authority

I hereby certify that the above information and accompanying documents are true and accurate to the best of my knowledge and acknowledge that the processing of this application may require additional fees and expenses for the preparation of necessary environmental documentation and planning studies. I certify that I have reviewed the current Hazardous Waste and Substances Site List, developed pursuant to AB 3750, and found that my project is not on the list.

APPLICATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF LEGAL OWNER OR OFFICIAL AGENT

Applicant: Moneque Reynolds

Date

Legal Owner: Larry Gualco

Date 9/23/15

Legal Owner: _____

Date _____

Date Received Stamp Here

DEPARTMENT USE ONLY

Amount Paid: _____

Project No: _____

Amount Due: _____

Logged by: _____ Date: _____

GP / Zoning Designation: _____

Planner: _____ Date: _____

THE CROSSING AT SPRING LAKE
Design Review Submittal

Lennar Homes is pleased to continue the collaboration with the City of Woodland toward the successful realization of the Spring Lake Specific Plan. The Crossing at Spring Lake is the development of the Cal West Tentative Subdivision Map No. 5075 which at build out proposes a total of 225 single family homes. The property will be developed in three (3) phases, the first of which consists of 74 homesites, and the second and third phases still under discussion.

This new community of homes has been designed to complement the mission of the Spring Lake Specific Plan. Along with Kevin Crook Architecture, we present home plans which feature a variety of architectural styles, color palettes and building materials which when combined will create attractive, cohesive neighborhoods while allowing for diversity in individual style.

DIVERSITY

The neighborhoods will feature five (5) home plans ranging in size from 1,682 sq. ft. to 2,713 sq. ft. Each plan has a different front orientation to provide a mixture of facades, massing and rooflines. Plans are offered in three (3) historic architectural elevation styles including:

Traditional – which incorporates forward facing gables with board and batten siding, traditional multi-paned windows, and shake tile roofs.

Spanish – which incorporates recessed windows and doors with arched soffits, plank style shutters, and a gable/hip roof with “S” tiles.

Prairie – which incorporates a variety of material finishes, horizontal banding to emphasis the liner-plane in the architectural style, and a flat slate tile hip roofs.

Additionally, there are nine (9) complementary color palettes, three (3) garage styles, and three (3) decorative concrete driveway and walkway patterns.

STREET VIEW

To increase curb appeal, homes are designed to bring emphasis to living spaces instead of garages, by including either front porches or courtyards. This feature also provides homeowners with another option for outdoor living area in which to interact with neighbors.

PLAN MATRIX

PLAN #	SQUARE FOOTAGE	1 STORY/ 2 STORY	DESCRIPTION
1	1682	1-story	3-bed, 2-bath, courtyard, 2-car garage
2	1827	2-story	3-bed, 2 ½ bath, bonus rm, porch, 2-car garage
3	2119	2-story	3-bed, 3-bath, bonus/opt 4-bed,

			courtyard, 2-car garage
4	2461	2-story	3-bed, 3-bath, office/opt 4-bed, porch, 2-car garage
5	2713	2-story	3-bed, 3-bath, office/opt 4-bed, porch, 2-car garage

Lennar is completing it's building program in Camillia at Spring Lake which proved to be very successful, and is currently kicking off our new community Brookstone at Spring Lake. It is our sincere desire to continue our partnership with the City of Woodland in establishing the City as a desirable destination for homeownership.

Thank you for your consideration of our Design Review Submittal for The Crossing at Spring Lake.

The Grove

WOODLAND, CA

DESIGN REVIEW

LENNAR®

KEVIN L. CROOK
ARCHITECT
INC.



Developer
Contact: Pierre Martinez
www.lennar.com

Architect
Contact: Barry Pattison
Business: (949) 660-1587
www.klcarch.com

Civil Engineer
Business: (530) 758-2026
www.cecwest.com

Landscape
Contact: Jim Luttrell
Business: (916) 420-7864
www.earthlinedesign.com

Solar
www.namastesolar.com

Lennar
1420 Rocky Ridge, Suite # 320
Roseville, CA 95661

Kevin L. Crook Architect
1360 Reynolds Ave., Suite #100
Irvine, CA 92614

Cunningham Engineering
2940 Spafford Street, Suite 200,
Davis, CA 95618

Earthline Design Group

Namaste Solar
4571 Broadway, Boulder, CO 80304



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Plan 3(2119) - Front Elevations	A-15				

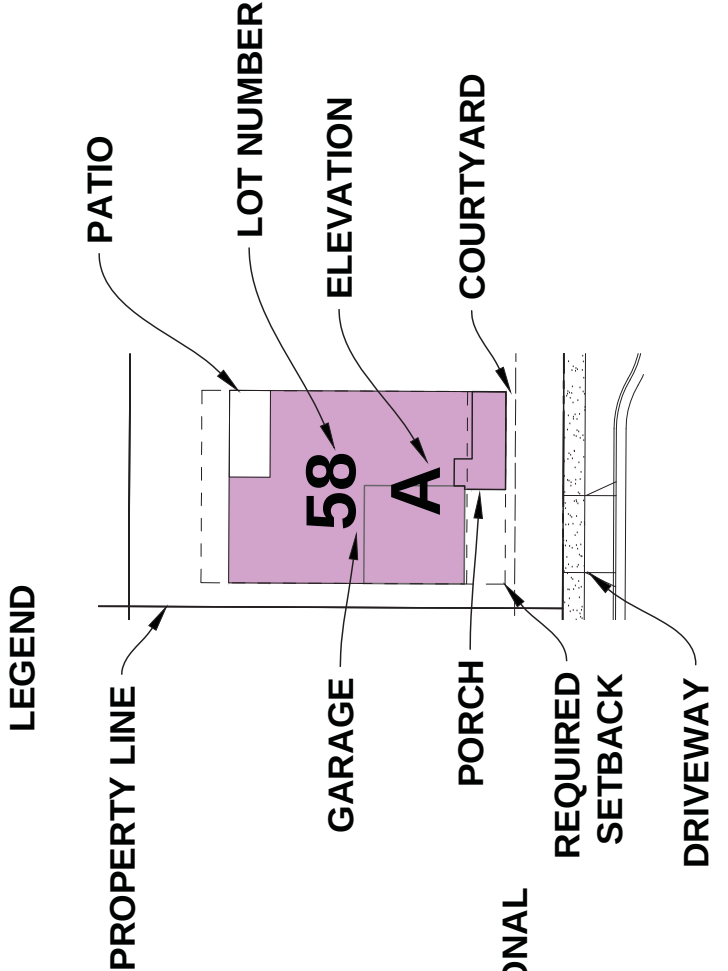


TYPICAL SET BACK ENVELOPE DIMENSIONS

FRONT HOUSE/GARAGE: 12'/20'
SIDES INTERIOR/STREET: 5'/10'
REAR: 15' (50% ALLOWED 12')

* DENOTES LOT ADHERING TO 12' MIN. REAR SETBACK (48 OF 225)
"AU" DENOTES DESIGNATED AFFORDABLE UNITS

ELEVATIONS			
A: SPANISH			
B: PRARIE			
C: TRADITIONAL			
D: FRENCH			
PLAN 1662	PLAN 1827	PLAN 2119	PLAN 2394
35 EA.	22 EA.	56 EA.	32 EA.
PLAN 2713	PLAN 3033		
	43 EA.		

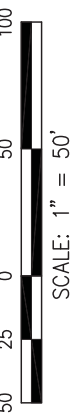


PRE-PLOT PLAN
FOR
THE GROVE AT SPRING LAKE

CEQUEST.COM
Project Planning • Civil Engineering • Landscape Architecture
2046 Spaulding Street, Suite 200
Sacramento, CA 95818
(916) 455-6205

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Plan view of a proposed trench layout. The layout is a large rectangle with a smaller rectangular extension at the bottom center. Dimensions are as follows:

- Overall width: 50.0' MIN.
- Overall height: 86.0' TYP.
- Top horizontal segments: 15.0' MIN. (left), 12.5' (center), 15.0' (right).
- Right vertical segment: 15.5'.
- Left sloped segments: 5.0' MIN. (each).
- Bottom horizontal segments: 5.0' (left), 10.0' (center), 12.5' (right).
- Bottom vertical segment: 20.0'.
- Labels: 'PROPOSED JOINT TRENCH LINE' with arrows pointing to the dashed lines of the extension, and 'EXISTING GAS LINE' with an arrow pointing to the solid line at the bottom.

[illegible][illegible]

Diagram illustrating the layout of a proposed joint trench (JT) relative to an existing gas line. The trench is shown as a light blue rectangular area. Key dimensions and labels include:

- Overall Width:** 50.0' MIN.
- Top Section Width:** 14.0' MIN.
- Top Section Height:** 14.0' MIN.
- Top Section Label:** 1/2" OF LOTS
- Left Section Width:** 5.0' MIN.
- Right Section Width:** 5.0' MIN.
- Bottom Section Width:** 10.0' (3)
- Bottom Section Height:** 23.0'
- Bottom Section Label:** JT
- Bottom Section Label:** PROPOSED JOINT TRENCH
- Bottom Section Label:** EXISTING GAS LINE
- Bottom Section Label:** 2.5' (4)
- Bottom Section Label:** 5.0' (4)
- Bottom Section Label:** 12.5' (3)
- Bottom Section Label:** 15.0' (1)
- Bottom Section Label:** 15.0'

Diagram illustrating the proposed joint trench layout. The trench is shown as a series of connected segments with various offsets and dimensions. Key dimensions include:

- Overall width: 50.0' MIN.
- Offset from existing gas line: 14.5' MIN. (1/2" FOR 30% OF LOTS)
- Vertical offset: 13.3'
- Horizontal offsets: 5.0' MIN. (multiple locations)
- Vertical offsets: 2.5' (4), 5.0' (4), 10.0' (2), 12.5' (3)
- Horizontal offsets: 4.0' (1), 25.5', 10.0' (2)
- Vertical offset: 8.5' C. TYP.

Legend:

- PROPOSED JOINT TRENCH LINE
- EXISTING GAS

HARRY LORENZO AVENUE SETBACK EXHIBIT

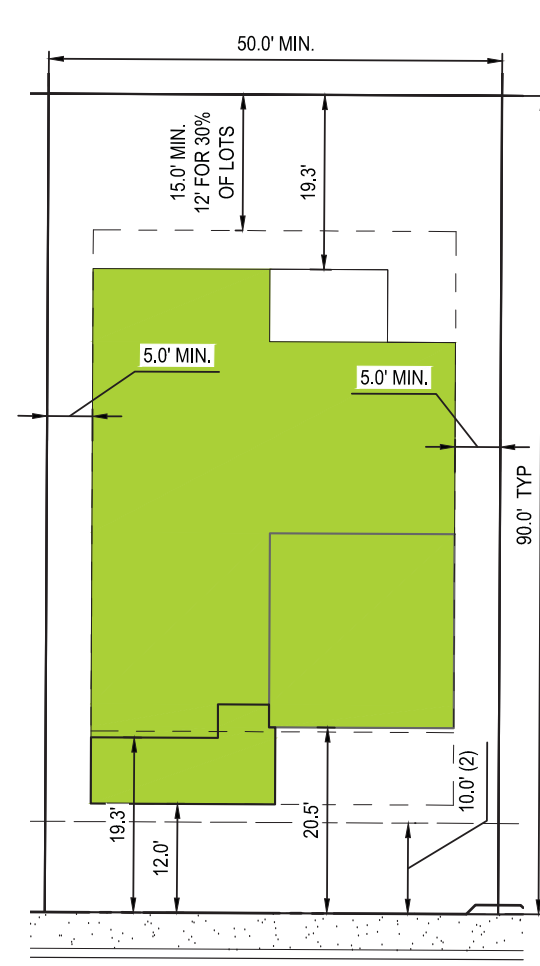


Diagram illustrating the proposed building footprint and setbacks. The building is shown in pink. Key dimensions and setbacks are indicated:

- Overall width: 50.0' MIN.
- Setback from top boundary: 15.0' MIN. (12' FOR 30% OF LOTS)
- Setback from right boundary: 13.3'
- Setback from left boundary: 5.0' MIN.
- Setback from bottom boundary: 13.3'
- Setback from bottom-right corner: 30.0' (2)
- Overall height: 30.0' TYP.
- Overall depth: 20.0'

Diagram illustrating a lot layout with dimensions:

- Overall lot width: 50.0' MIN.
- Driveway width: 15.0' MIN. (12' FOR 30% OF LOTS)
- Building footprint width: 20.0'
- Building footprint depth: 12.0'
- Building footprint width on each side: 5.0' MIN.
- Building footprint depth on each side: 10.0' (2)

FIG. 10.0

[illegible]**INTRACT SETBACK EXHIBIT**



A-Spanish

Incorporates recessed windows and doors in a stucco wall plane with arched soffits, plank type shutters, with “clay” pipe detailing in the gables and “S” tile roof in a combinations of gable and hip roofs.



C-Traditional

While the Traditional style is not indicative of any specific regional style or time period, it is meant as an overarching theme made up of traditional details and materials: lap siding, shingle siding, board and batten siding, double post porch columns with stone base, round gable end vents, multi-paned windows, wide corner boards and header trim turned down on the sides along with louver type shutters and 6-panel front doors all of which are reinforced with “Traditional” color schemes. Together they are intended to evoke traditional images in the mind of the new home buyer who may not be formally educated in any one specific region or time period of Traditional architecture.



B-Prairie

Incorporates forward facing gables with board and batten siding and round gable end vents, traditional multi-pane window and door trim along with louver type shutters and flat “shake” tile roofs.



D-French

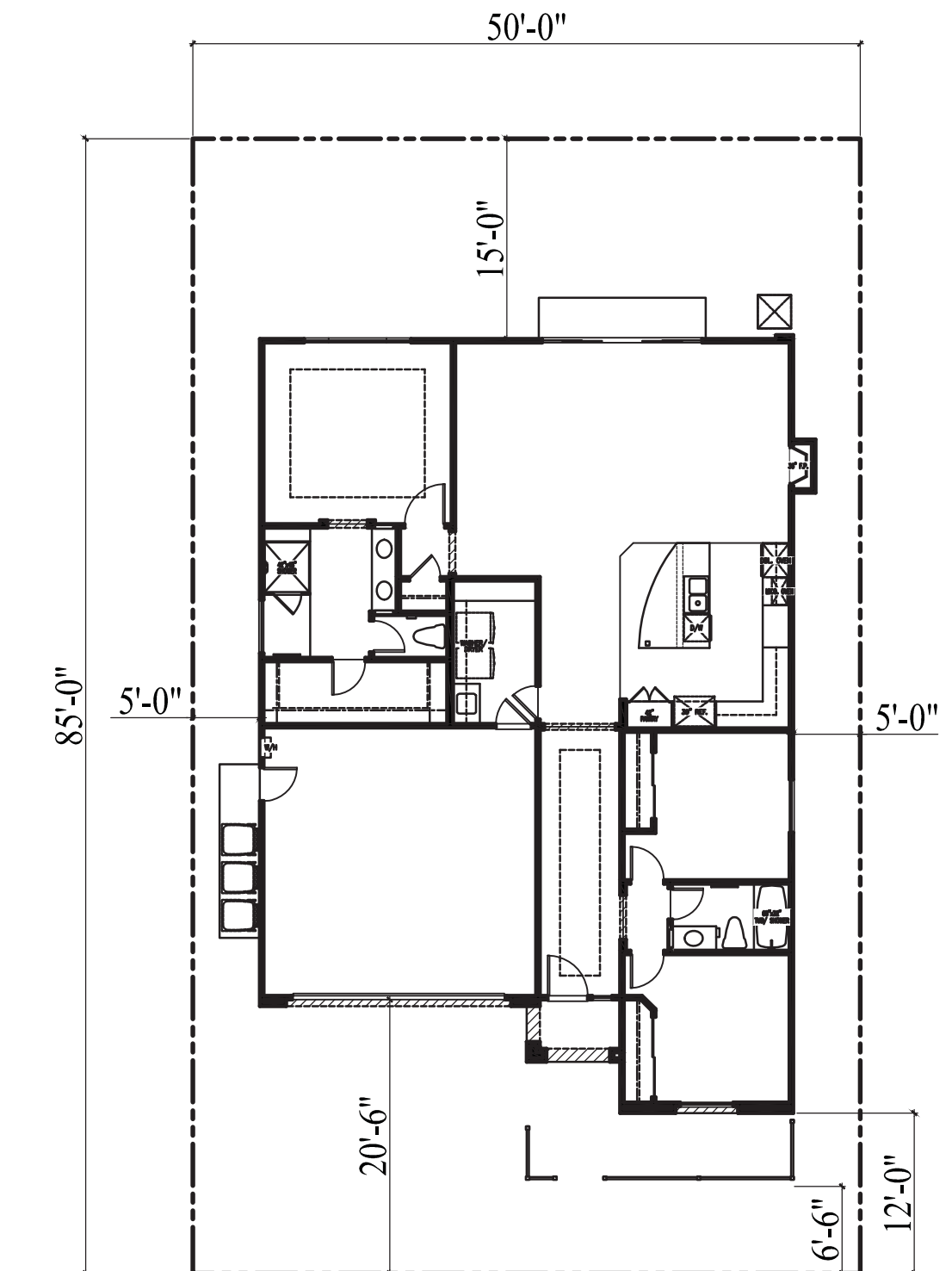
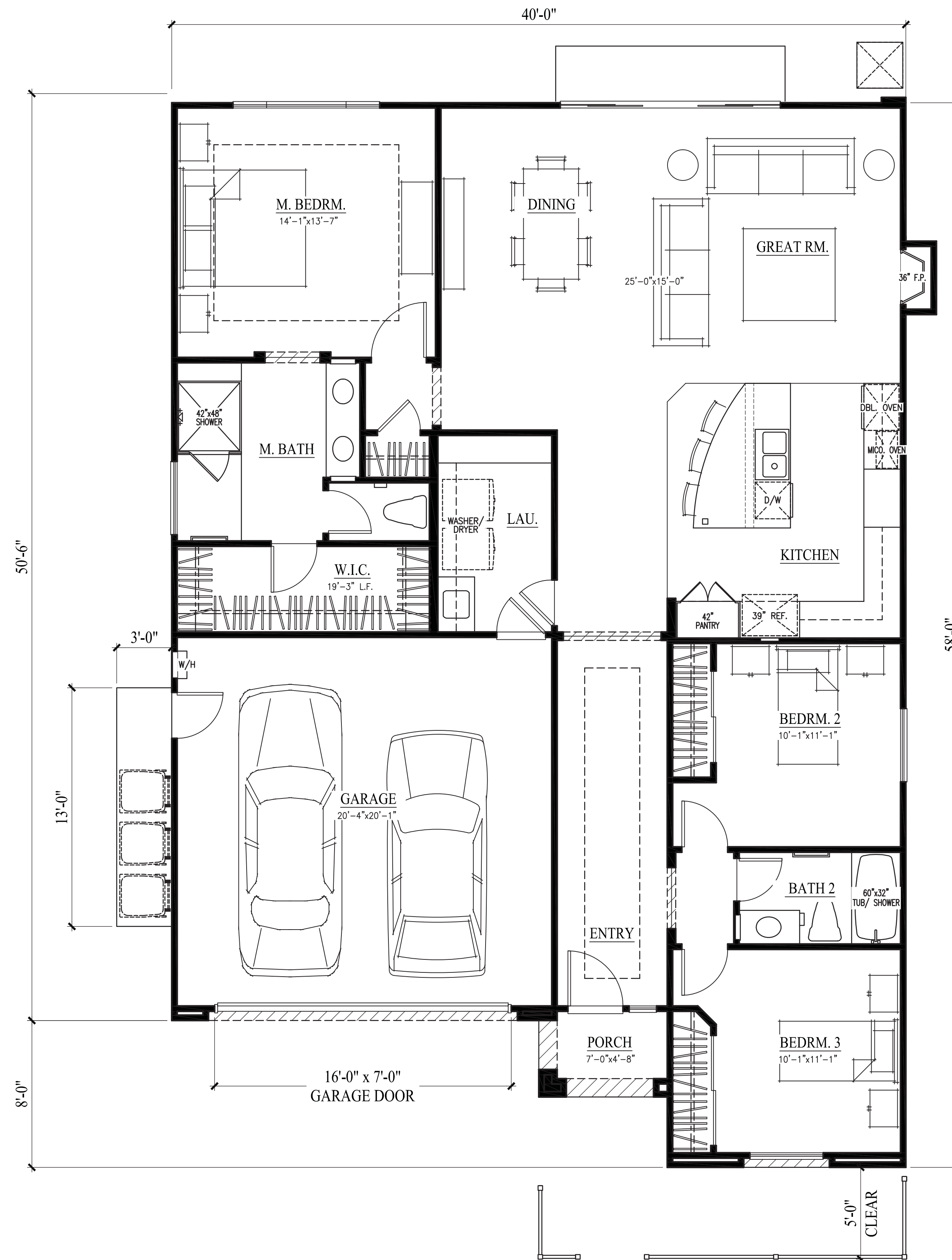
Incorporates recessed windows and doors in a stucco wall plane with trimmed arched soffits, arch angled plank type shutters, vertical mullions, curved corbels at gable ends along with a stone wainscot.

THE GROVE - ARCHITECTURAL STYLES

An offering of both single and two story plans along with a variety of plan widths, massing and roof configurations all contribute to the architectural diversity as outlined in the Spring Lake Specific Plan Design Standards and Guidelines. The plans offer a variety of front massing configurations including porch forward and courtyard forward.

In all instances the garage has been setback from the forward elements mitigating its impact.

Four elevation styles have been selected for their diversity in materials, detailing, color palettes and roof designs.



AREA TABULATION	
CONDITIONED SPACE	
FLOOR AREA	1,662 SQ. FT.
TOTAL DWELLING	1,662 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	421 SQ. FT.
PORCH	32 SQ. FT.

FLOOR PLAN
PLAN 1662



"A" - SPANISH
COLOR SCHEME #1



"B" - PRAIRIE
COLOR SCHEME #4

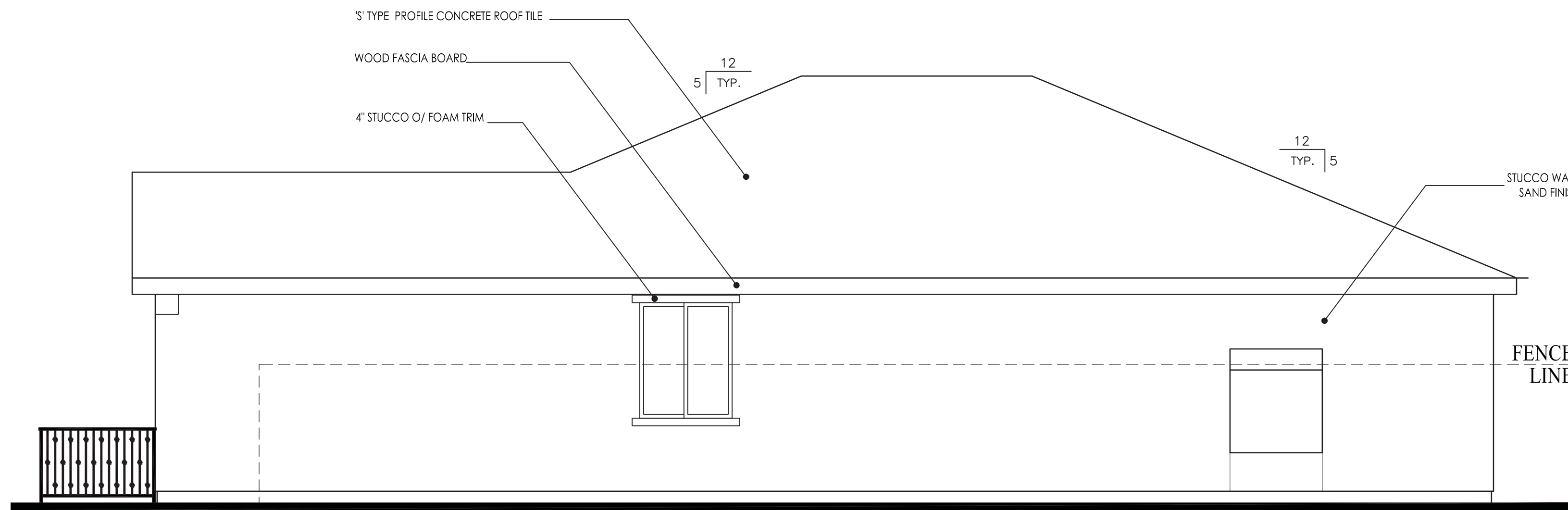


"C" - TRADITIONAL
COLOR SCHEME #7

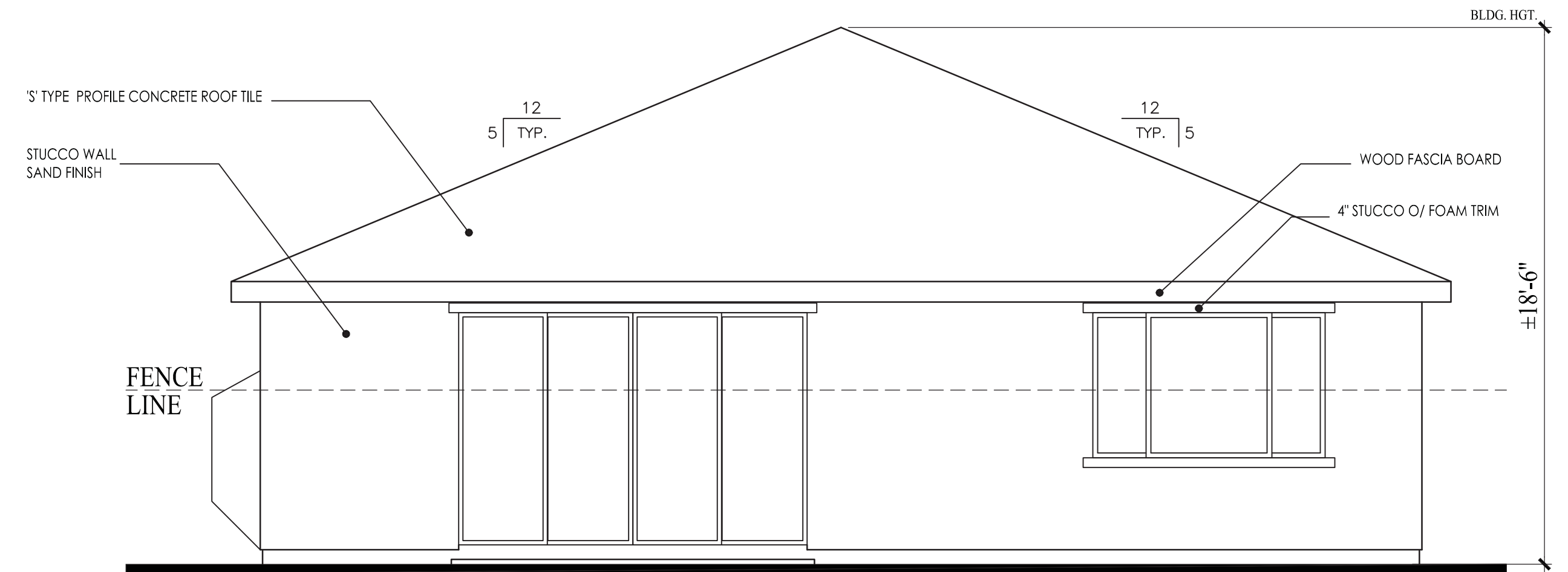


"D" - FRENCH
COLOR SCHEME #10

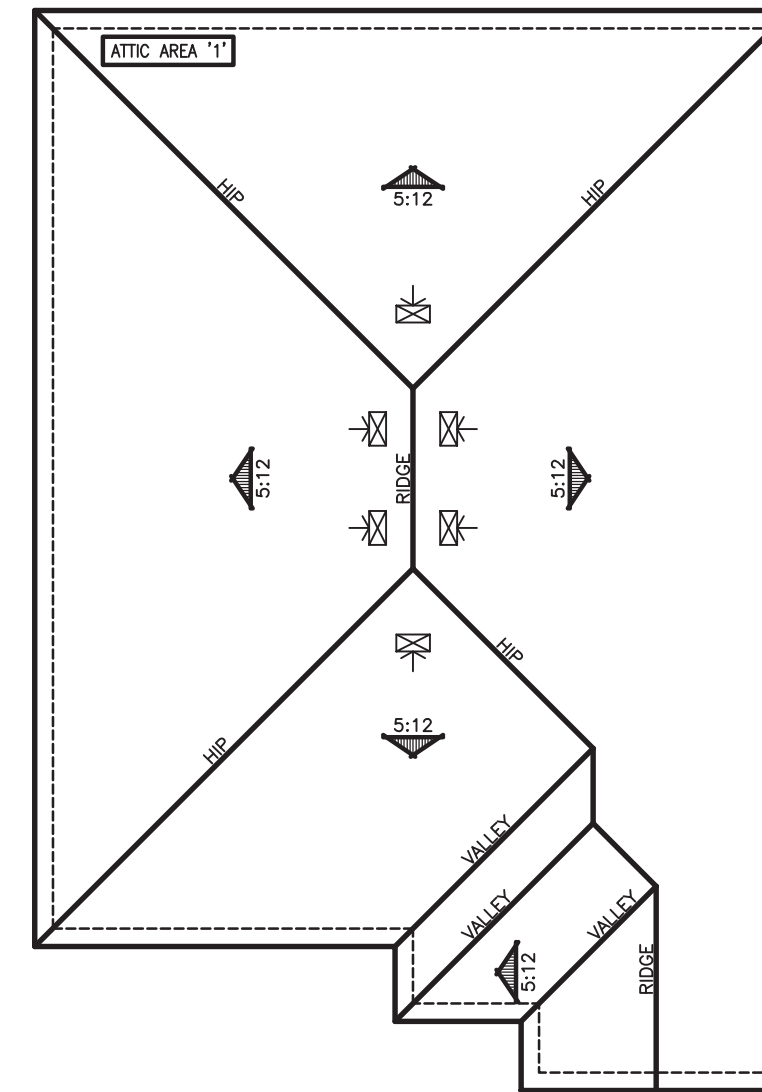
PLAN 1662 - FRONT ELEVATIONS



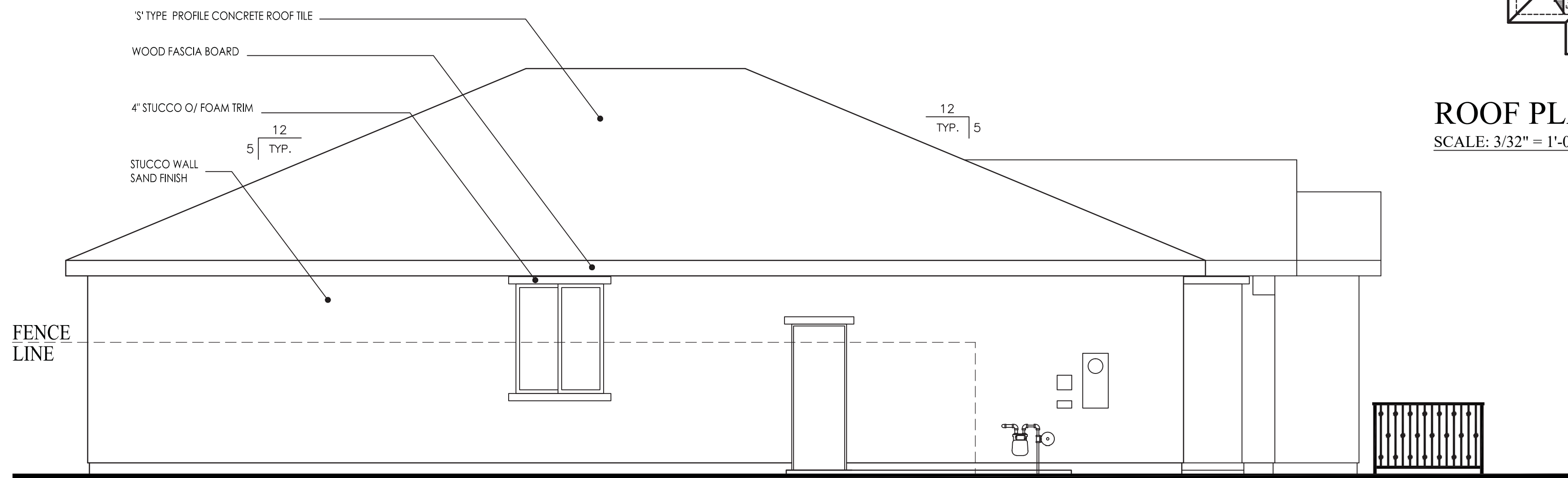
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



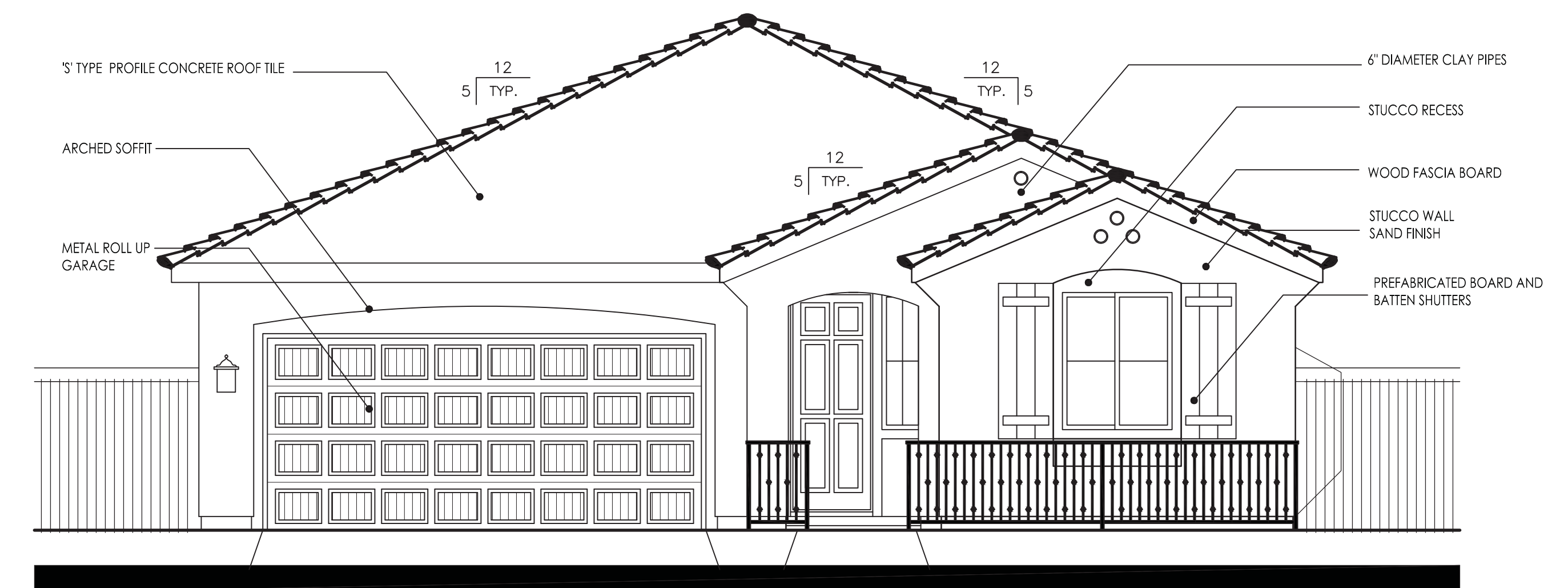
REAR ELEVATION
SCALE: 1/4" = 1'-0"



ROOF PLAN
SCALE: 3/32" = 1'-0"

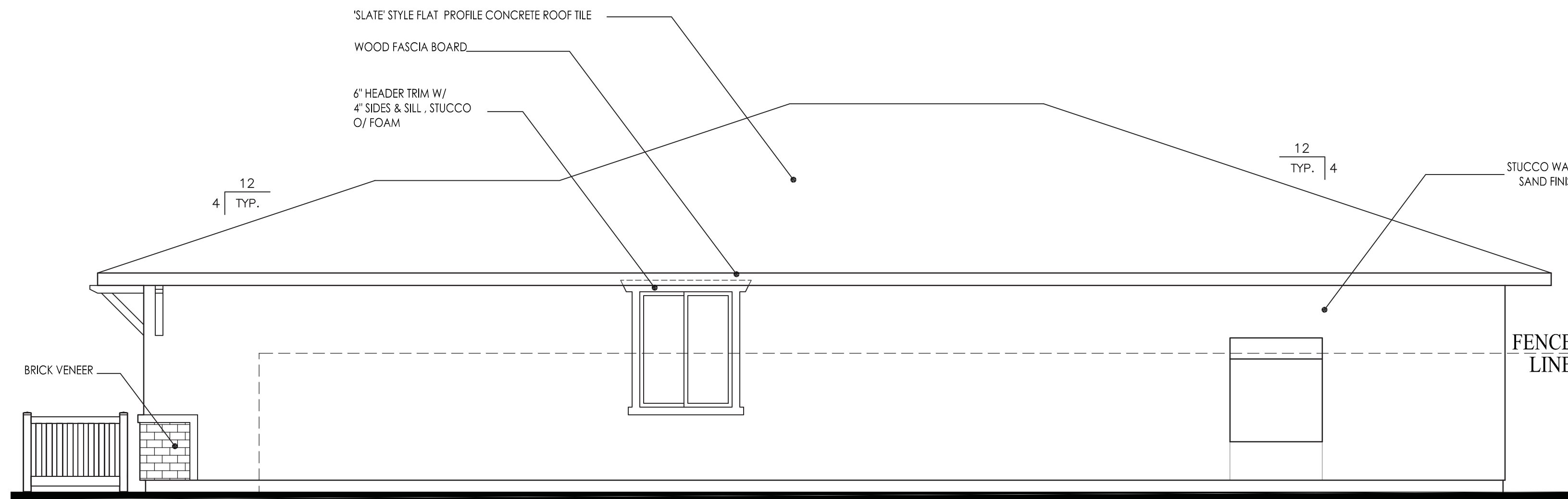


LEFT ELEVATION
SCALE: 1/4" = 1'-0"

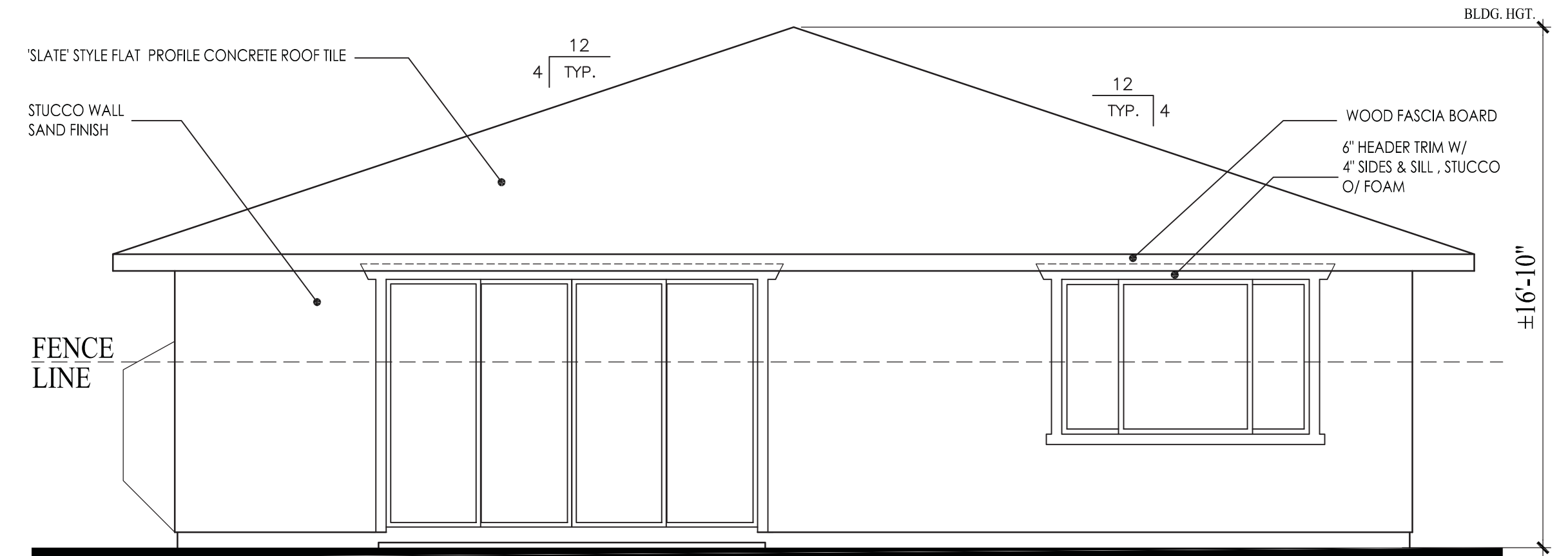


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

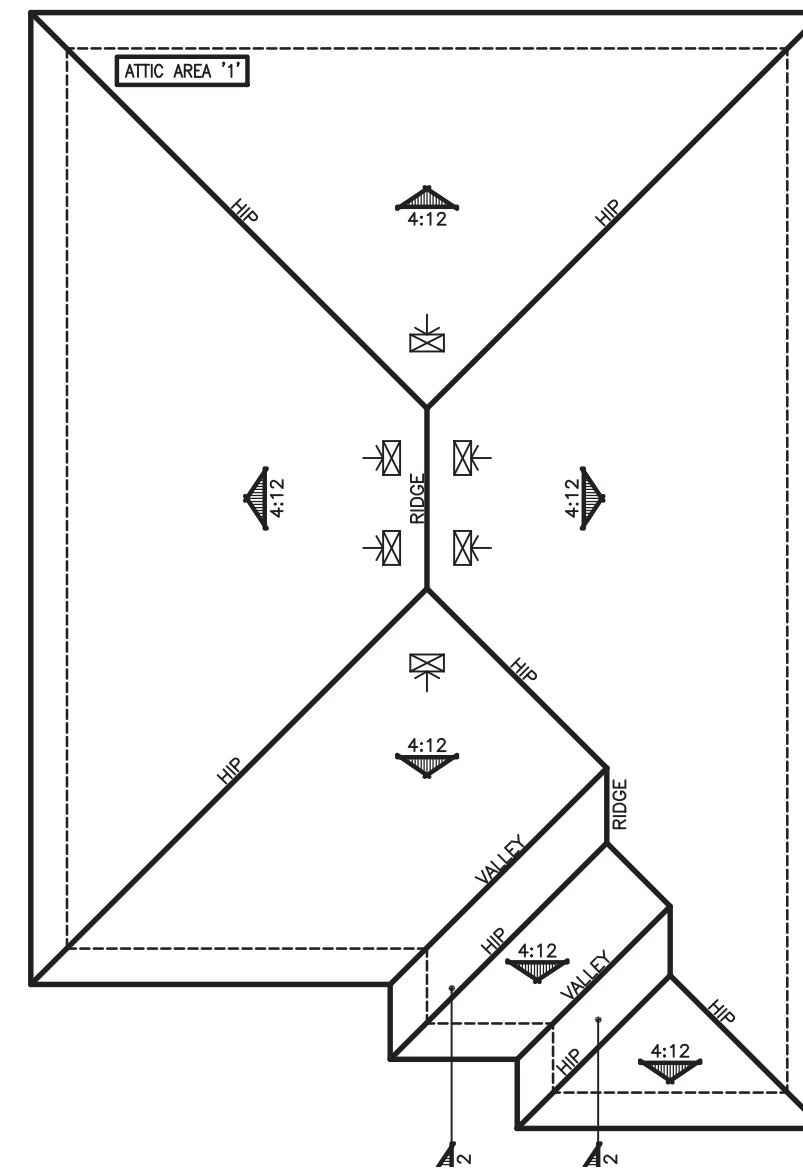
PLAN 1662 - SPANISH



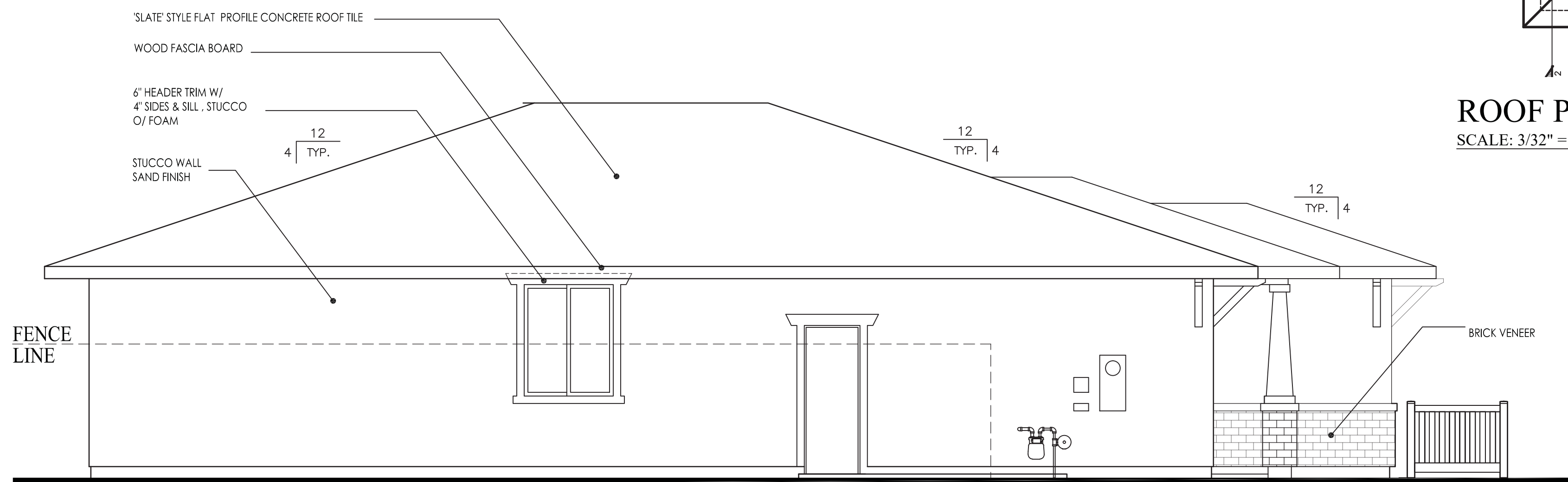
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/4" = 1'-0"



ROOF PLAN
SCALE: 3/32" = 1'-0"

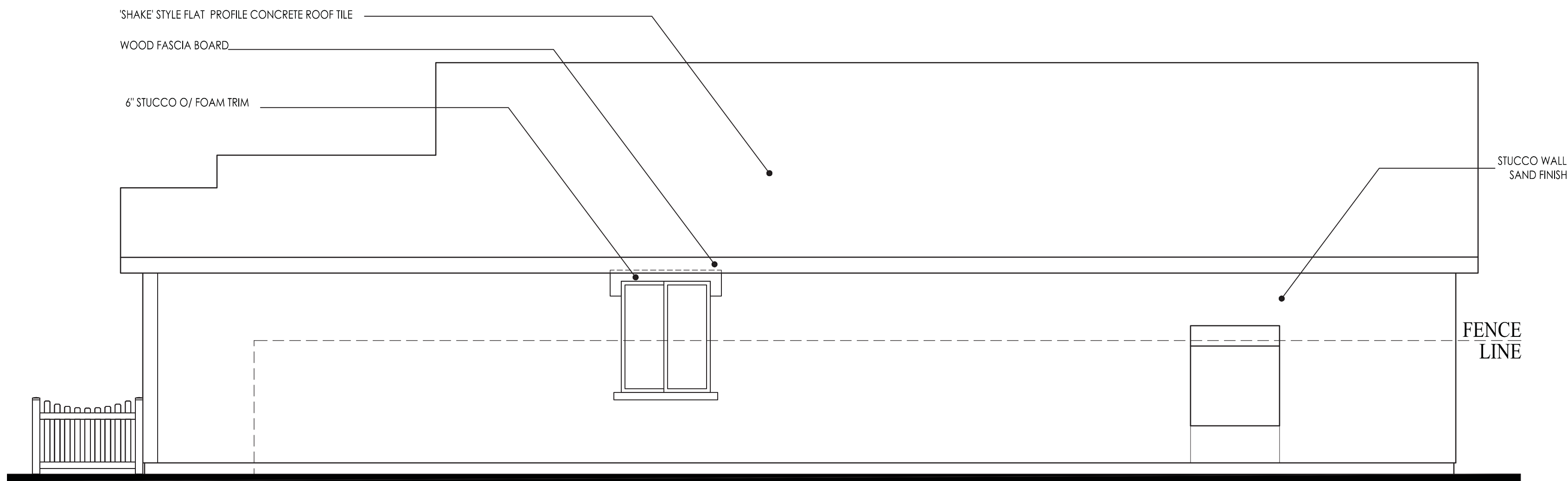


LEFT ELEVATION
SCALE: 1/4" = 1'-0"

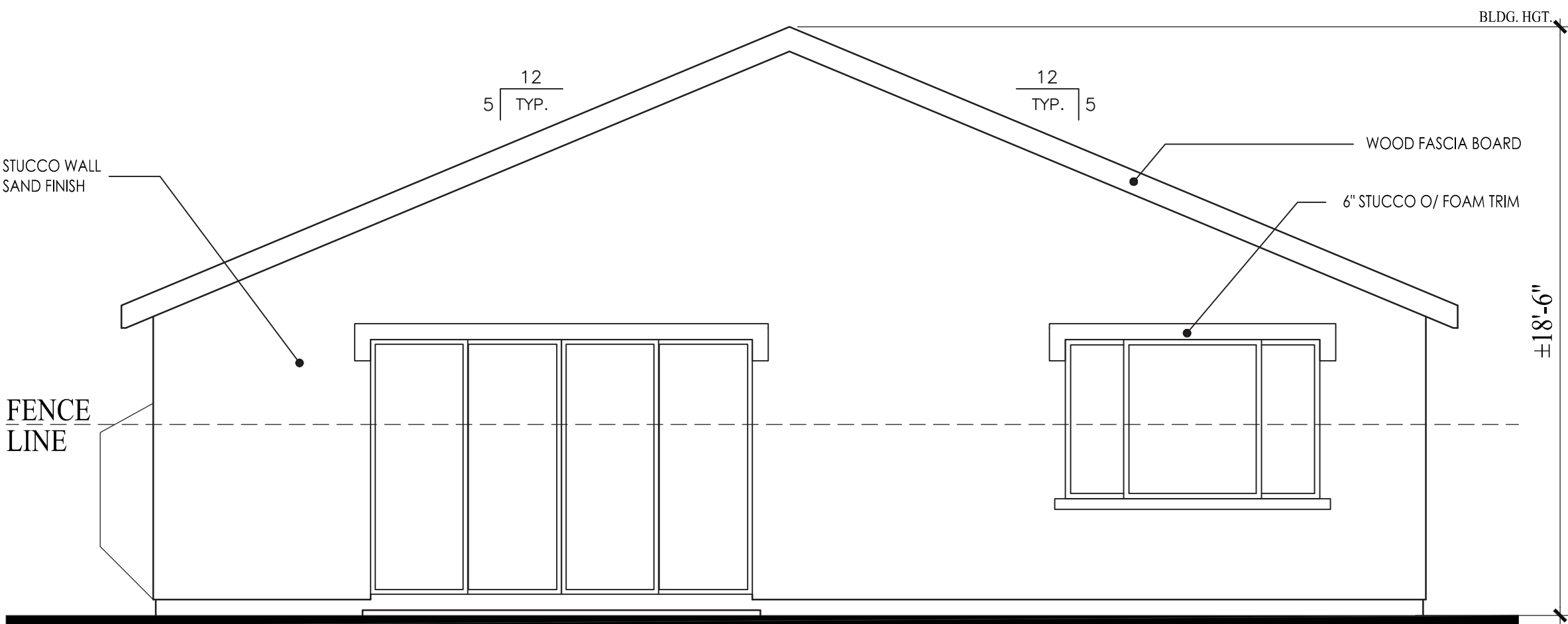


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

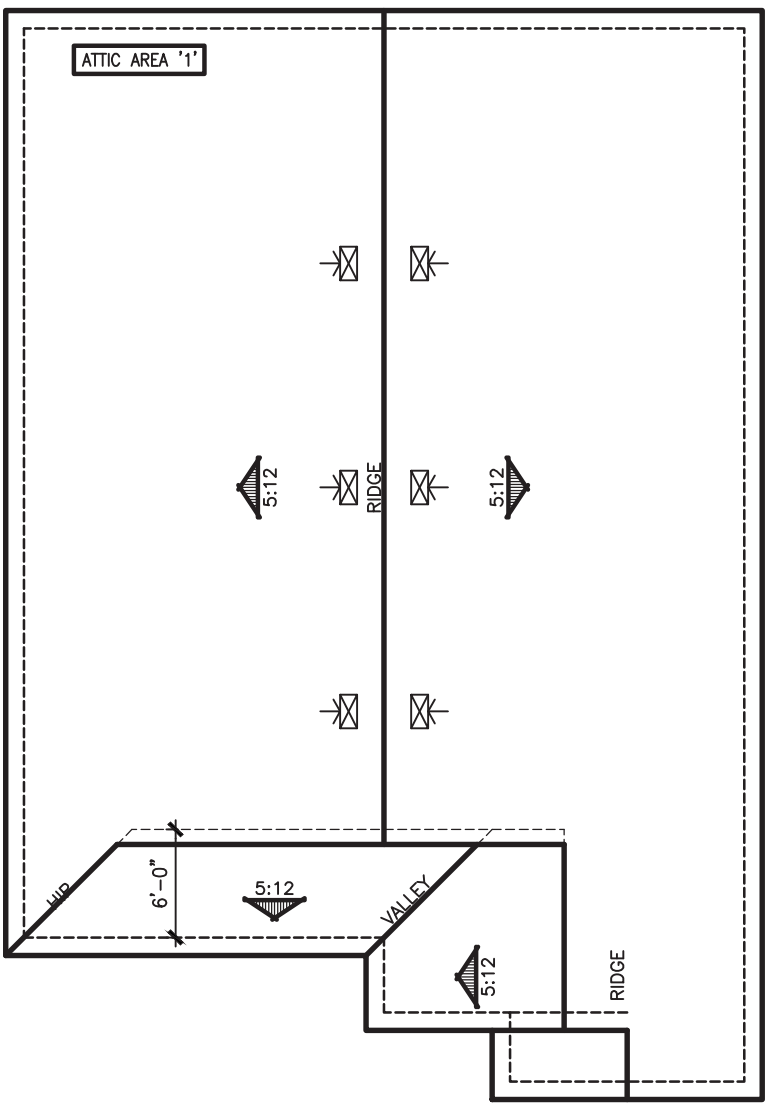
PLAN 1662 - PRAIRIE



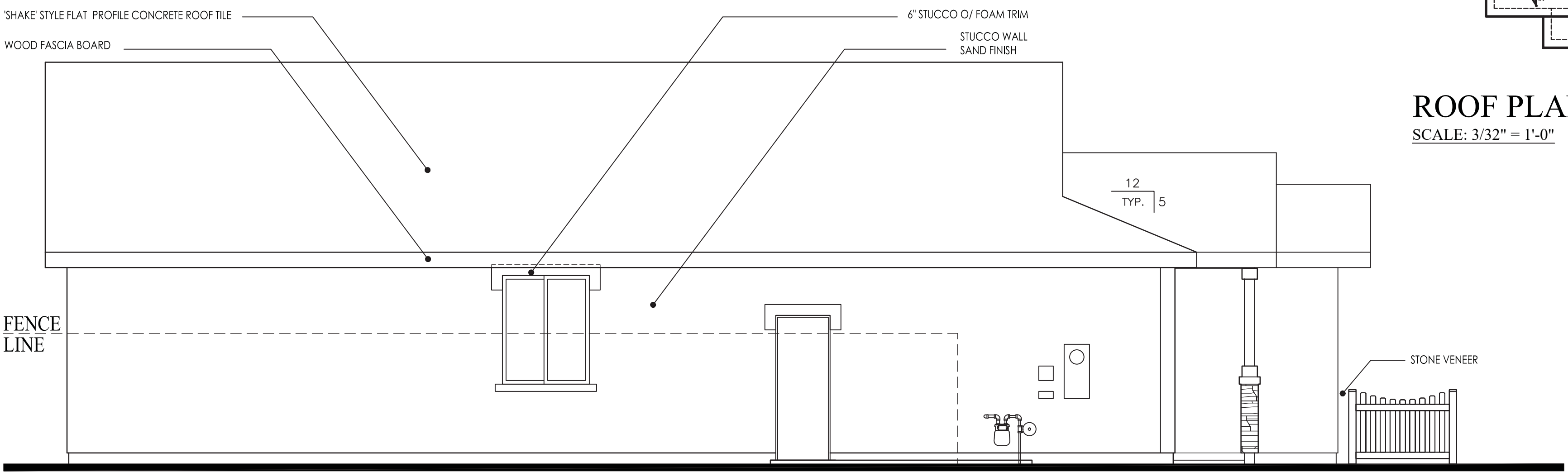
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



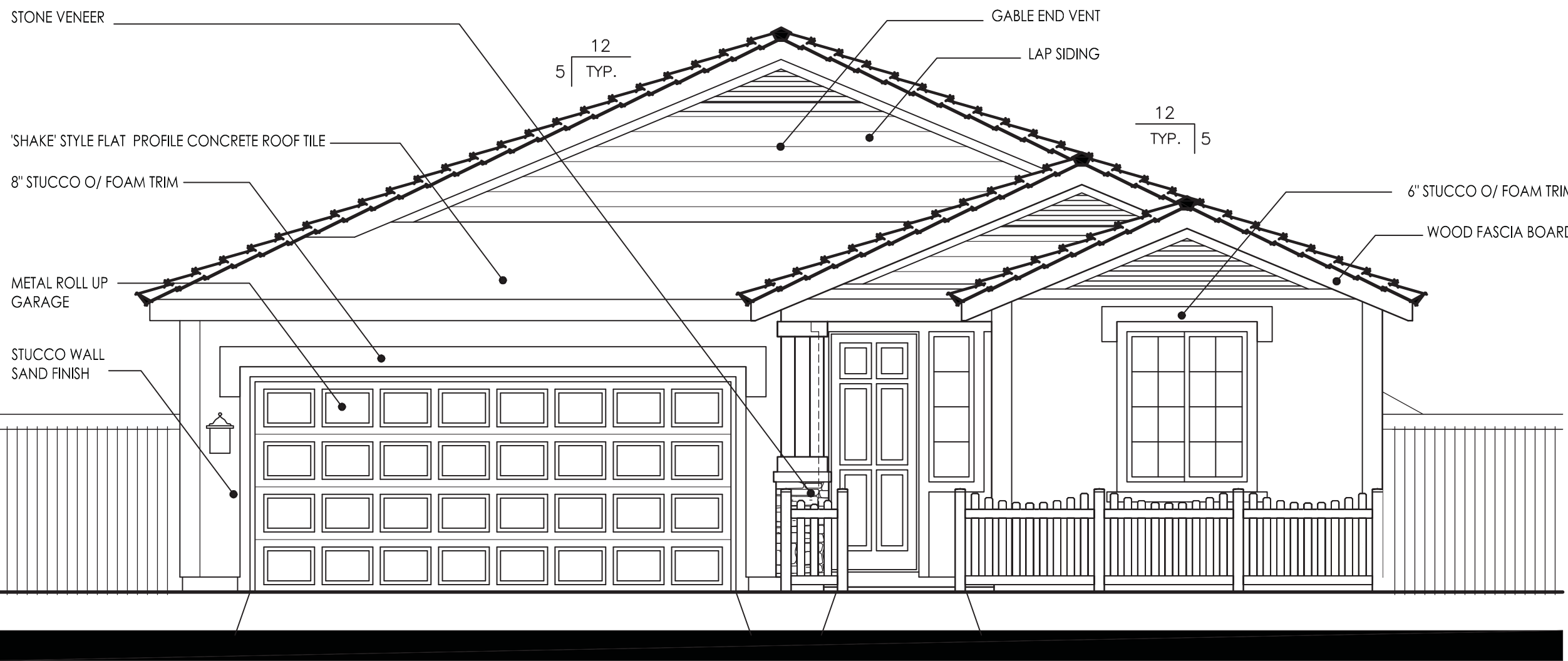
REAR ELEVATION
SCALE: 1/4" = 1'-0"



ROOF PLAN
SCALE: 3/32" = 1'-0"

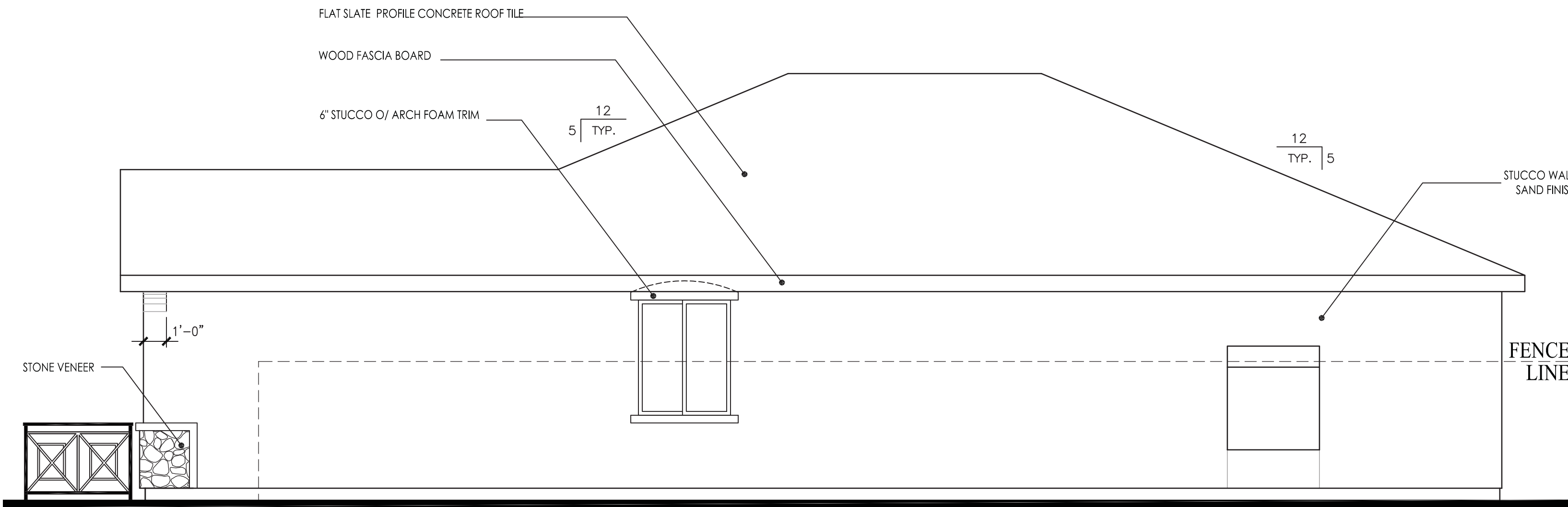


LEFT ELEVATION
SCALE: 1/4" = 1'-0"

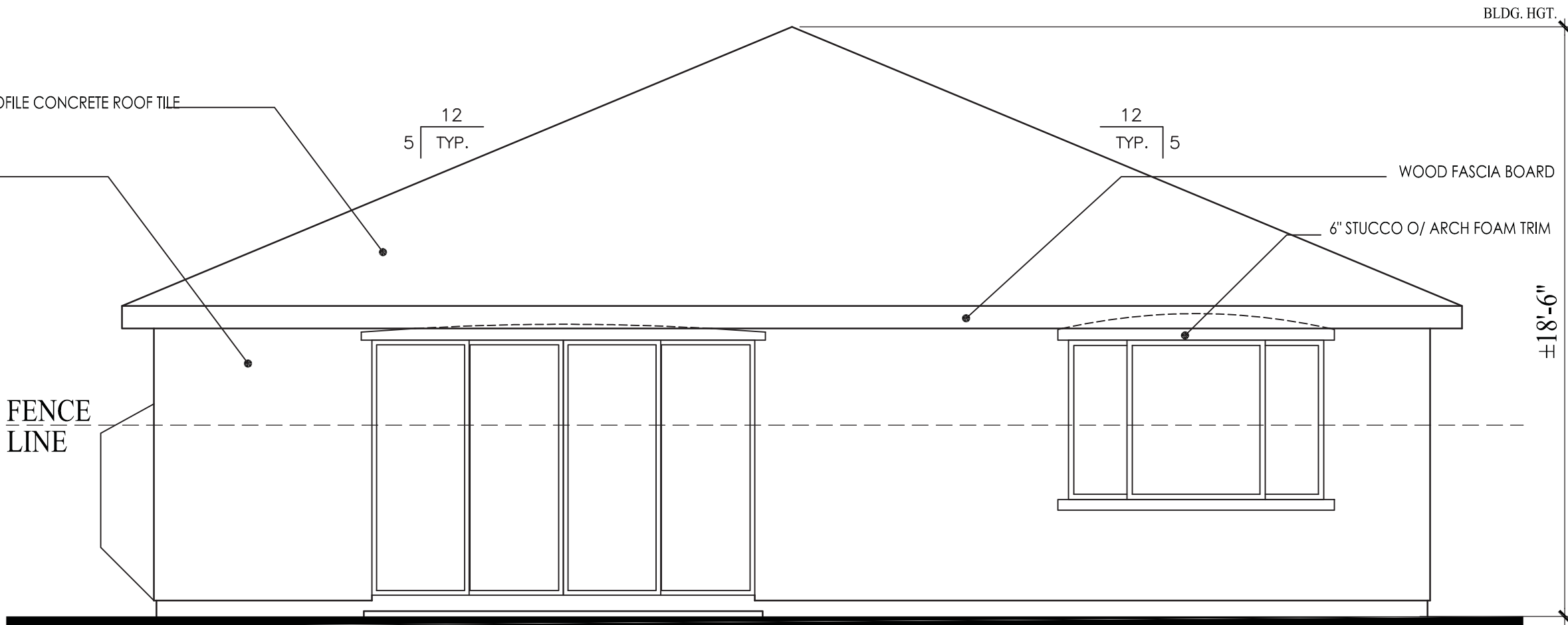


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

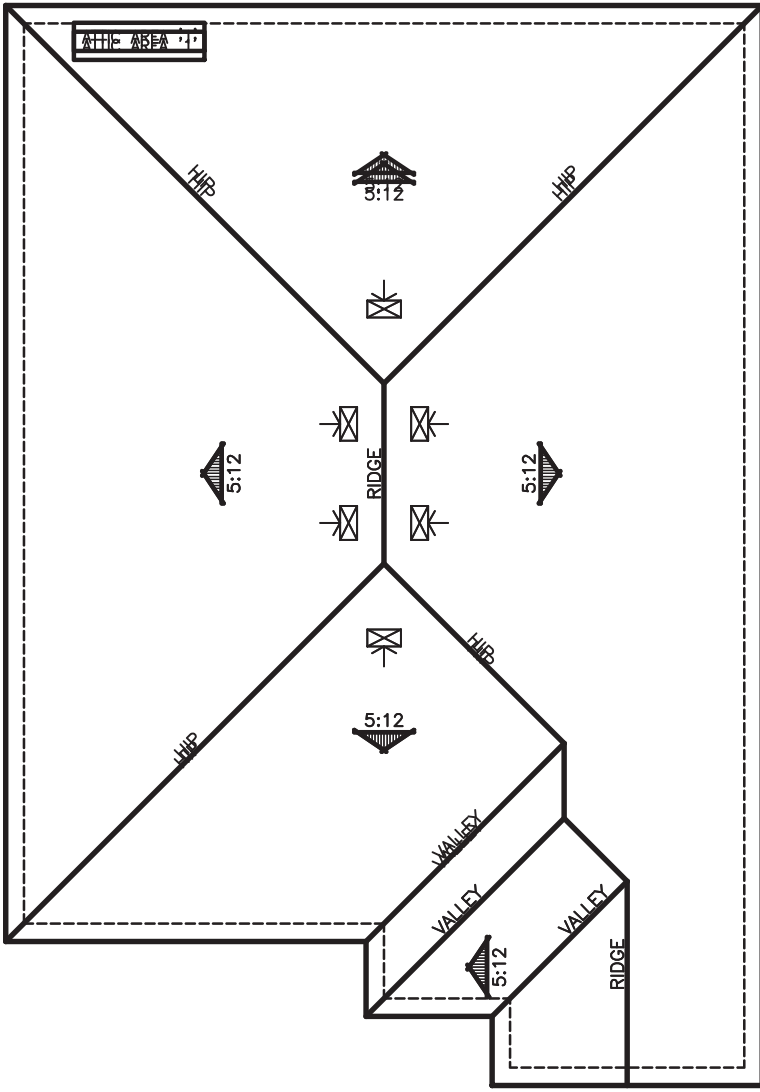
PLAN 1662 - TRADITIONAL



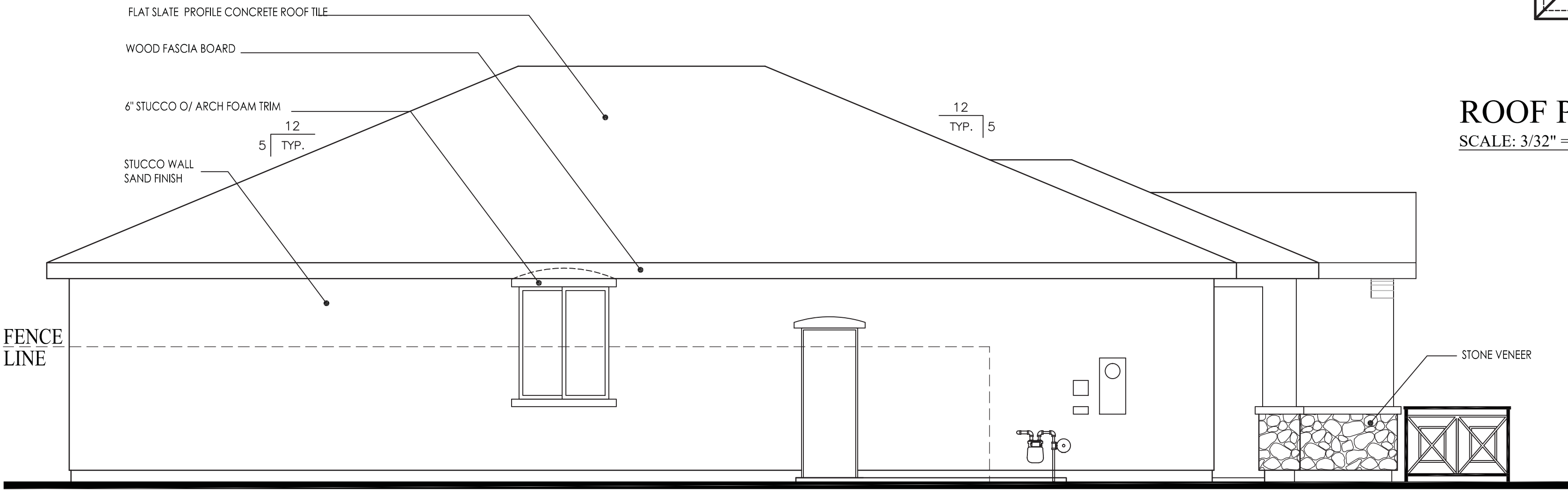
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



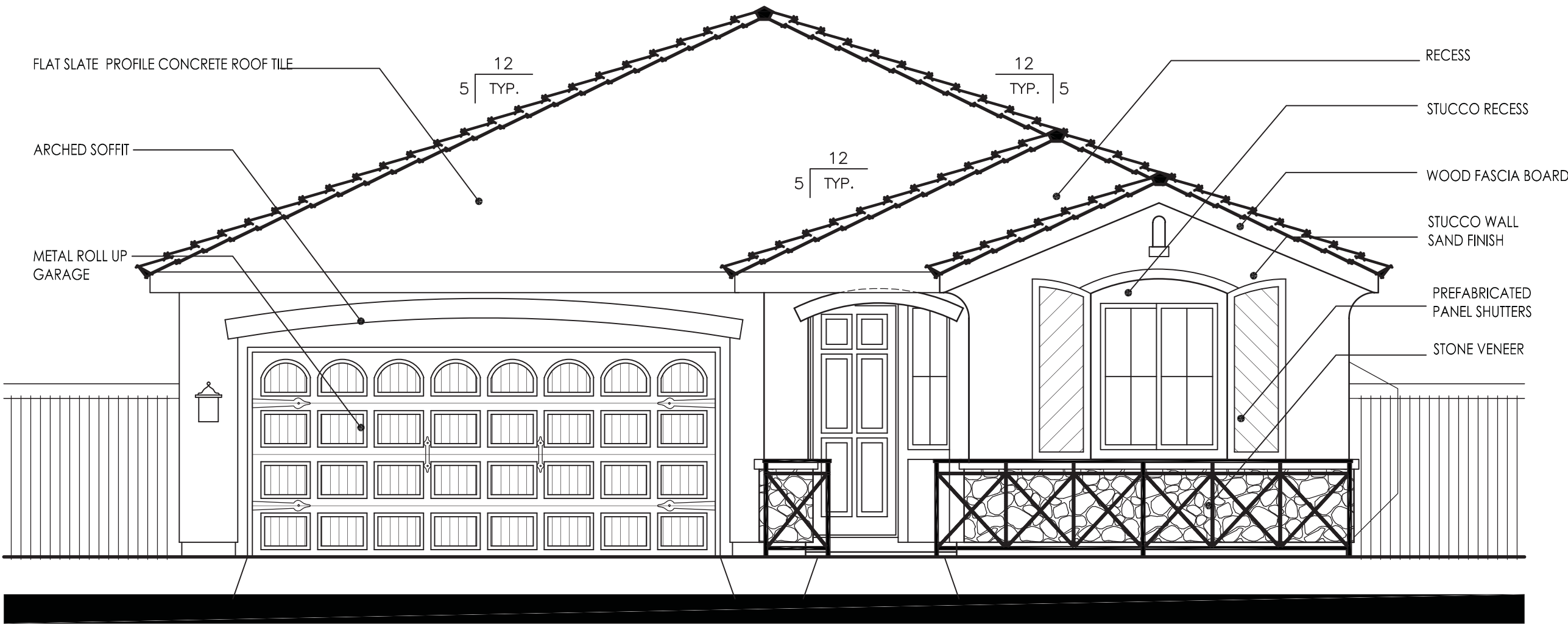
REAR ELEVATION
SCALE: 1/4" = 1'-0"



ROOF PLAN
SCALE: 3/32" = 1'-0"

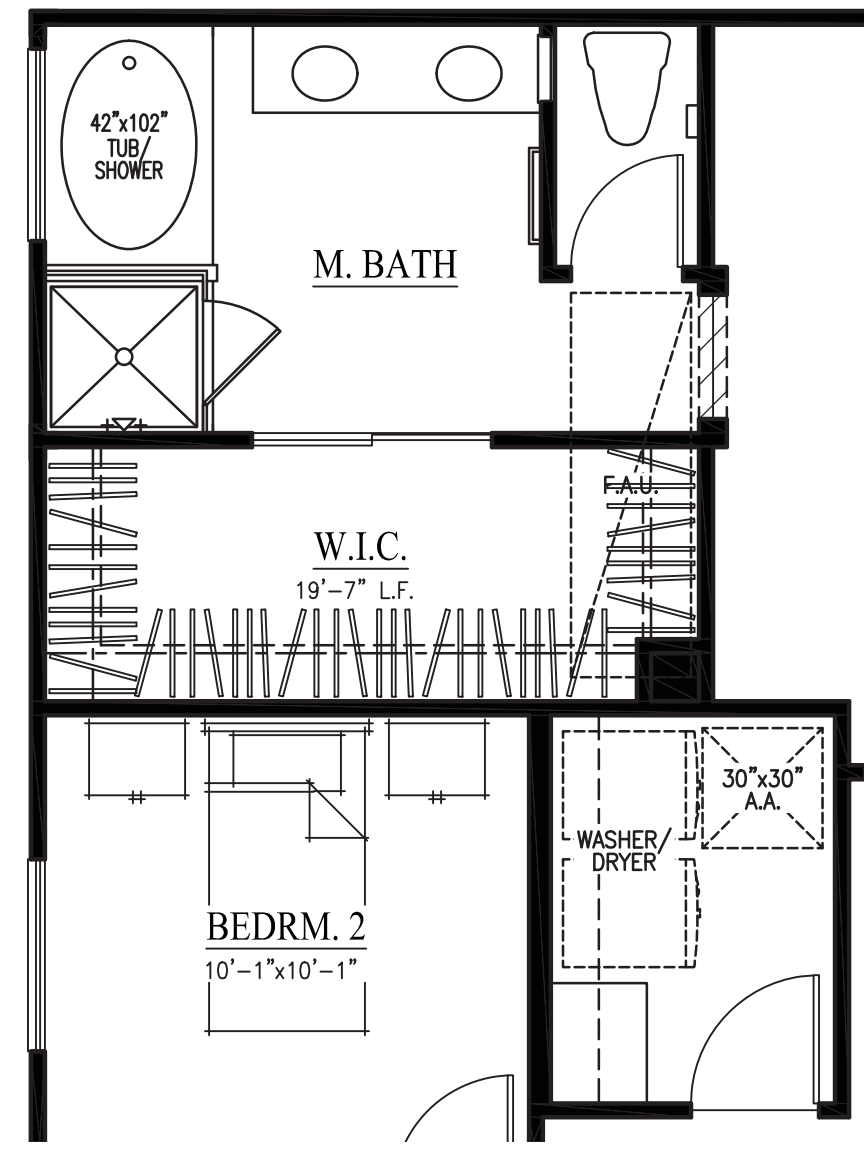


LEFT ELEVATION
SCALE: 1/4" = 1'-0"

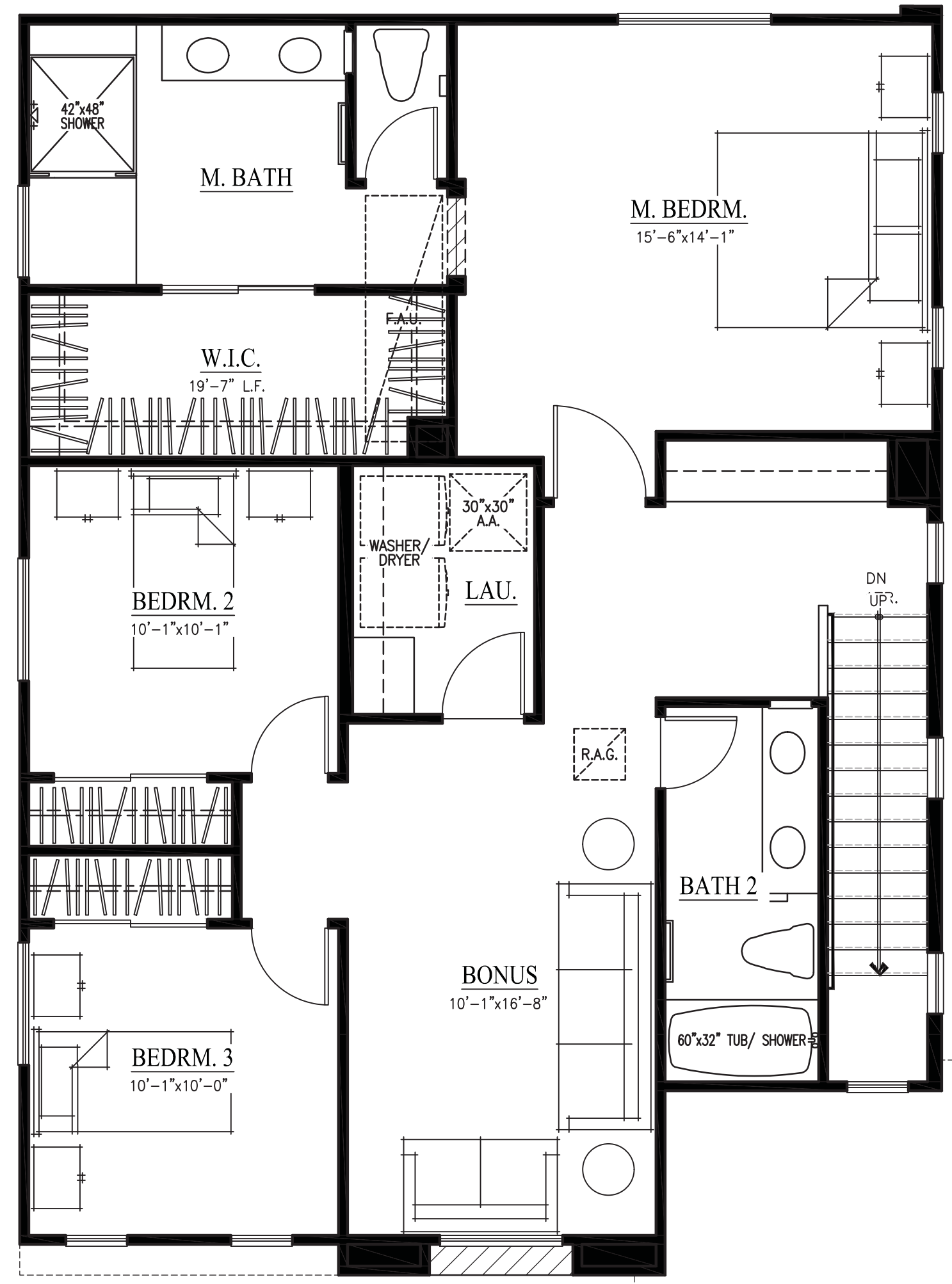


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

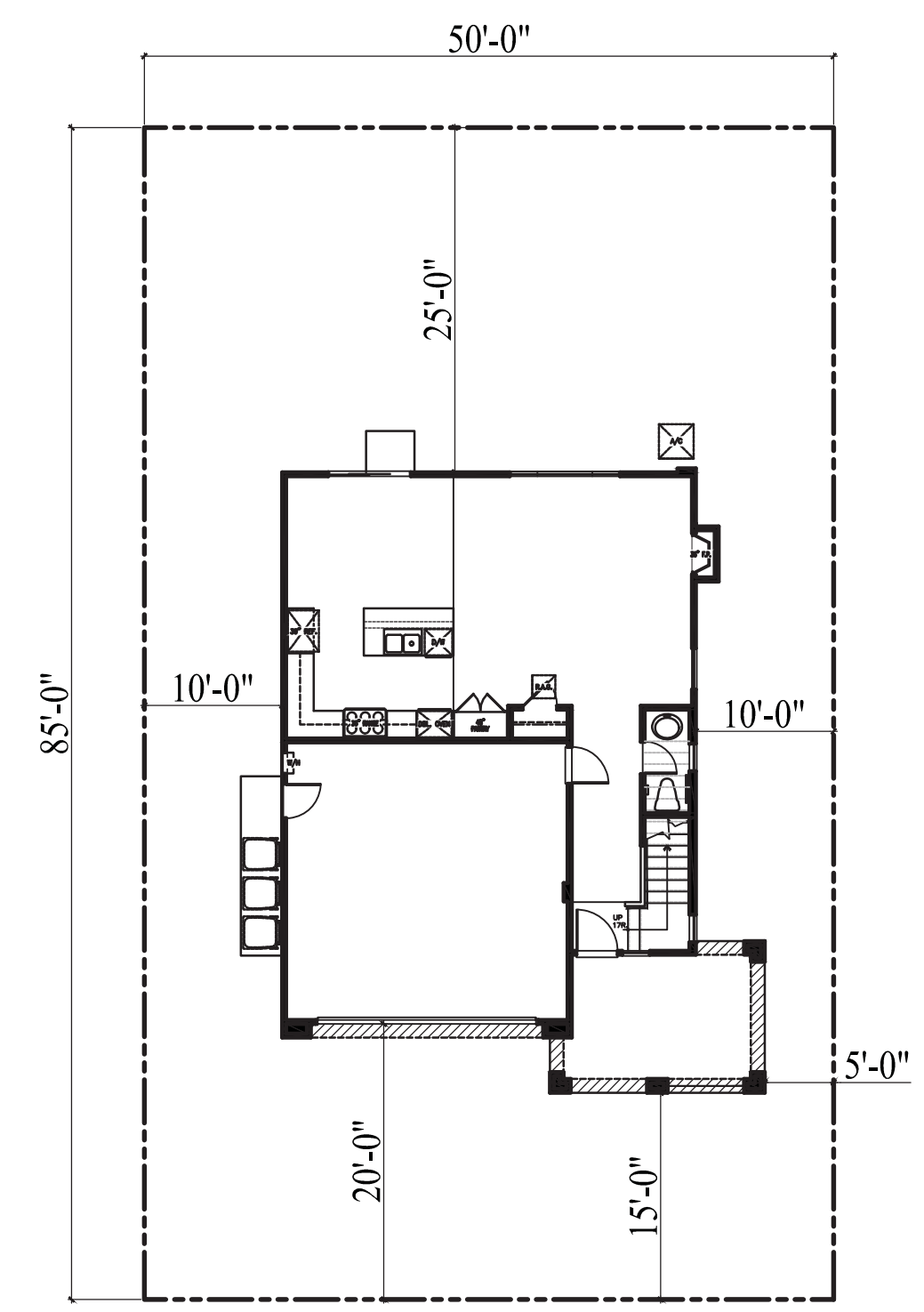
PLAN 1662 - FRENCH



AFFORDABLE M. BATH



SECOND FLOOR PLAN

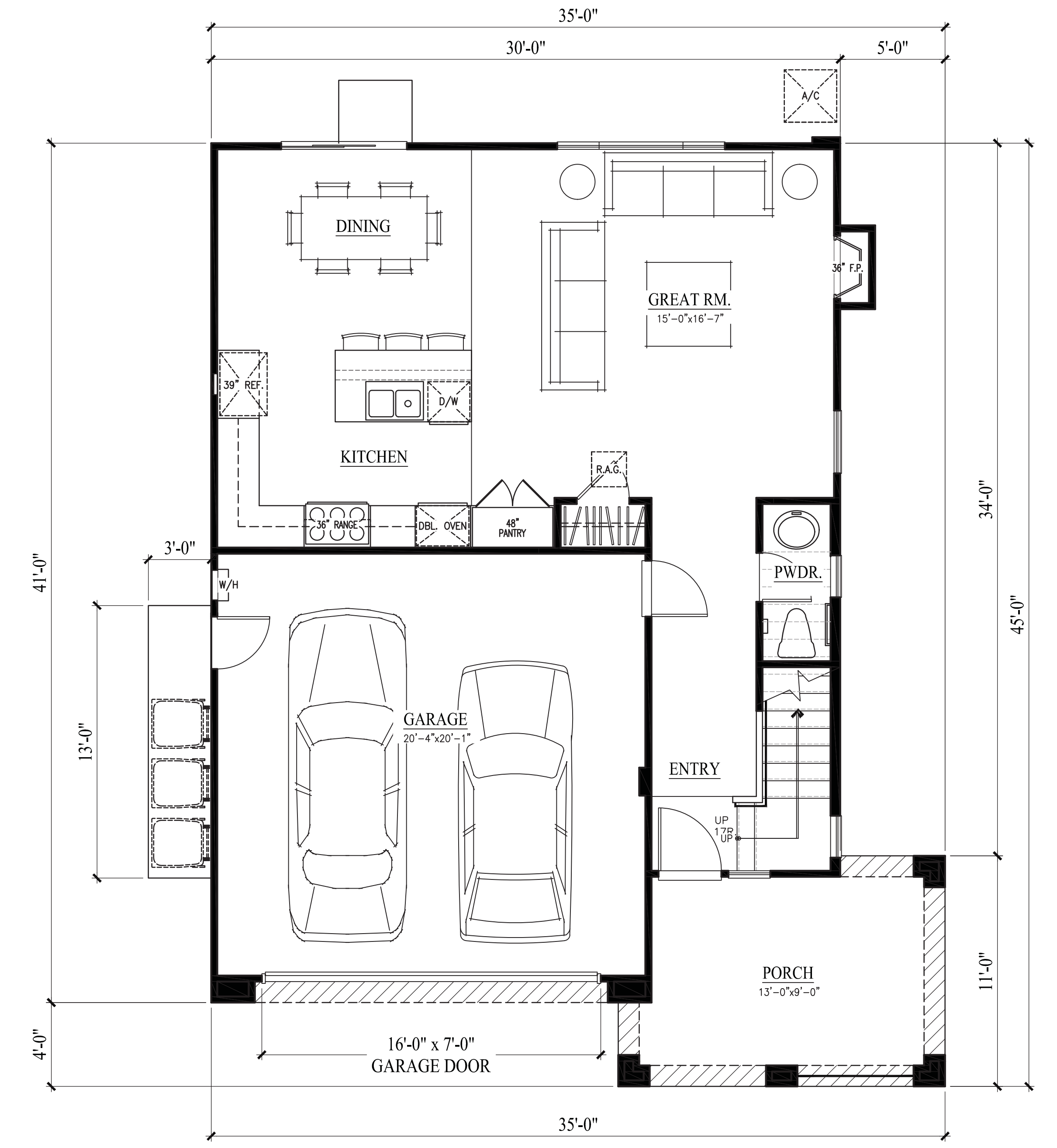


AFFORDABLE KITCHEN

AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	730 SQ. FT.
SECOND FLOOR AREA	1097 SQ. FT.
TOTAL DWELLING	1,827 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	424 SQ. FT.
PORCH	149 SQ. FT.

PLAN 1827 - MARKET RATE



FIRST FLOOR PLAN



"A" - SPANISH
COLOR SCHEME #2



"B" - PRAIRIE
COLOR SCHEME #5

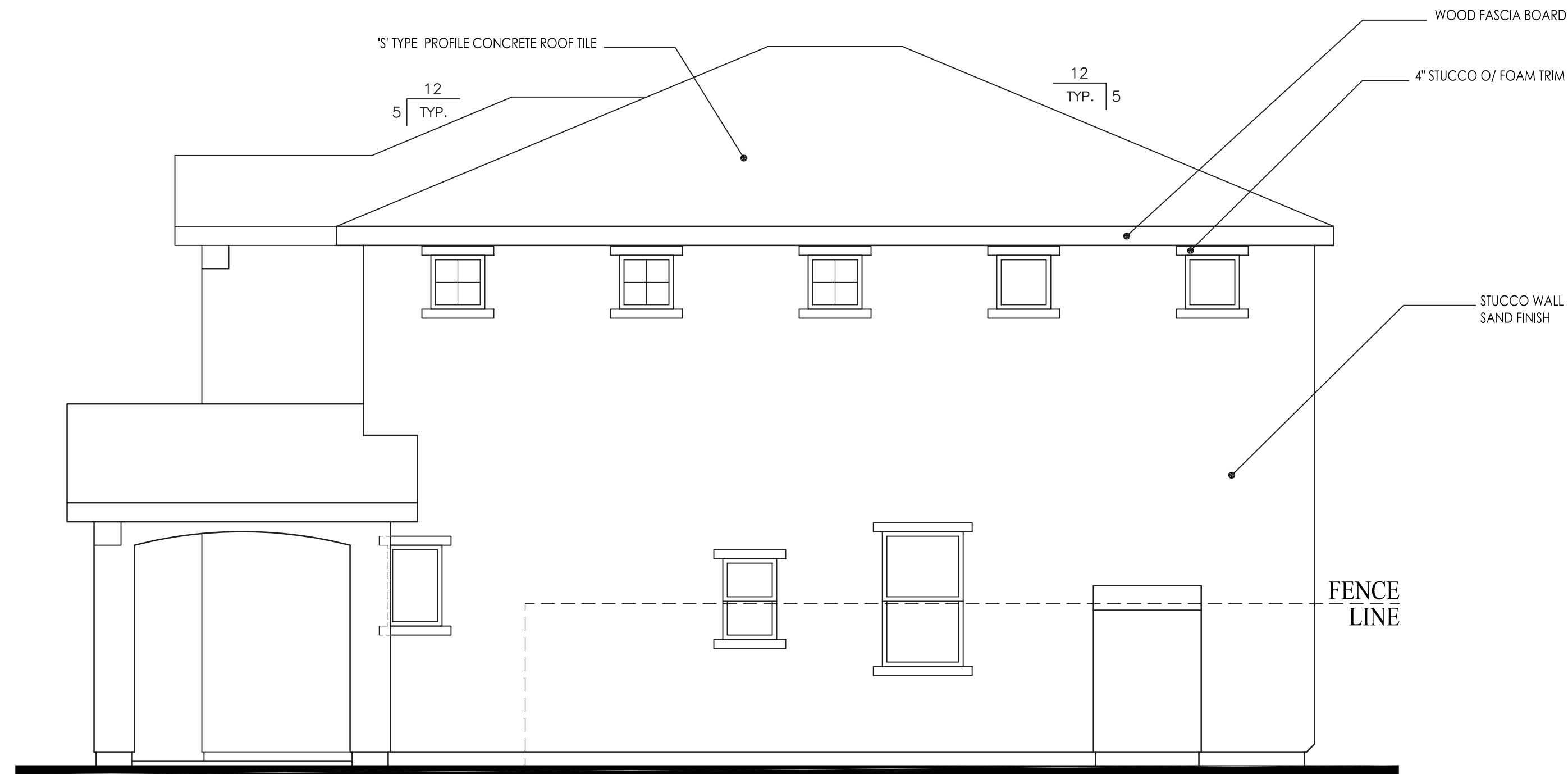


"C" - TRADITIONAL
COLOR SCHEME #8

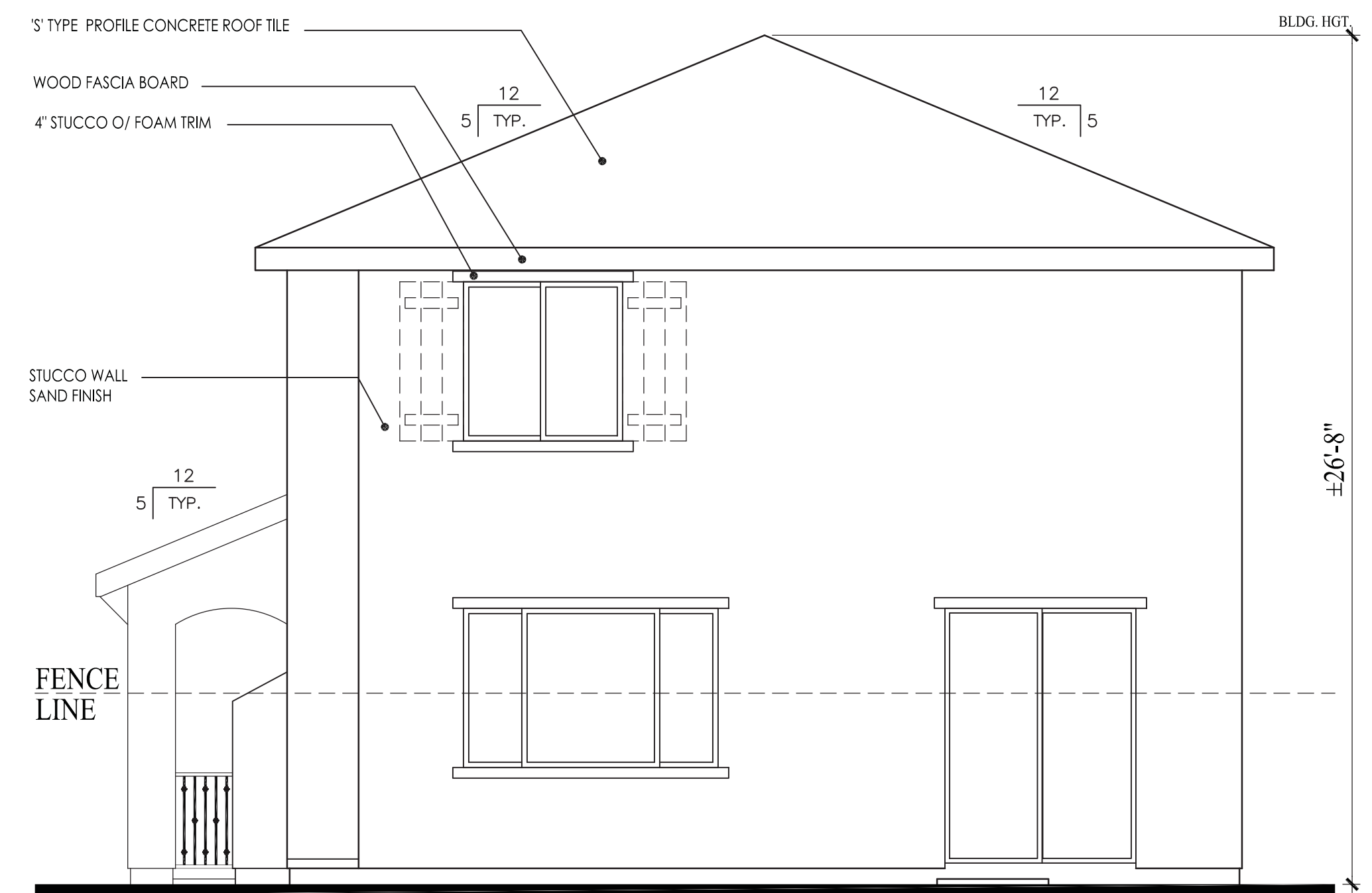


"D" - FRENCH
COLOR SCHEME #11

PLAN 1827 - FRONT ELEVATIONS

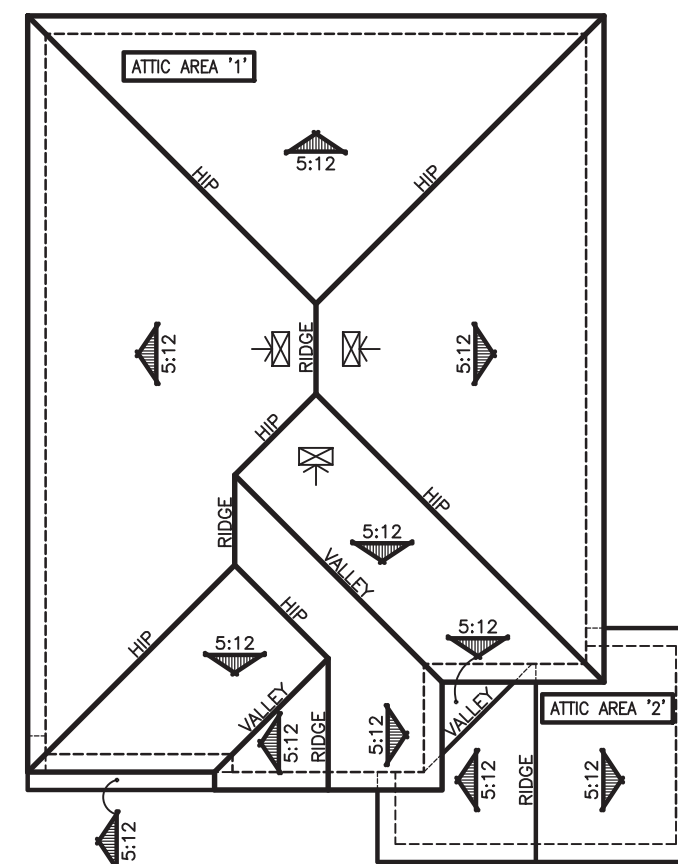


RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

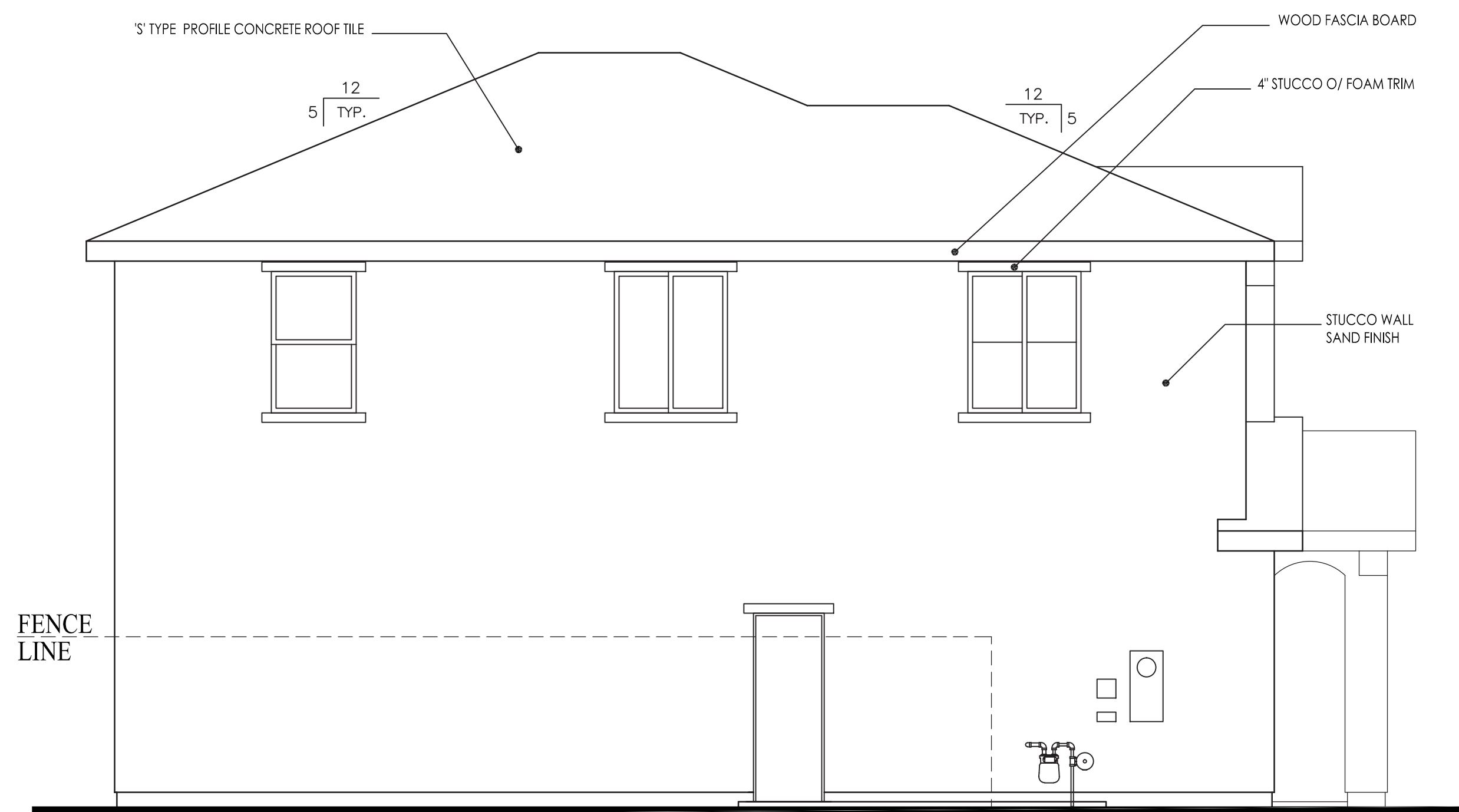


REAR ELEVATION
SCALE: 1/4" = 1'-0"

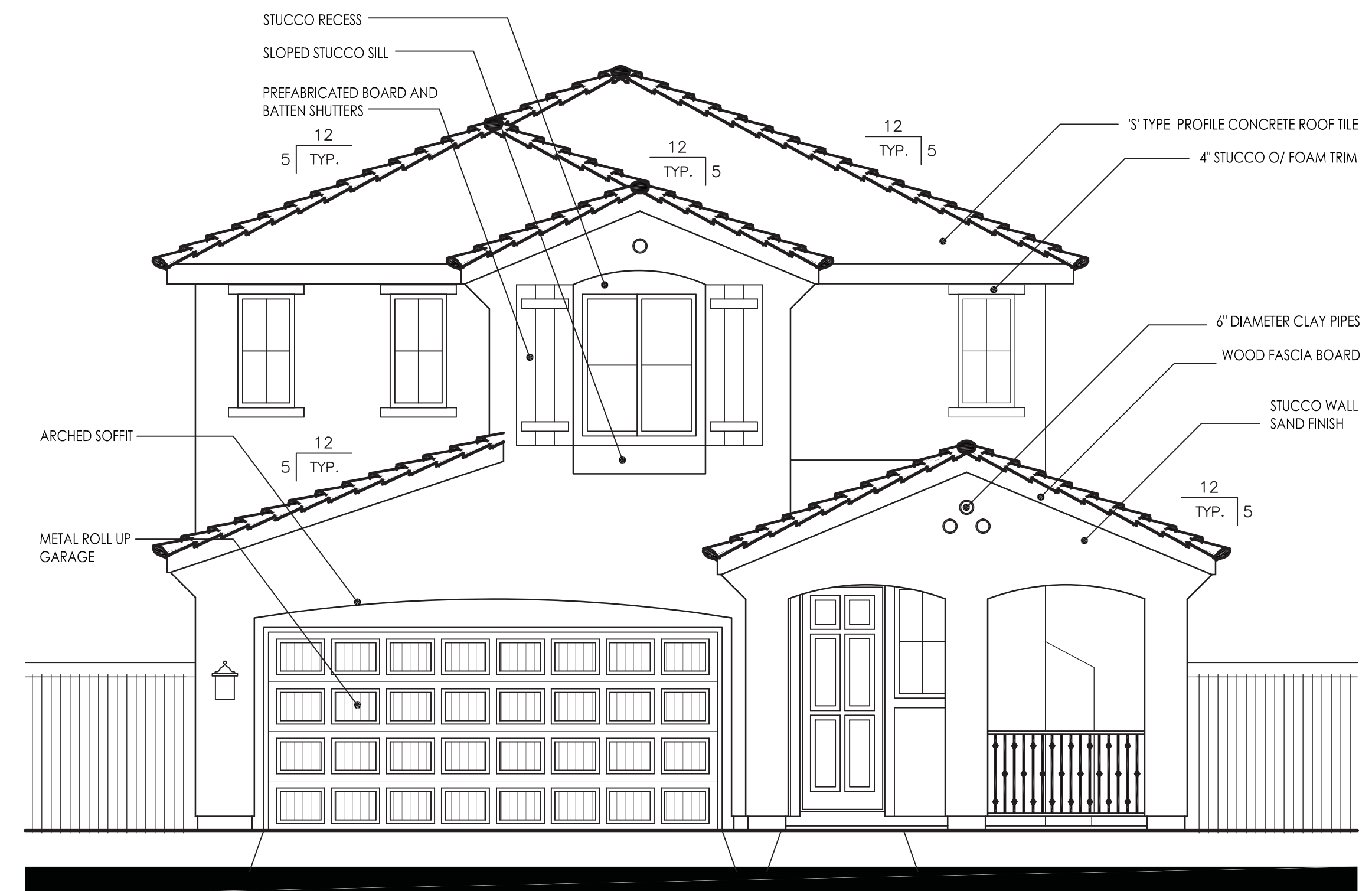
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

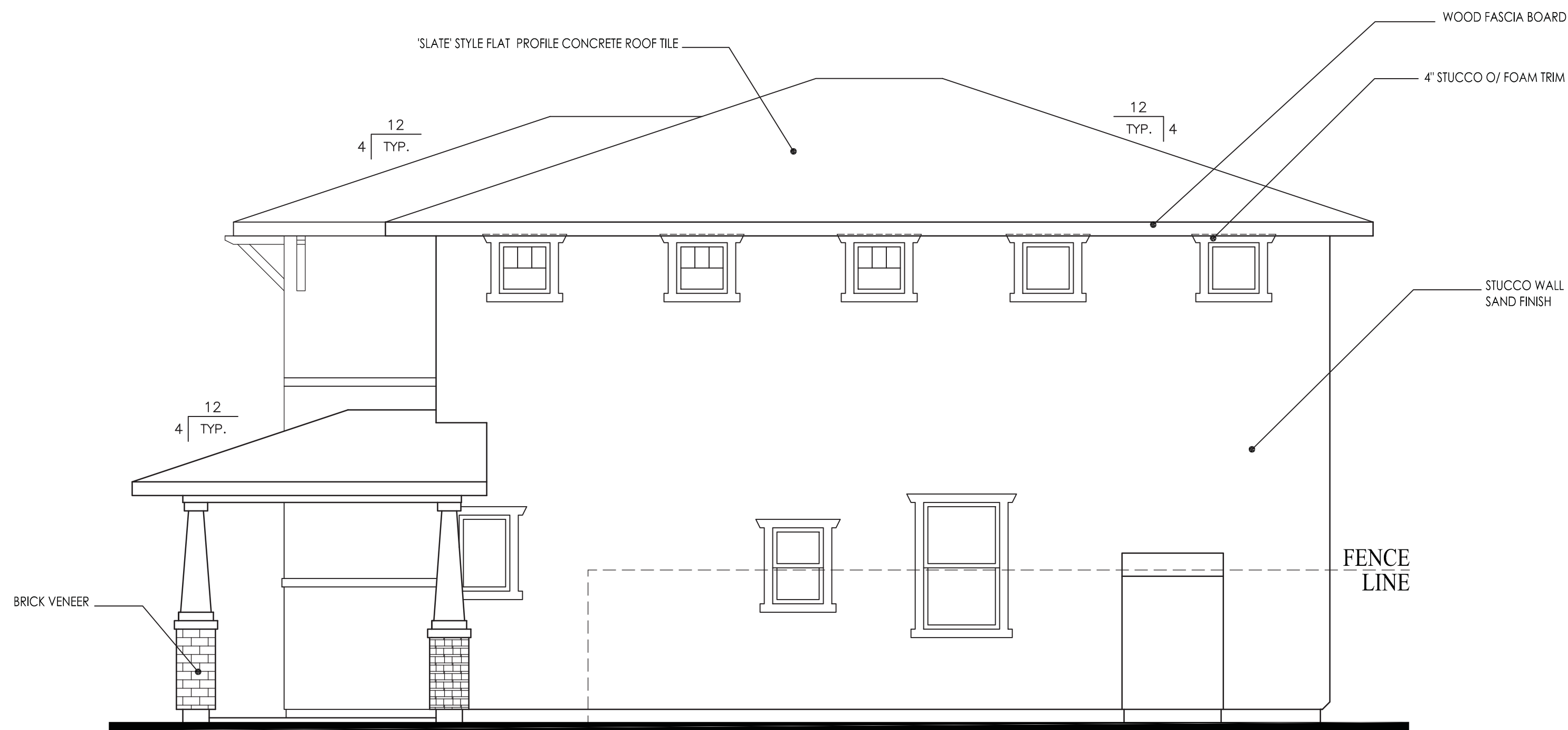


LEFT ELEVATION
SCALE: 1/4" = 1'-0"

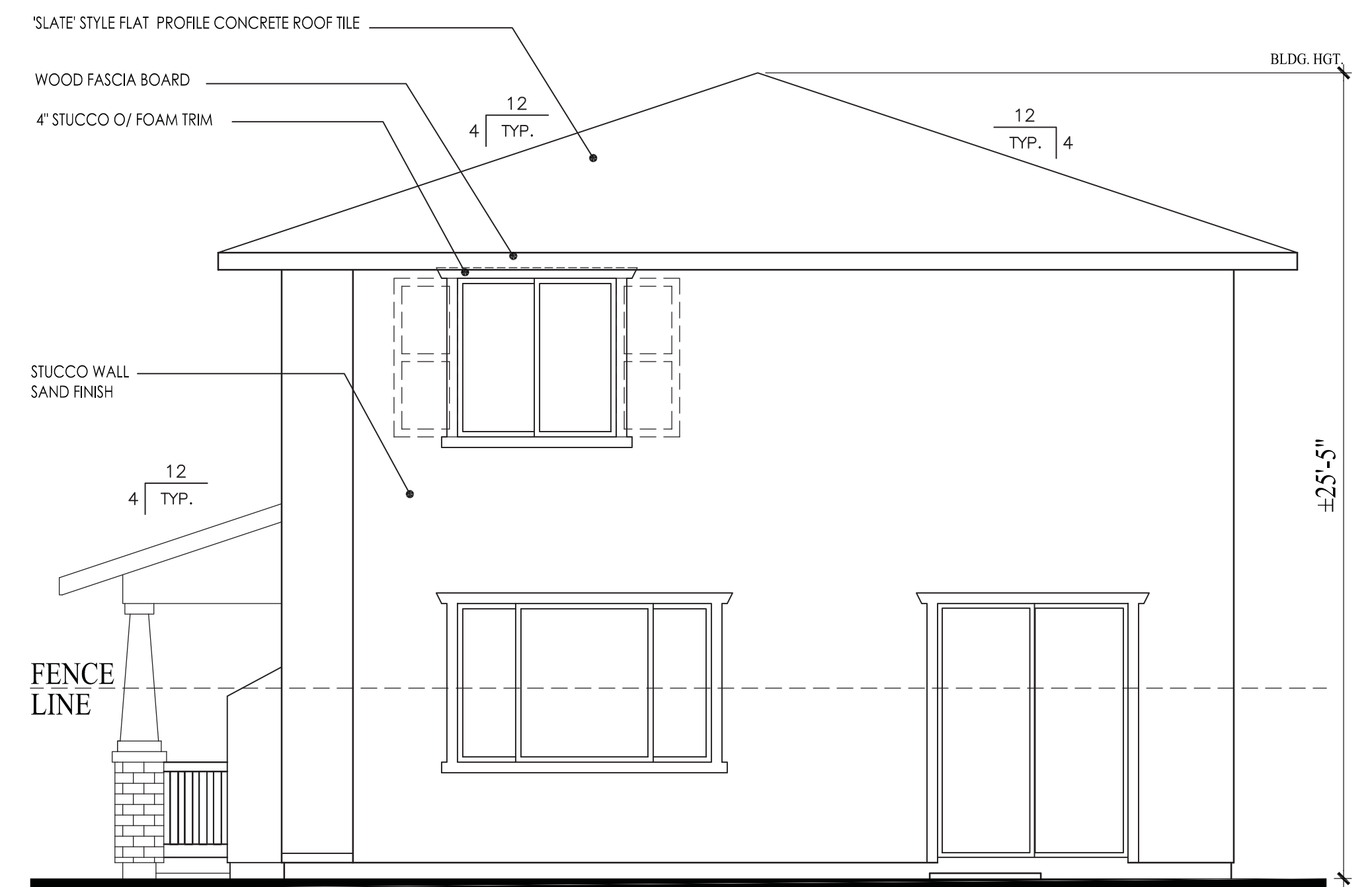


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 1827 - SPANISH

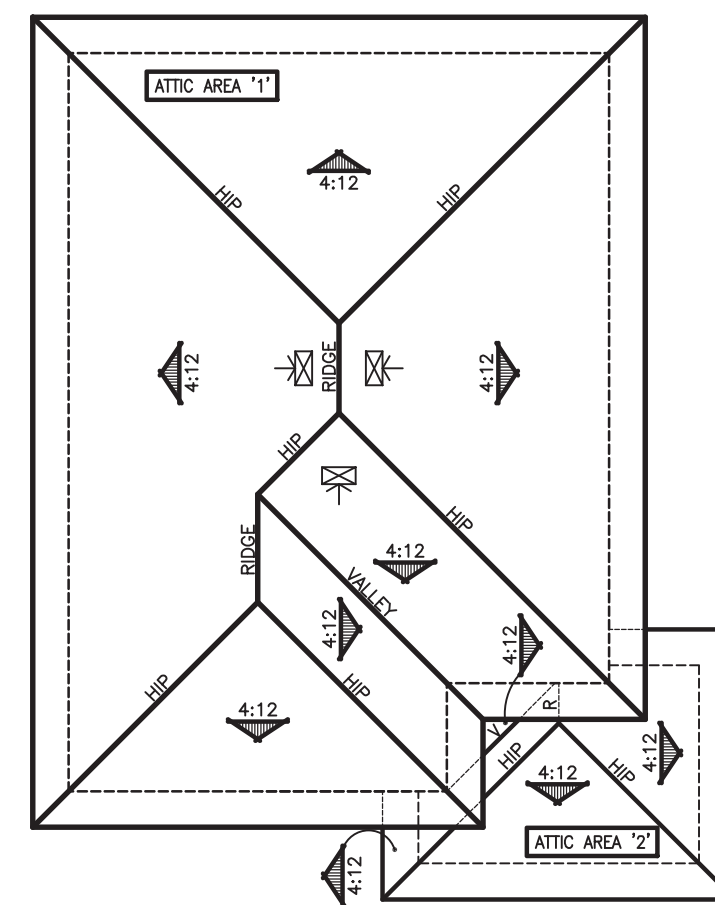


RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

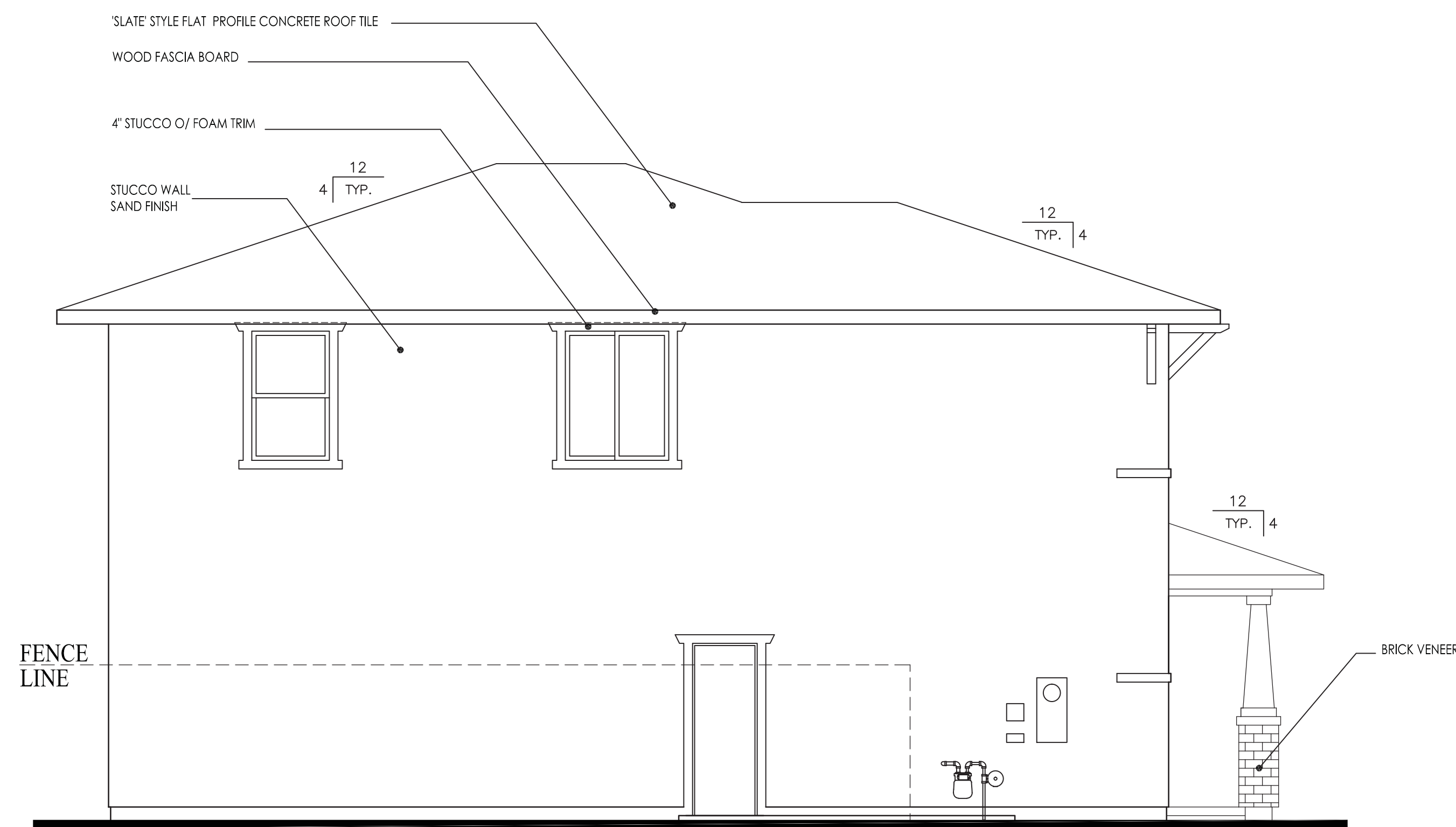


REAR ELEVATION
SCALE: 1/4" = 1'-0"

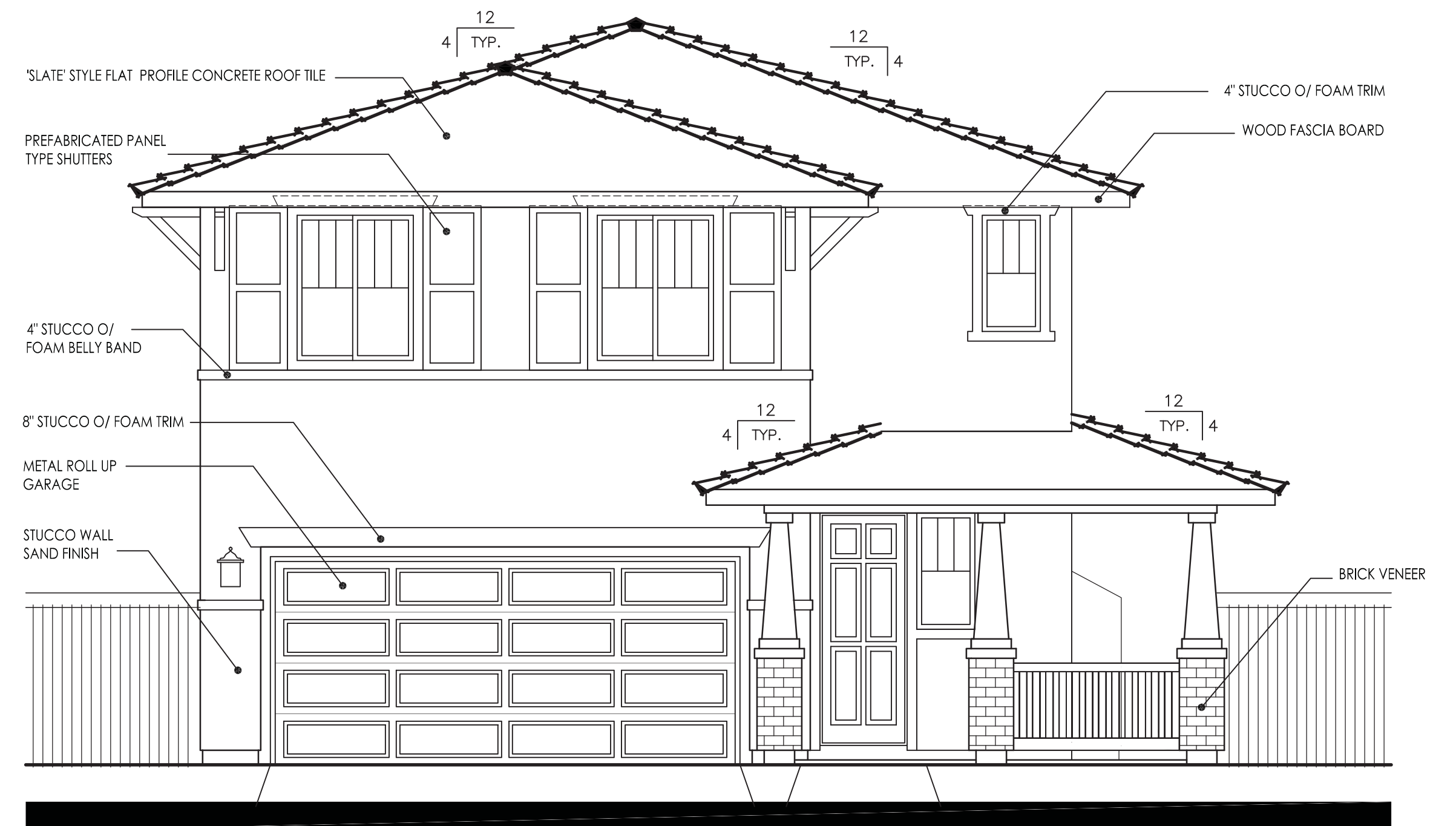
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

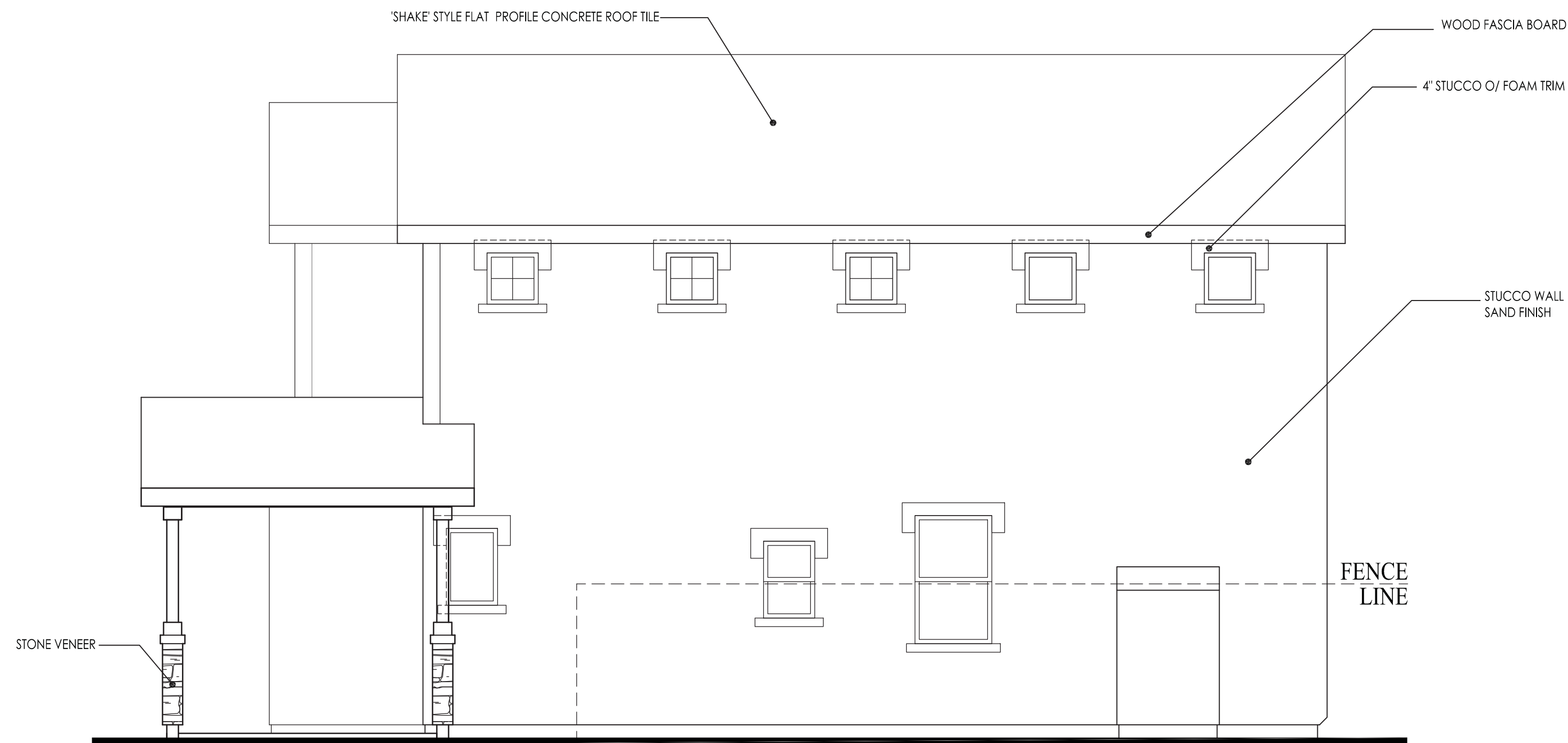


LEFT ELEVATION
SCALE: 1/4" = 1'-0"

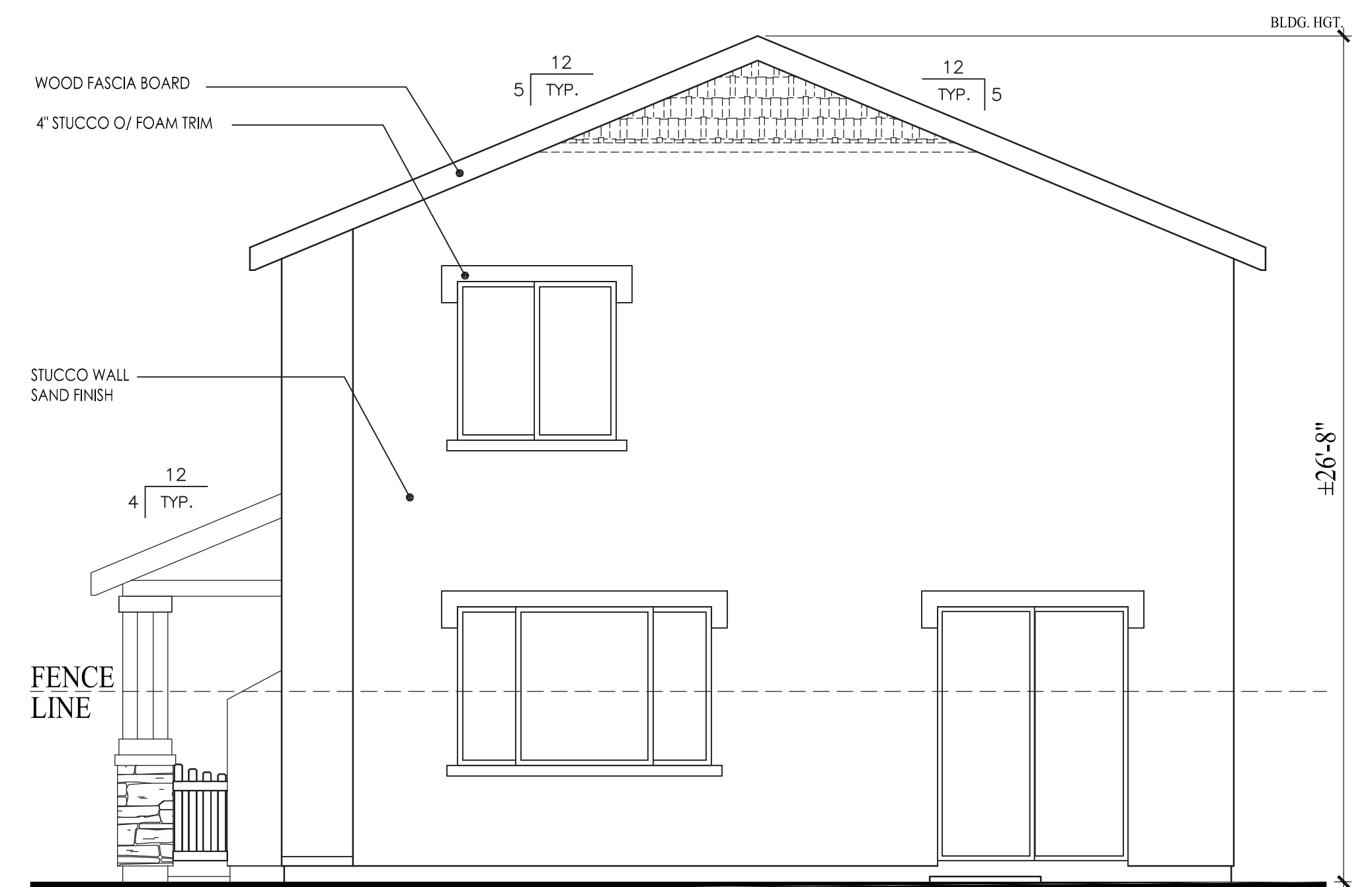


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 1827 - PRAIRIE

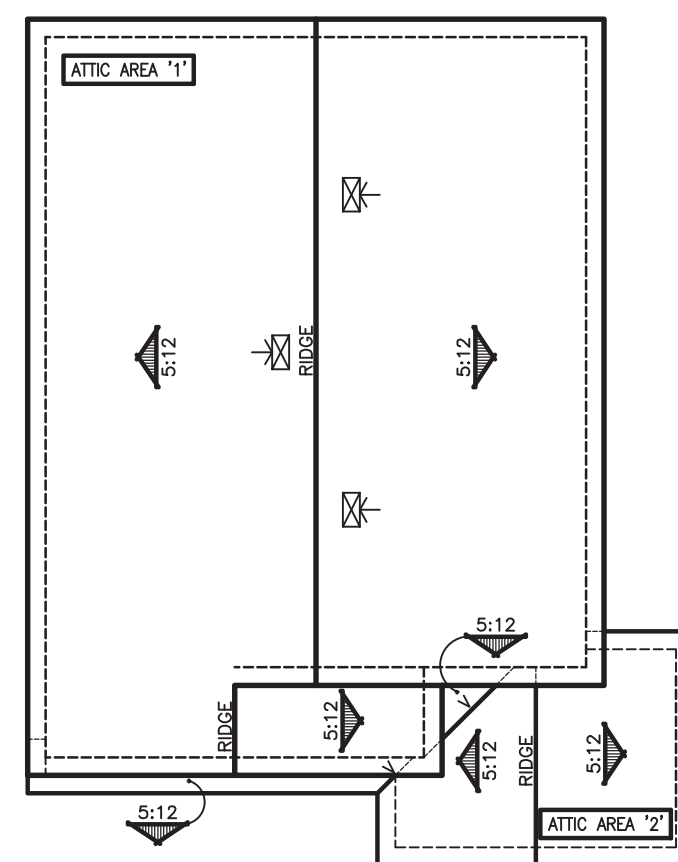


RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

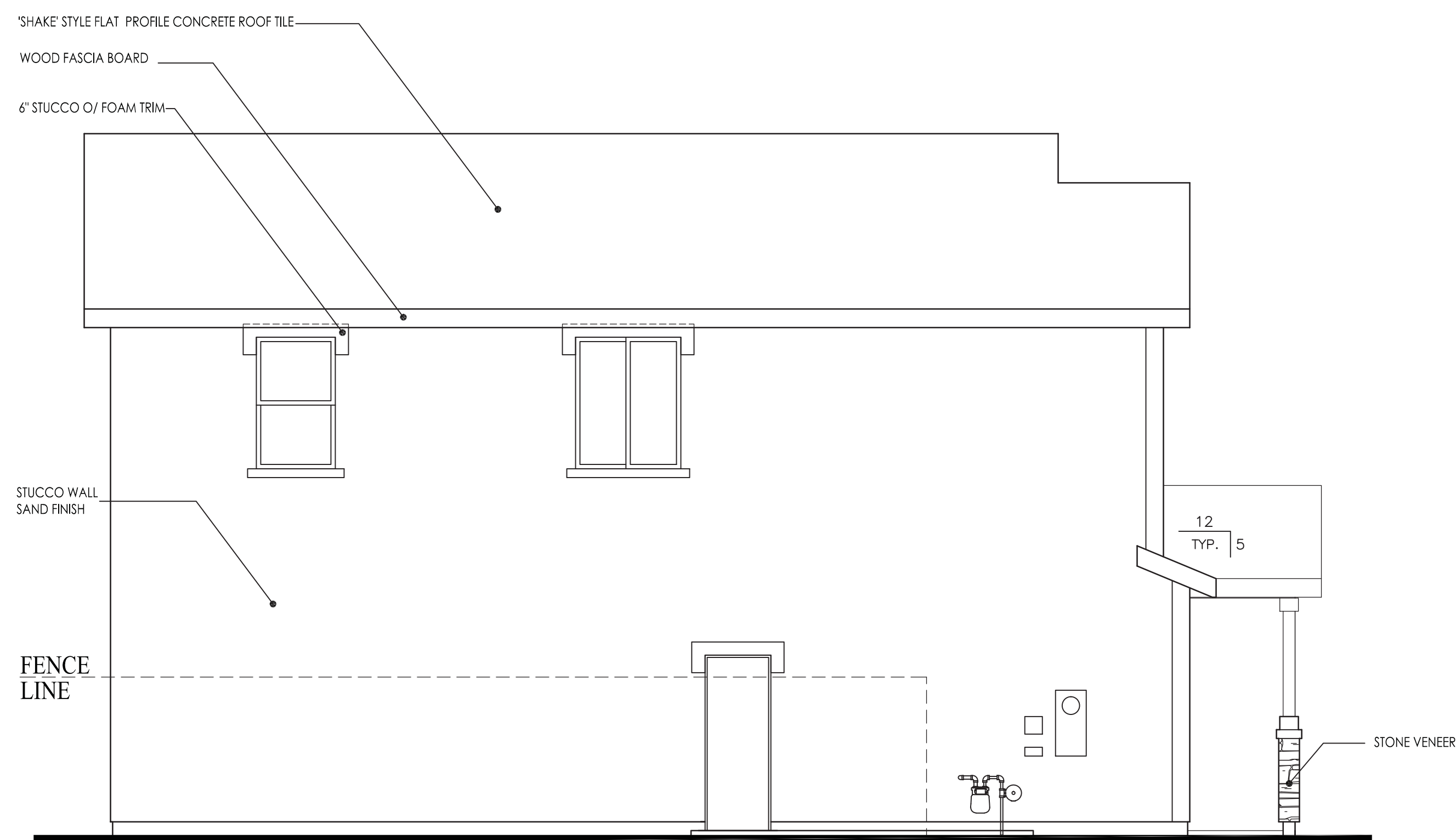


REAR ELEVATION
SCALE: 1/4" = 1'-0"

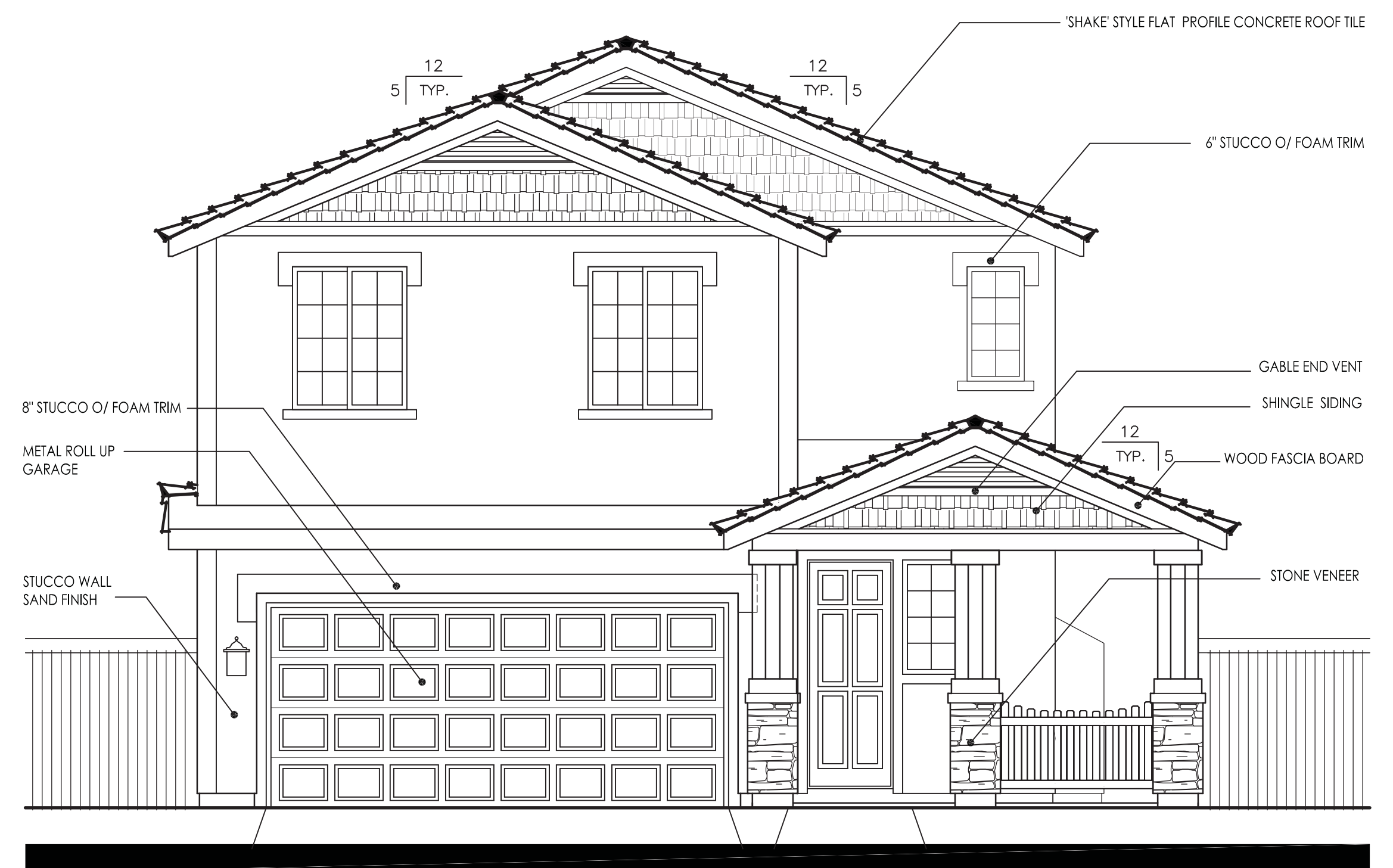
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

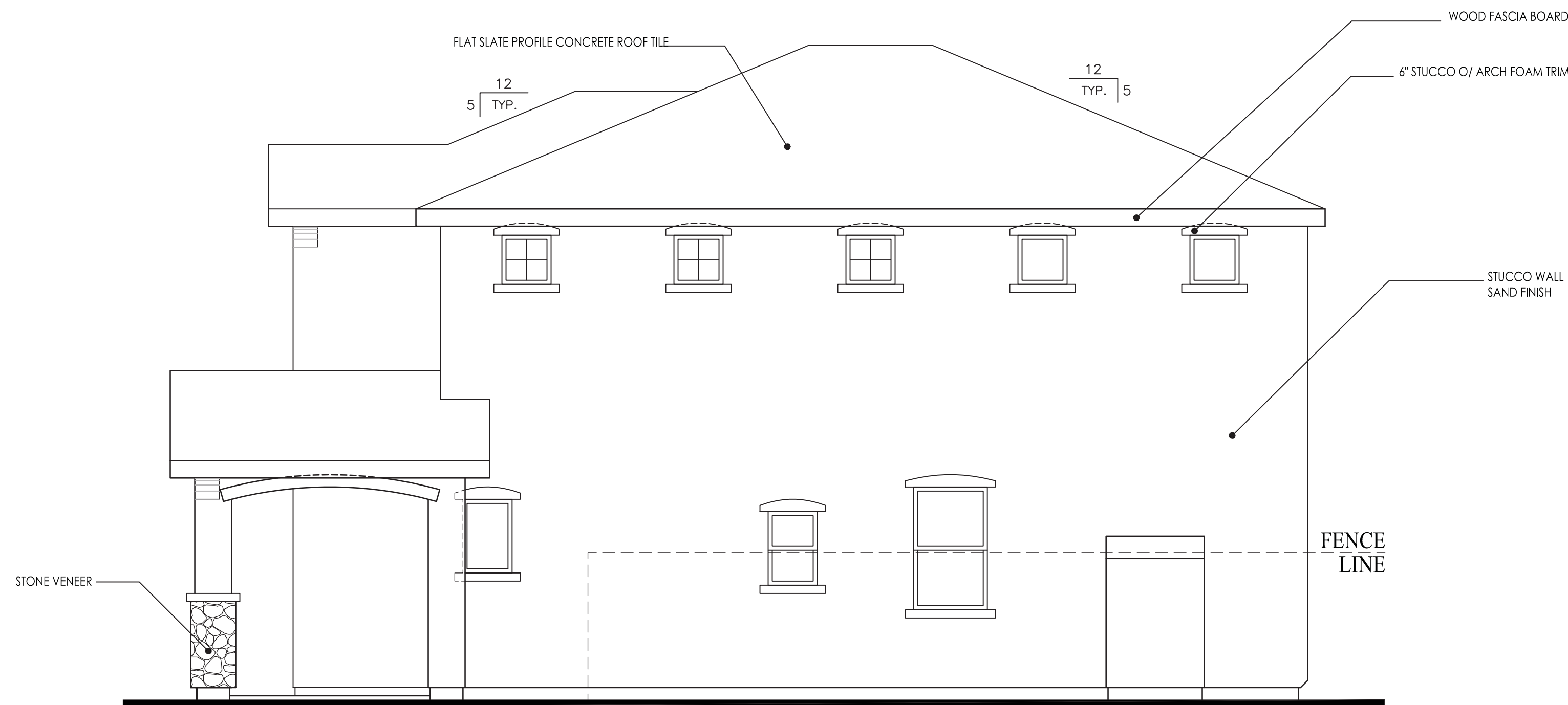


LEFT ELEVATION
SCALE: 1/4" = 1'-0"

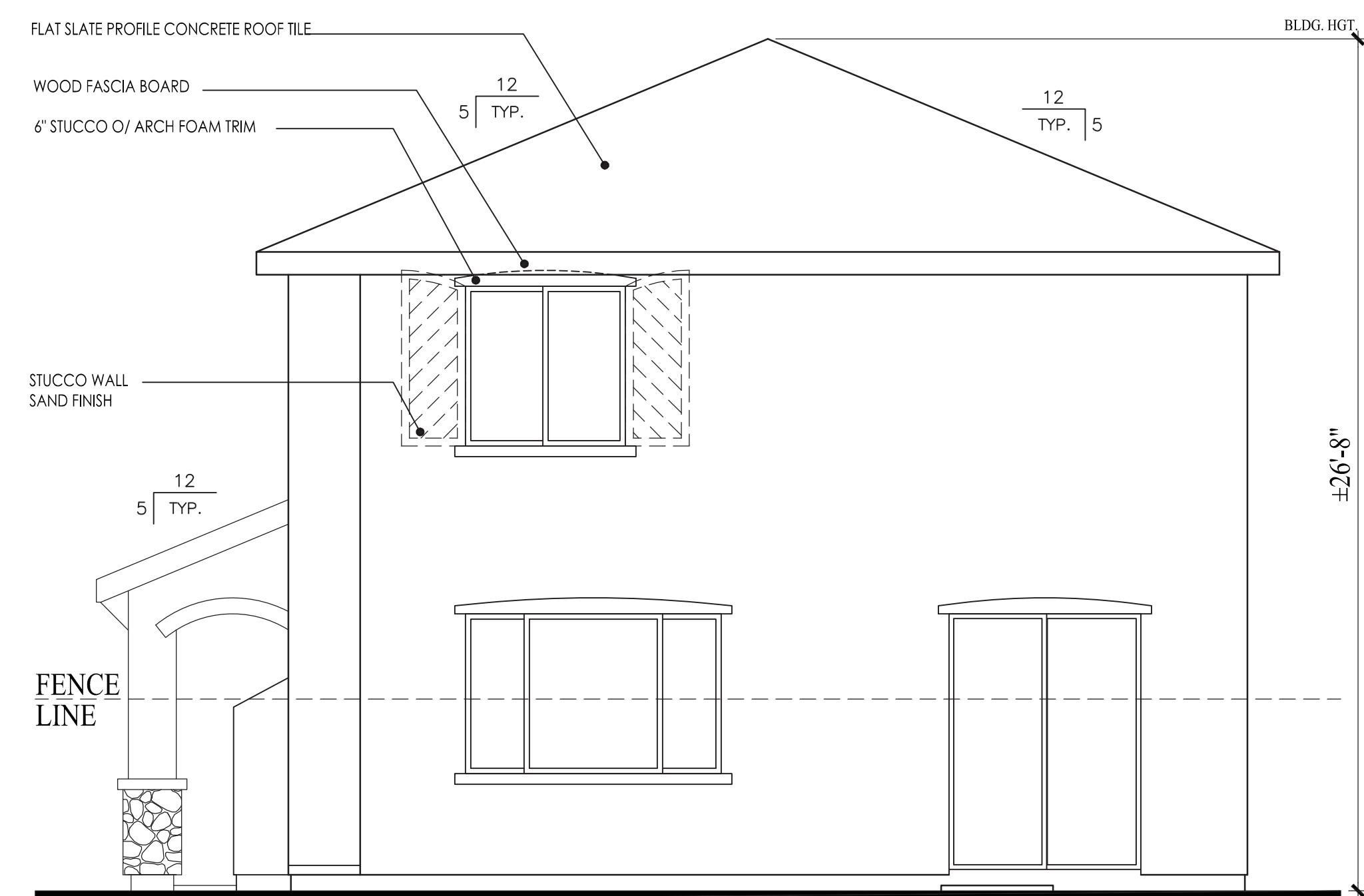


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 1827 - TRADITIONAL

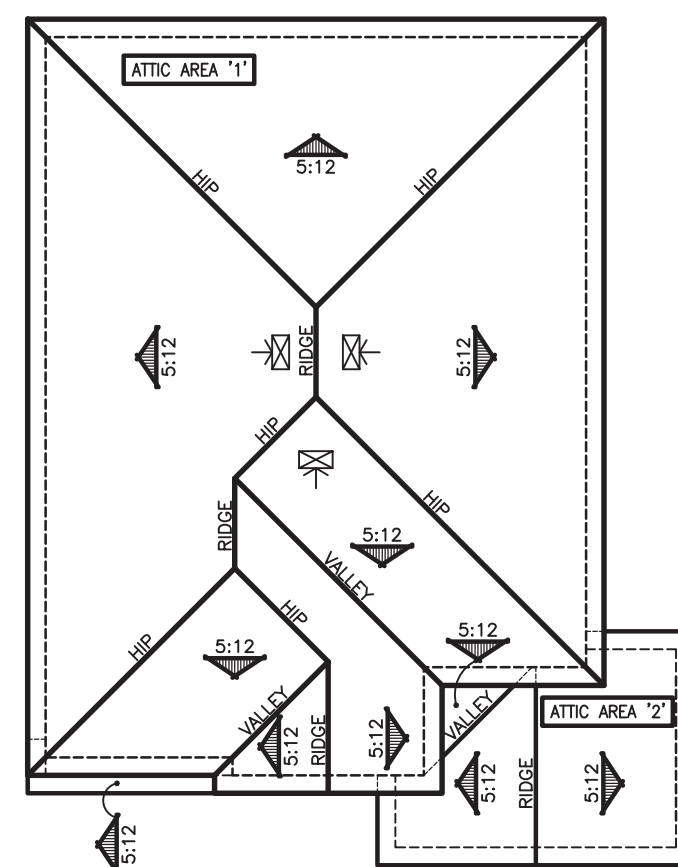


RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

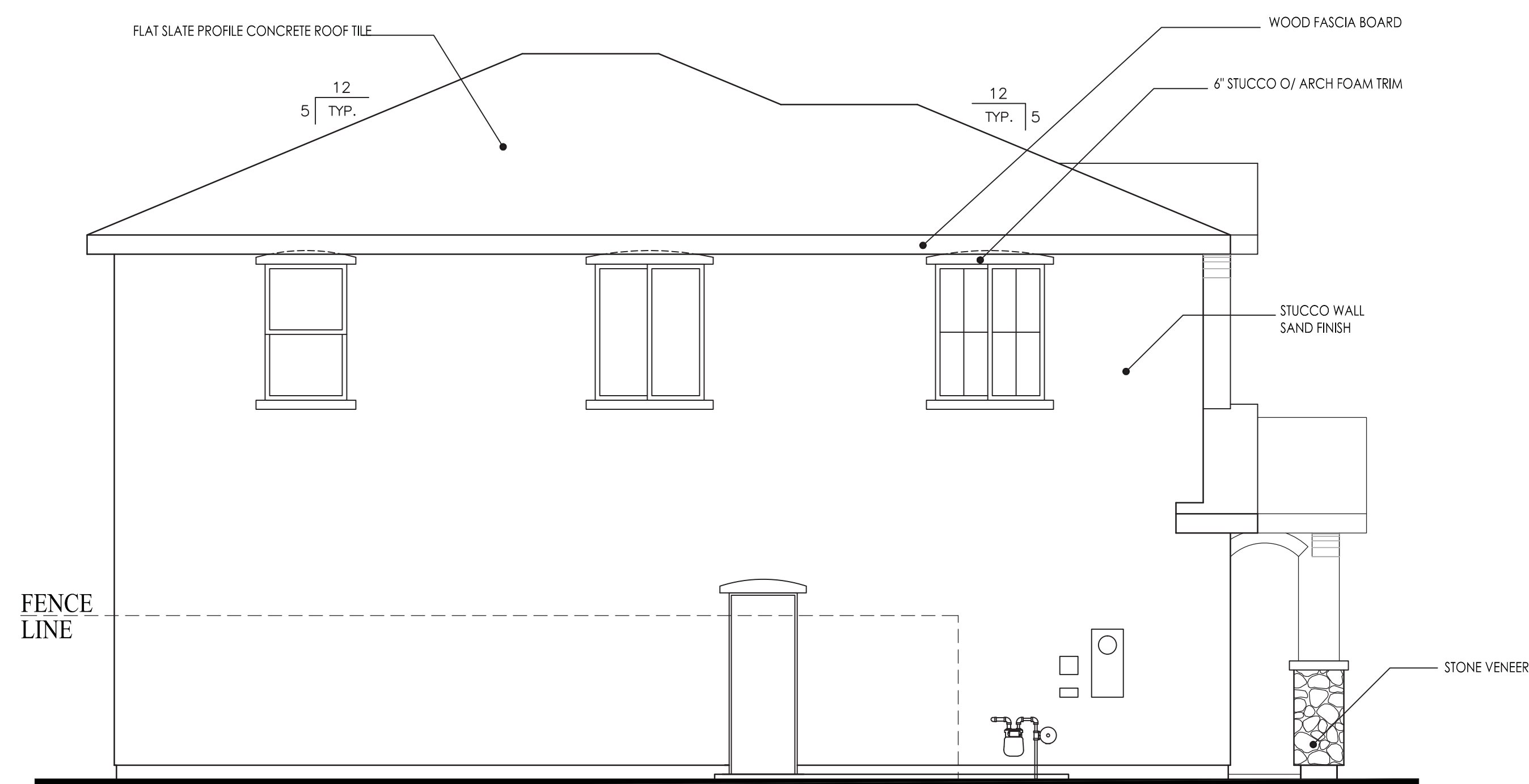


REAR ELEVATION
SCALE: 1/4" = 1'-0"

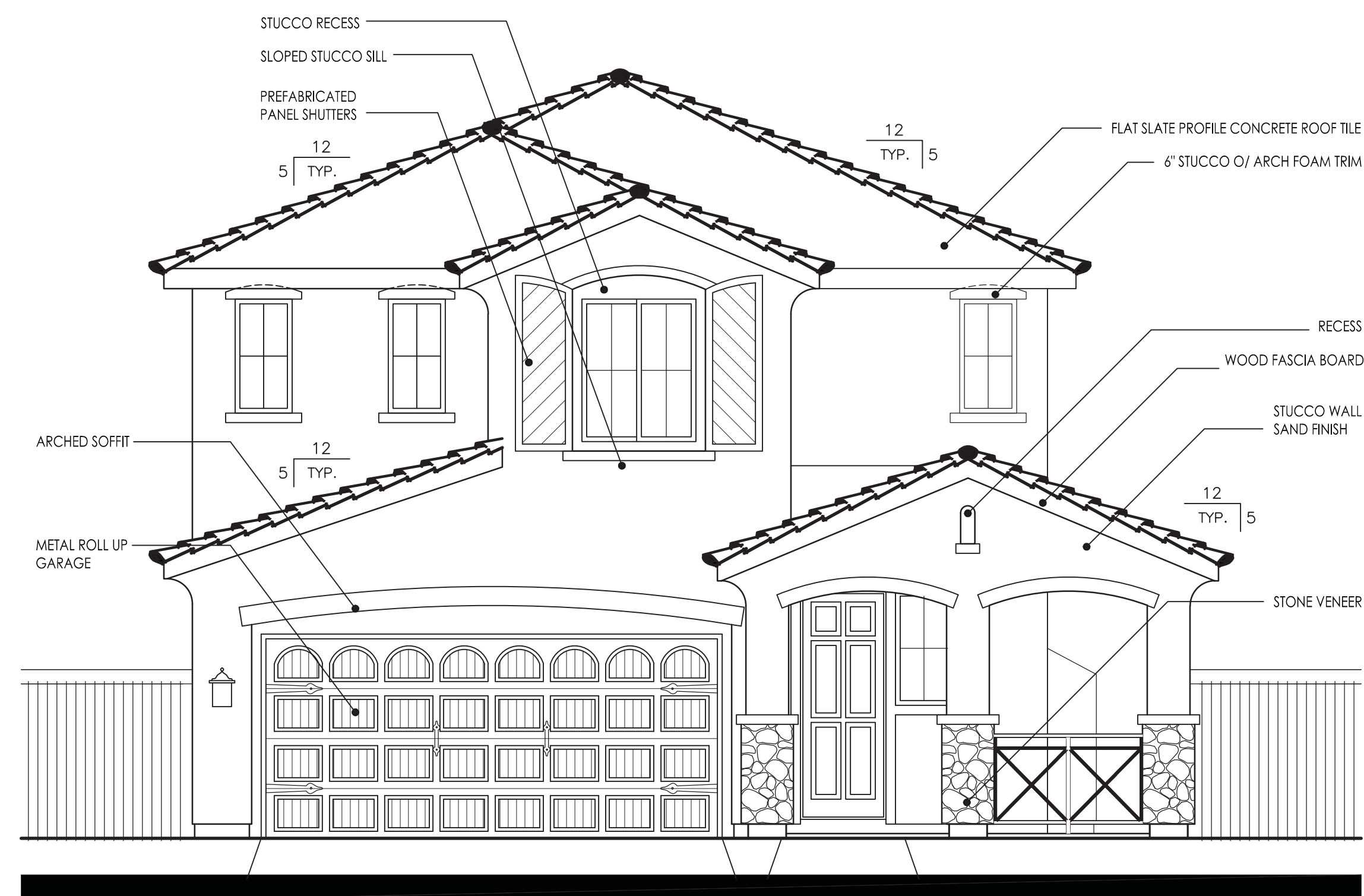
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

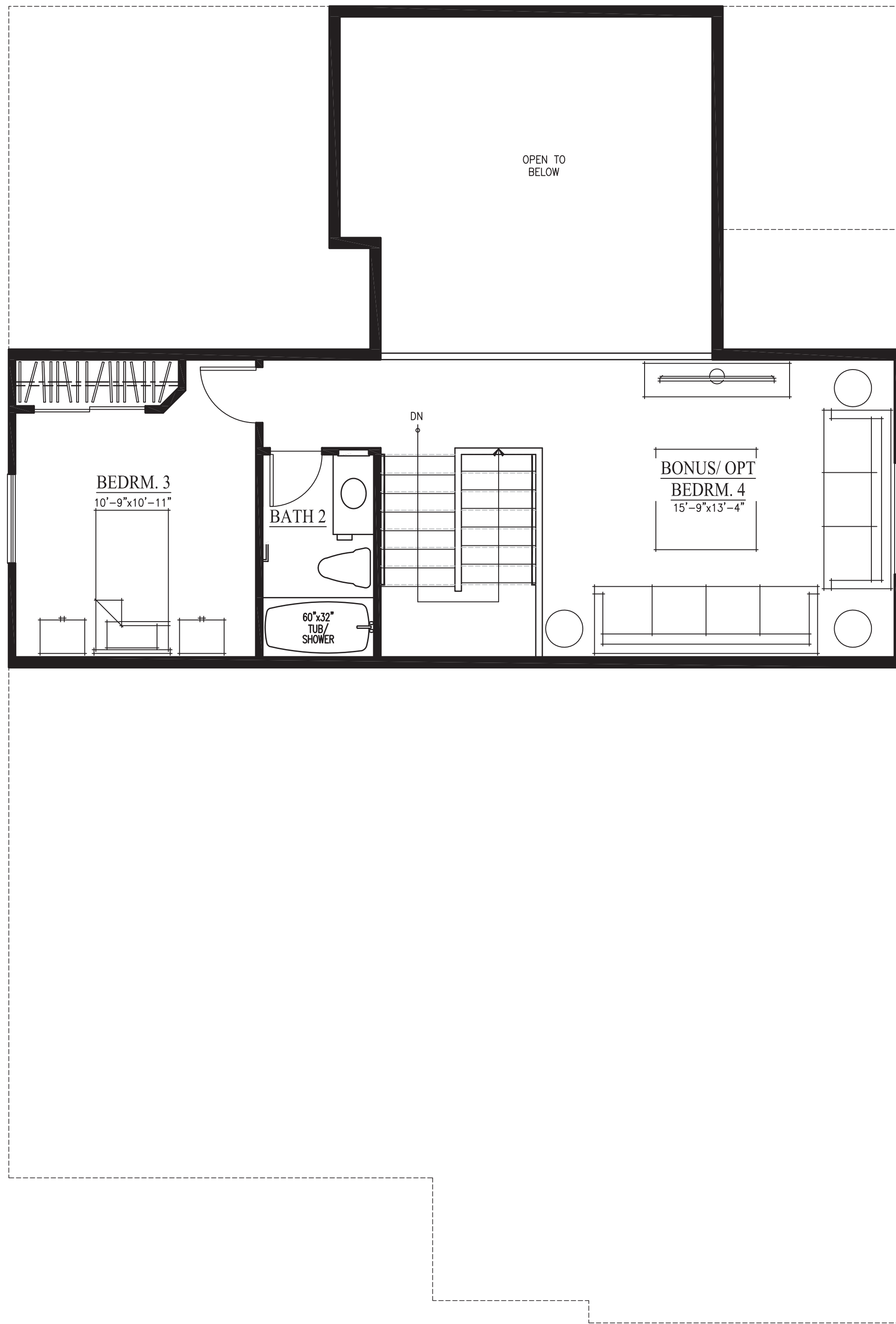


LEFT ELEVATION
SCALE: 1/4" = 1'-0"

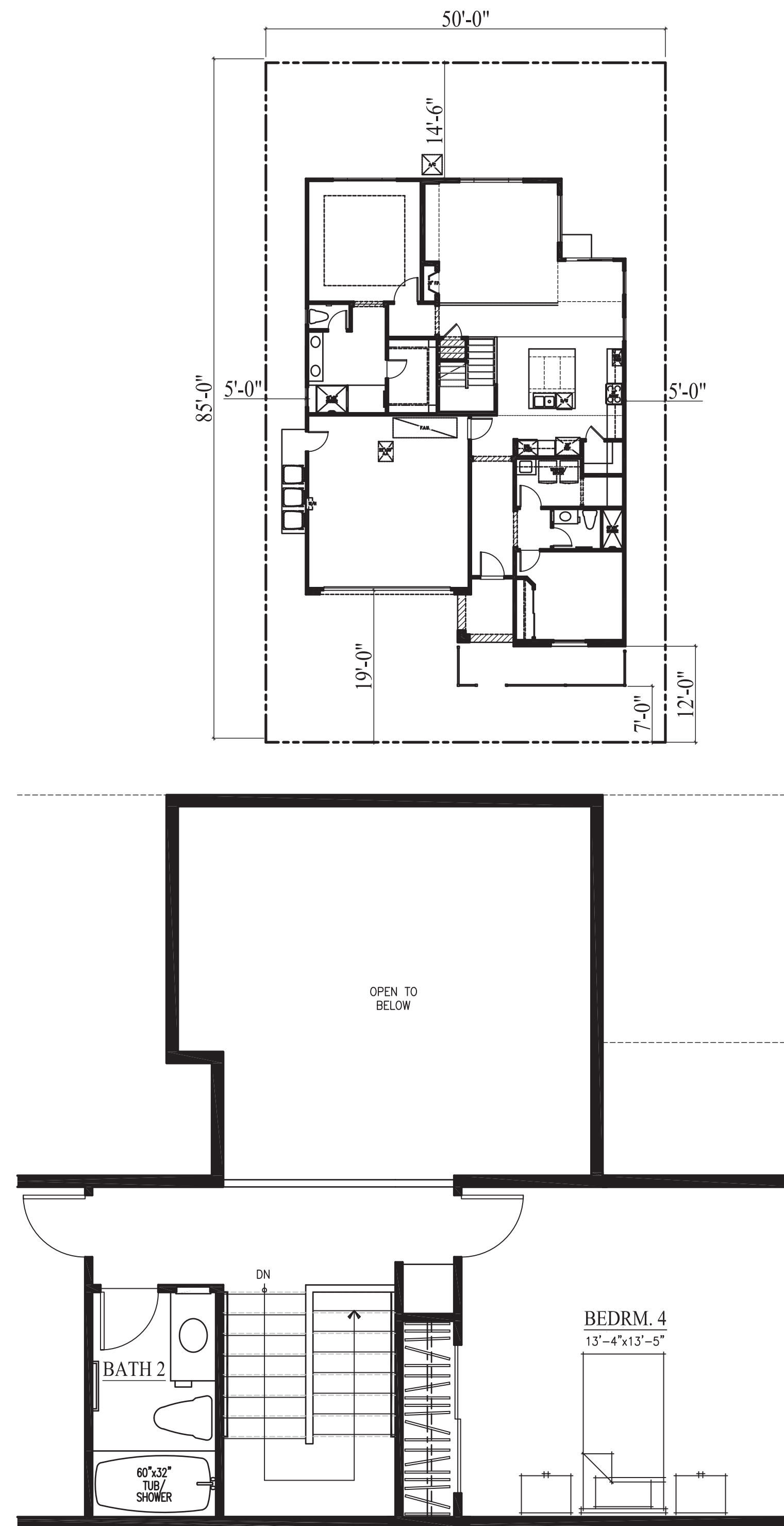


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 1827 - FRENCH



SECOND FLOOR PLAN

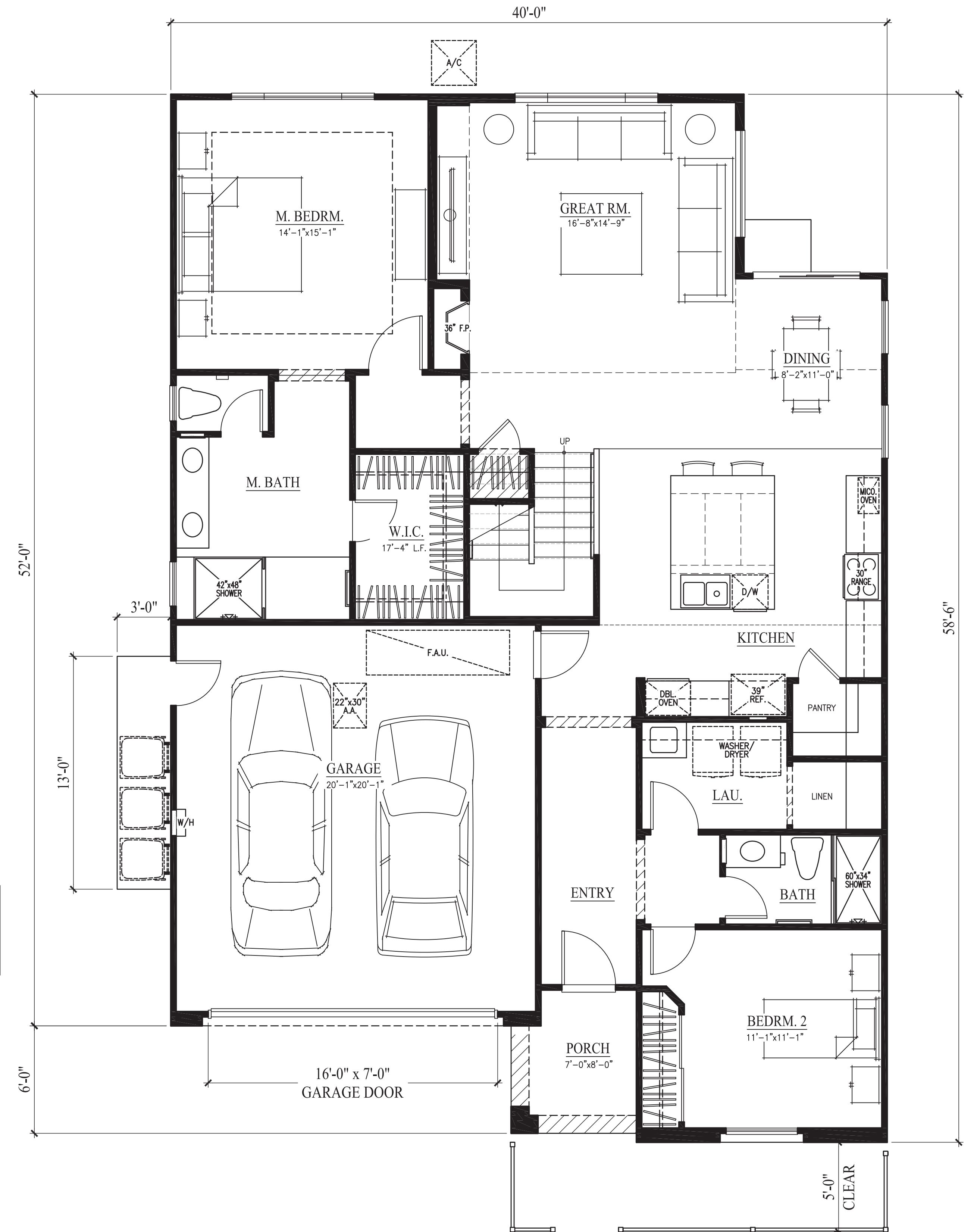


OPT. BEDRM. 4 AT BONUS RM.

AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	1,616 SQ. FT.
SECOND FLOOR AREA	503 SQ. FT.
TOTAL DWELLING	2,119 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	445 SQ. FT.
PORCH	51 SQ. FT.

PLAN 2119



FIRST FLOOR PLAN



"A" - SPANISH
COLOR SCHEME #3



"B" - PRAIRIE
COLOR SCHEME #6

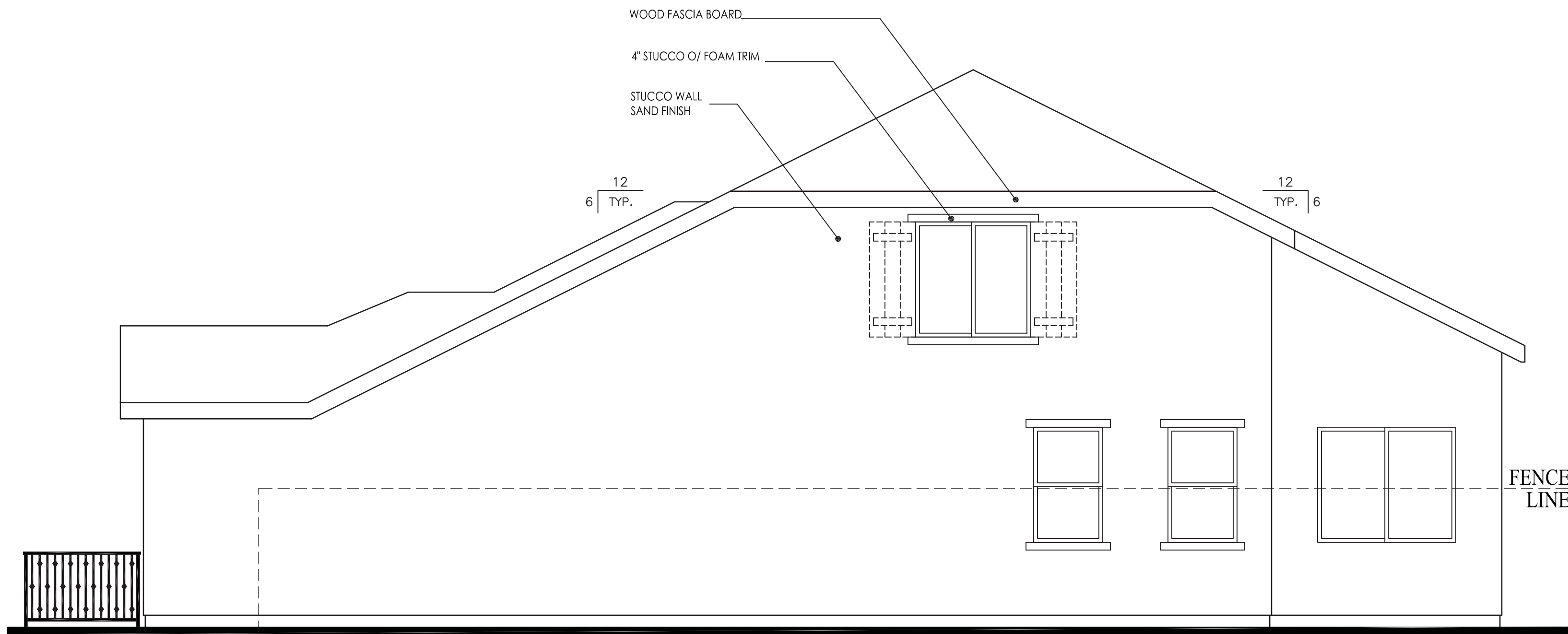


"C" - TRADITIONAL
COLOR SCHEME #9



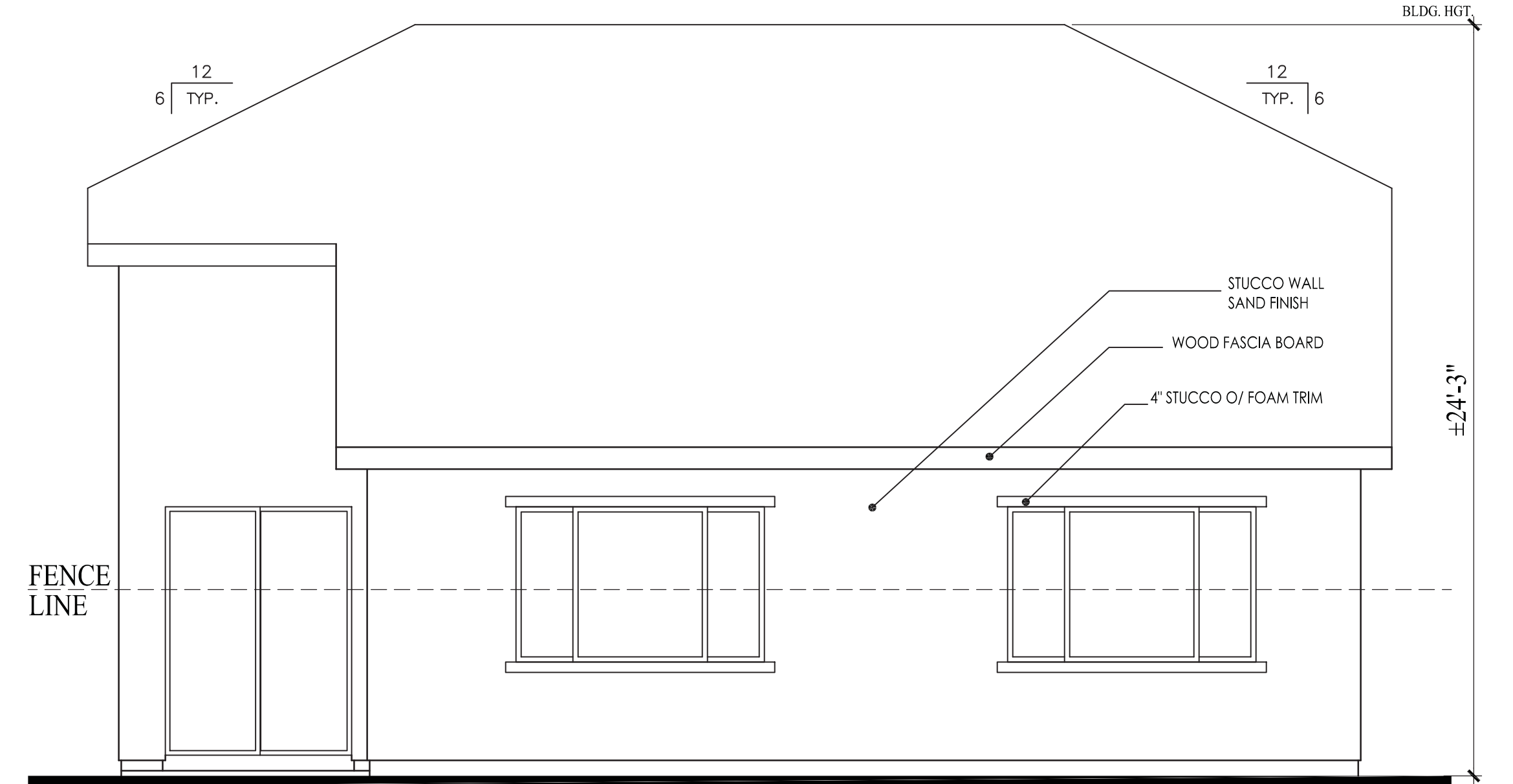
"D" - FRENCH
COLOR SCHEME #12

PLAN 2119 - FRONT ELEVATIONS



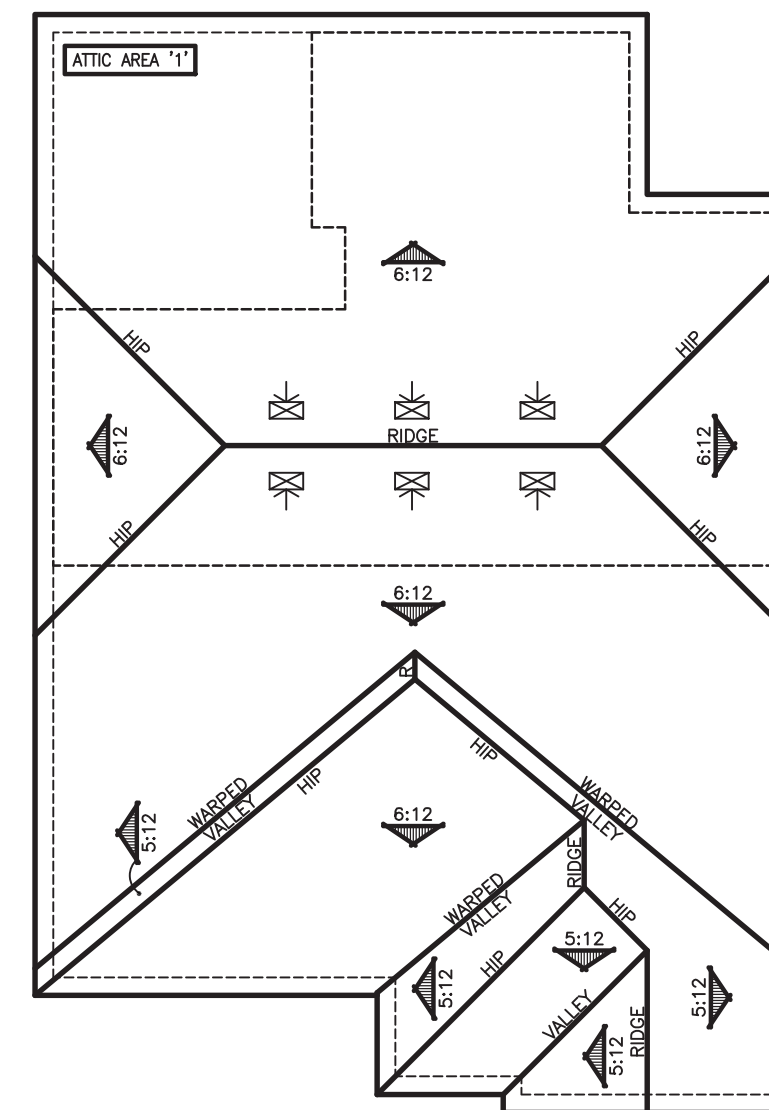
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

SHUTTERS SHOWN DASHED SHALL OCCUR
ON LOTS ADJACENT TO PUBLIC RIGHT OF
WAYS REQUIRING ENHANCEMENTS

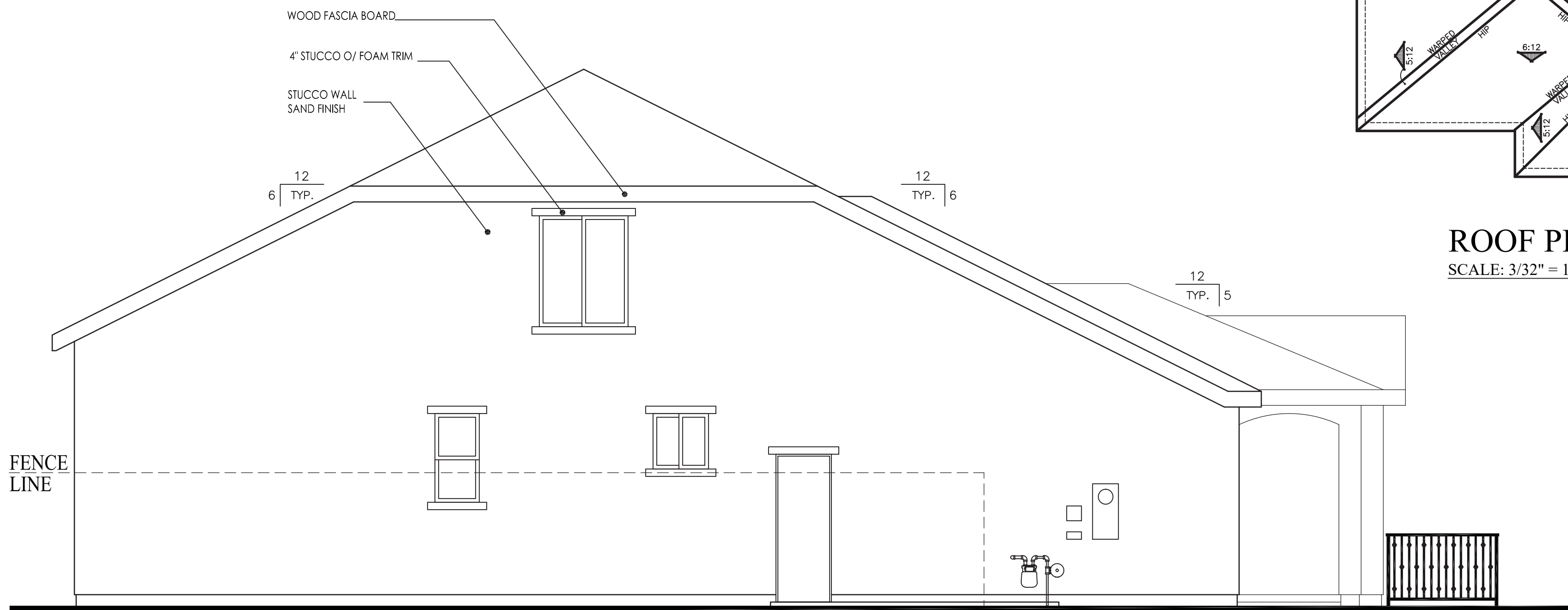


REAR ELEVATION
SCALE: 1/4" = 1'-0"

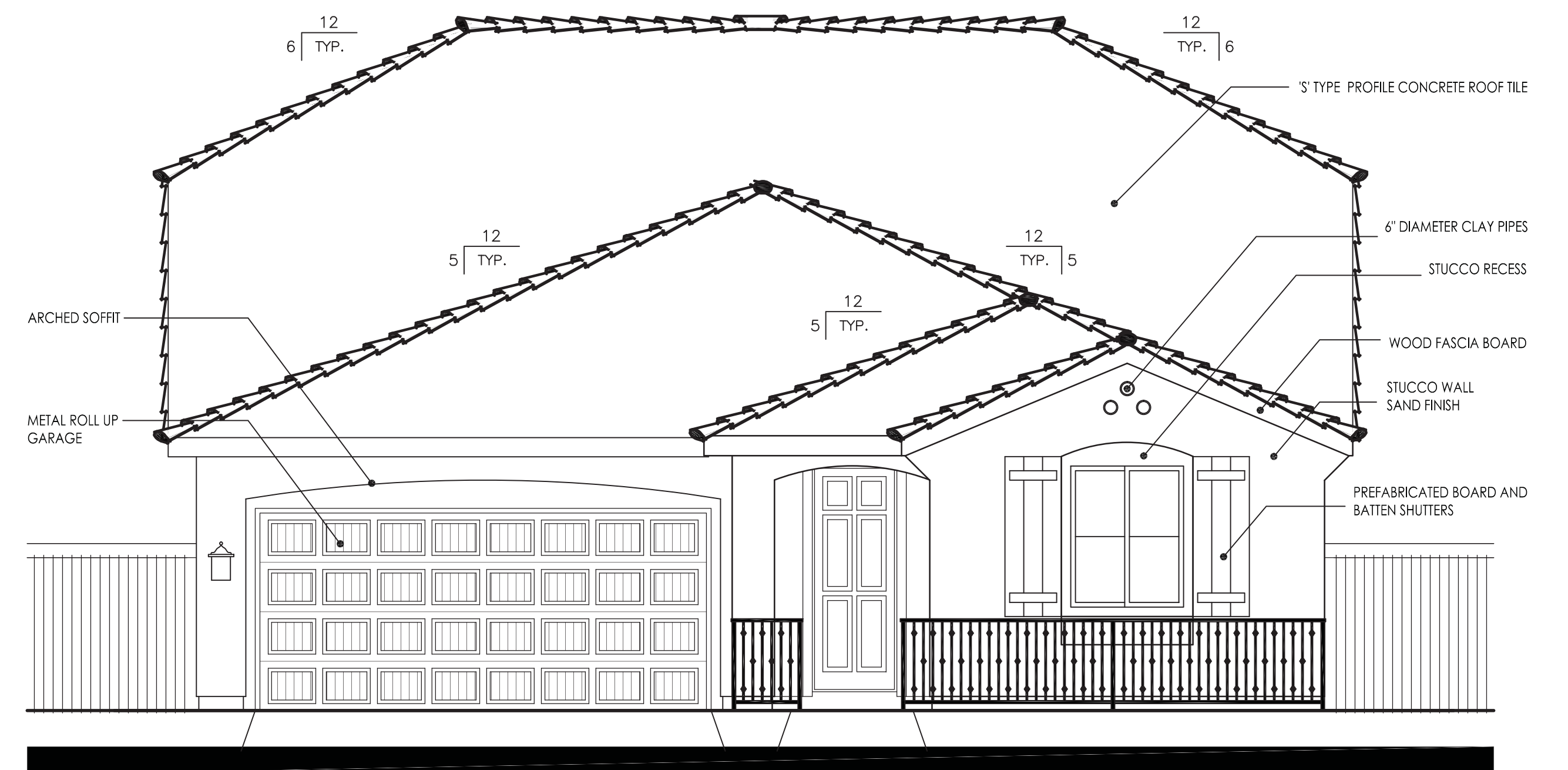
SHUTTERS SHOWN DASHED SHALL OCCUR
ON LOTS ADJACENT TO PUBLIC RIGHT OF
WAYS REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

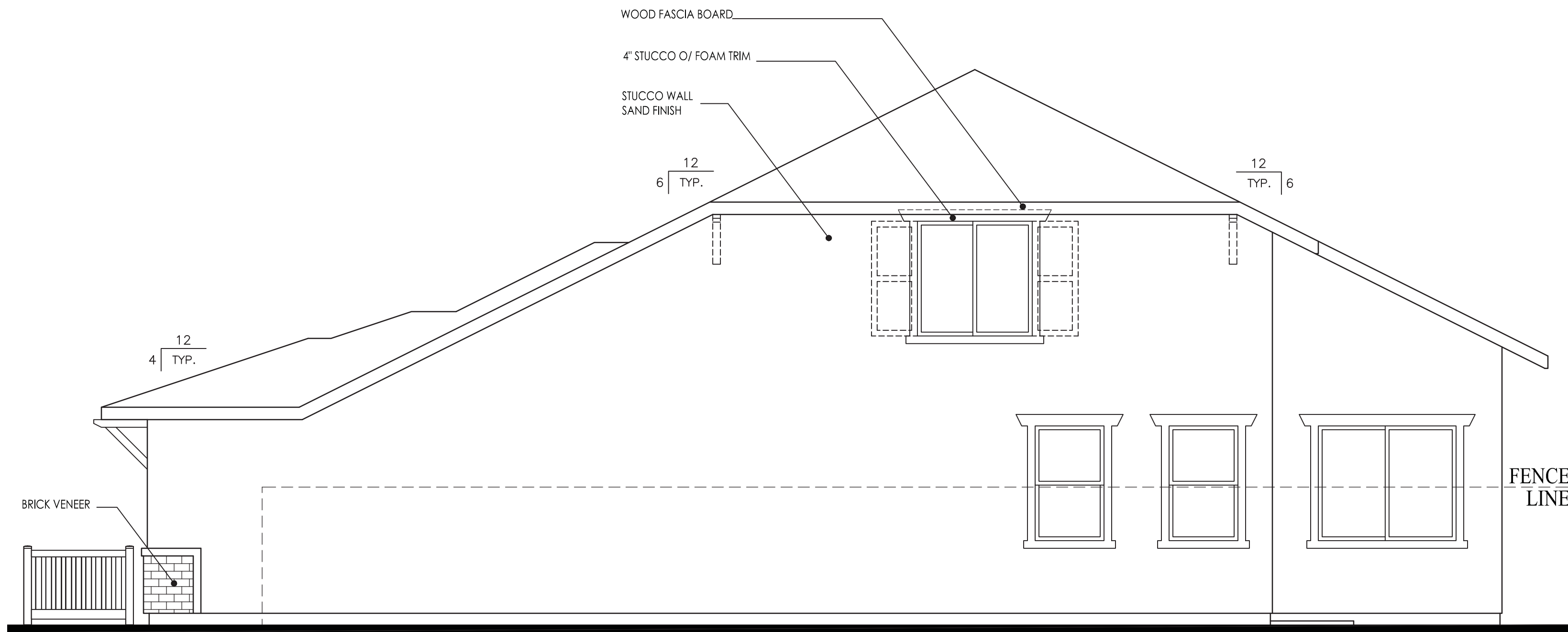


LEFT ELEVATION
SCALE: 1/4" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

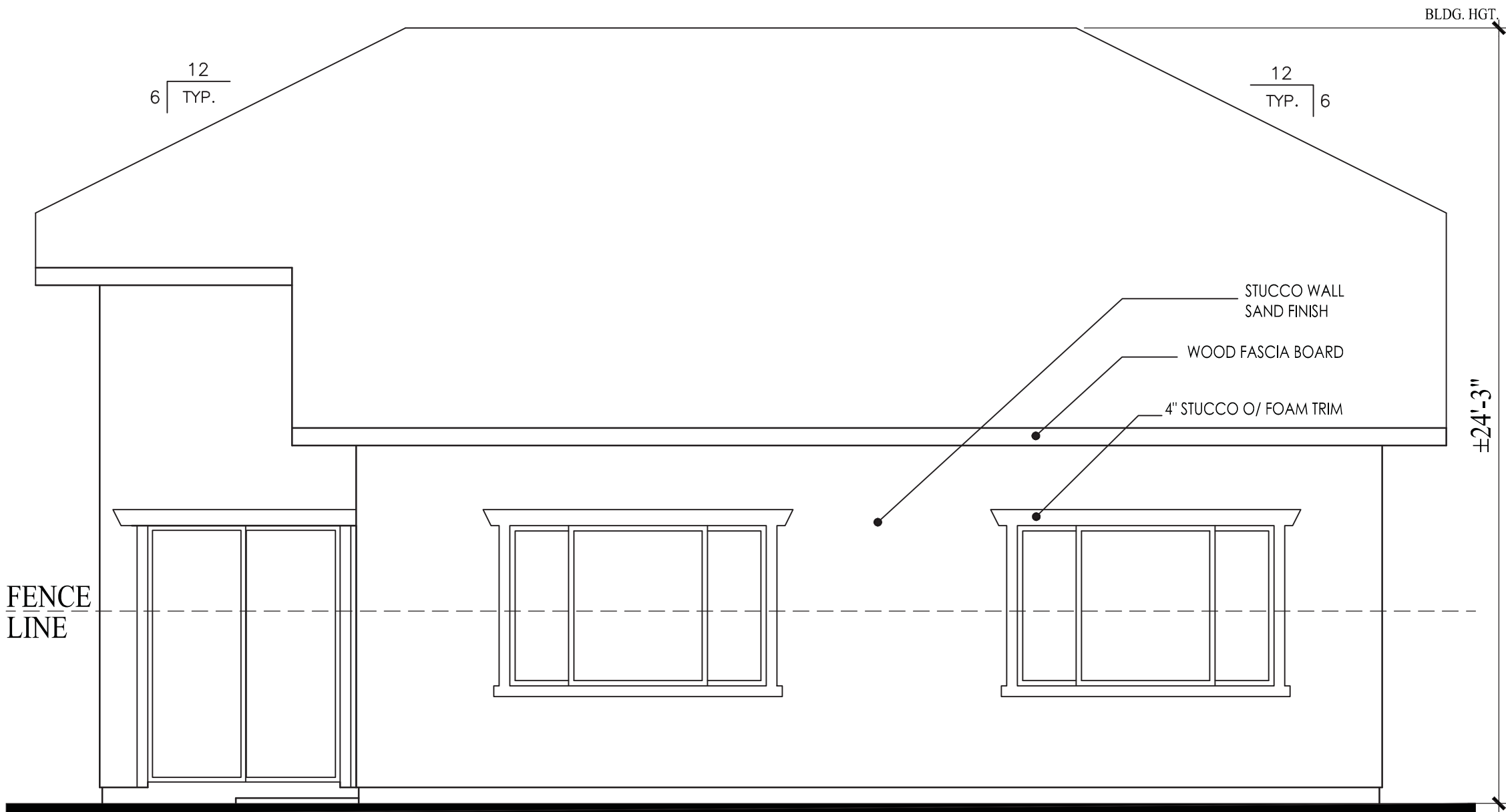
PLAN 2119 - SPANISH



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

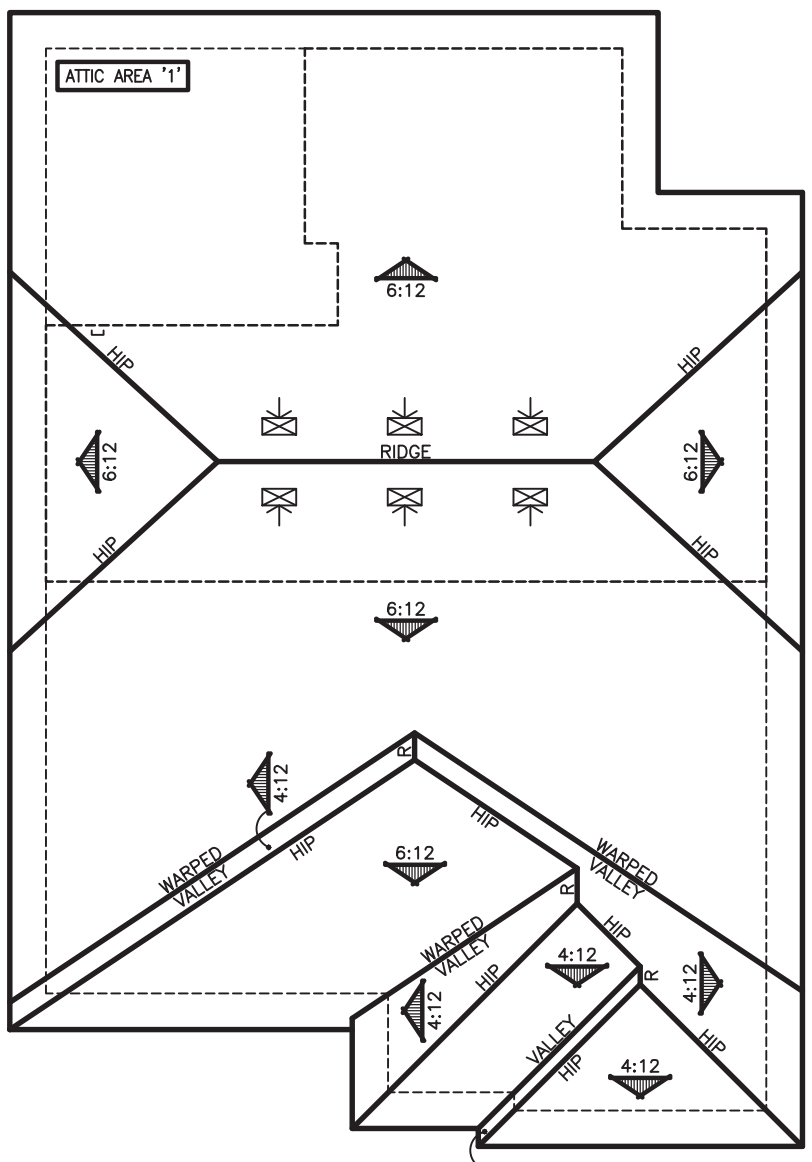
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



REAR ELEVATION

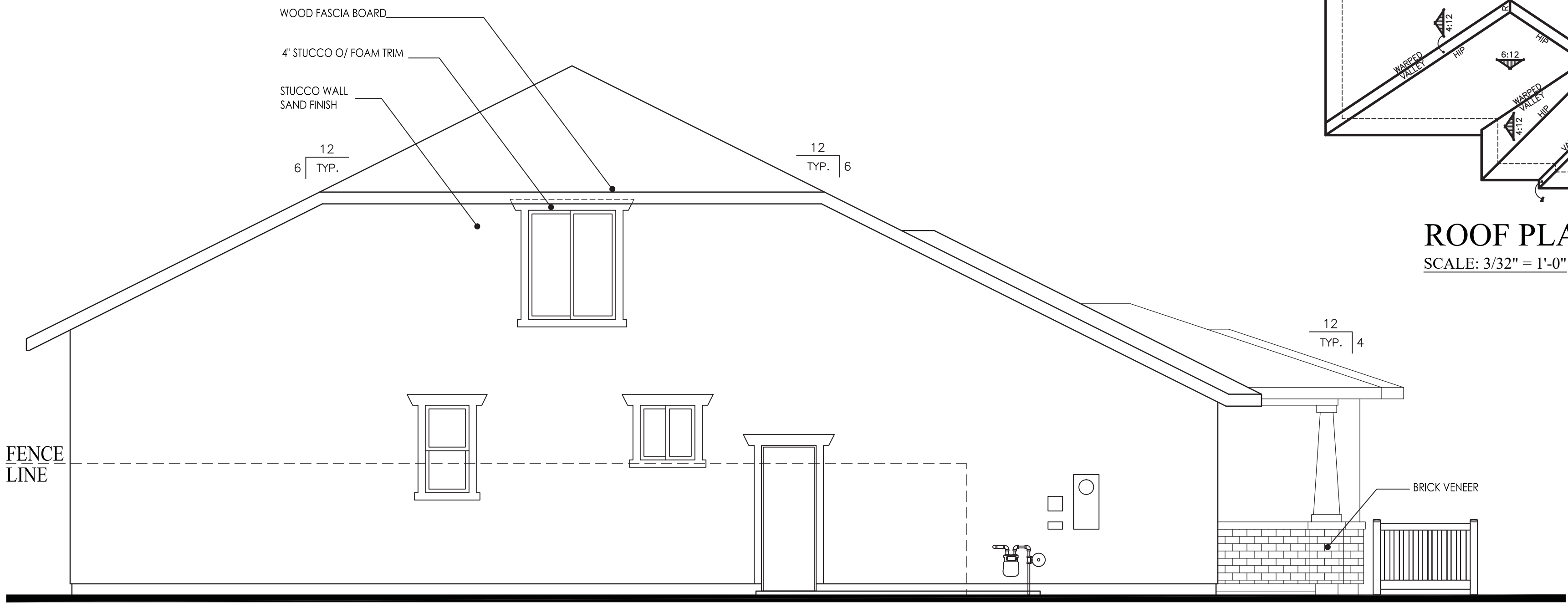
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



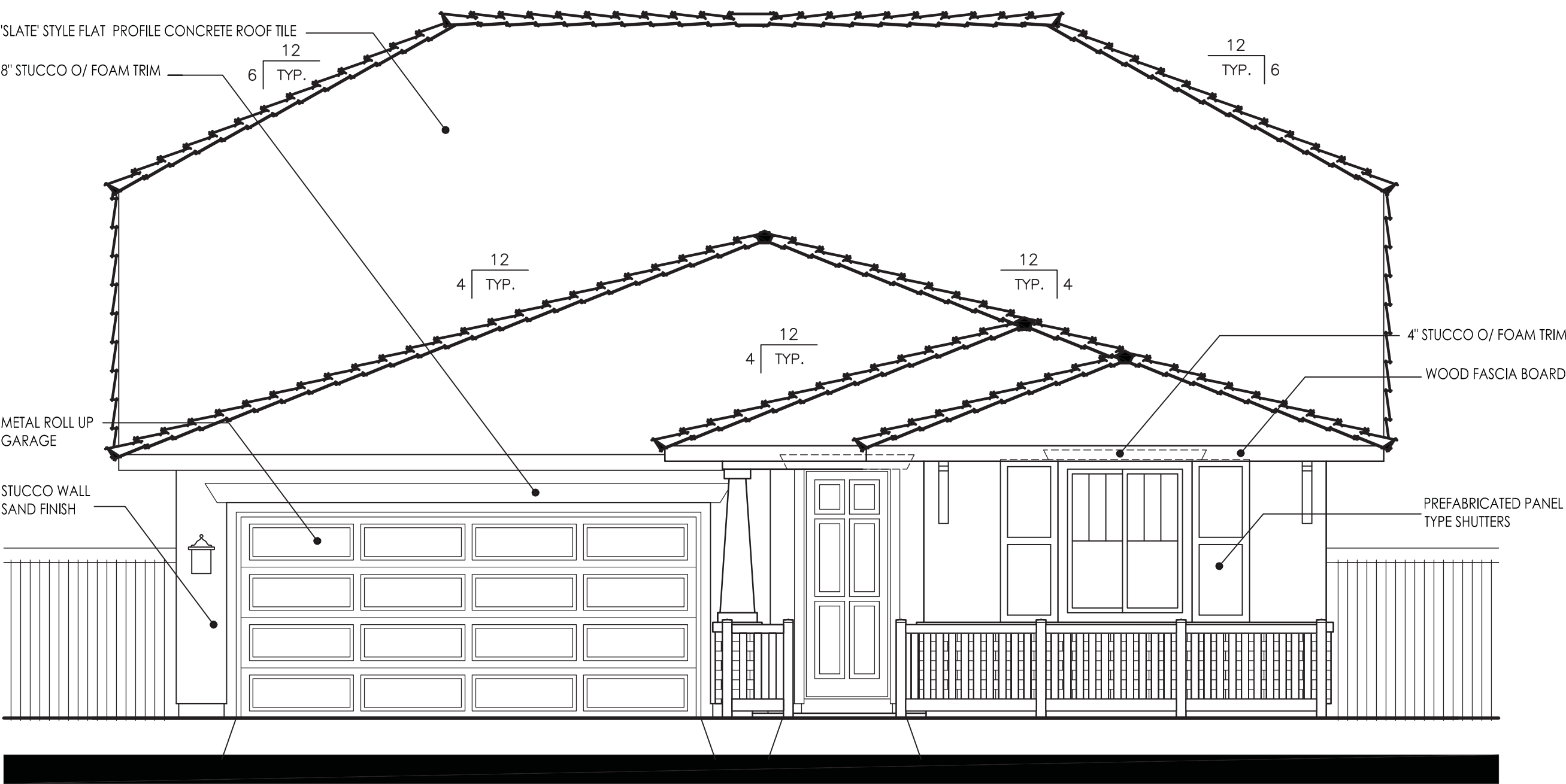
ROOF PLAN

SCALE: 3/32" = 1'-0"



LEFT ELEVATION

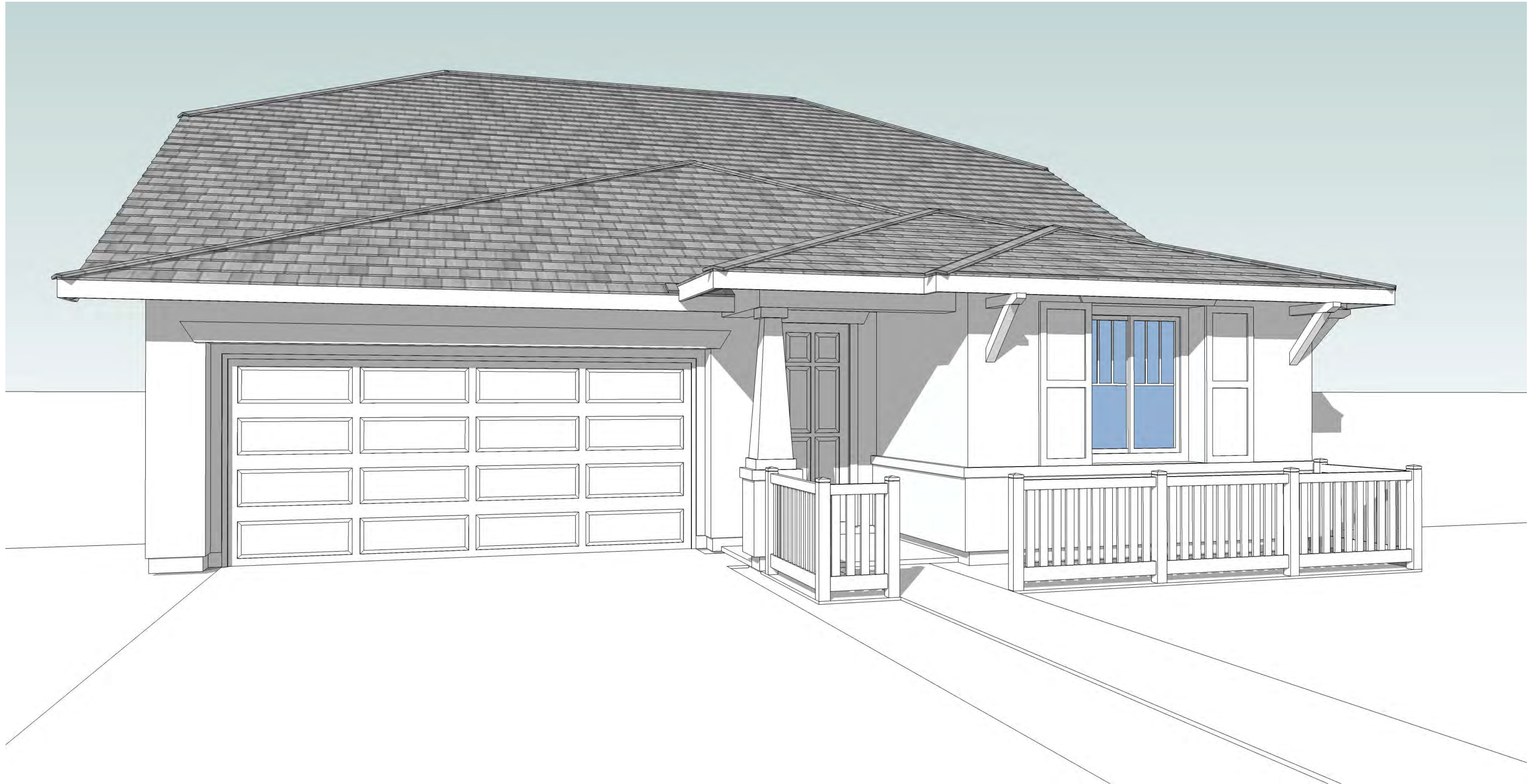
SCALE: 1/4" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN 2119 - PRAIRIE



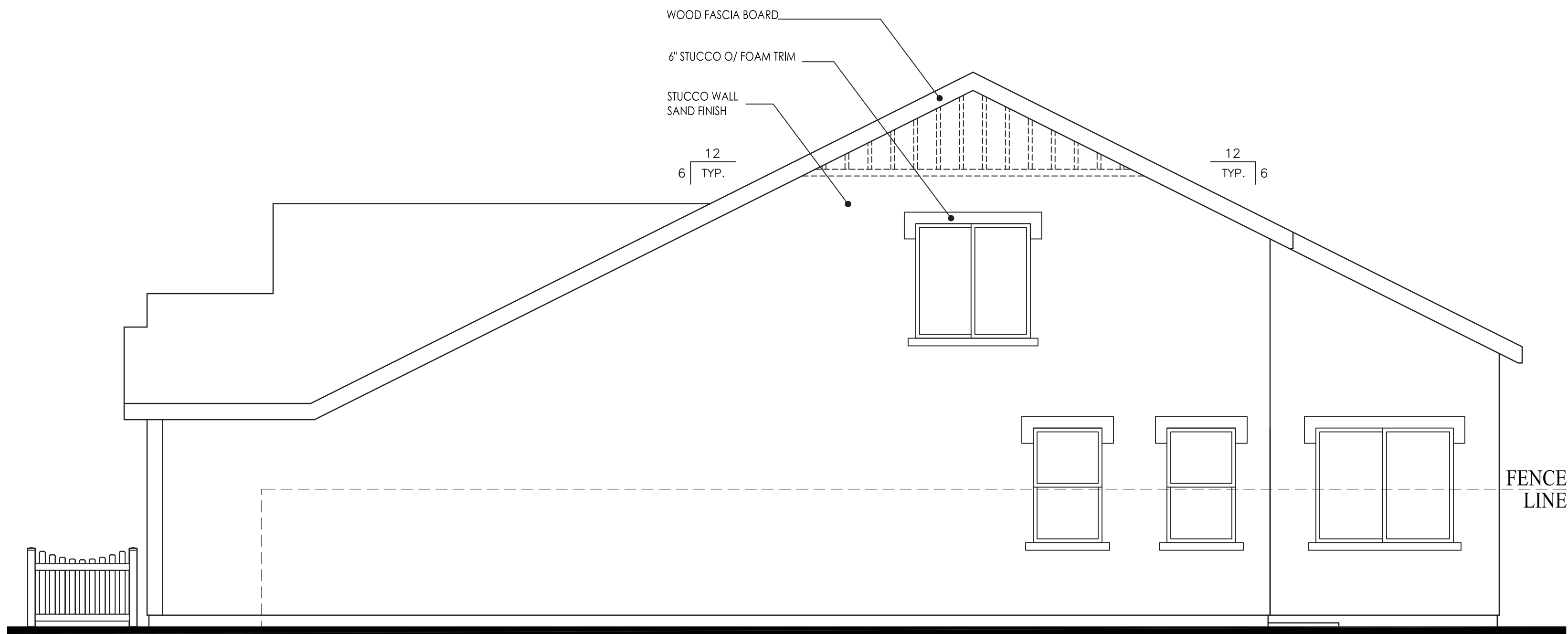
3D Perspective Plan 2119 Prairie

The Grove
WOODLAND, CA

LENNAR

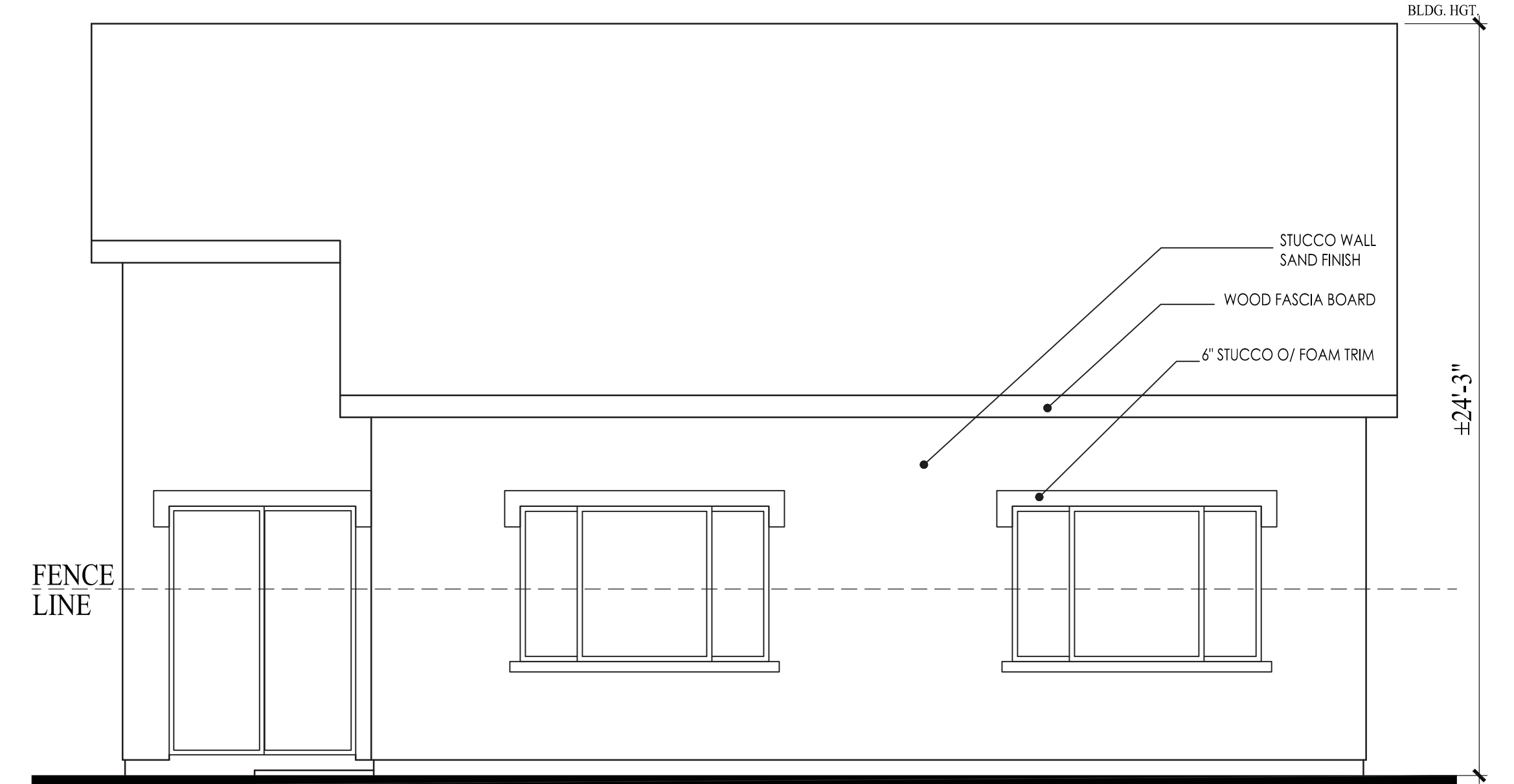
Kevin L. Crook
Architect
Inc

A-18
0 2 4 8 12
04/01/16 | # 15048



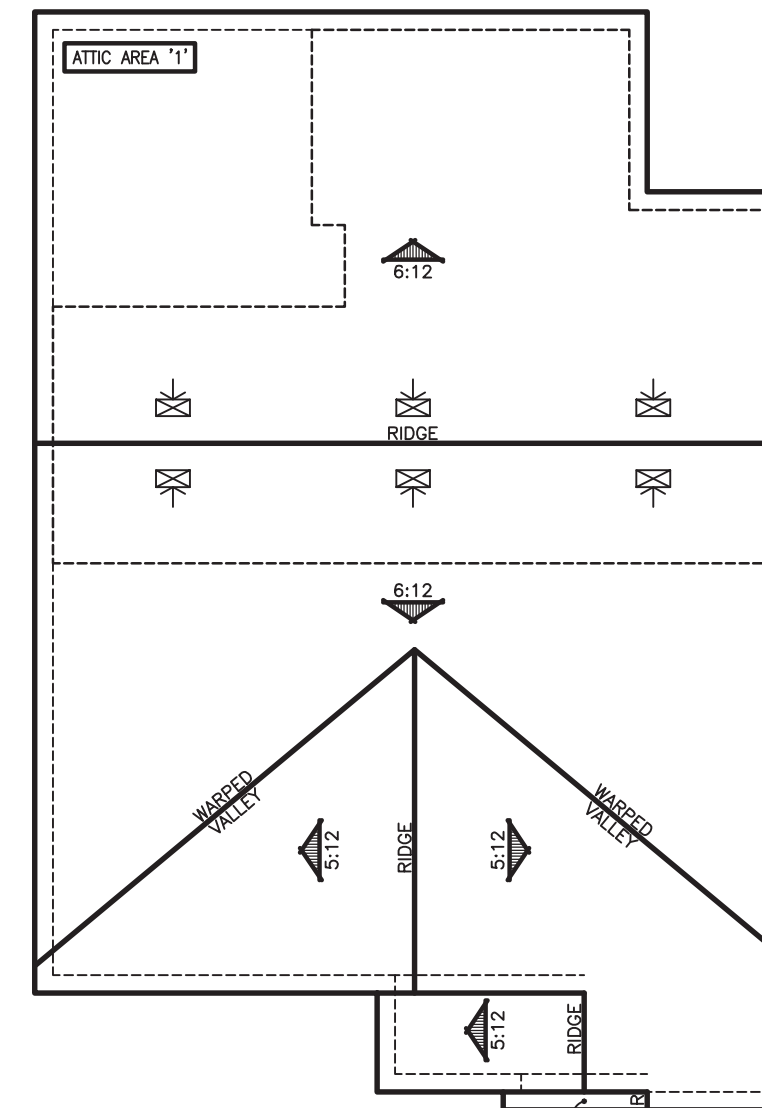
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS

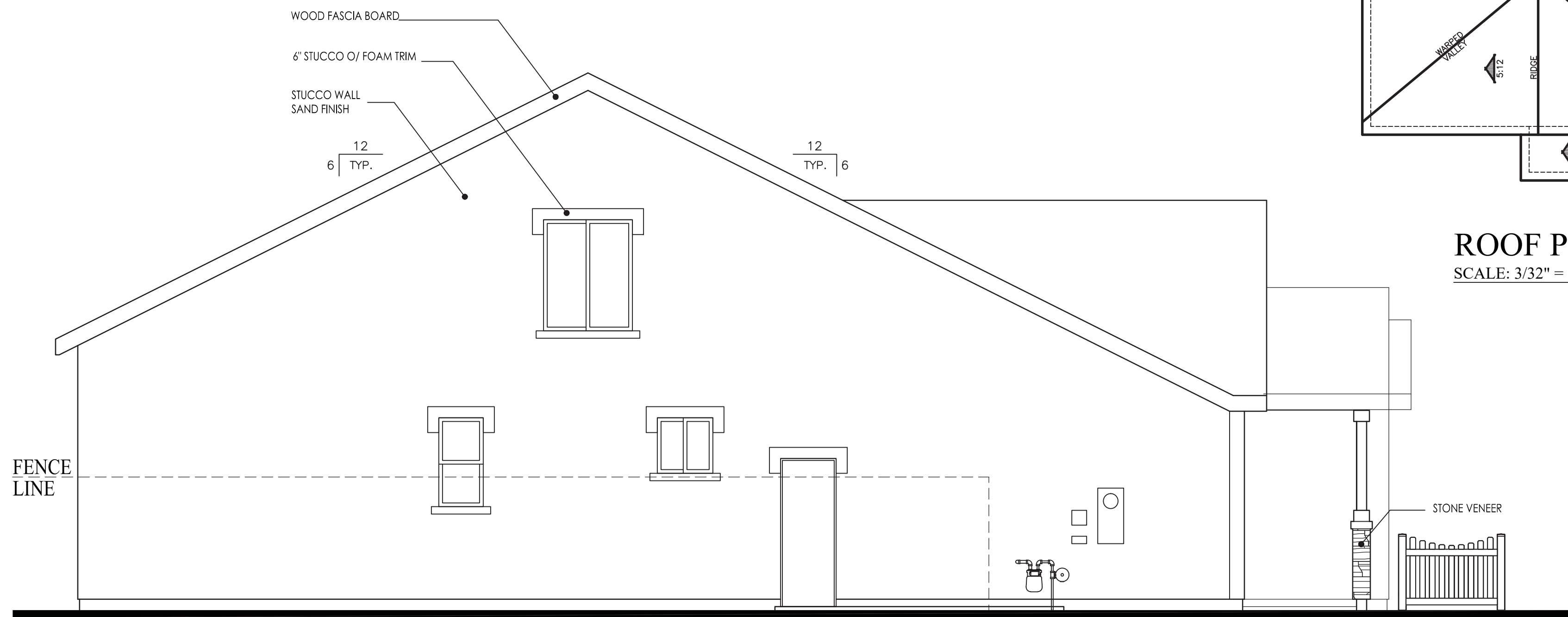


REAR ELEVATION
SCALE: 1/4" = 1'-0"

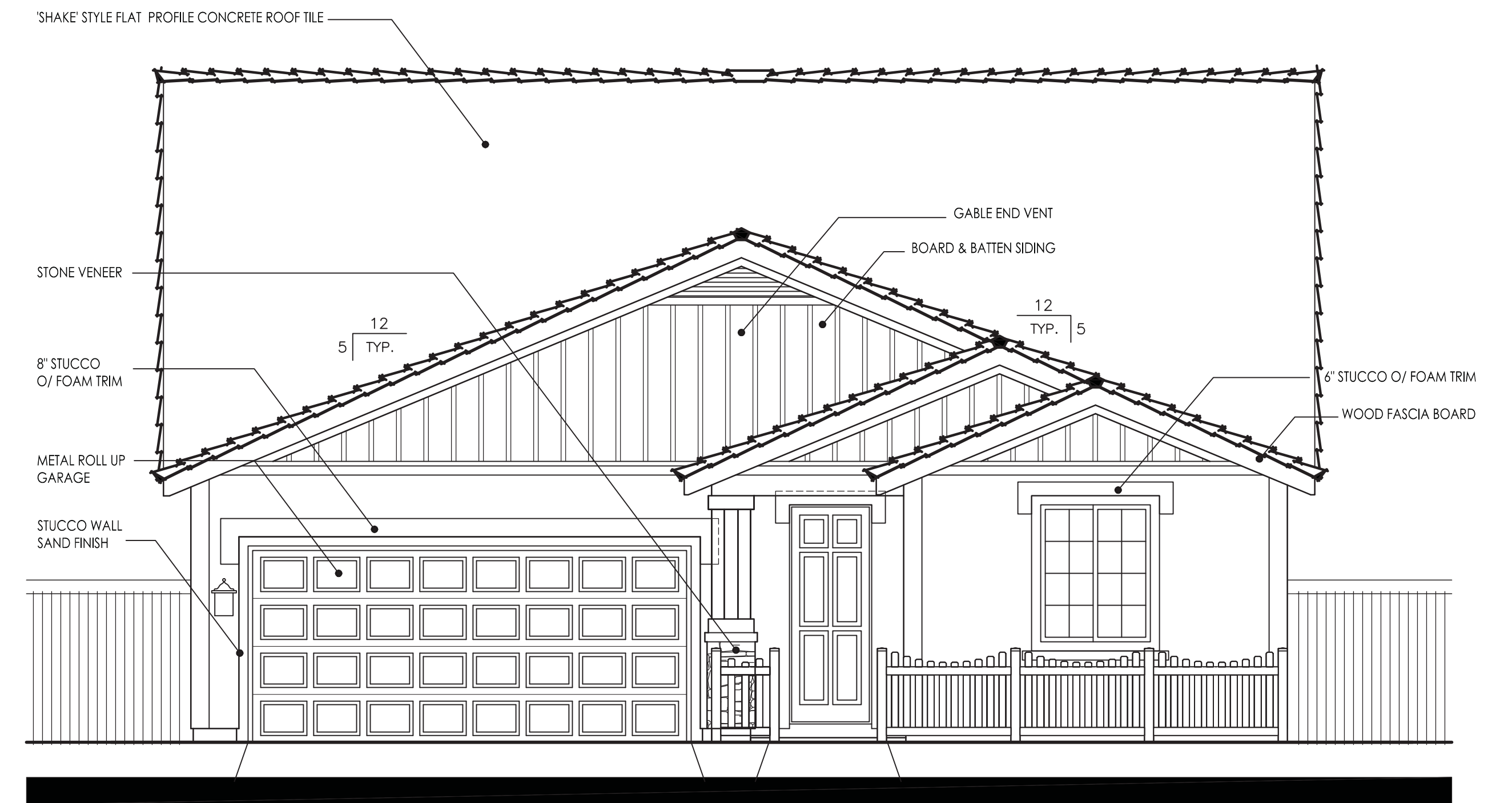
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

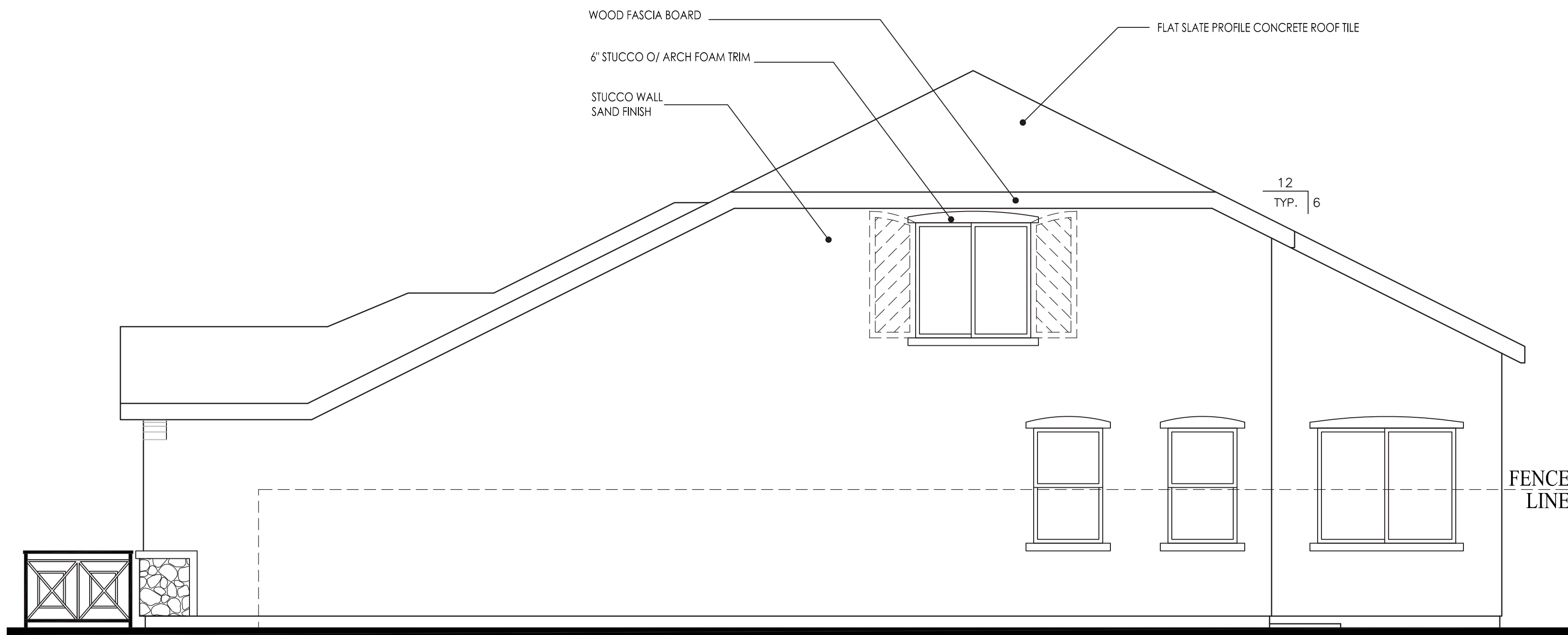


LEFT ELEVATION
SCALE: 1/4" = 1'-0"



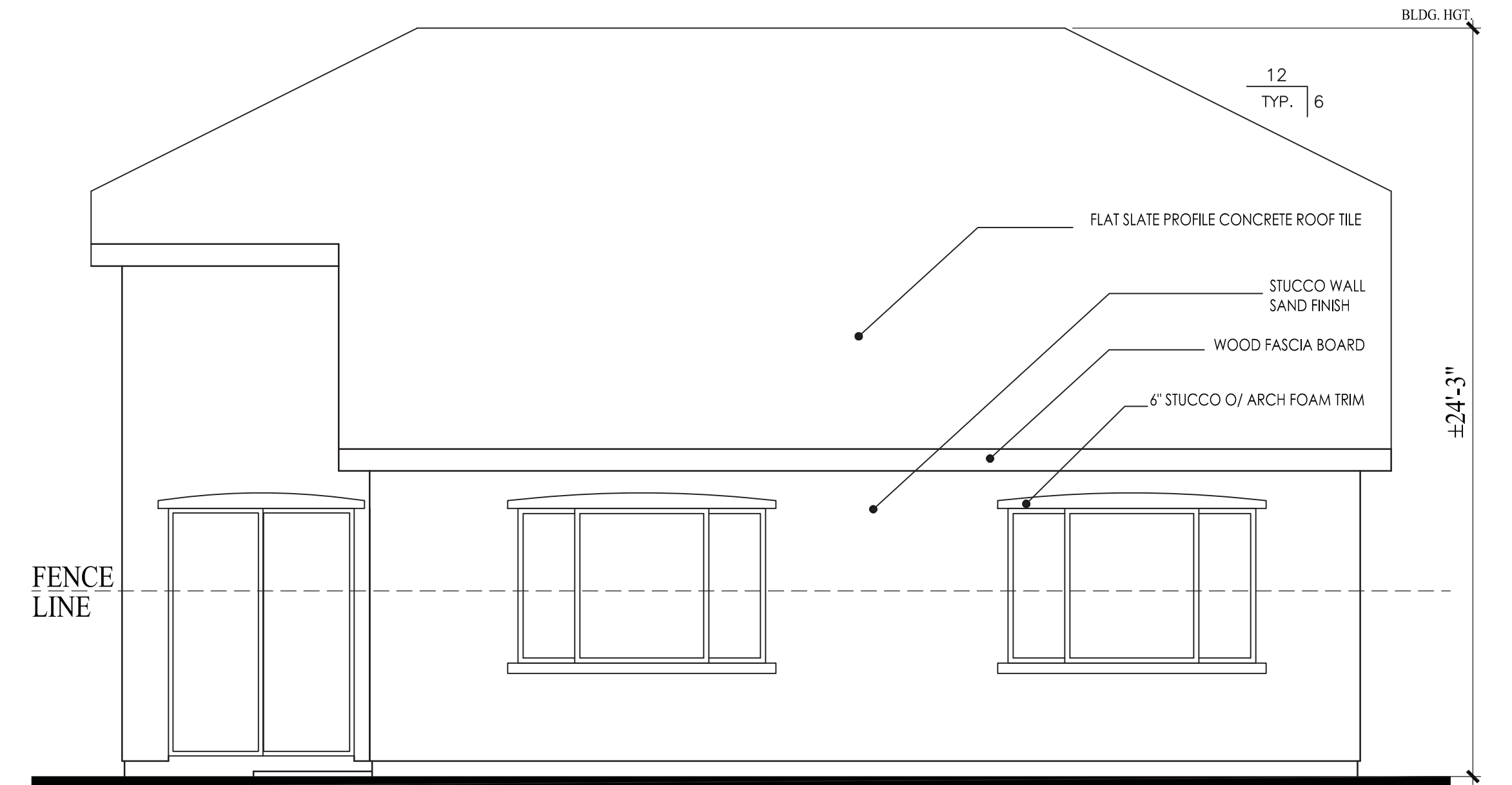
FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 2119 - TRADITIONAL

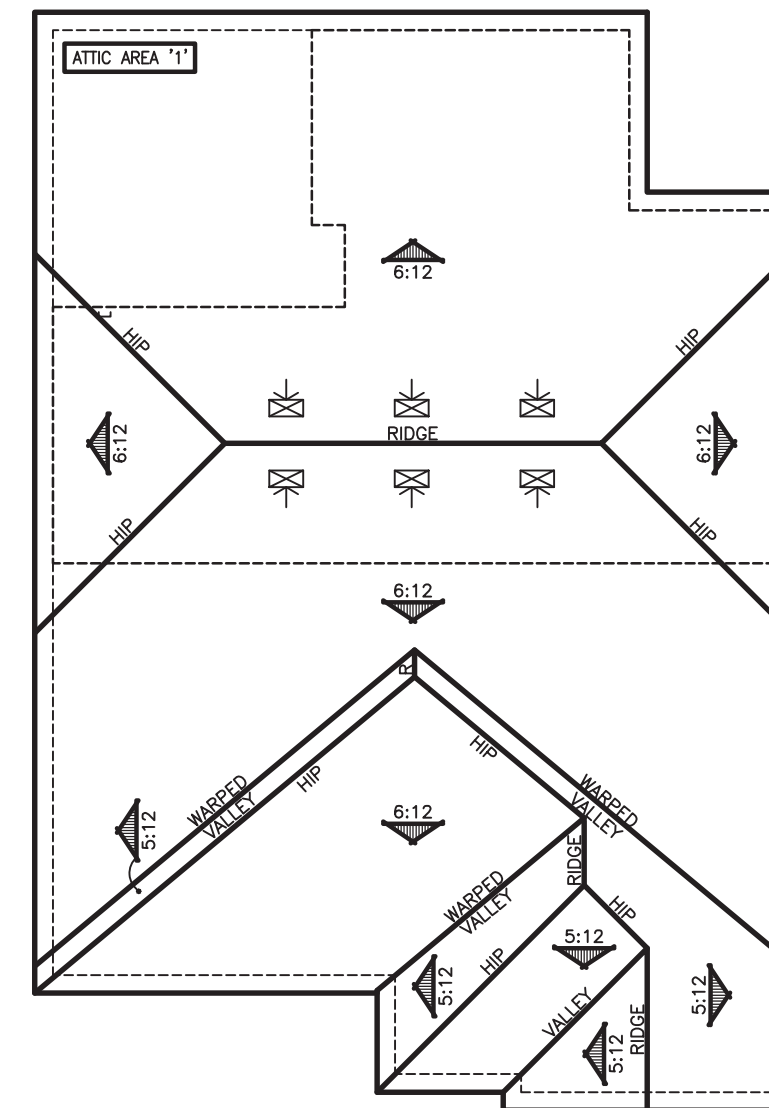


RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

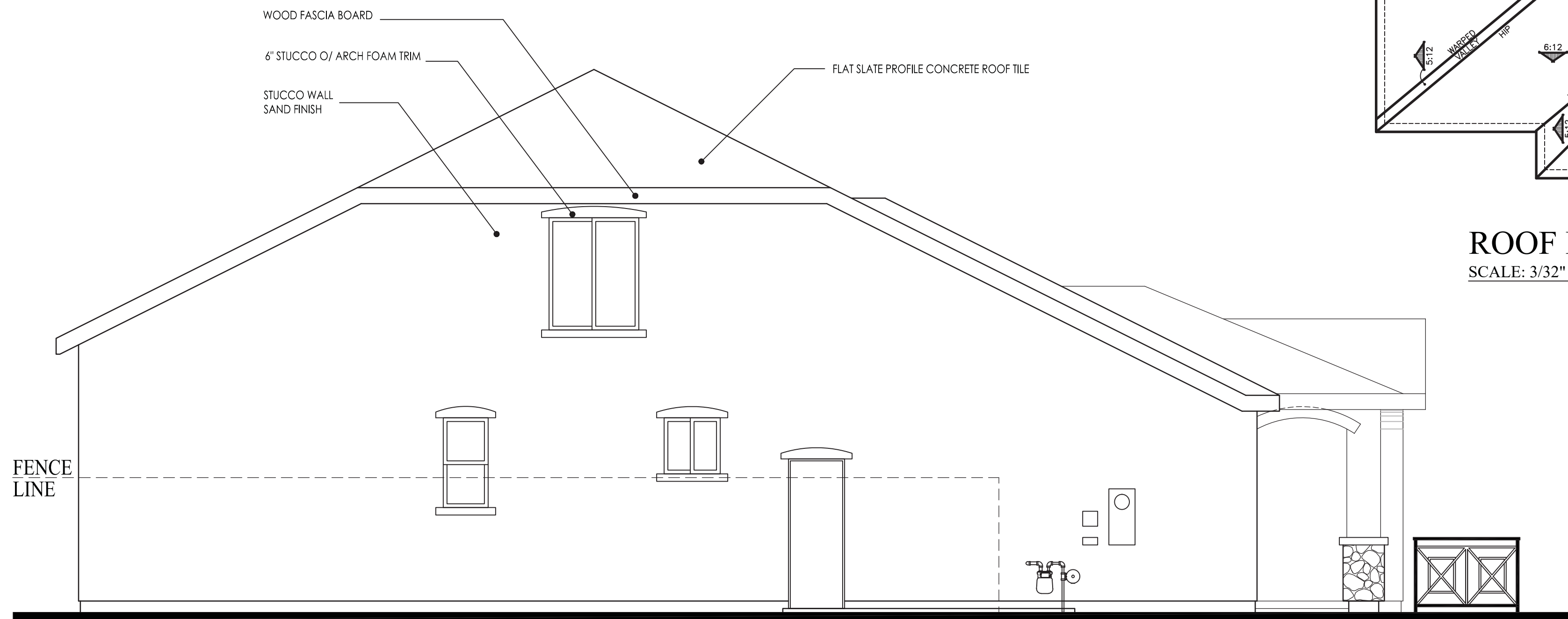
ITEMS SHOWN DASHED SHALL OCCUR ON LOTS ADJACENT TO PUBLIC RIGHT OF WAYS REQUIRING ENHANCEMENTS



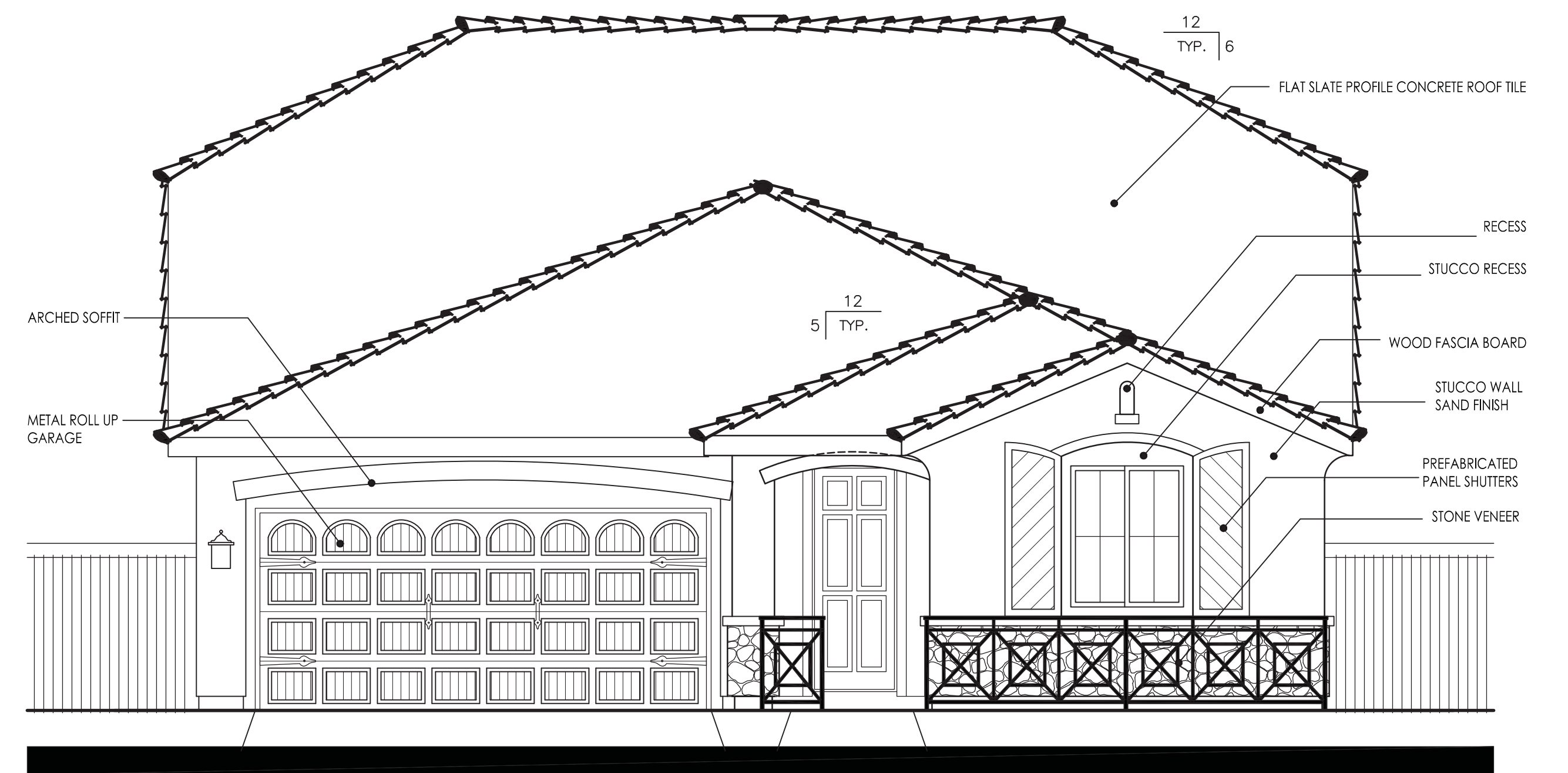
REAR ELEVATION
SCALE: 1/4" = 1'-0"



ROOF PLAN
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 1/4" = 1'-0"

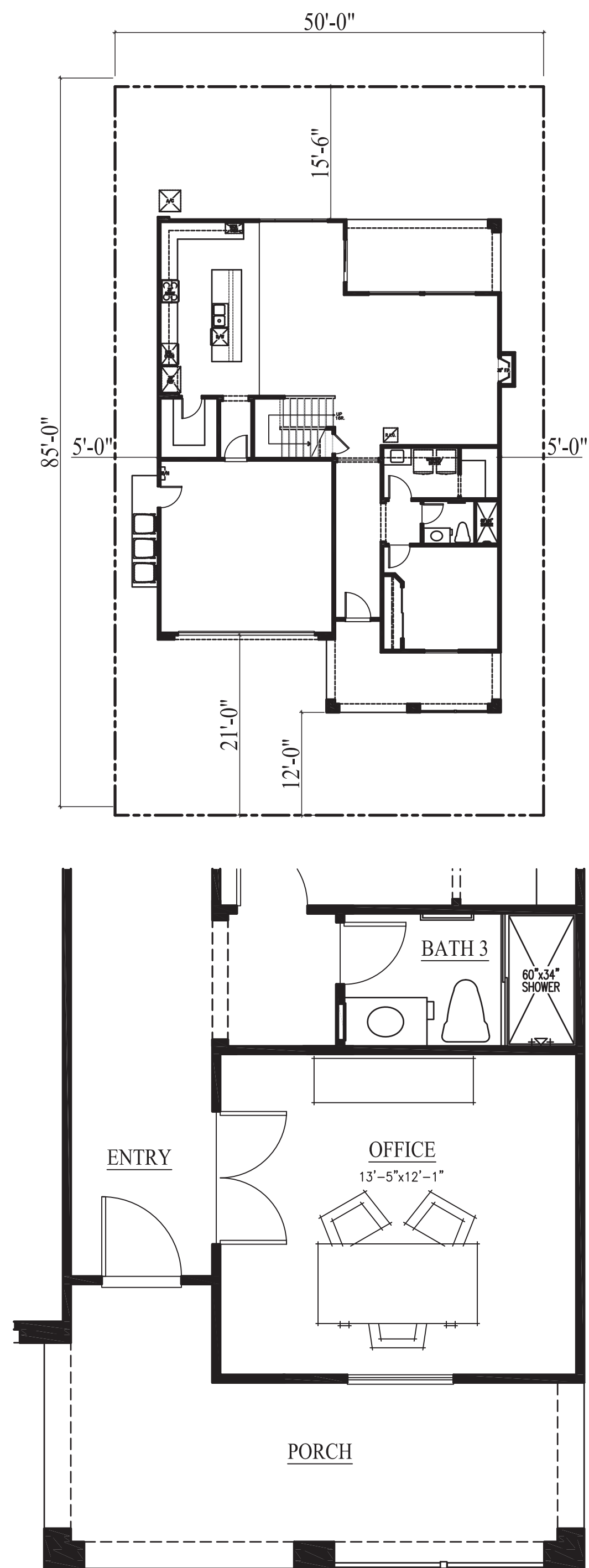


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 2119 - FRENCH



SECOND FLOOR PLAN

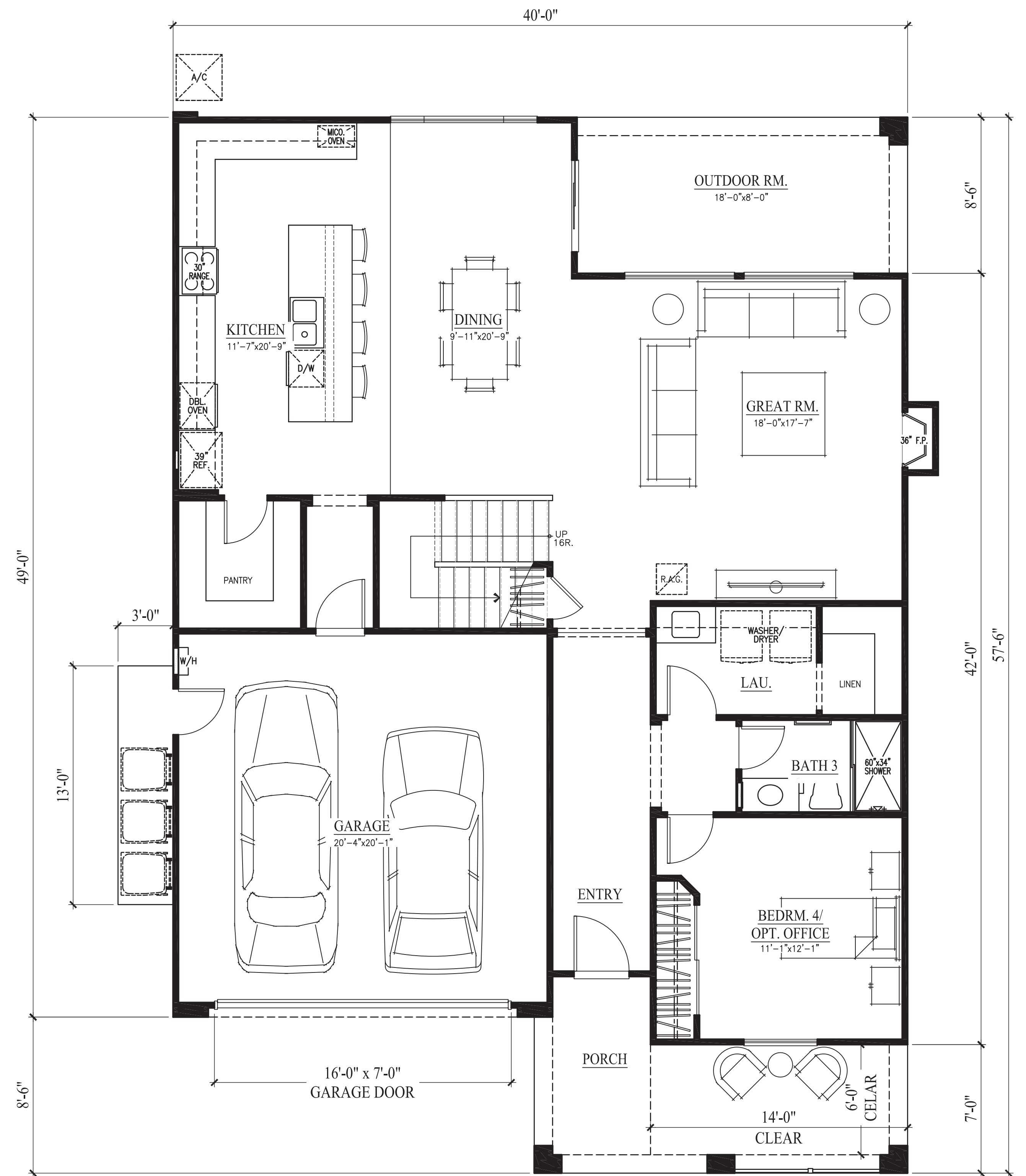


OPT. OFFICE AT BEDRM. 4

AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	1,390 SQ. FT.
SECOND FLOOR AREA	1,004 SQ. FT.
TOTAL DWELLING	2,394 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	416 SQ. FT.
PORCH	164 SQ. FT.
OUTDOOR RM.	153 SQ. FT.

PLAN 2394



FIRST FLOOR PLAN



"A" - SPANISH
COLOR SCHEME #1



"B" - PRAIRIE
COLOR SCHEME #4

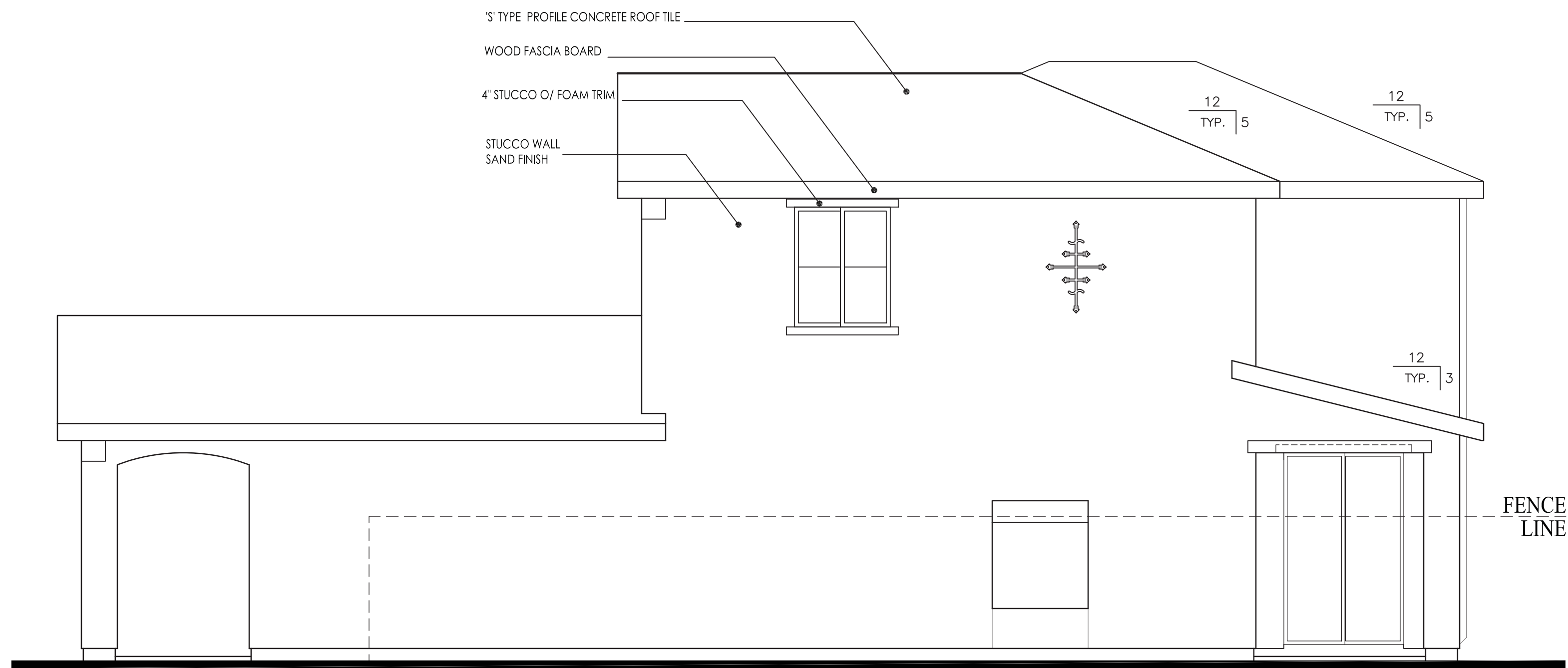


"C" - TRADITIONAL
COLOR SCHEME #7



"D" - FRENCH
COLOR SCHEME #10

PLAN 2394 - FRONT ELEVATIONS



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

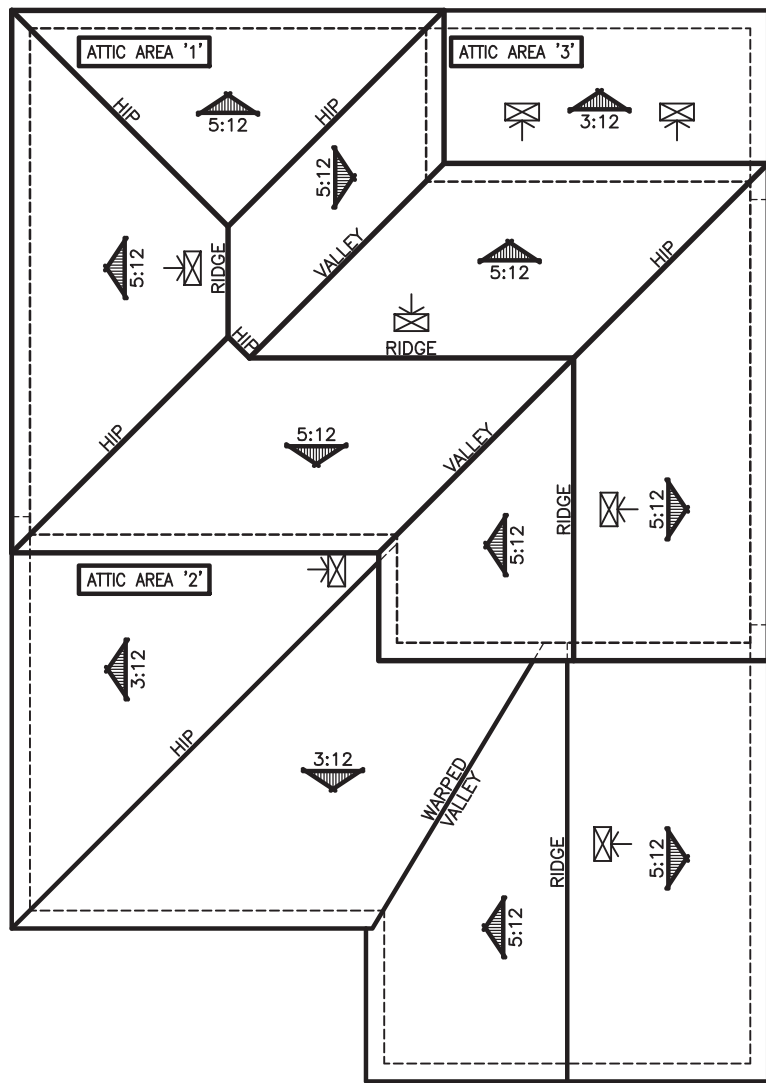
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



REAR ELEVATION

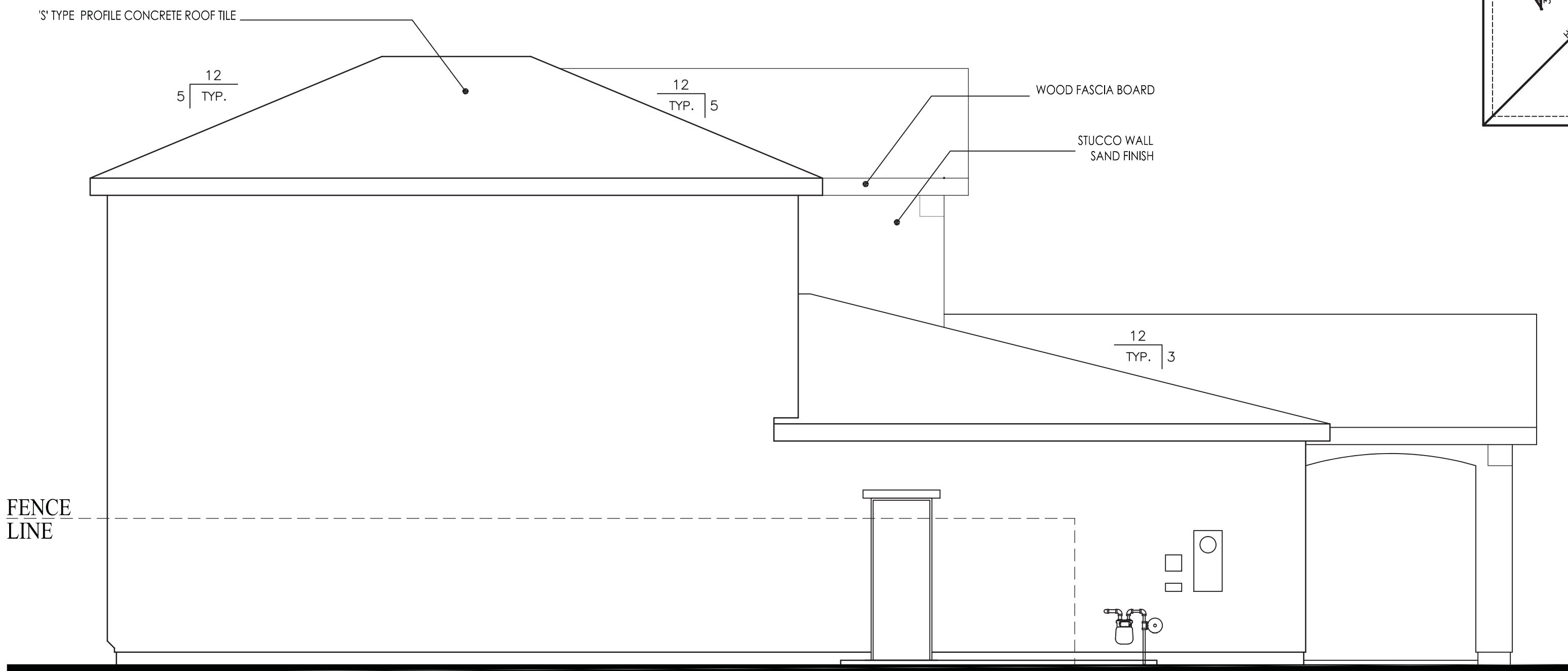
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



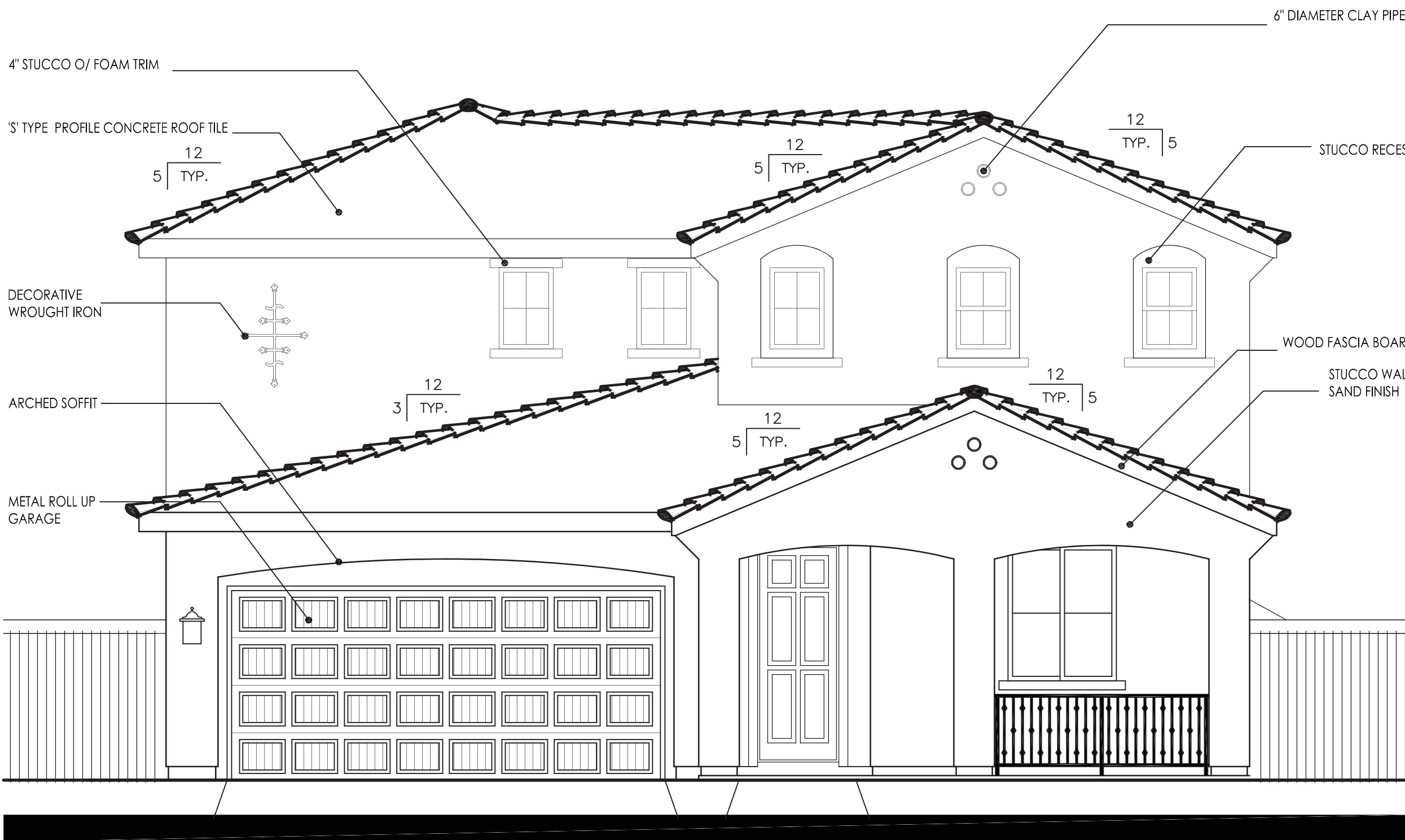
ROOF PLAN

SCALE: 3/32" = 1'-0"



LEFT ELEVATION

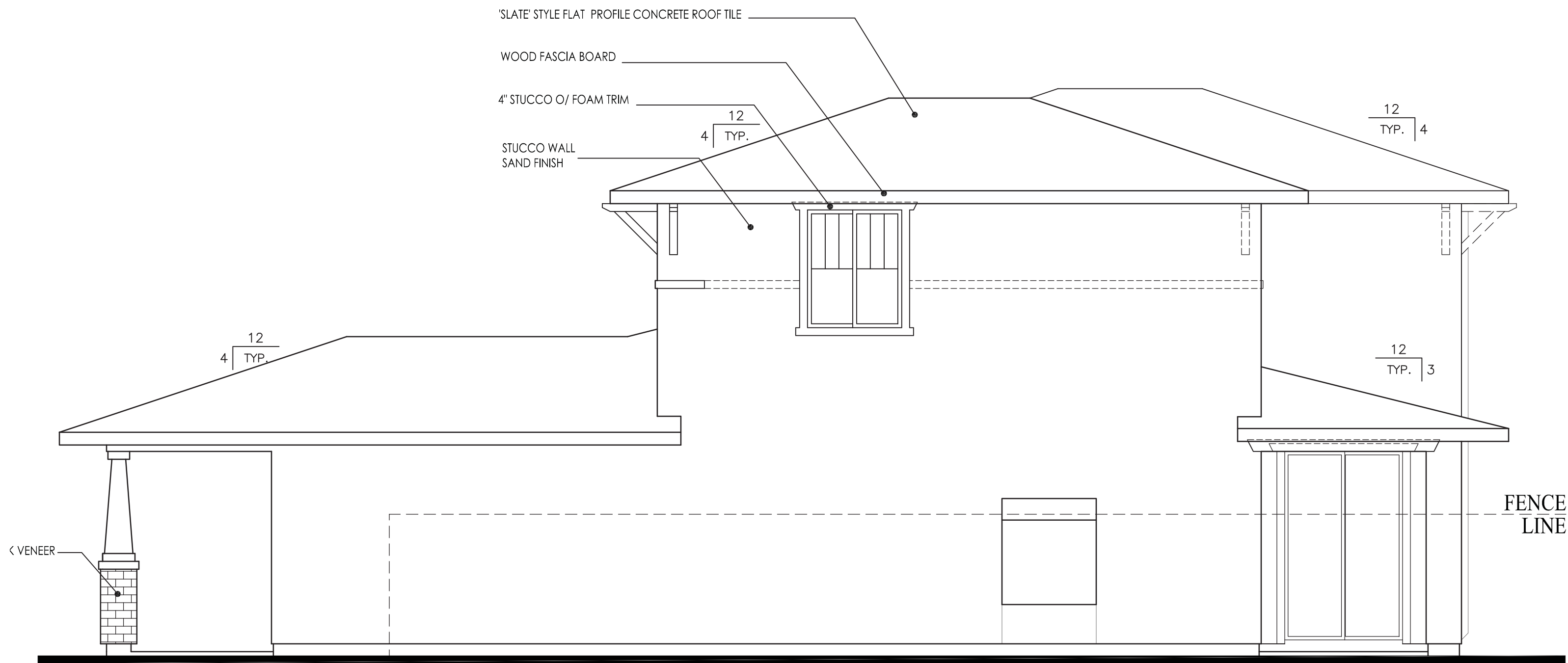
SCALE: 1/4" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN 2394 - SPANISH



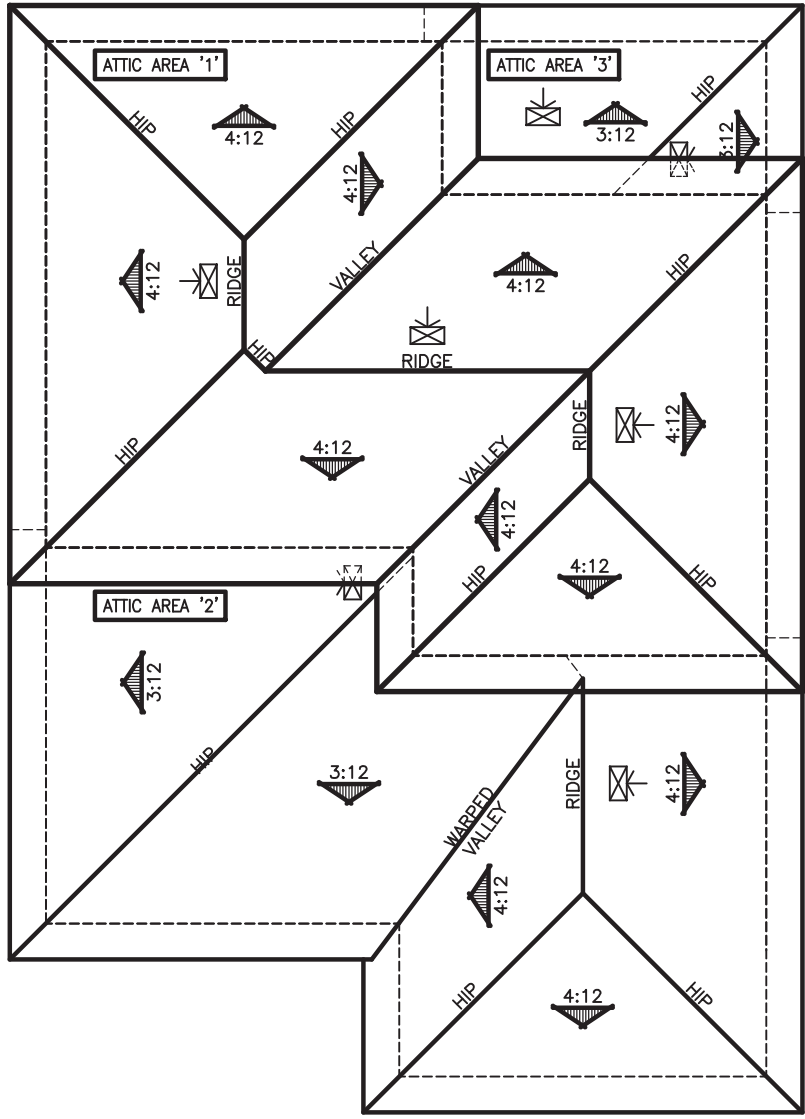
RIGHT ELEVATION
 SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
 LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
 REQUIRING ENHANCEMENTS

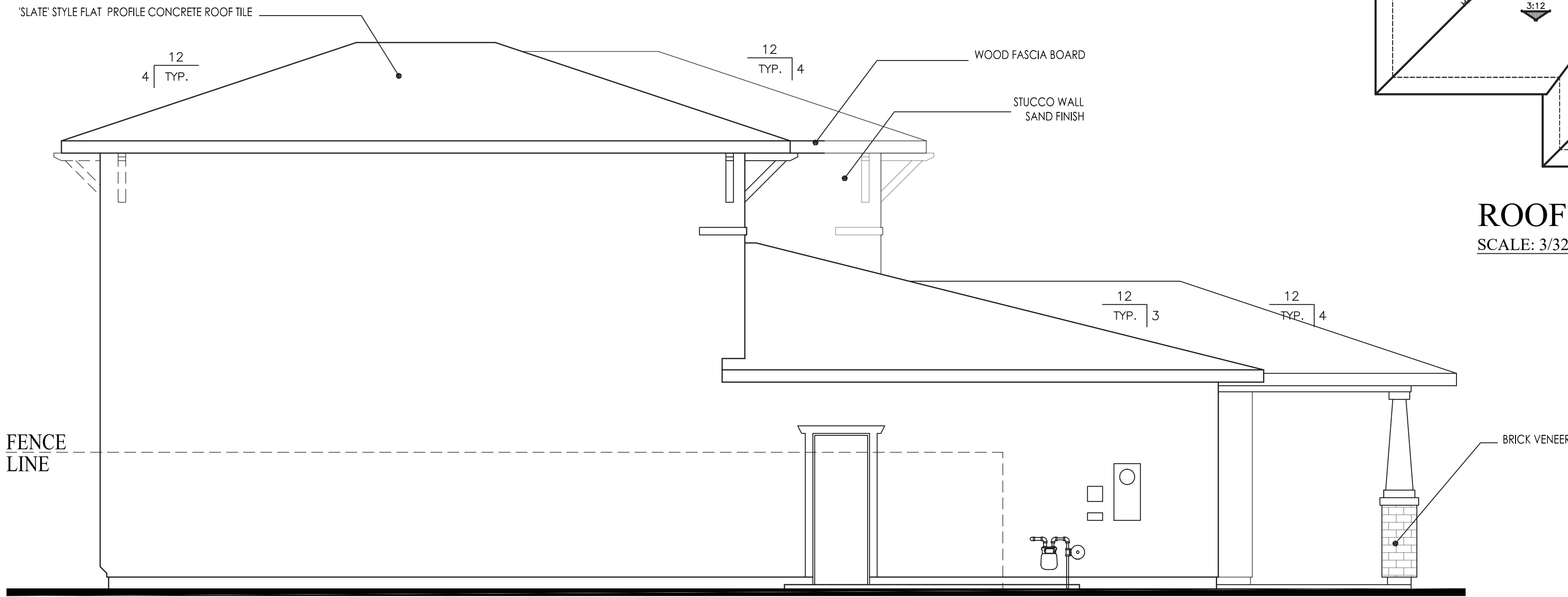


REAR ELEVATION
 SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
 LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
 REQUIRING ENHANCEMENTS



ROOF PLAN
 SCALE: 3/32" = 1'-0"

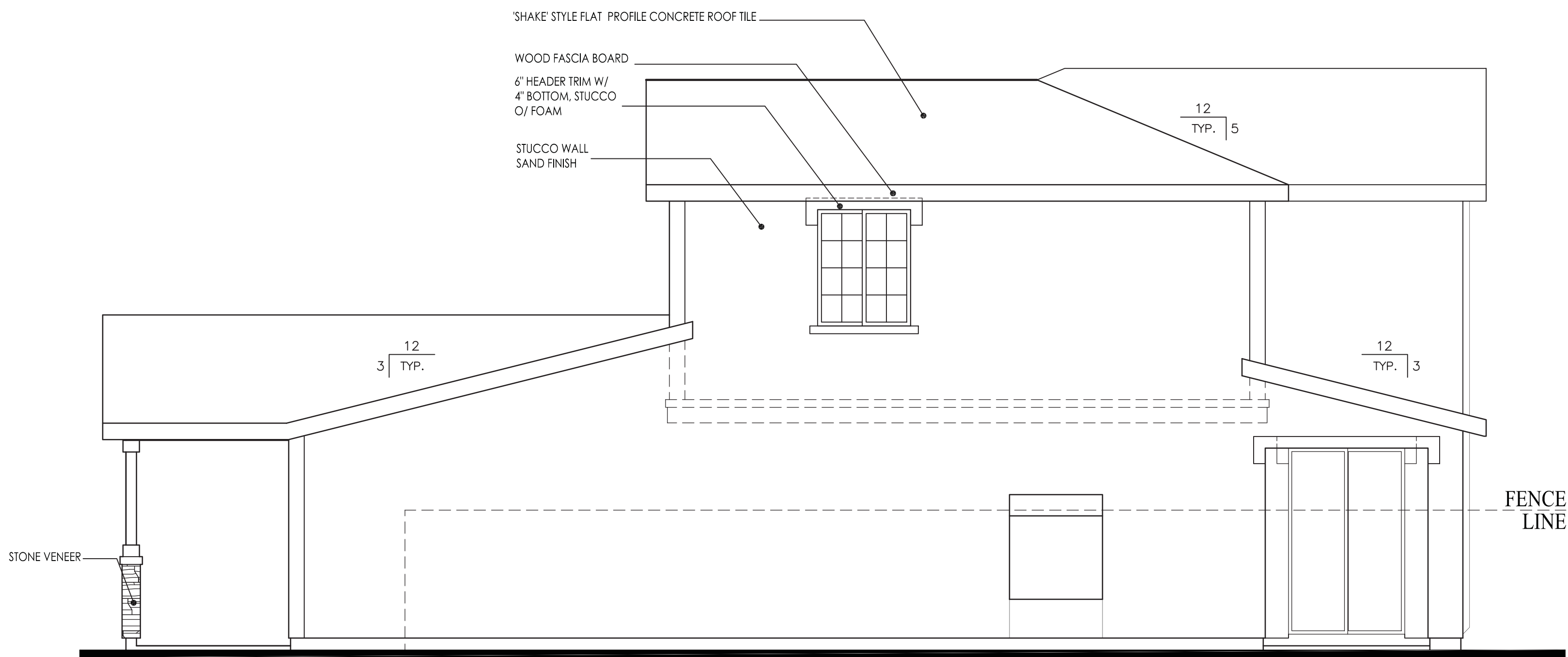


LEFT ELEVATION
 SCALE: 1/4" = 1'-0"



FRONT ELEVATION
 SCALE: 1/4" = 1'-0"

PLAN 2394 - PRAIRIE



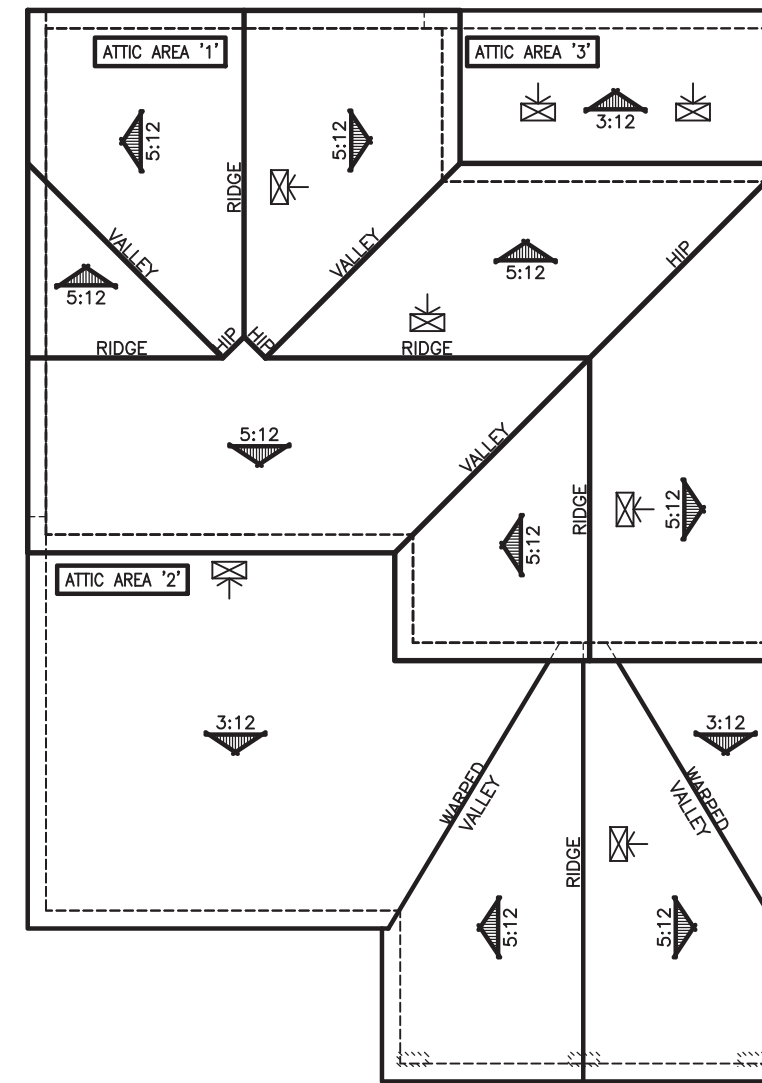
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON LOTS ADJACENT TO PUBLIC RIGHT OF WAYS REQUIRING ENHANCEMENTS

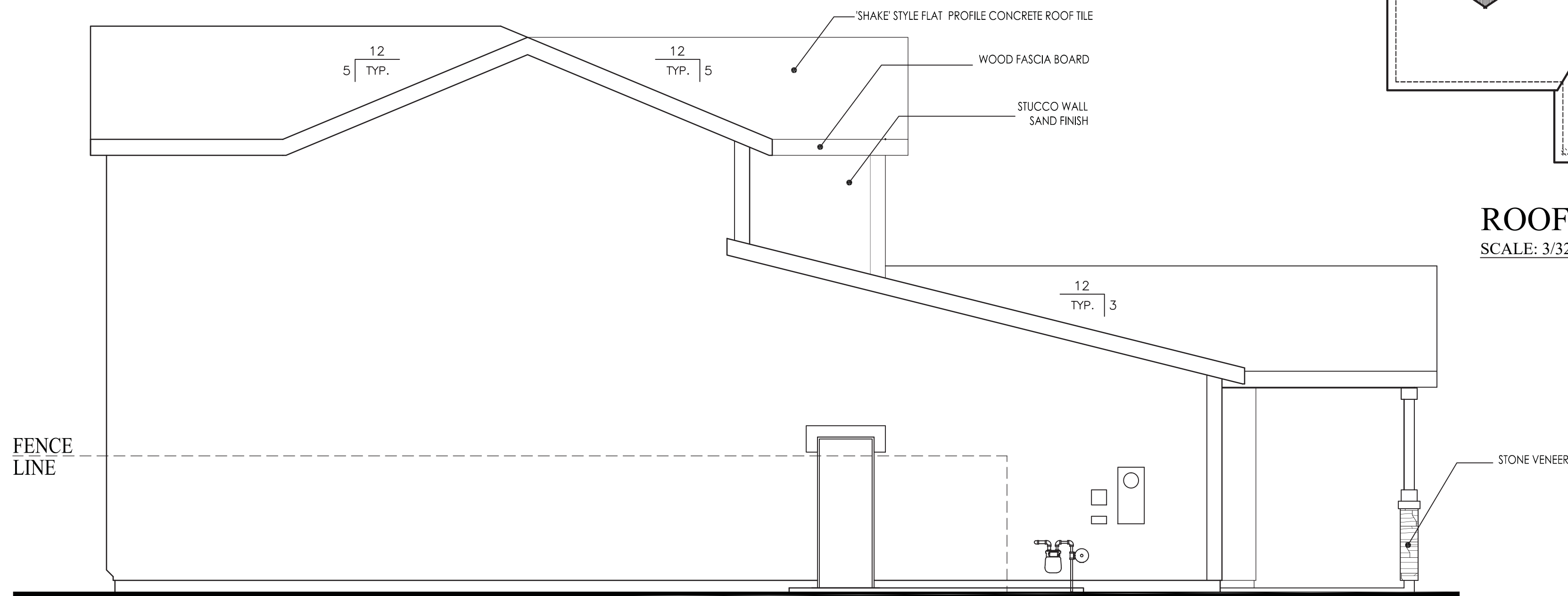


REAR ELEVATION
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON LOTS ADJACENT TO PUBLIC RIGHT OF WAYS REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

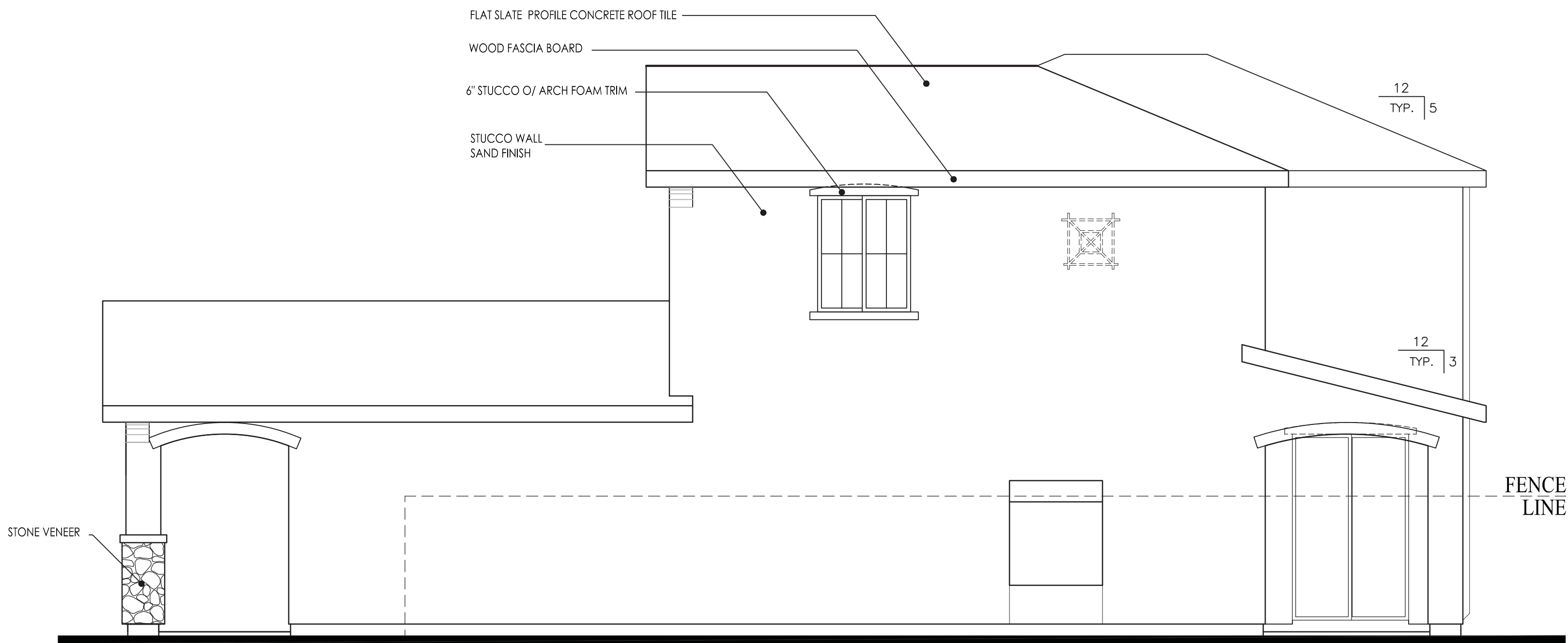


LEFT ELEVATION
SCALE: 1/4" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 2394 - TRADITIONAL



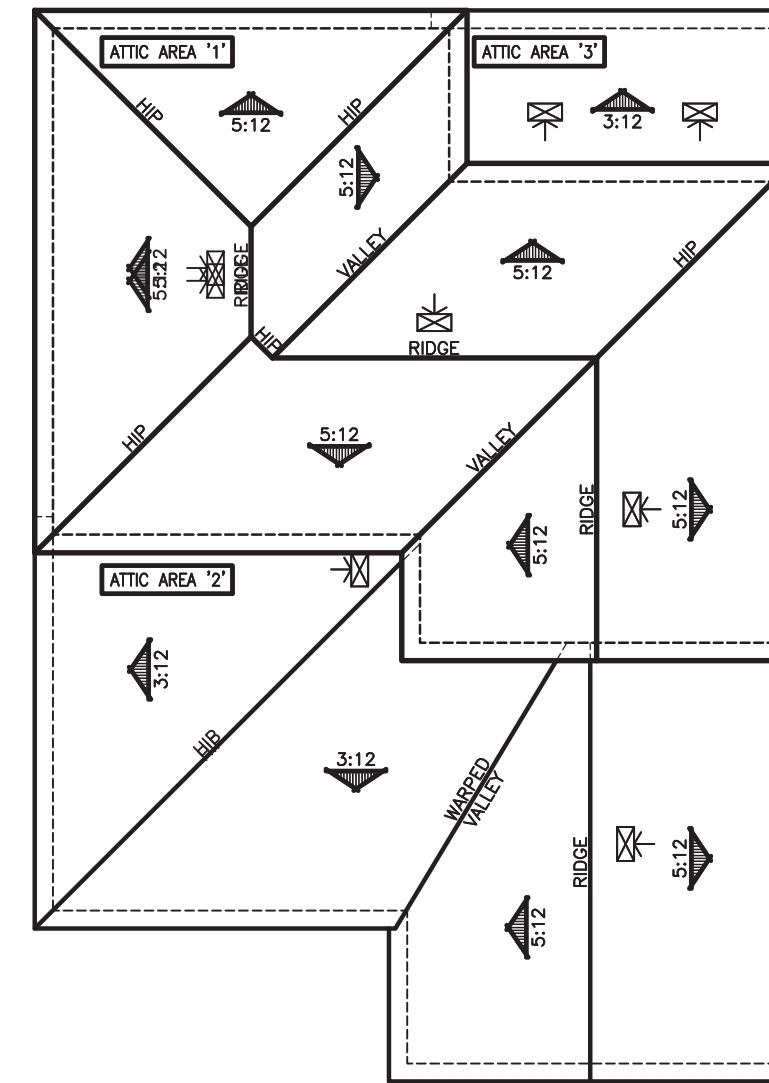
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS

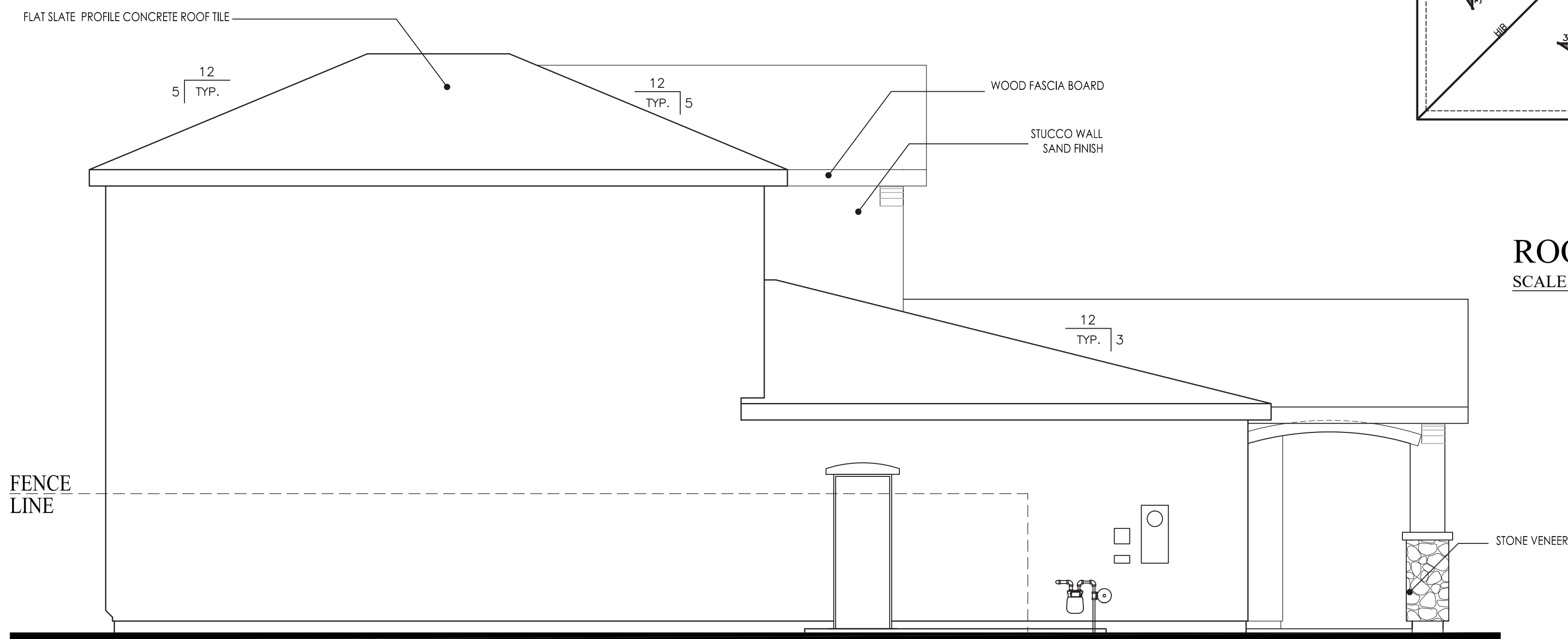


REAR ELEVATION
SCALE: 1/4" = 1'-0"

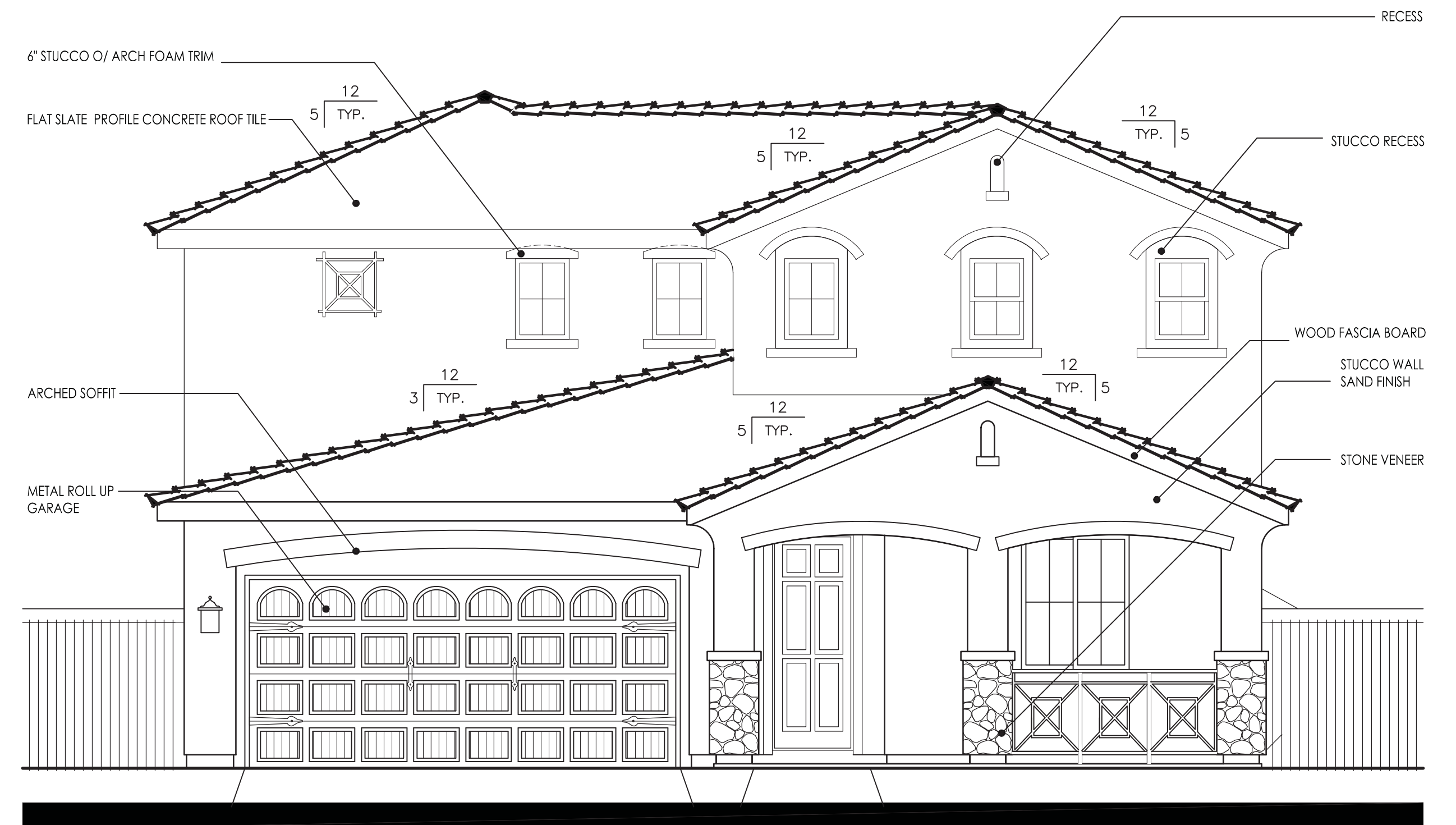
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

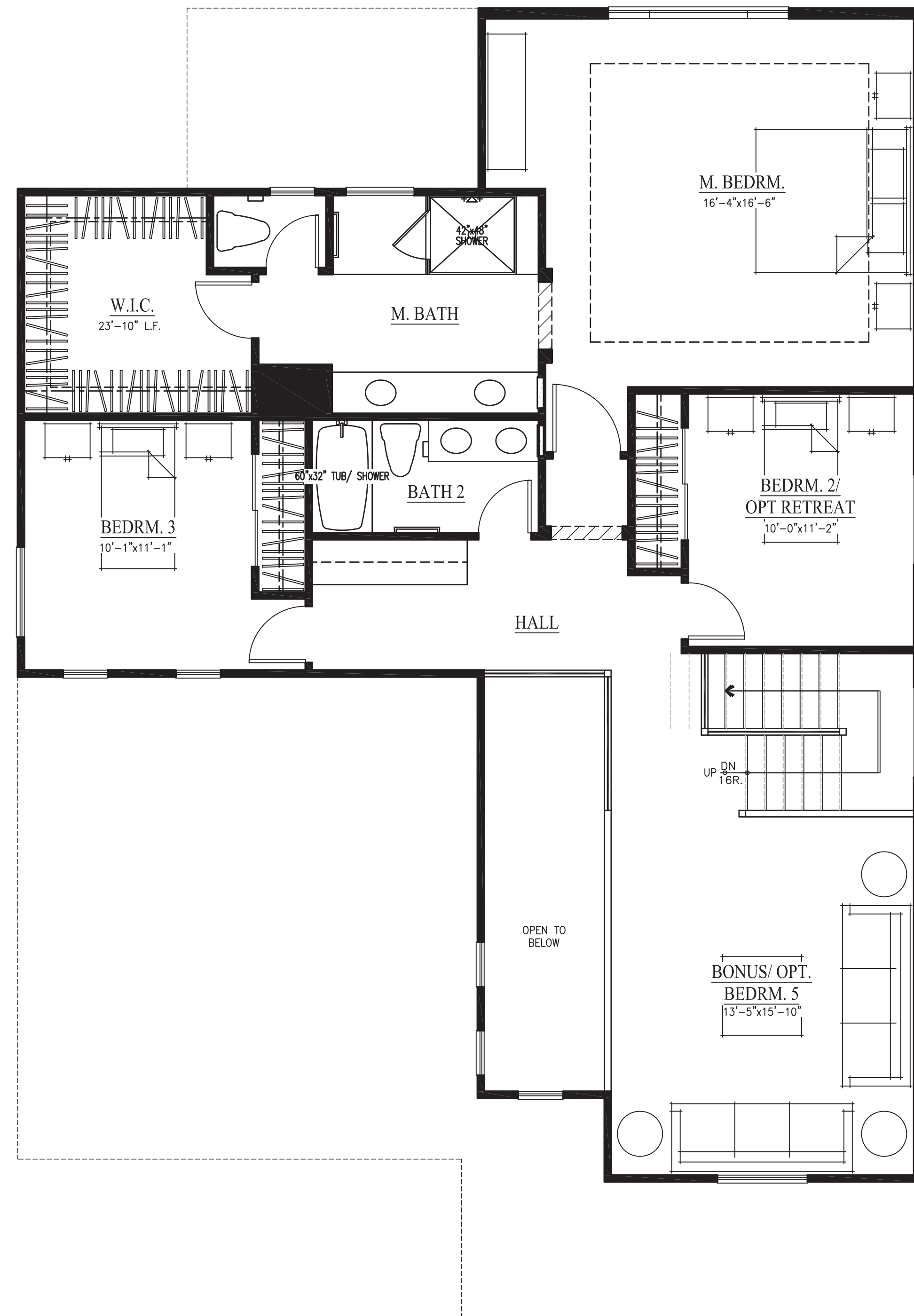


LEFT ELEVATION
SCALE: 1/4" = 1'-0"

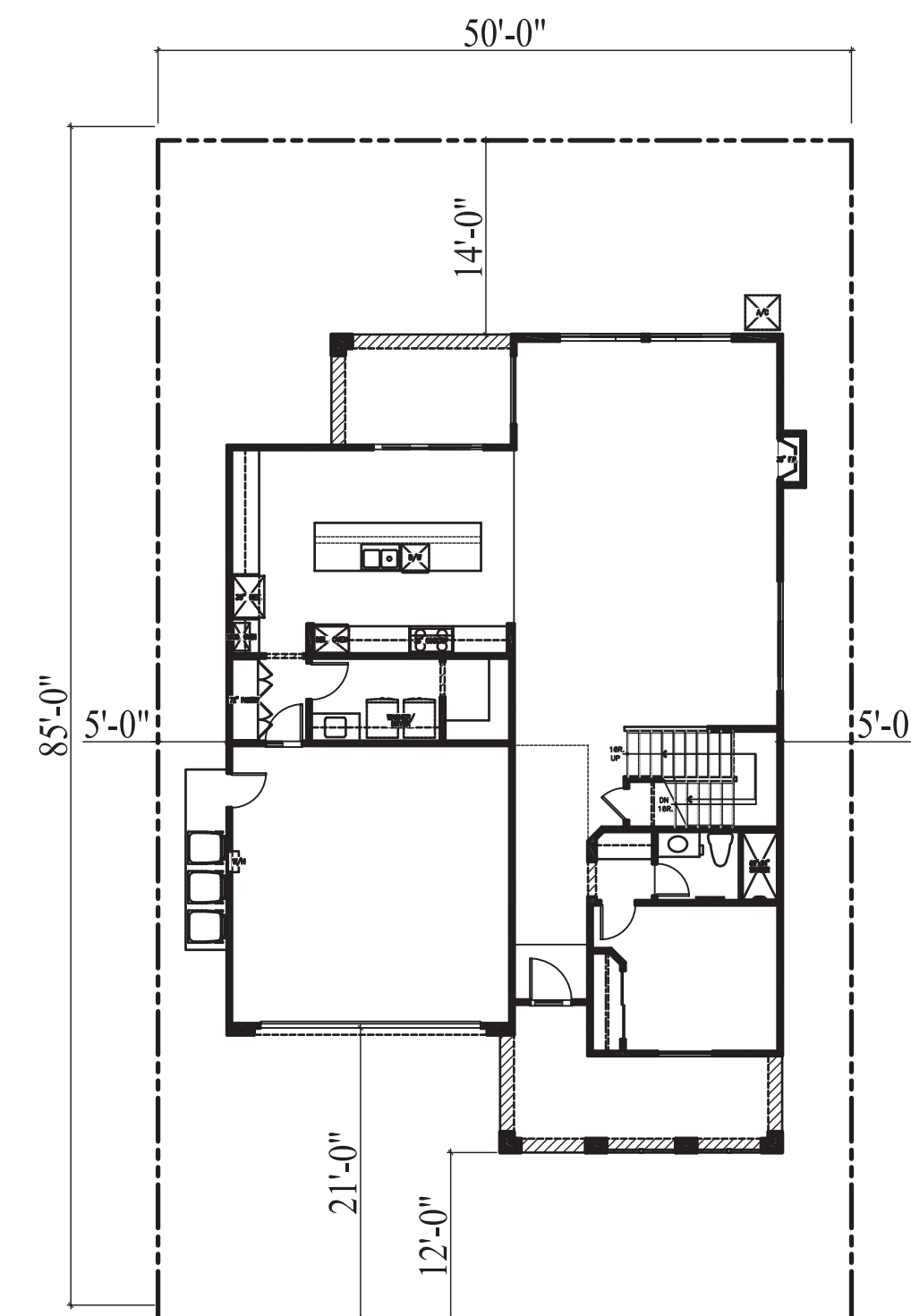


FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 2394 - FRENCH



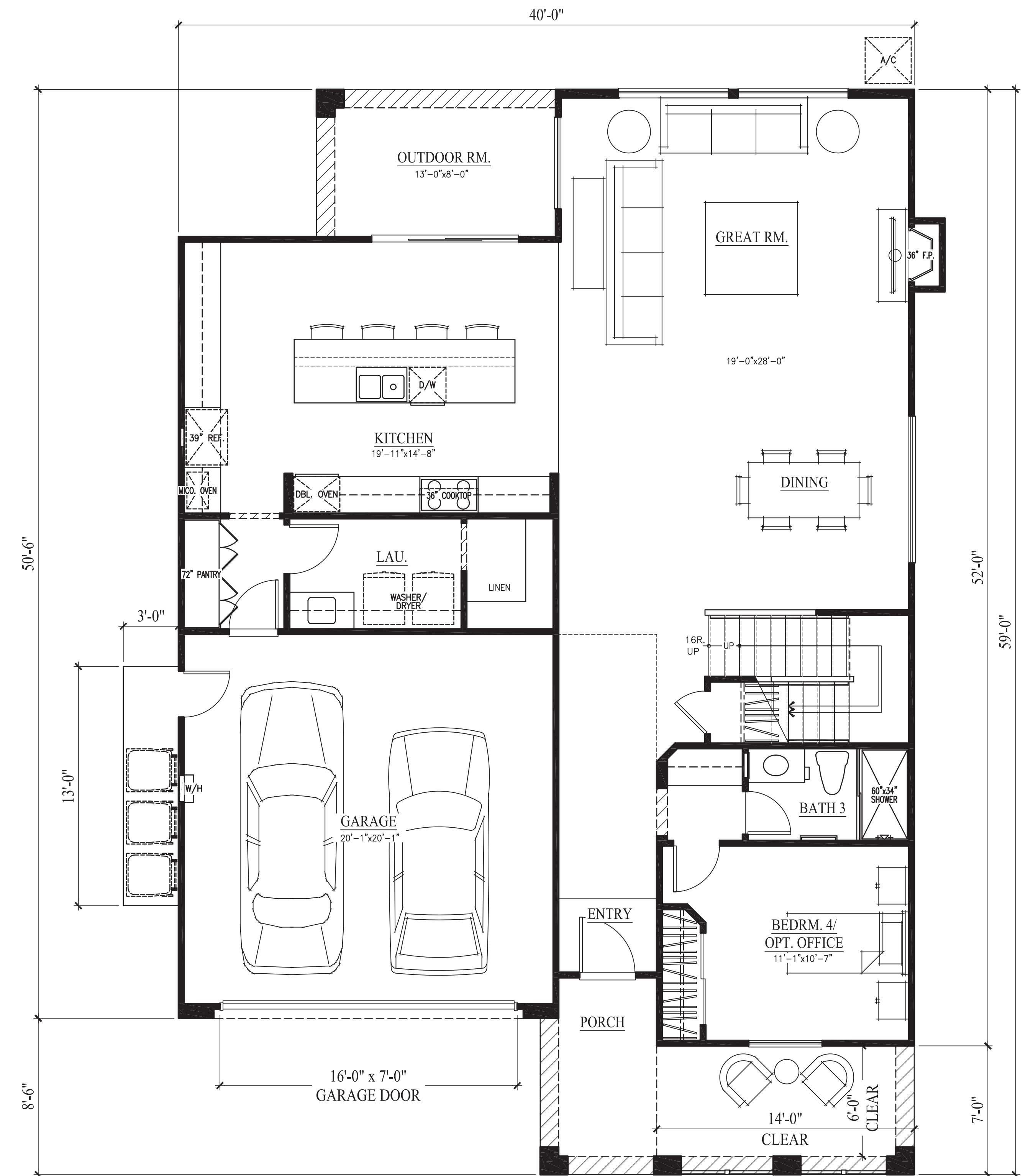
SECOND FLOOR PLAN



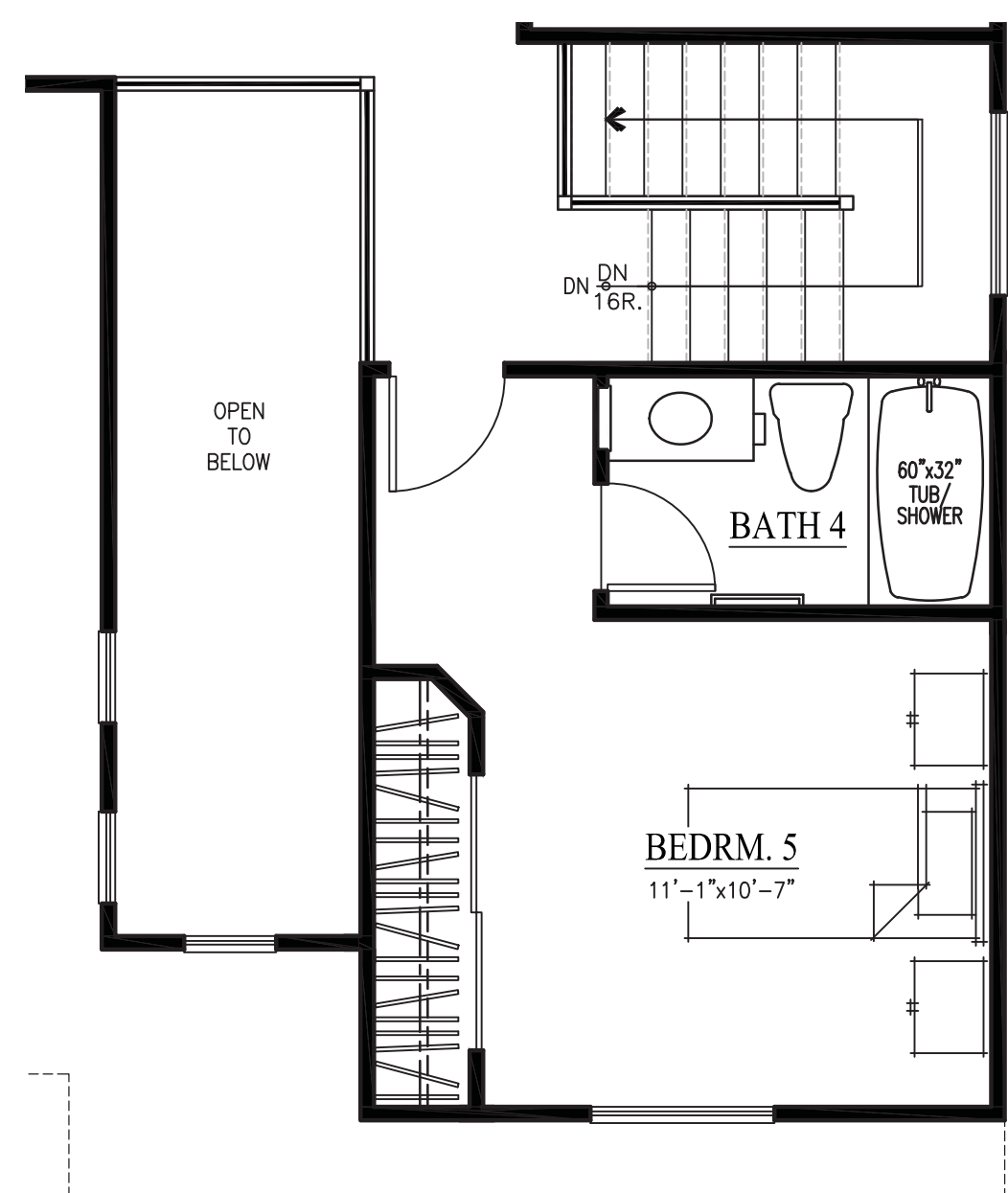
AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	1,440 SQ. FT.
SECOND FLOOR AREA	1,273 SQ. FT.
TOTAL DWELLING	2,713 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	415 SQ. FT.
PORCH	163 SQ. FT.
OUTDOOR RM.	104 SQ. FT.

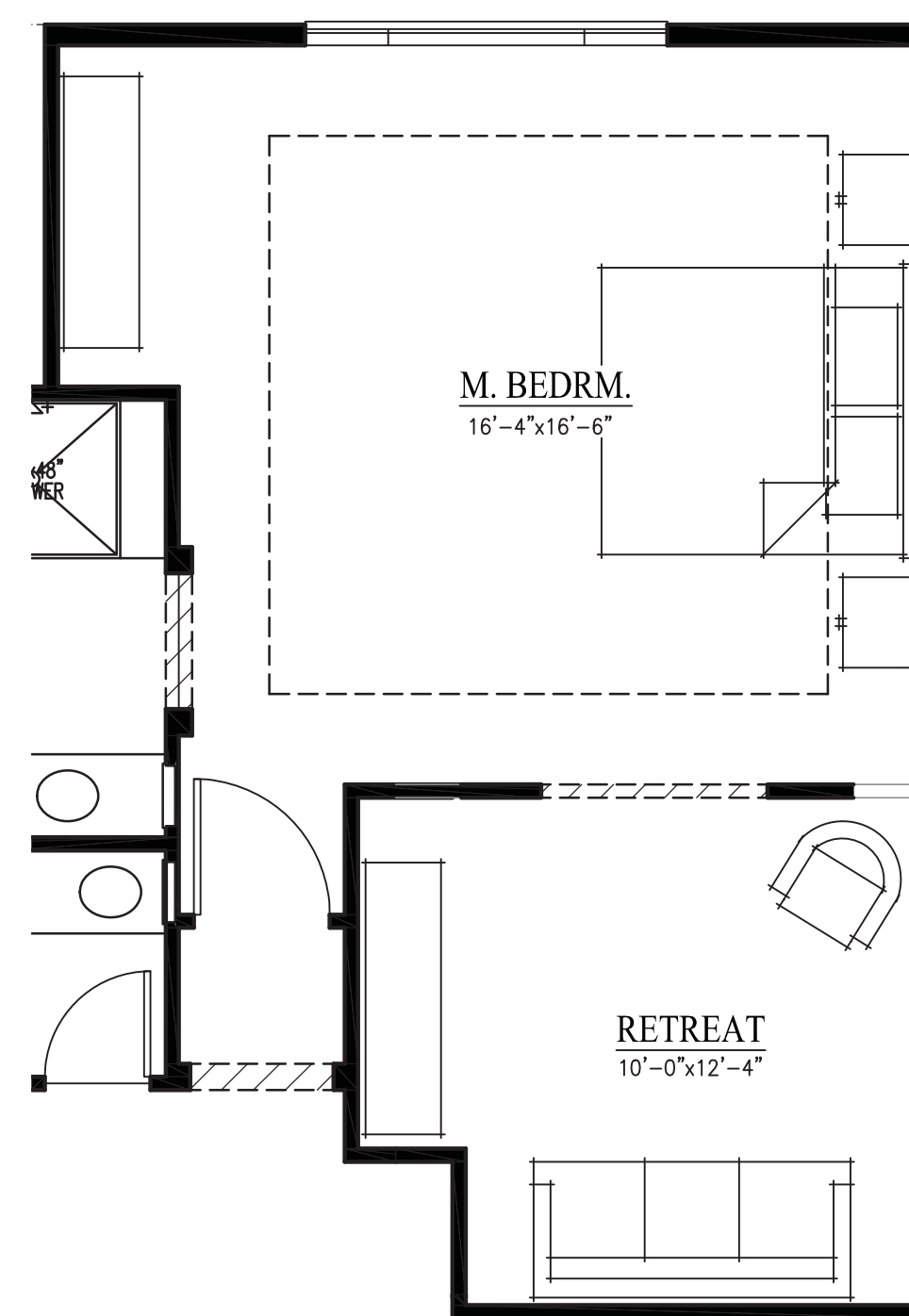
PLAN 2713



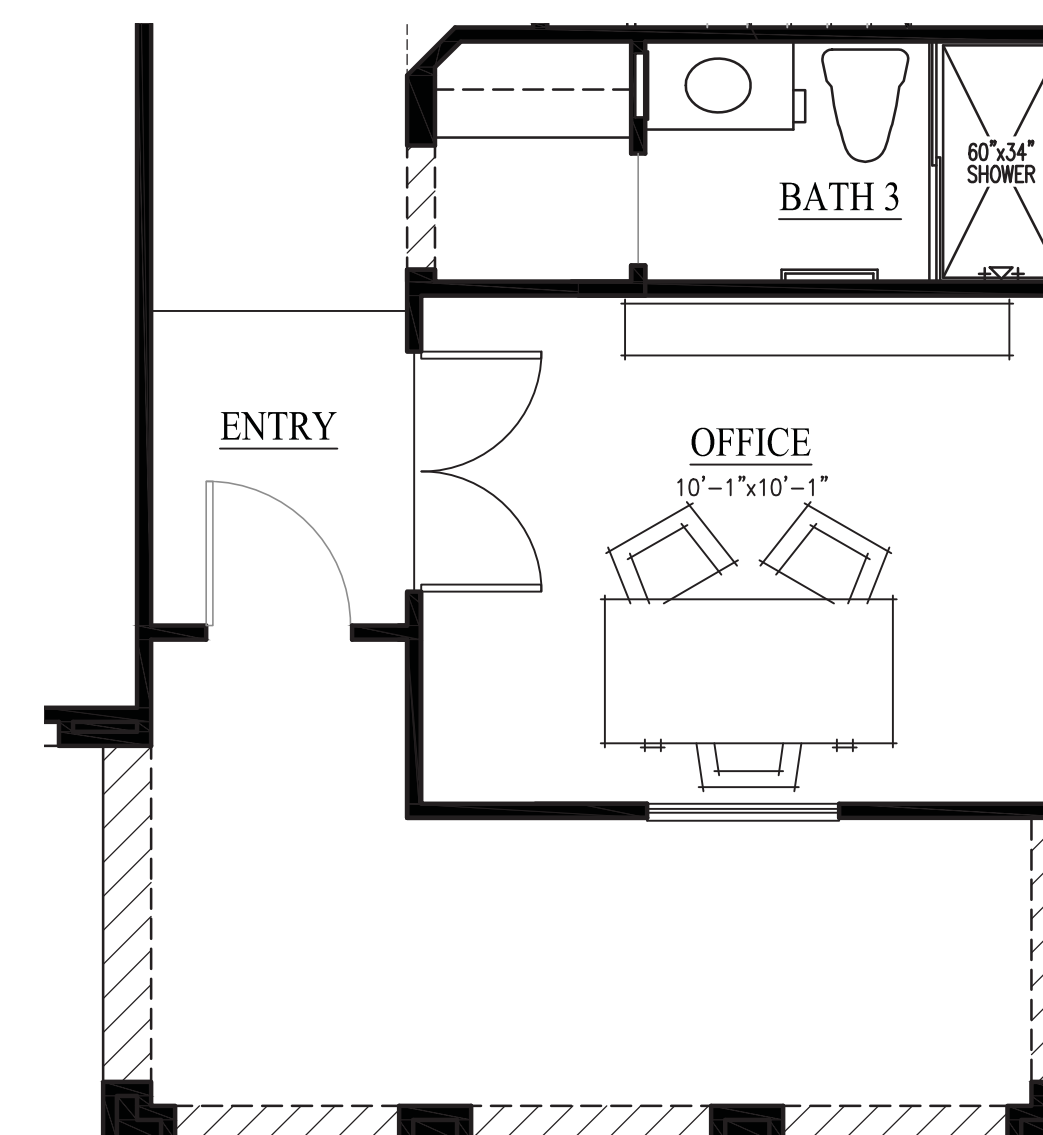
FIRST FLOOR PLAN



OPT. BEDRM. 5 AT BONUS



OPT. RETREAT AT BEDRM. 2



OPT. OFFICE AT BEDRM. 4

PLAN 2713



"A" - SPANISH
COLOR SCHEME #2



"B" - PRAIRIE
COLOR SCHEME #5

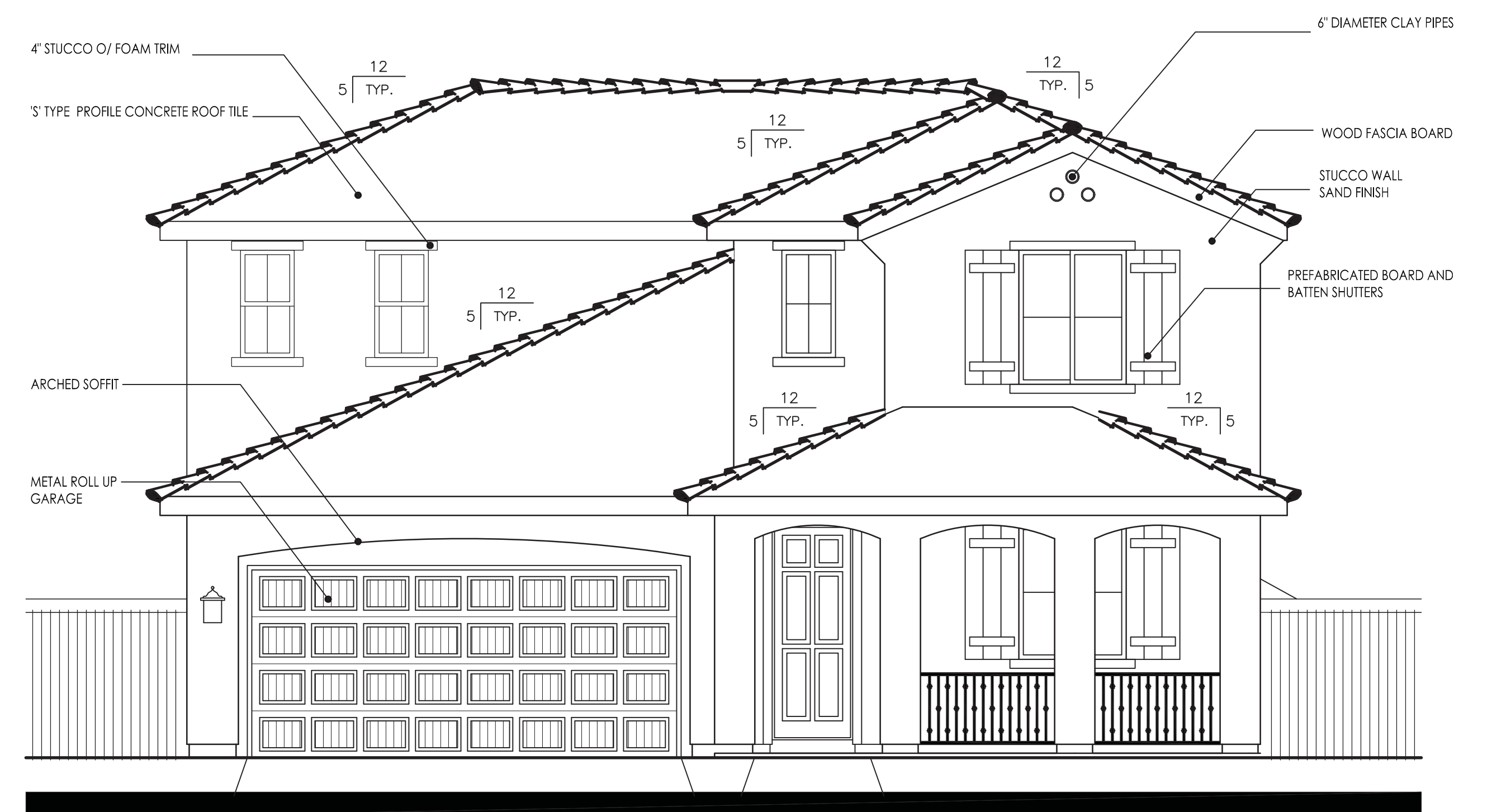
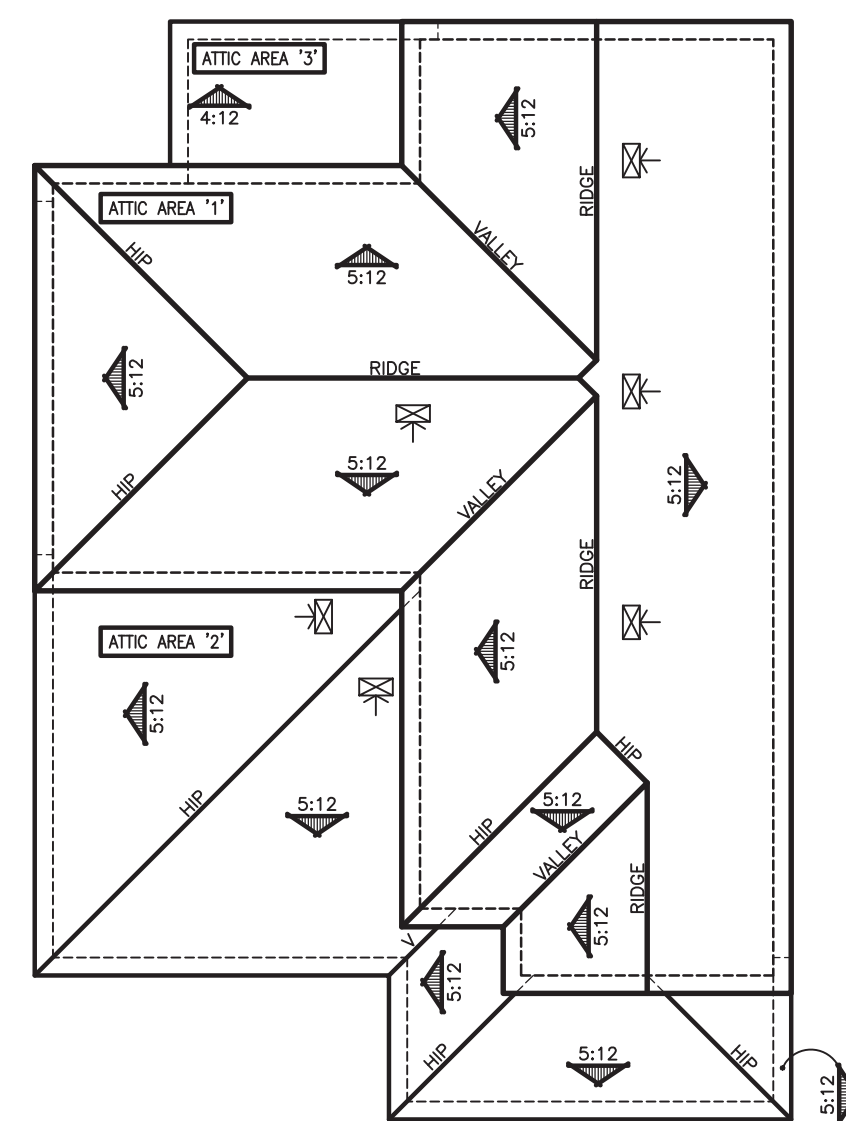
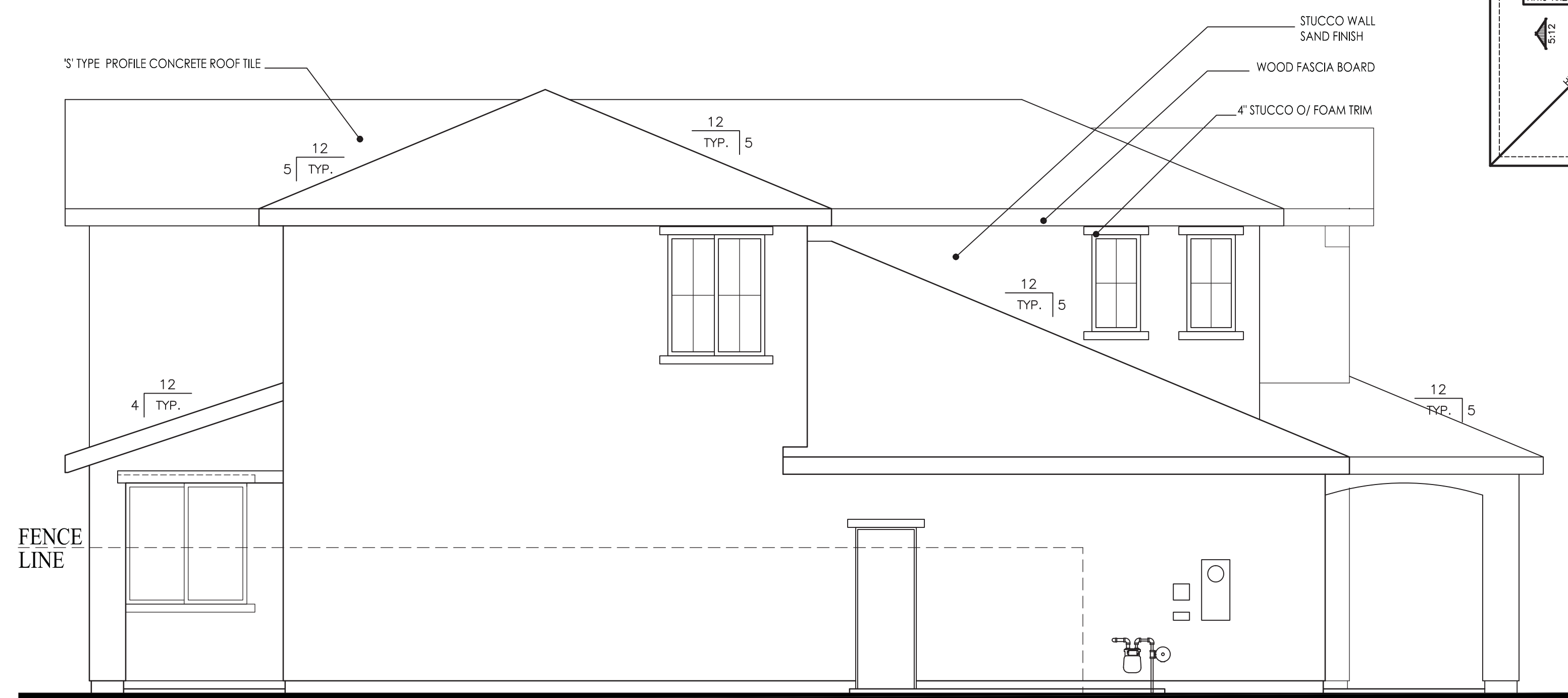
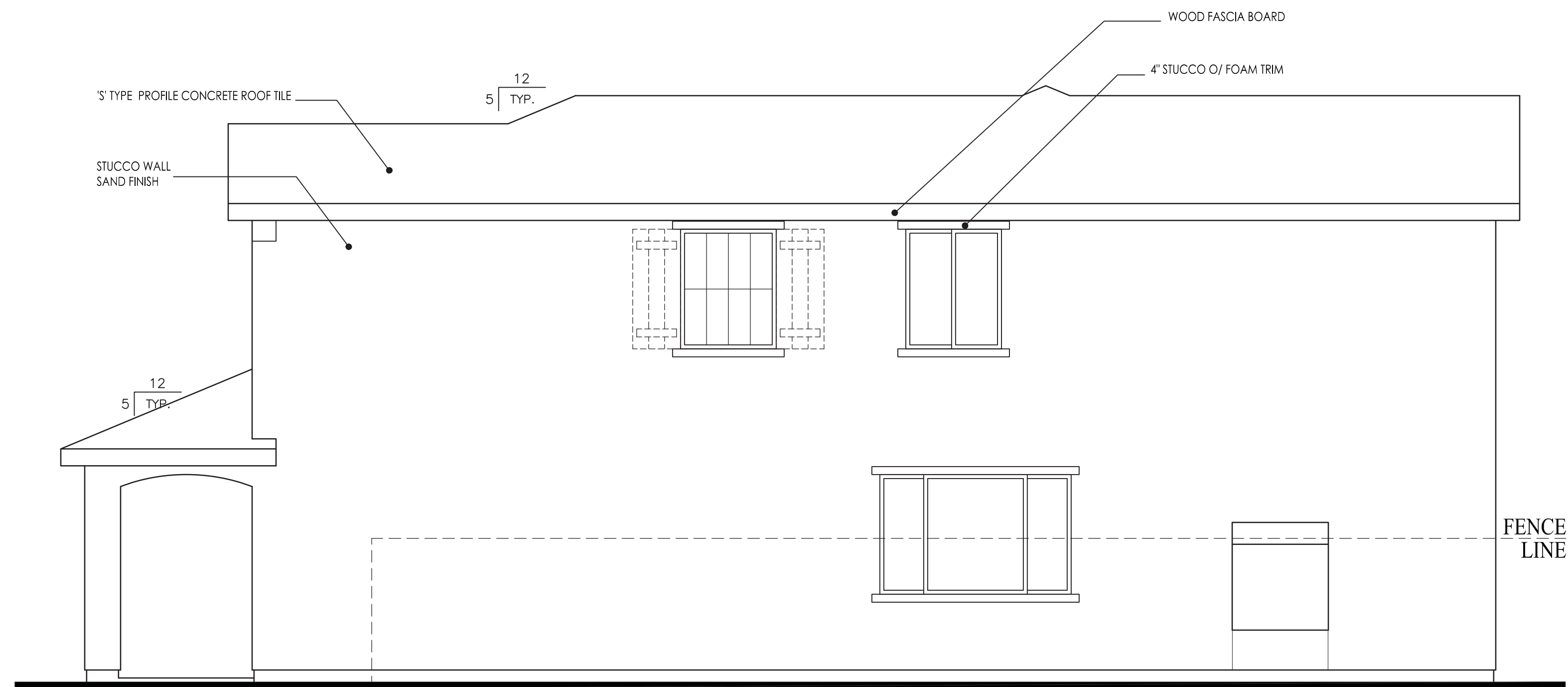


"C" - TRADITIONAL
COLOR SCHEME #8



"D" - FRENCH
COLOR SCHEME #11

PLAN 2713 - FRONT ELEVATIONS



PLAN 2713 - SPANISH



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

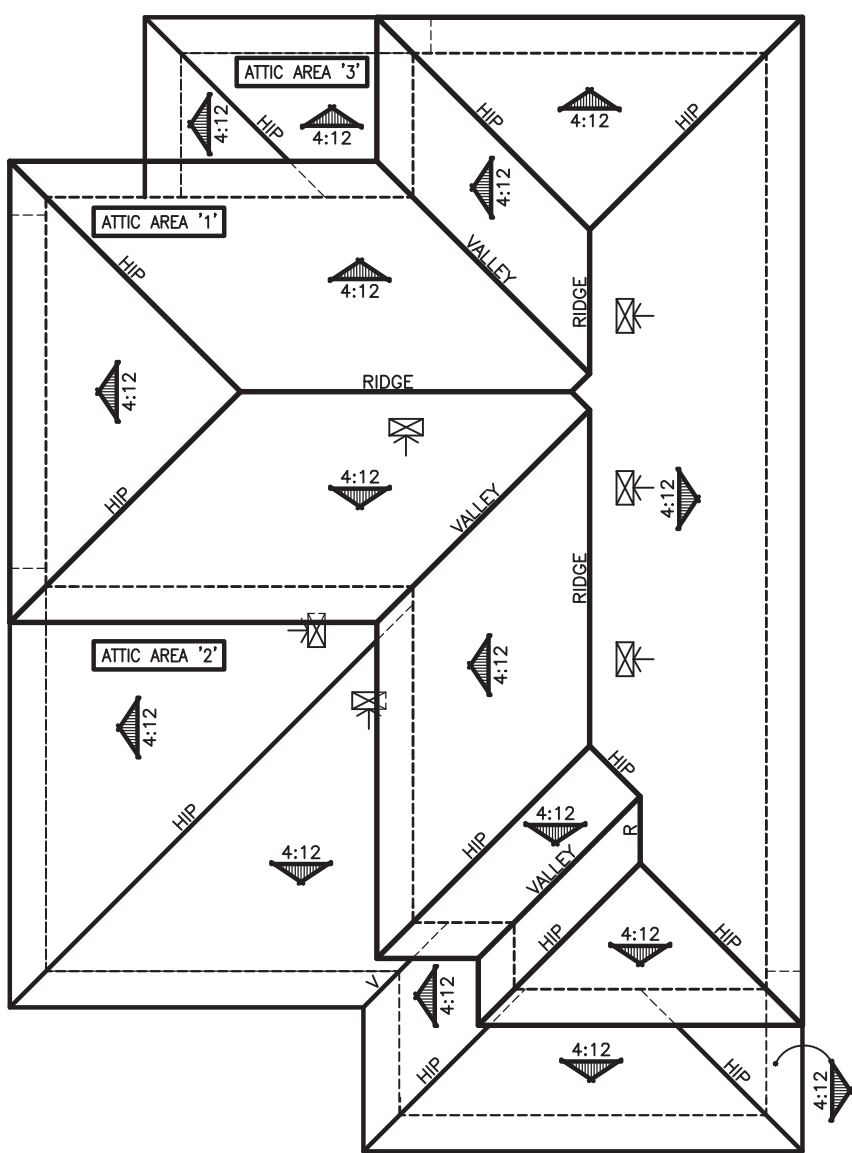
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



REAR ELEVATION

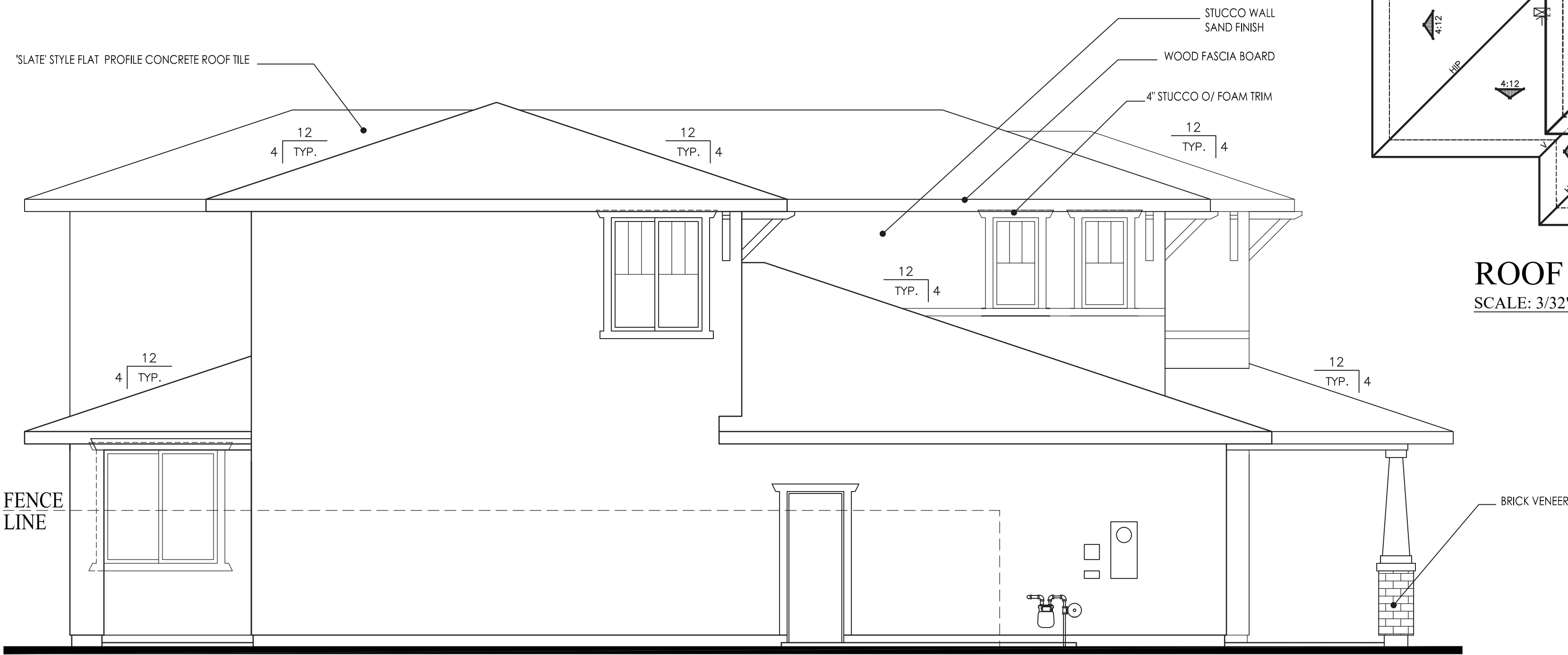
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN

SCALE: 3/32" = 1'-0"



LEFT ELEVATION

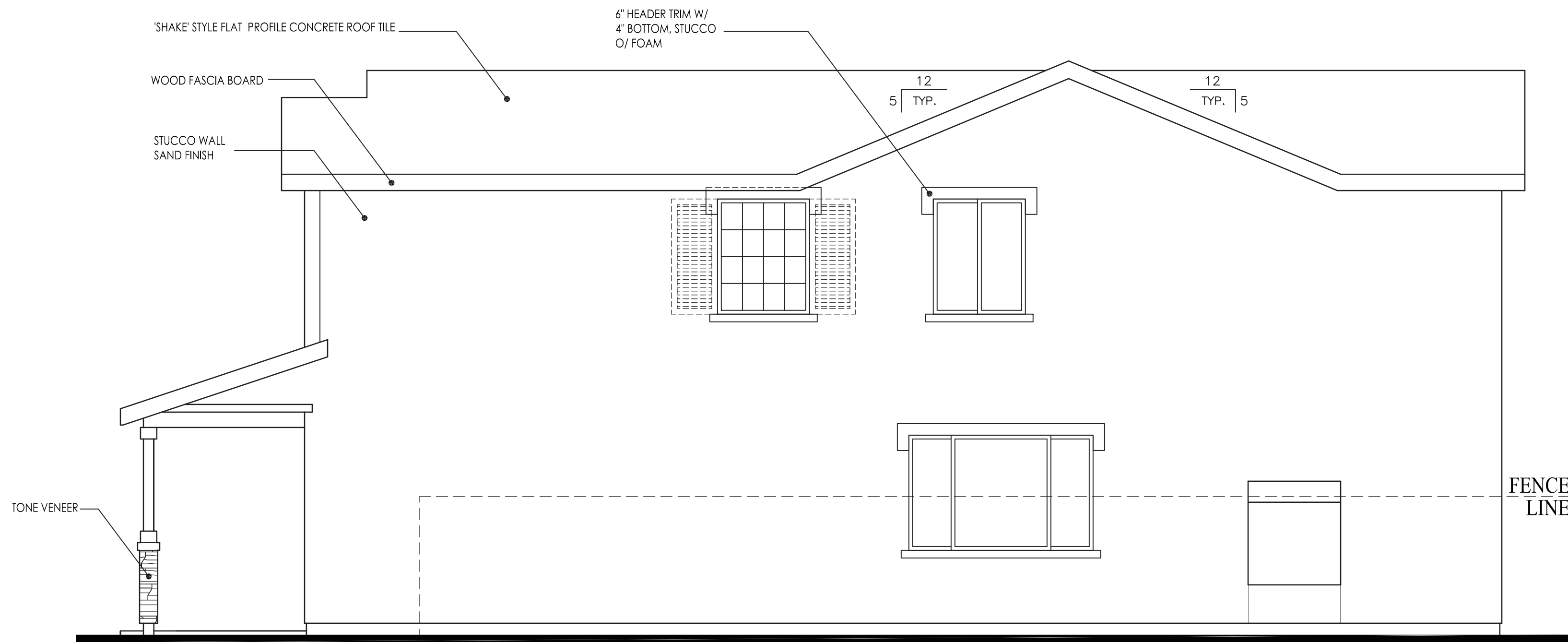
SCALE: 1/4" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

PLAN 2713 - PRAIRIE



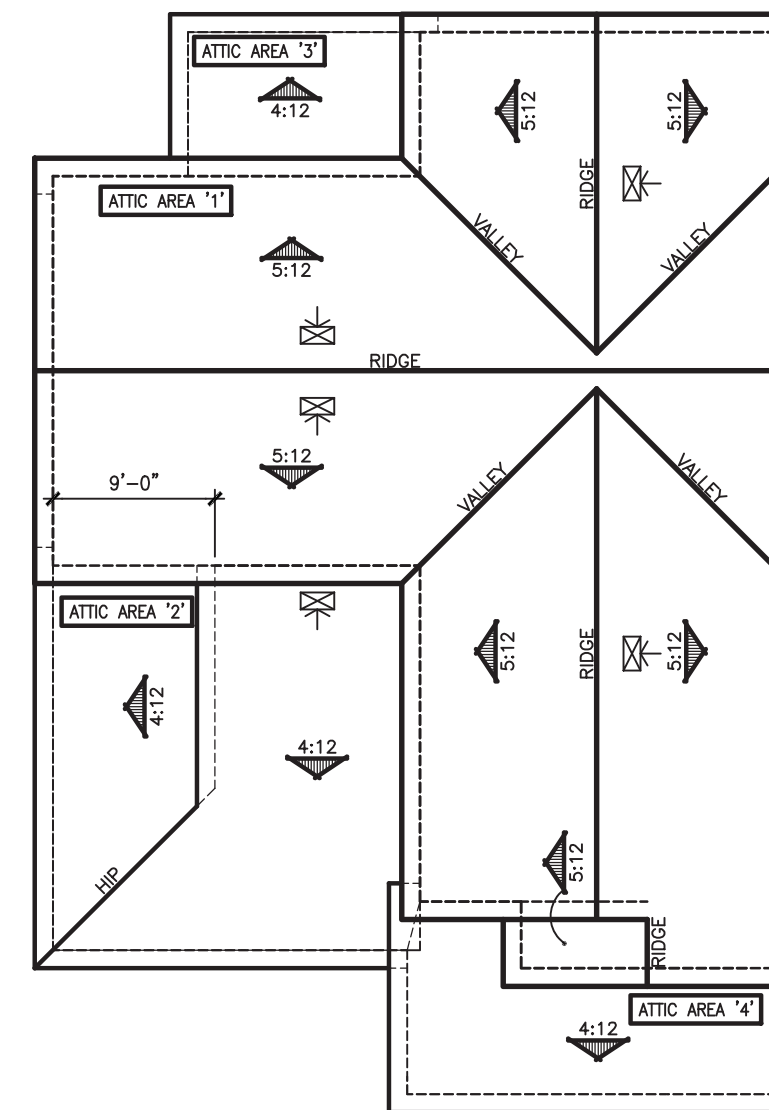
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS

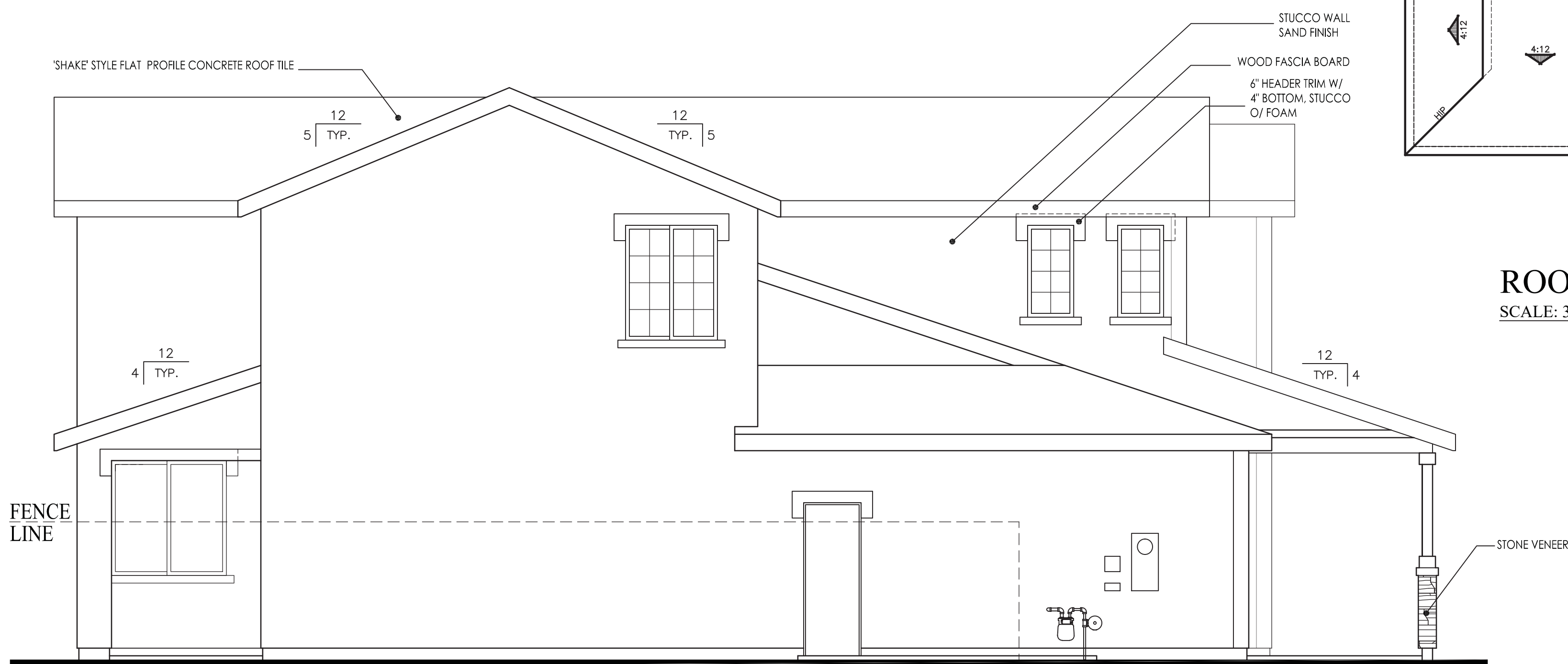


REAR ELEVATION
SCALE: 1/4" = 1'-0"

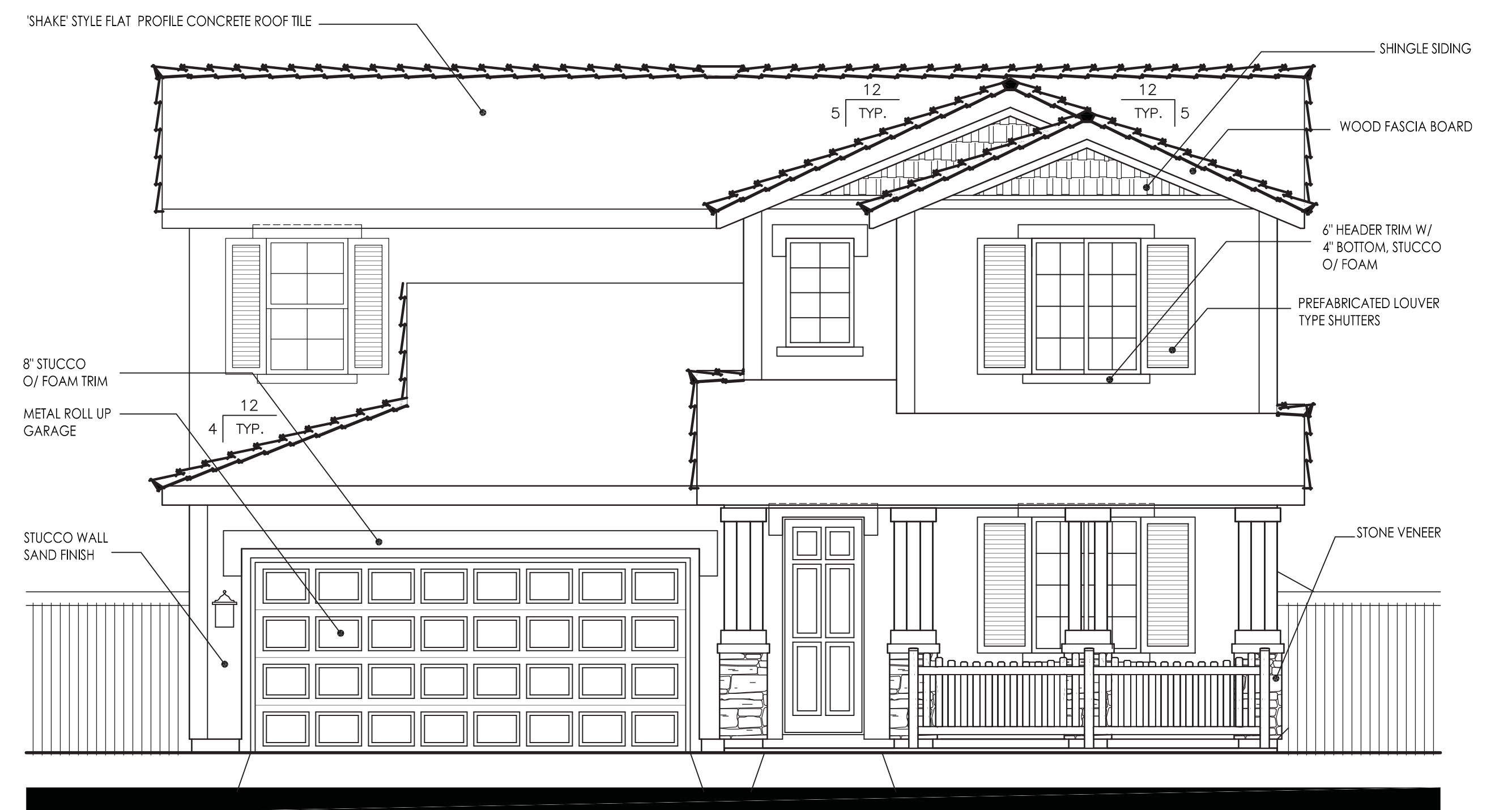
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

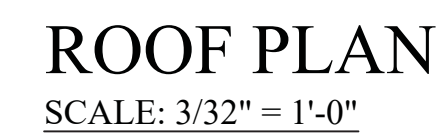


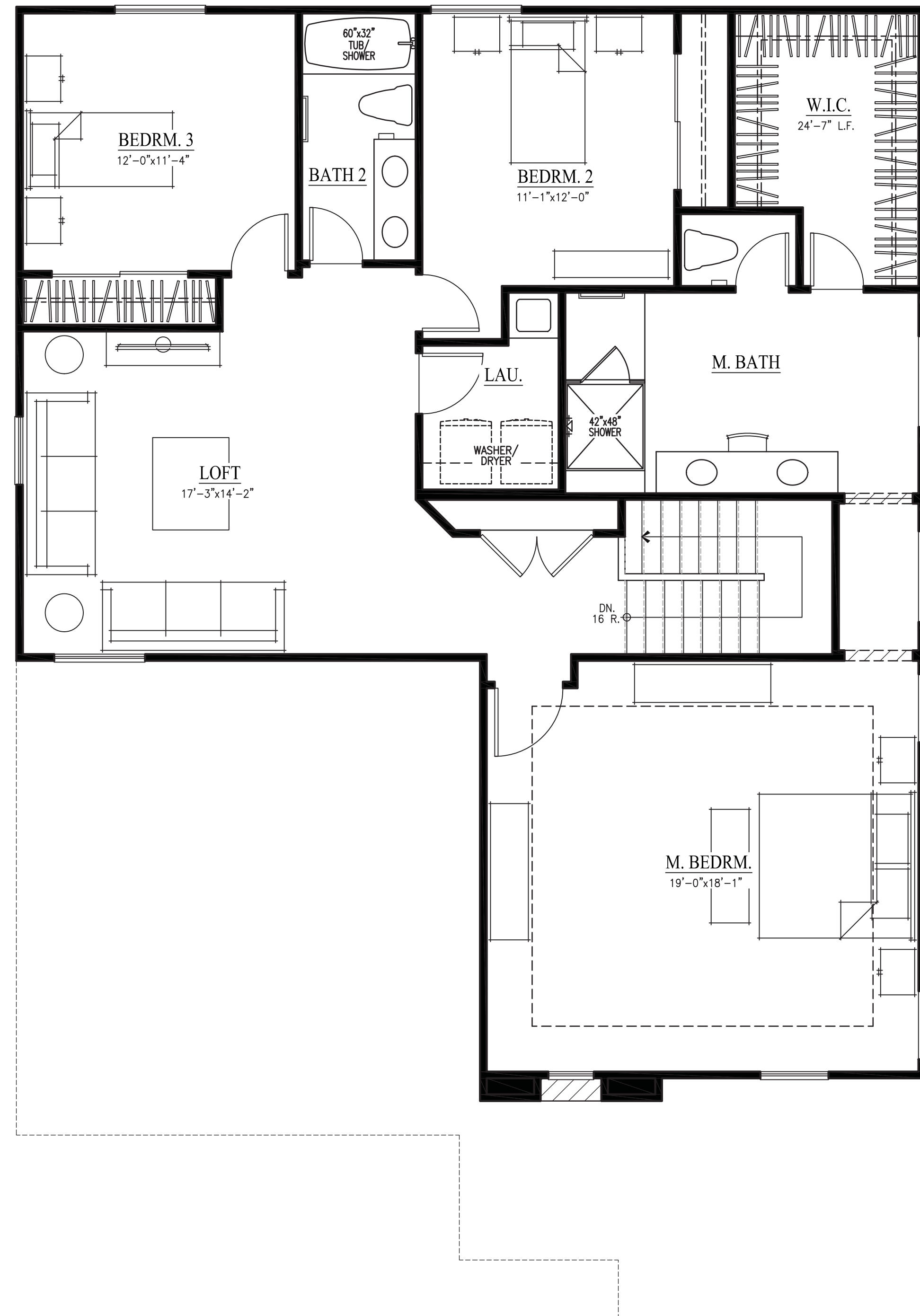
LEFT ELEVATION
SCALE: 1/4" = 1'-0"



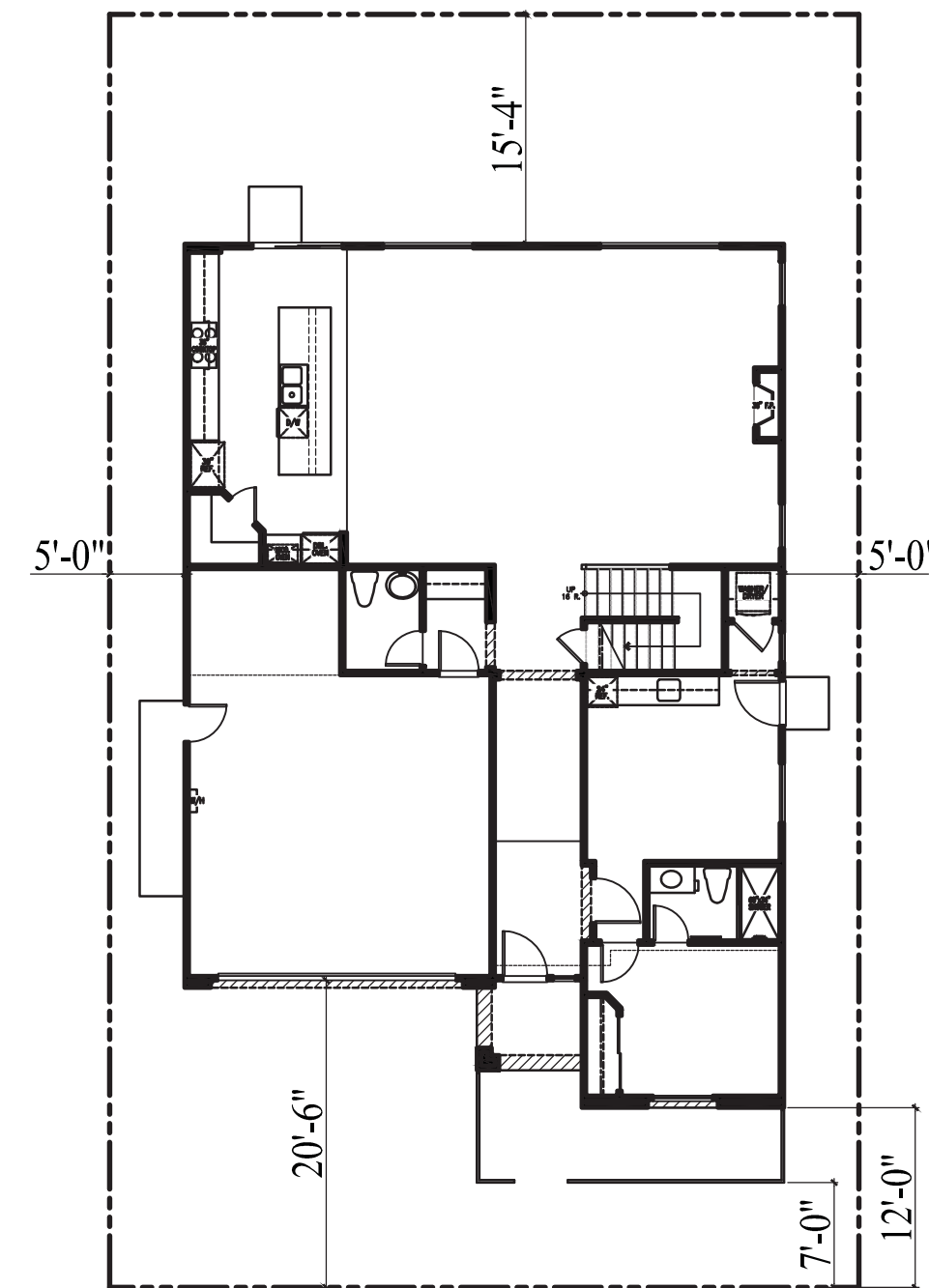
FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 2713 - TRADITIONAL





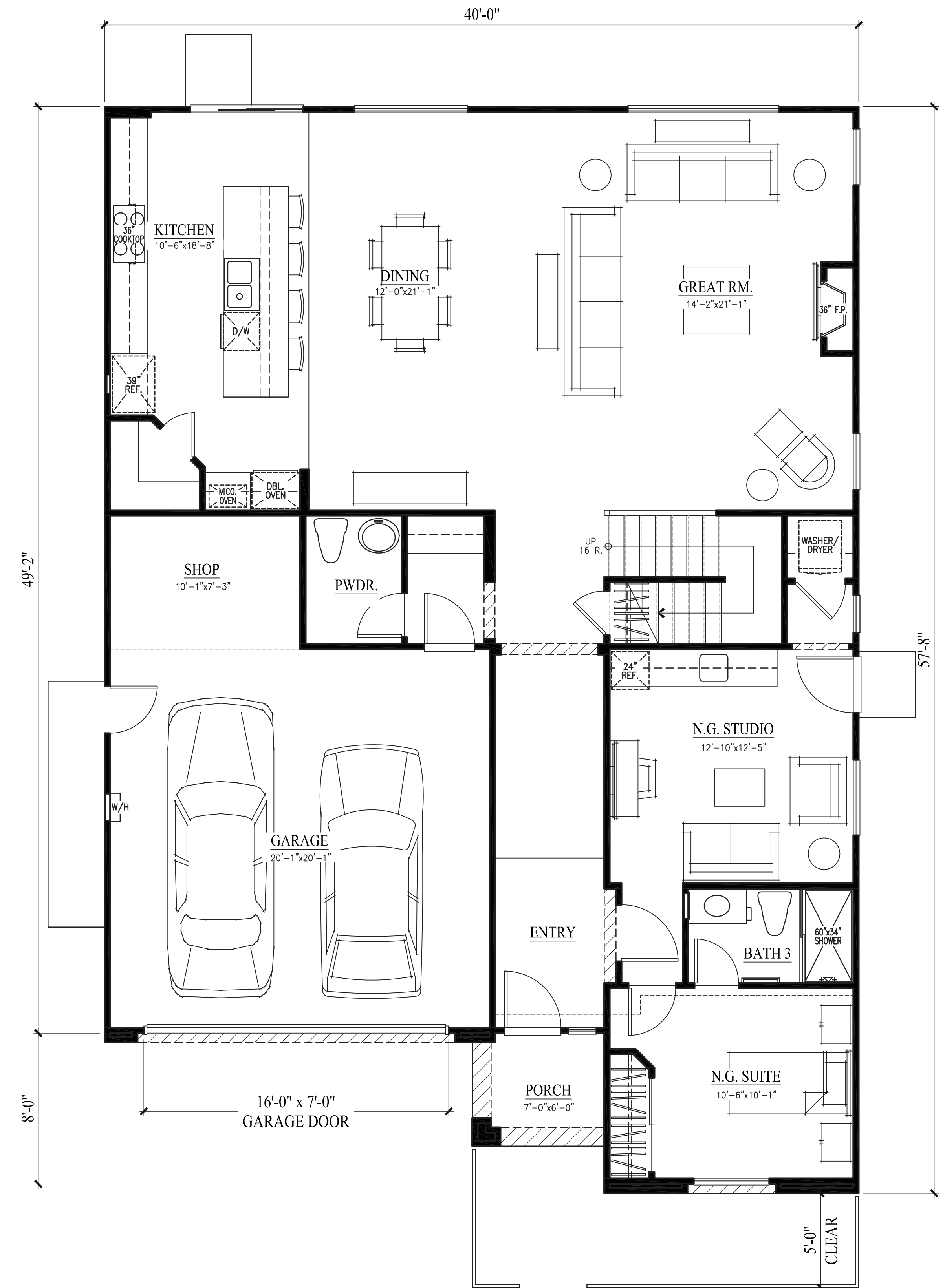
SECOND FLOOR PLAN



AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	1,585 SQ. FT.
SECOND FLOOR AREA	1,450 SQ. FT.
TOTAL DWELLING	3,035 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	489 SQ. FT.
PORCH	41 SQ. FT.

PLAN 3033



FIRST FLOOR PLAN



COLOR SCHEME # 1
"A" - SPANISH



COLOR SCHEME #6
"B" - PRAIRIE



COLOR SCHEME # 8
"C" - TRADITIONAL



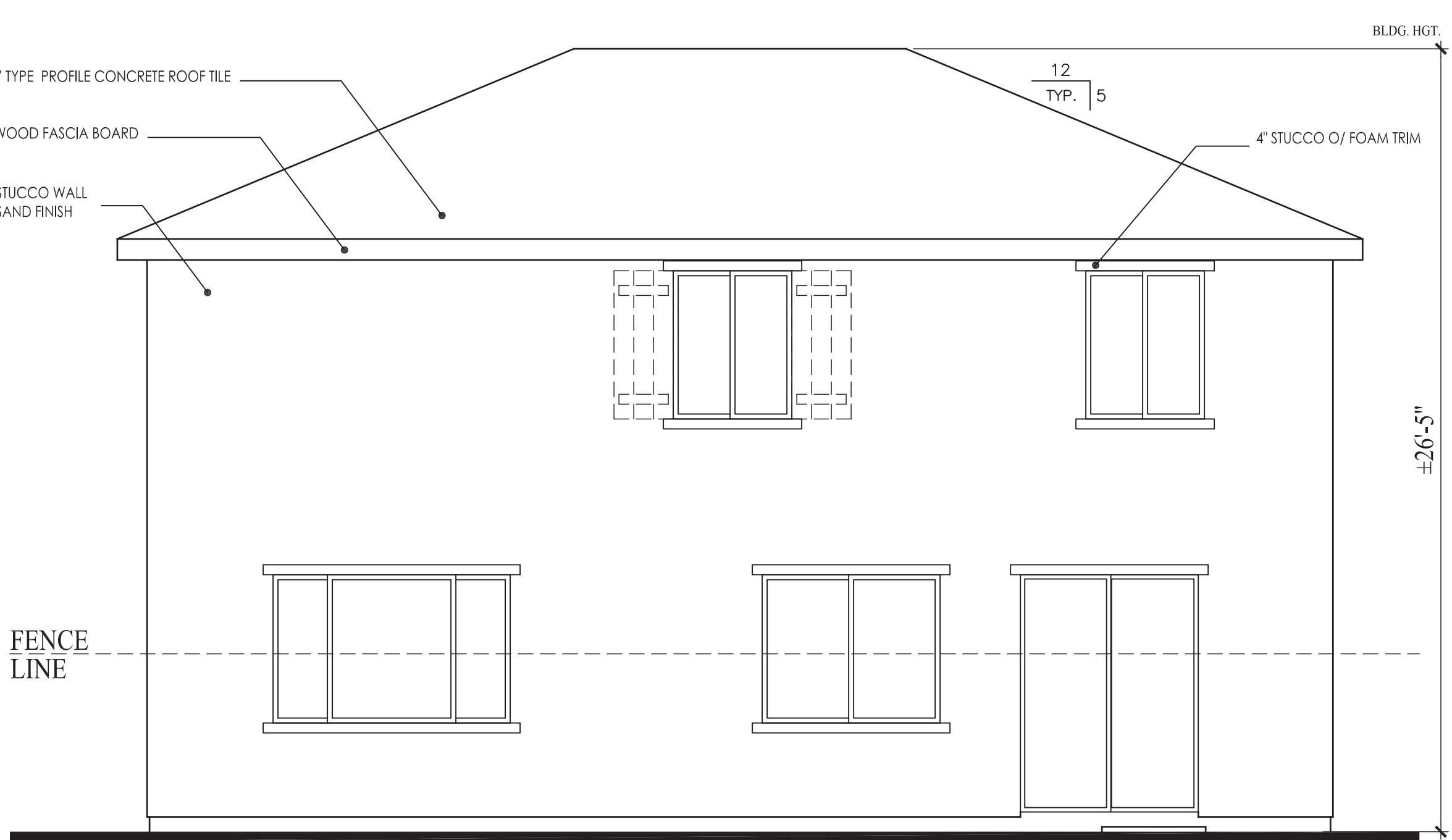
COLOR SCHEME # 12
"D" - FRENCH

PLAN 3033 - FRONT ELEVATIONS



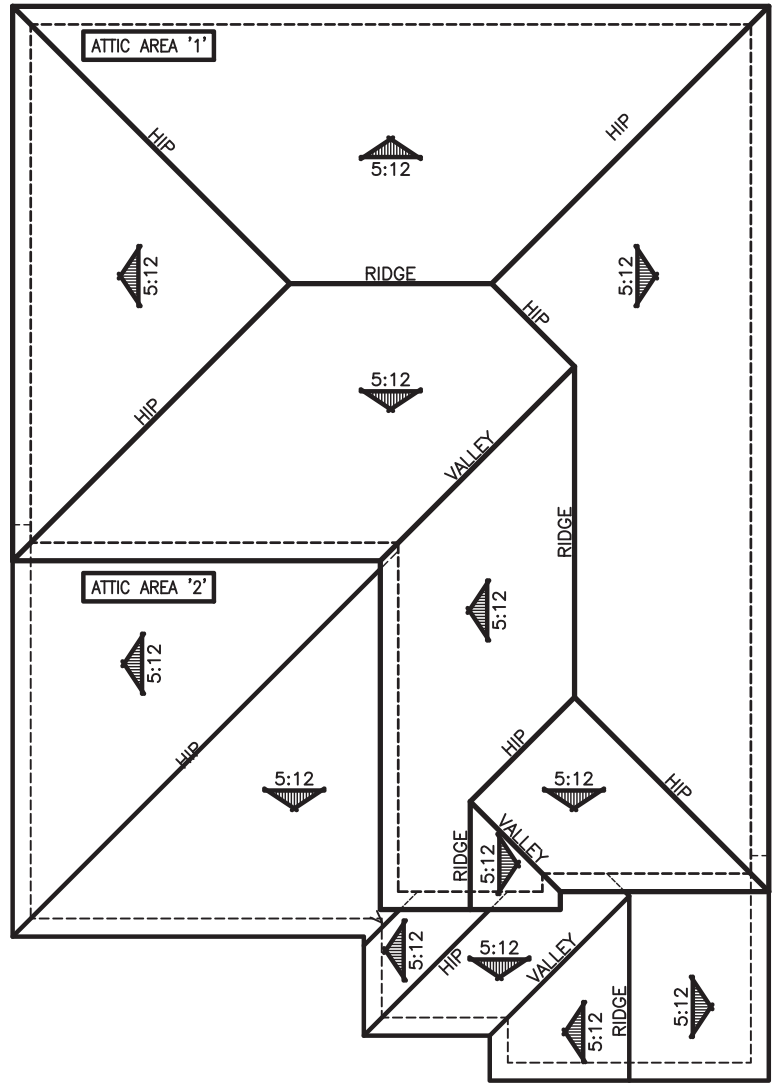
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON LOTS ADJACENT TO PUBLIC RIGHT OF WAYS REQUIRING ENHANCEMENTS

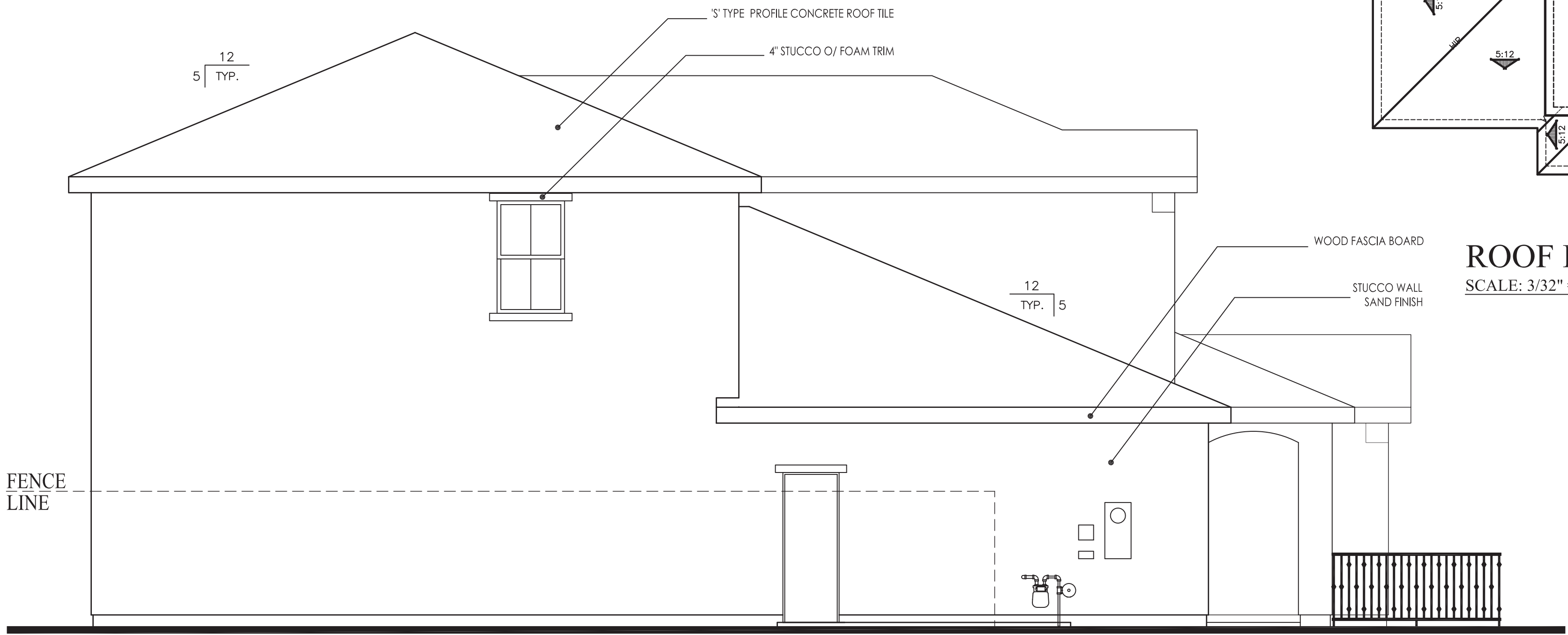


REAR ELEVATION
SCALE: 1/4" = 1'-0"

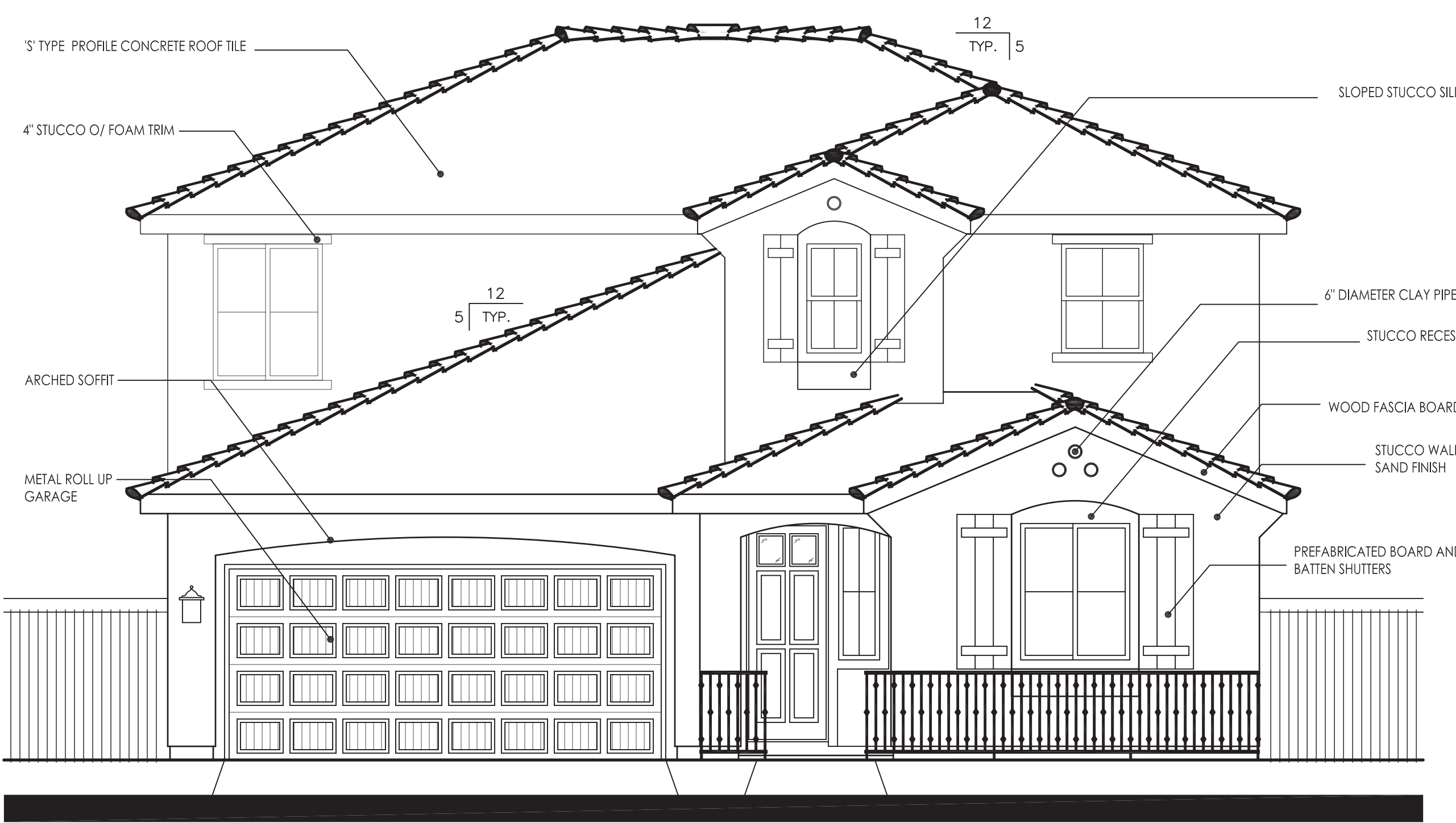
ITEMS SHOWN DASHED SHALL OCCUR ON LOTS ADJACENT TO PUBLIC RIGHT OF WAYS REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

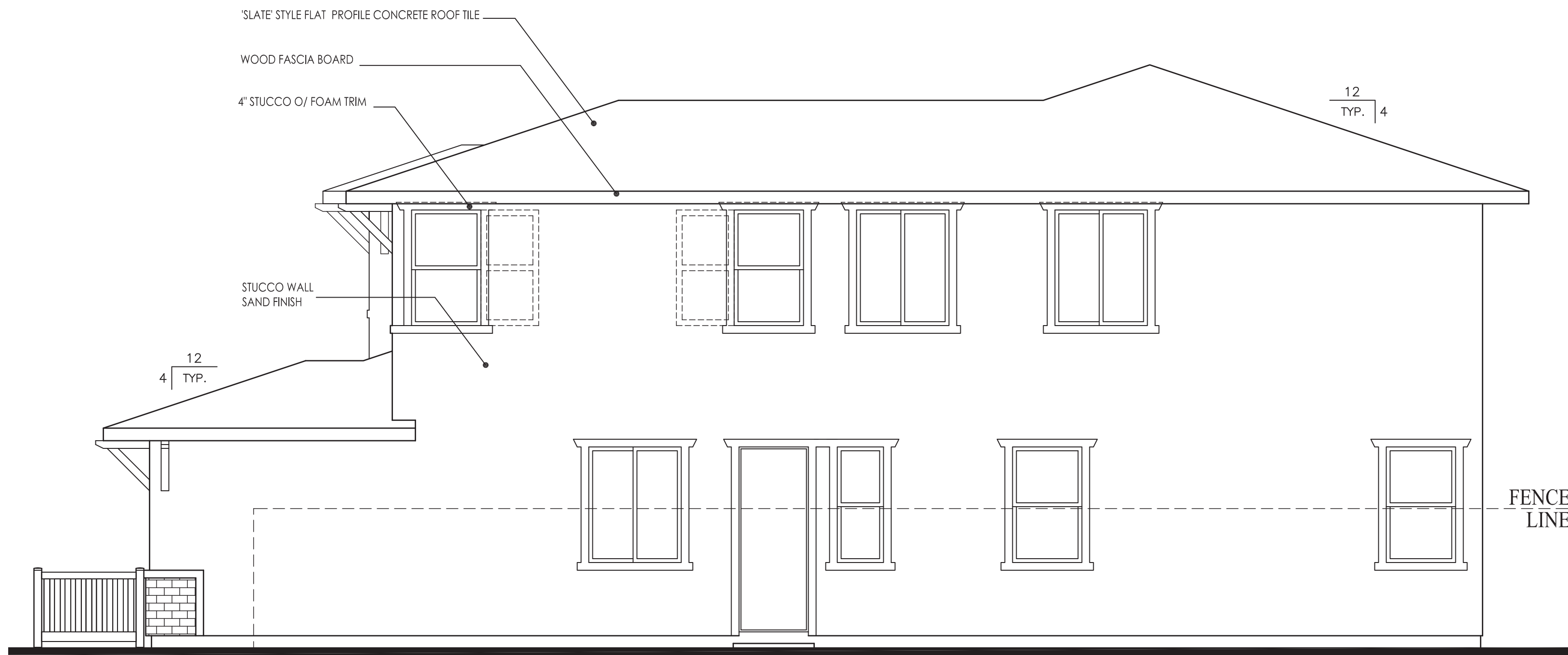


LEFT ELEVATION
SCALE: 1/4" = 1'-0"



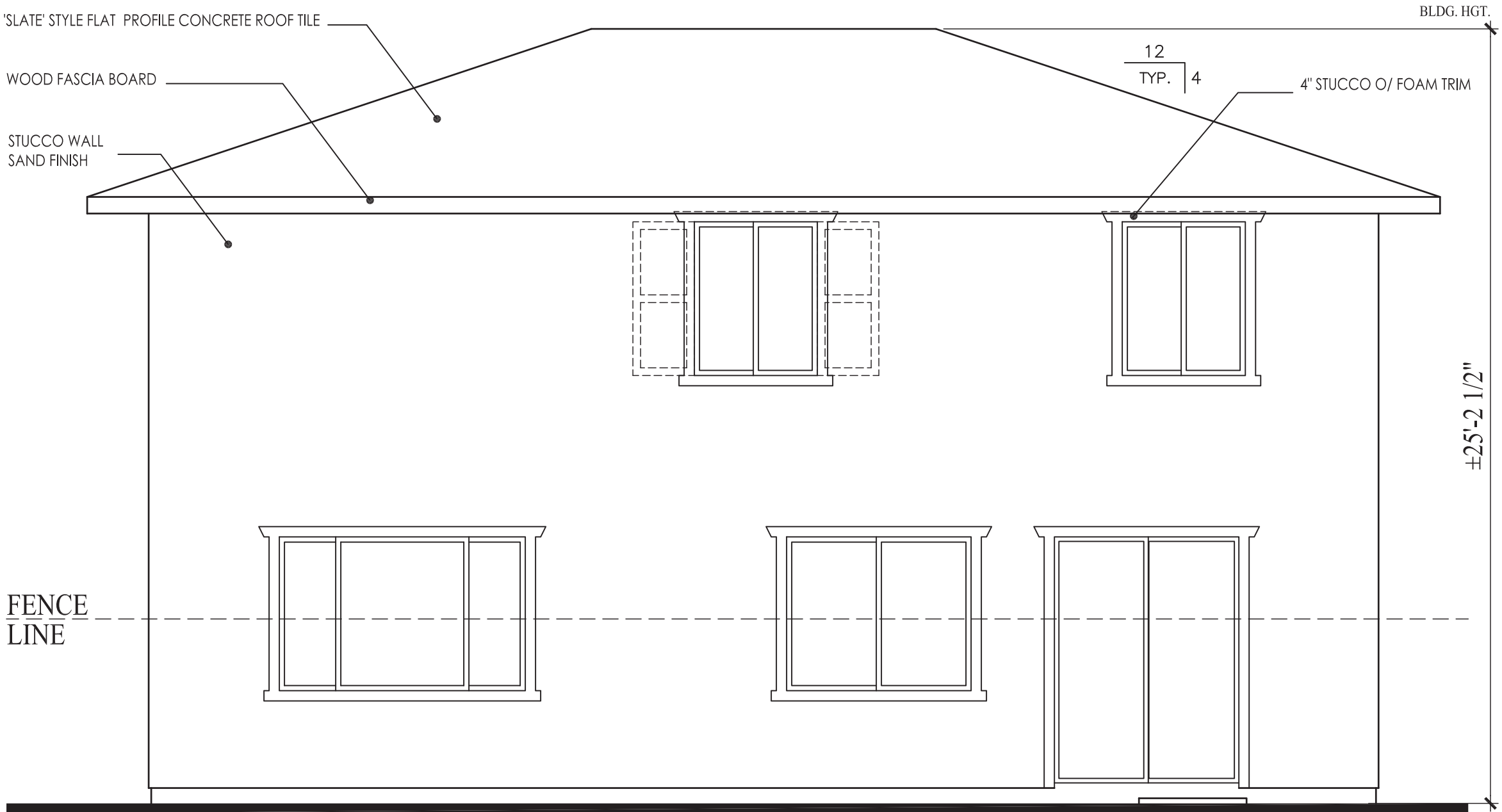
FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 3033 - SPANISH



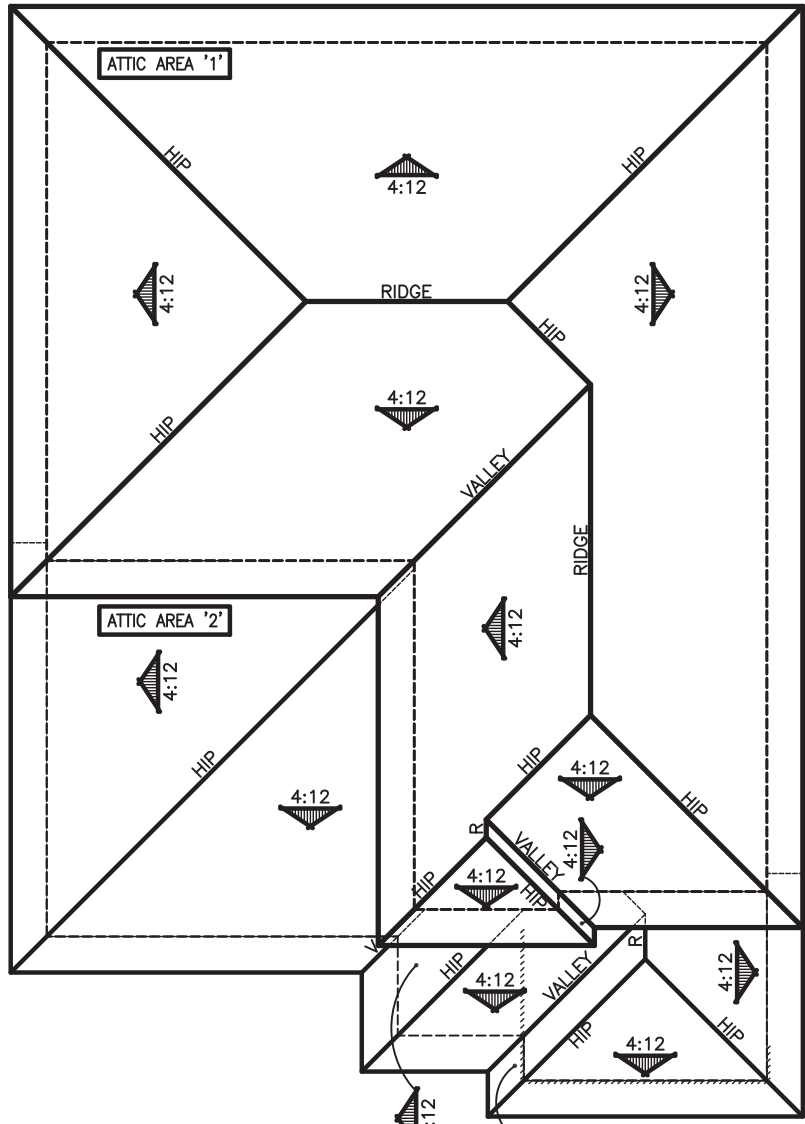
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS

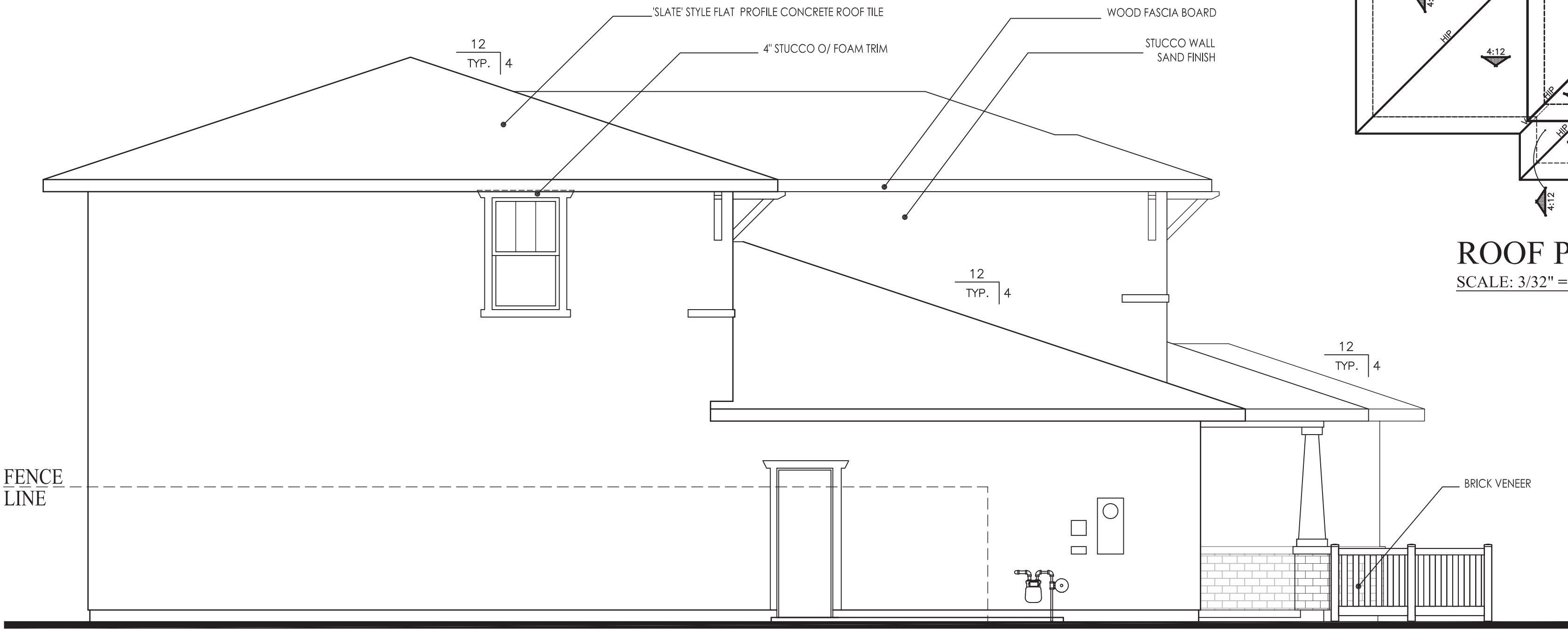


REAR ELEVATION
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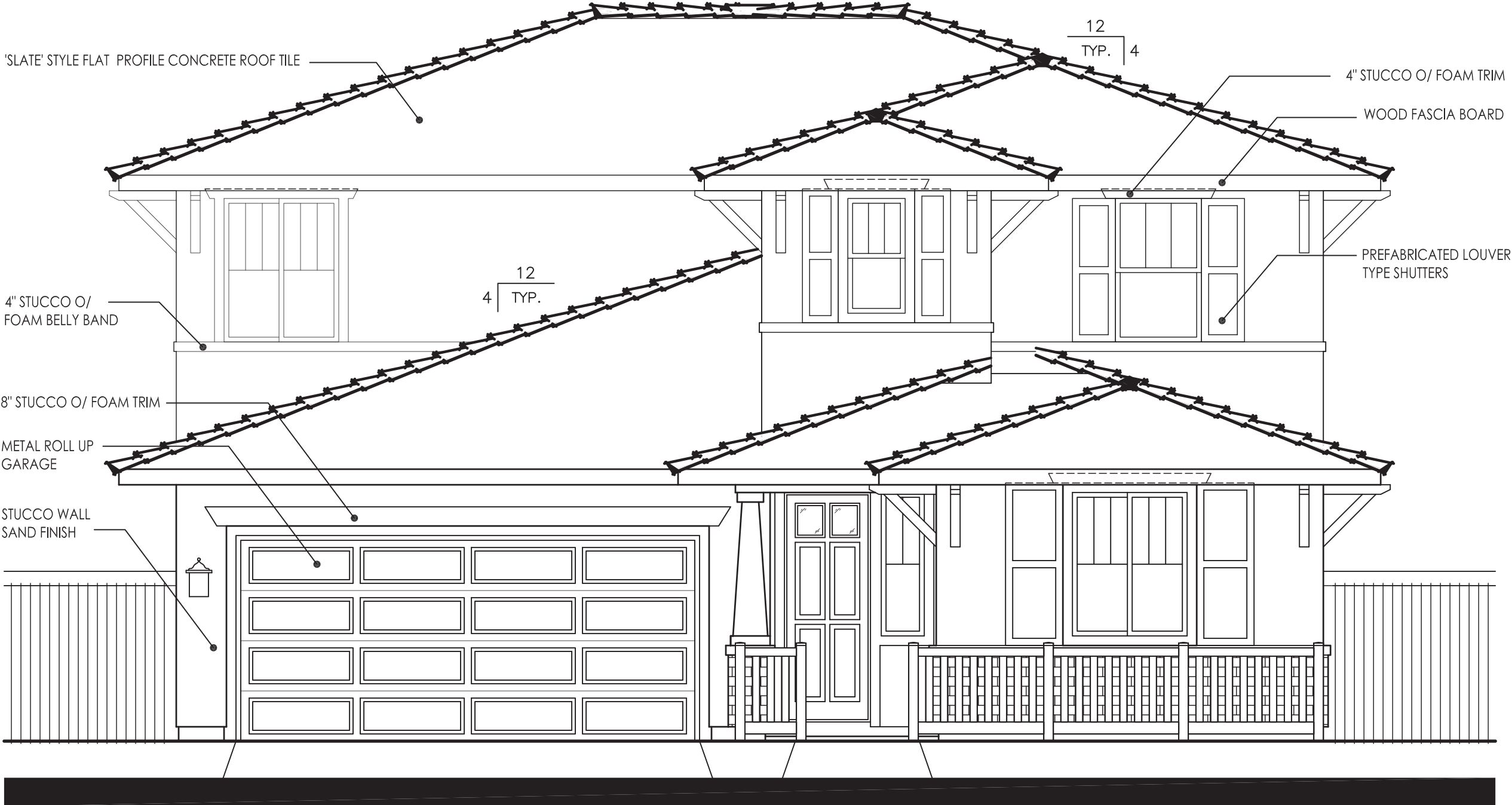
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"

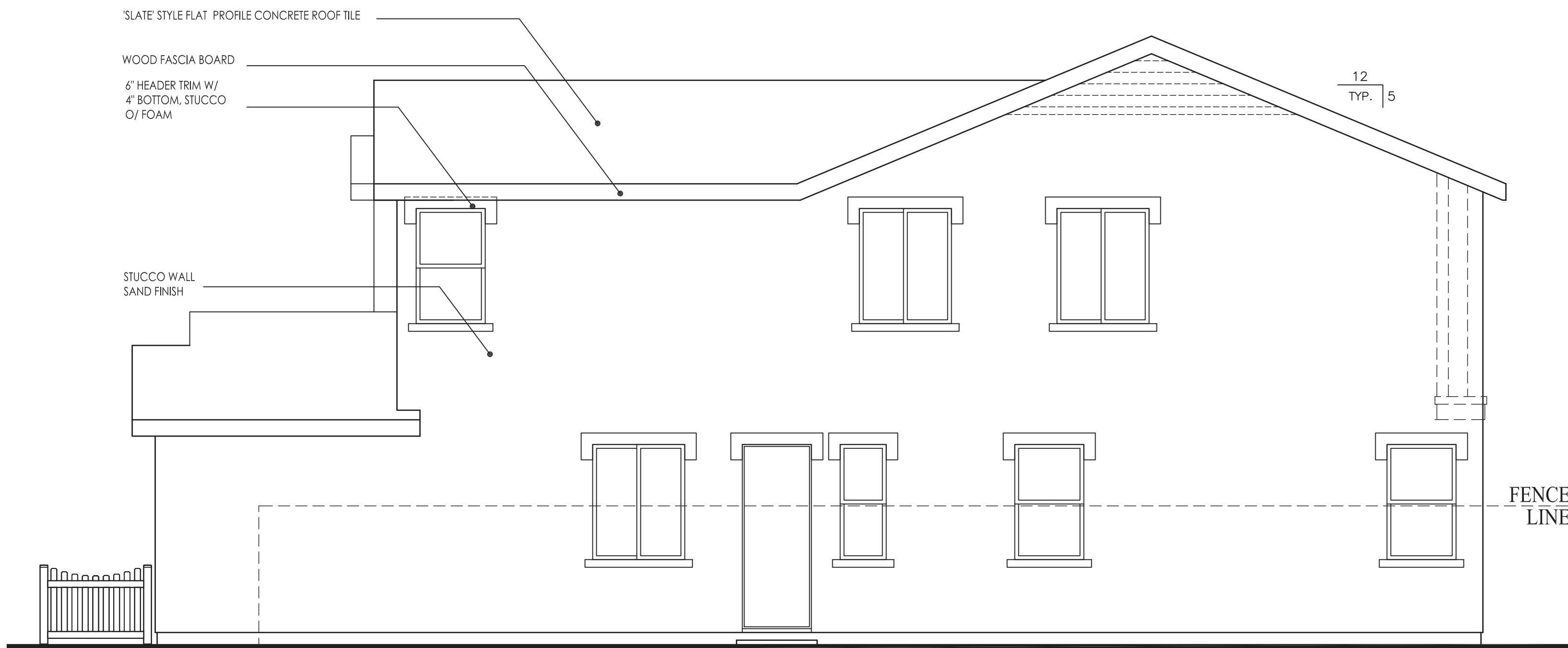


LEFT ELEVATION
SCALE: 1/4" = 1'-0"



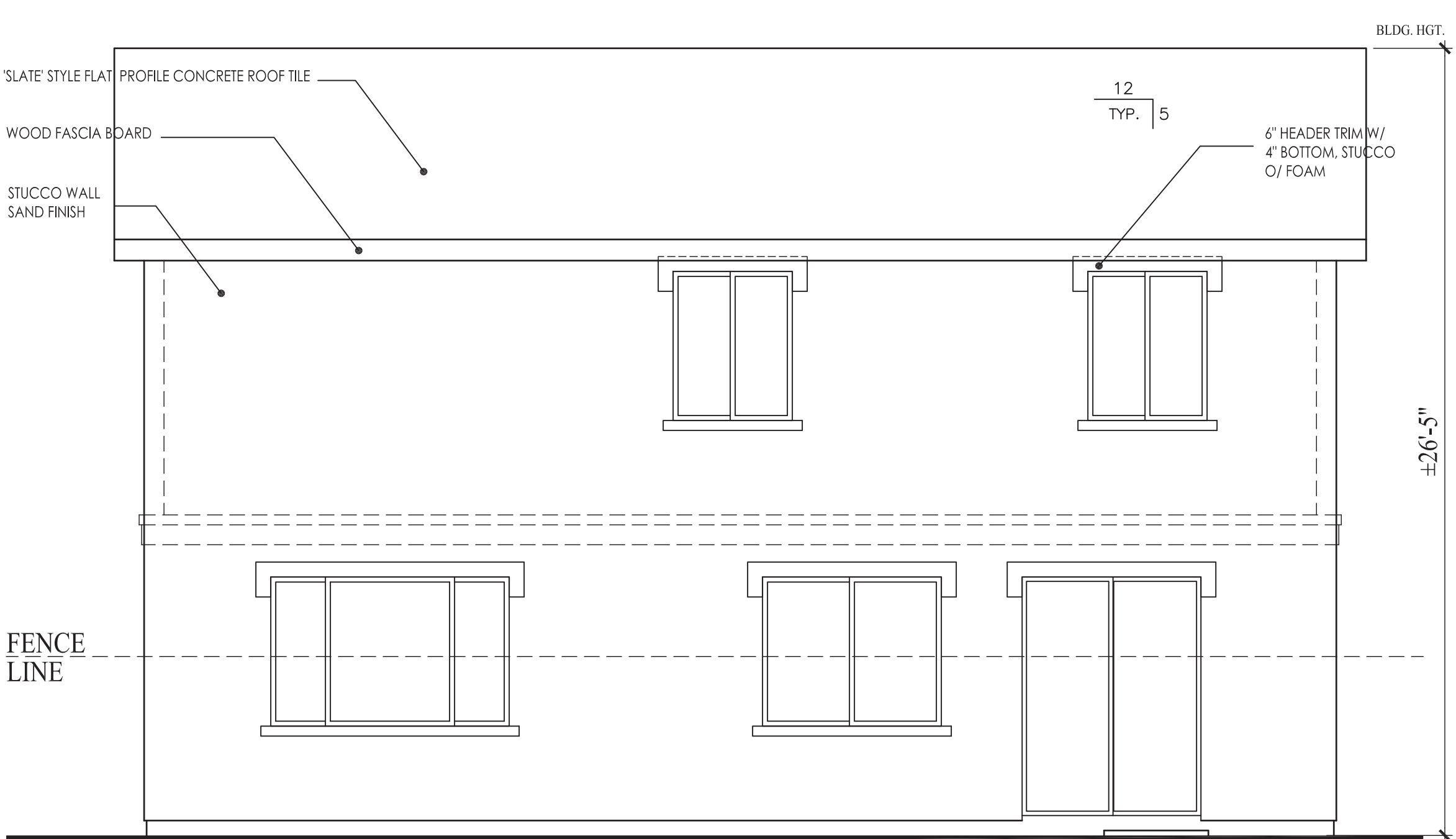
FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 3033 - PRAIRIE



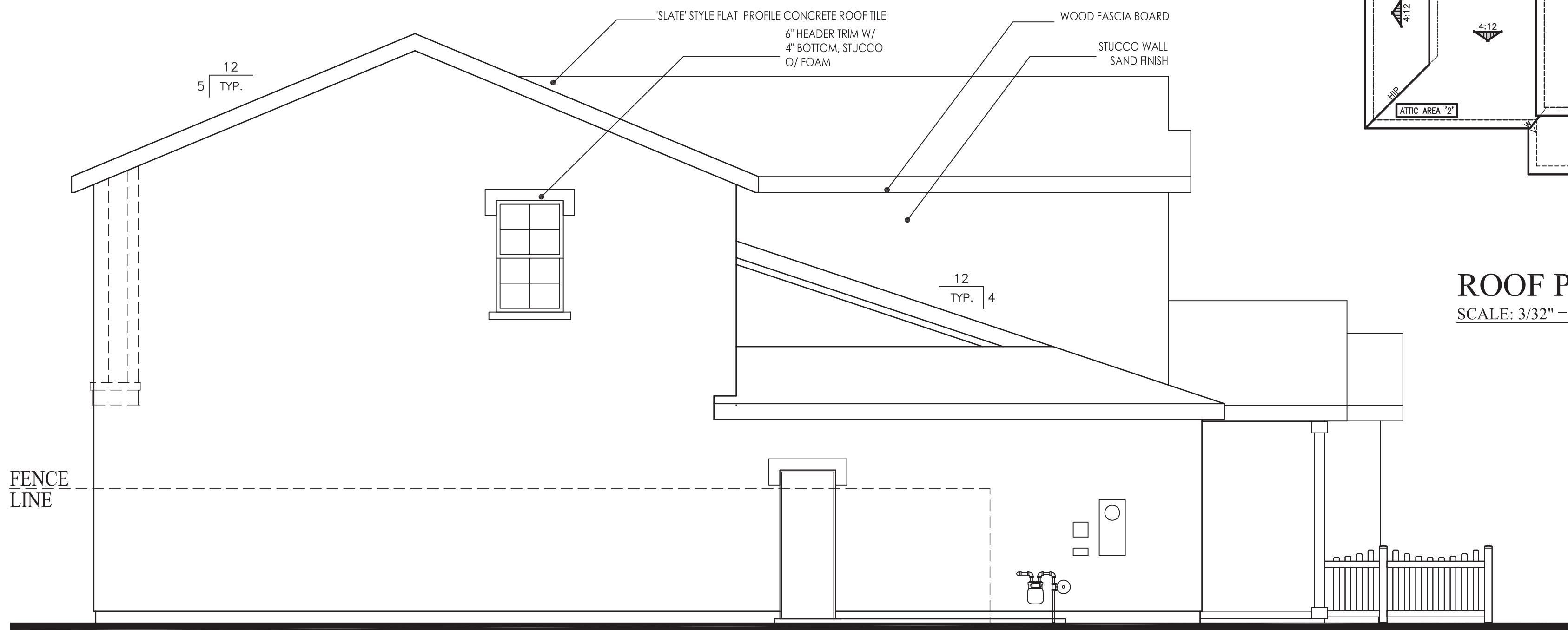
RIGHT ELEVATION
 SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
 LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
 REQUIRING ENHANCEMENTS



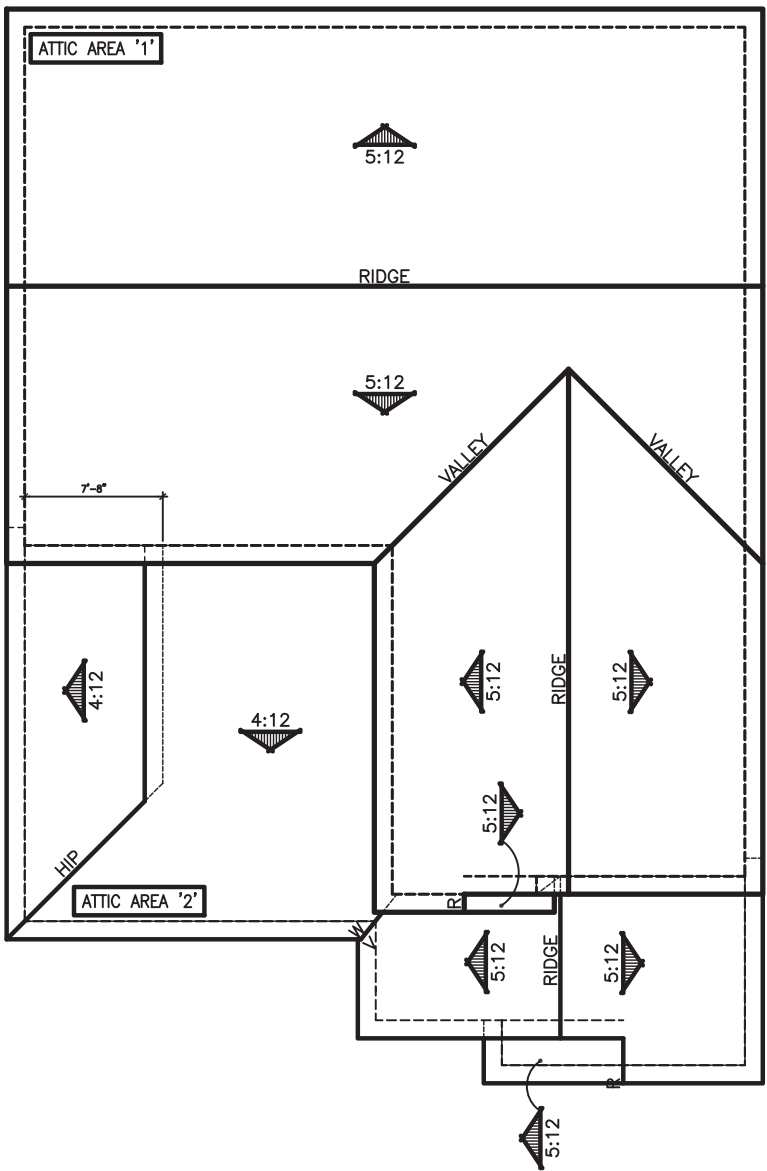
REAR ELEVATION
 SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
 LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
 REQUIRING ENHANCEMENTS

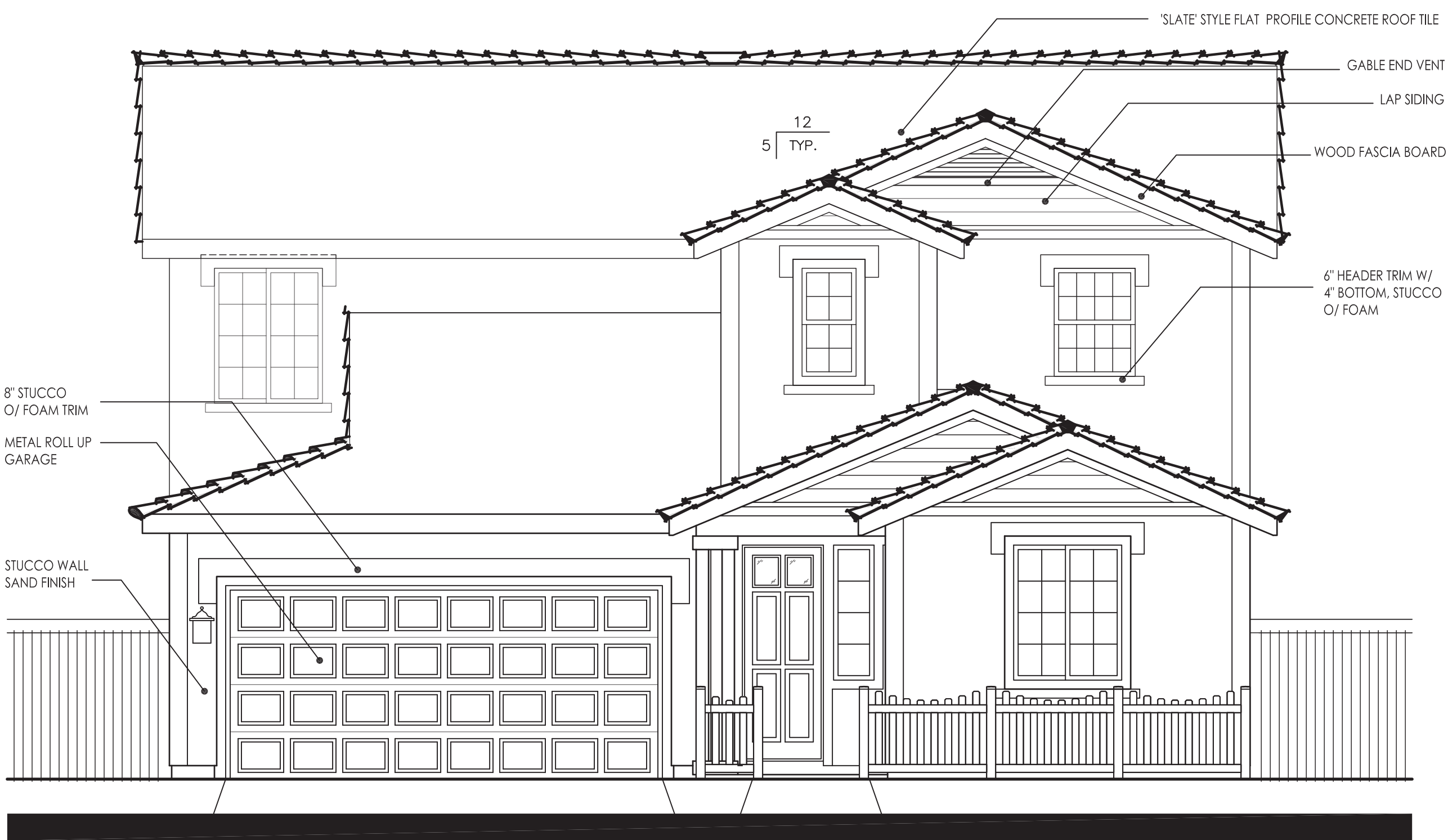


LEFT ELEVATION
 SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
 LOTS ADJACENT TO PUBLIC RIGHT OF WAYS



ROOF PLAN
 SCALE: 3/32" = 1'-0"



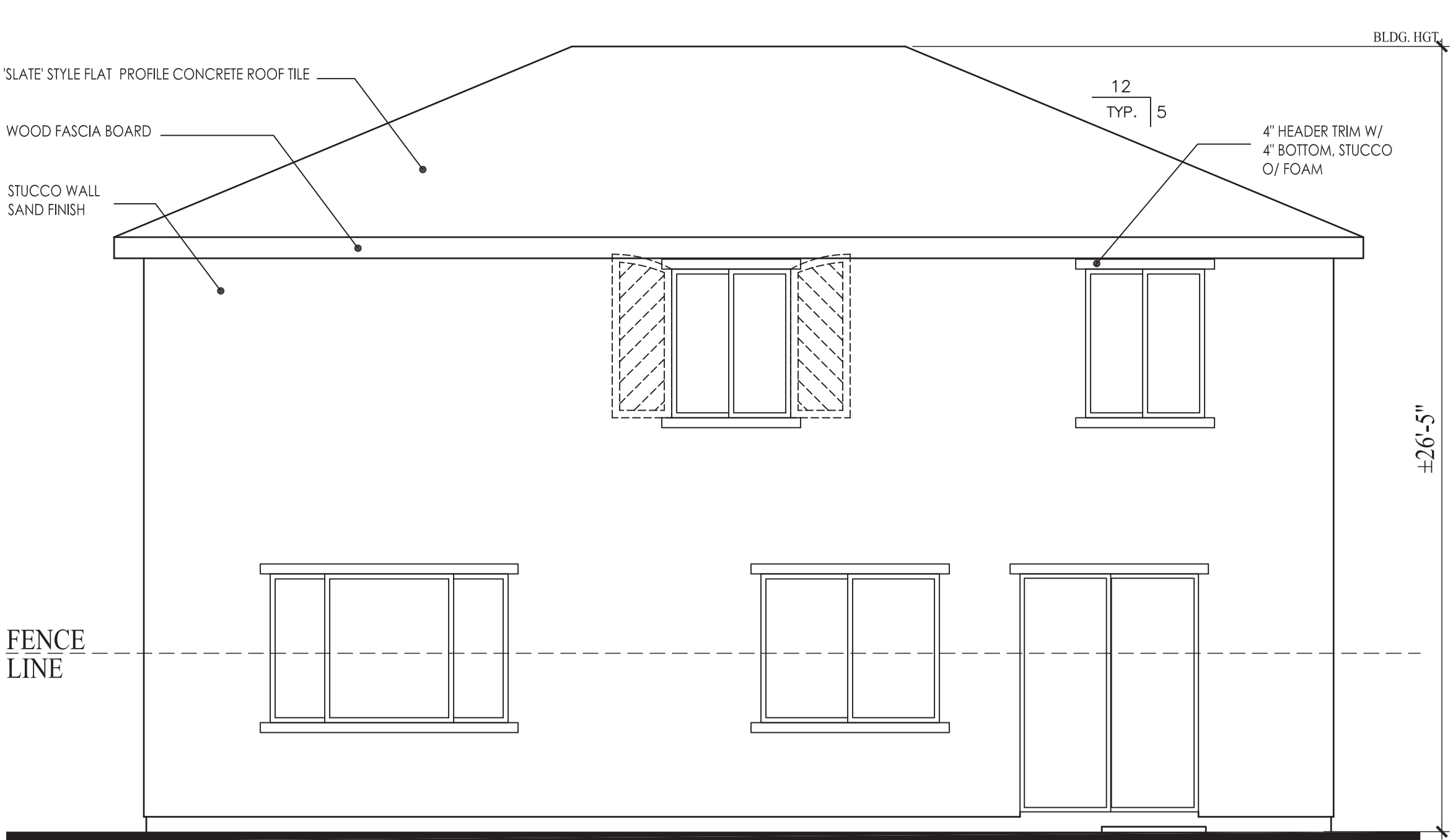
FRONT ELEVATION
 SCALE: 1/4" = 1'-0"

PLAN 3033 - TRADITIONAL



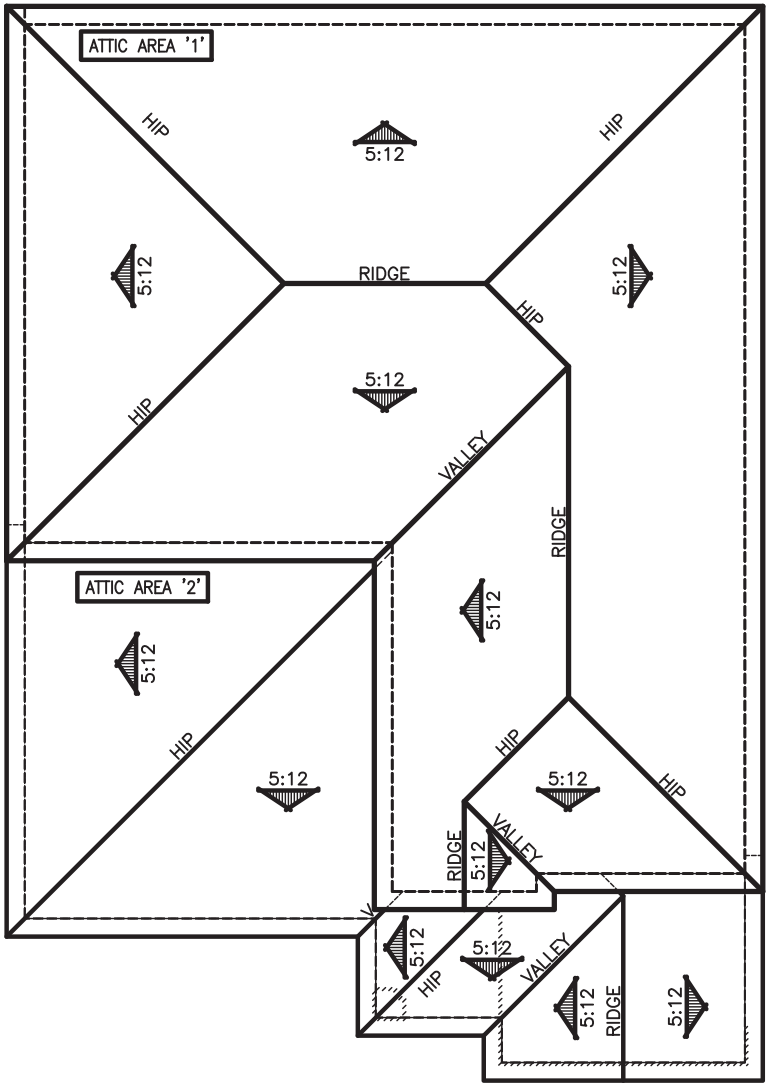
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS

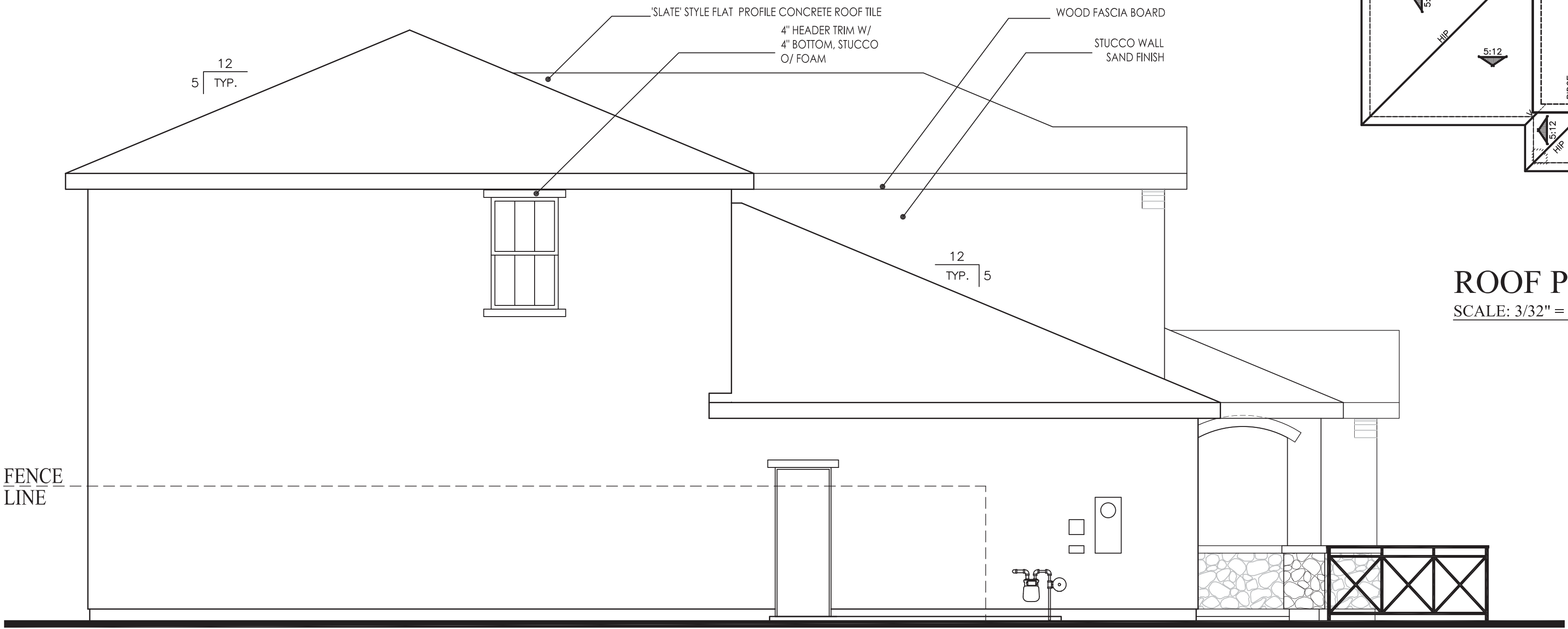


REAR ELEVATION
SCALE: 1/4" = 1'-0"

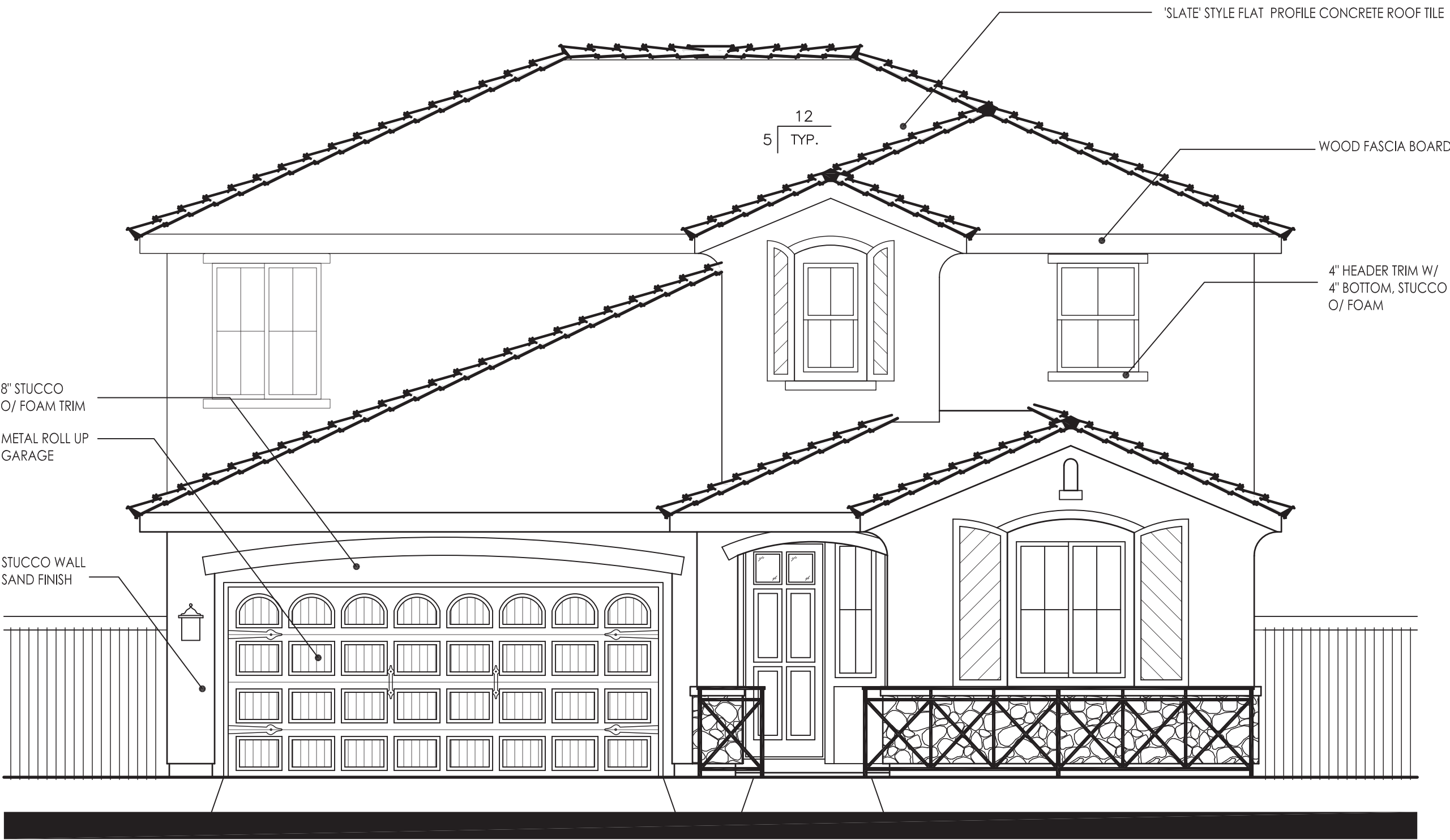
ITEMS SHOWN DASHED SHALL OCCUR ON
LOTS ADJACENT TO PUBLIC RIGHT OF WAYS
REQUIRING ENHANCEMENTS



ROOF PLAN
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 1/4" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PLAN 3033 - FRENCH

SPANISH
SCHEME # 1

STUCCO PAINT BODY

ROOF

FASCIA

TRIM / GARAGE

ACCENT

LENNAR®
Job #: 15048
Date: JANUARY 4, 2016

CALWEST
CITY OF WOODLAND, CA

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SPANISH
SCHEME # 2

STUCCO PAINT BODY

ROOF

FASCIA

TRIM / GARAGE

ACCENT

LENNAR®
Job #: 15048
Date: JANUARY 4, 2016

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SPANISH
SCHEME # 3

STUCCO PAINT BODY

ROOF

FASCIA

TRIM / GARAGE

ACCENT

LENNAR®
Job #: 15048
Date: JANUARY 4, 2016

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SPANISH EXTERIOR- COLOR SCHEMES

PRAIRIE
SCHEME # 4

STUCCO PAINT BODY

ROOF

FASCIA / TRIM

GARAGE DOOR

ACCENT

BRICK

LENNAR®
Job #: 15048
Date: JANUARY 4, 2016

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PRAIRIE
SCHEME #5

STUCCO PAINT BODY

ROOF

FASCIA / TRIM

GARAGE DOOR

ACCENT

BRICK

LENNAR®
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PRAIRIE
SCHEME #6

STUCCO PAINT BODY

ROOF

FASCIA / TRIM

GARAGE DOOR

ACCENT

BRICK

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PRAIRIE EXTERIOR- COLOR SCHEMES

TRADITIONAL

SCHEME # 7

STUCCO PAINT BODY

ROOF

FASCIA / TRIM /
GARAGE DOOR

GABLE SIDING

ACCENT

STONE

LENNAR®
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TRADITIONAL

SCHEME # 8

STUCCO PAINT BODY

ROOF

FASCIA / TRIM /
GARAGE DOOR

GABLE SIDING

ACCENT

STONE

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TRADITIONAL

SCHEME # 9

STUCCO PAINT BODY

ROOF

FASCIA / TRIM /
GARAGE DOOR

GABLE SIDING

ACCENT

STONE

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TRADITIONAL EXTERIOR- COLOR SCHEMES

The Grove

WOODLAND, CA

LENNAR®

Kevin L. Crook

Architect

Inc

A-42

024812

04/01/16

15048

FRENCH
SCHEME # 10

STUCCO PAINT BODY

ROOF

FASCIA / TRIM /
GARAGE DOOR

ACCENT

STONE

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FRENCH
SCHEME # 11

STUCCO PAINT BODY

ROOF

FASCIA / TRIM /
GARAGE DOOR

ACCENT

STONE

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FRENCH
SCHEME # 12

STUCCO PAINT BODY

ROOF

FASCIA / TRIM /
GARAGE DOOR

ACCENT

STONE

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FRENCH EXTERIOR- COLOR SCHEMES

PLANT LIST MATRIX

General design intent shall be the creation of a pleasing mix of plant material as needed to maintain visual interest and a varied but somewhat cohesive streetscape throughout the community. See additional notes below.
See container size recommendations in each section below.
Plant density MINIMUM shall be 1 plant per each 16 square feet of planter area.

STREET TREES: PLAN SYMBOL = (ST) – SIZE PER OTHERS

Street Tree plantings shall be per approved Improvement Plan Street Tree Plan by Cunningham Engineering. Street tree types and installation methods (staking, root barriers, etc.) shall be per Improvement Plans. Trees shown on these plans are conceptual only.

ACCENT TREES: PLAN SYMBOL = (A) – ALL 15 GALLON SIZE

Installer shall select trees from the following list and attempt to group like trees together per plan. Vary trees from group to group throughout community.

Hibiscus syriacus – patio tree-vary colors Rose of Sharon patio tree
Lagerstroemia 'Dynamite' – Standard Compact Crape Myrtle tree

FOUNDATION SHRUBS: PLAN SYMBOL = (F) ALL 5 GALLON SIZE

Installer shall select from the following list and attempt to vary plant groupings somewhat within each lot.
Base selection on planting space provided in each planter area and for desired design intent. For shrubs shown on corner side yards, do not mix varieties within each lot.

Feijoa sellowiana Pieapple guava
Ligustrum texanum Texas privet
Viburnum tinus 'Spring Bouquet' Compact Crape Myrtle tree
Xyloxma congestum 'Compacta' Compact shiny xyloxma

ACCENT SHRUBS: PLAN SYMBOL = (AS) – ALL 5 GALLON SIZE

Installer shall select accent shrubs from the following list. These plants may vary within each lot and between lots. Installer shall attempt to provide a wide variety of these shrubs with a more random distribution throughout community than other shrub groups listed here.

Lagerstroemia – Bush varieties Bush crape myrtle – all colors
Phormium 'Amazing Red' Red-leaf flax
Olea 'Little Olive' Bush olive
Westringia fruticosa Coast rosemary

LAYERING SHRUBS (LARGE): PLAN SYMBOL = (L1) - ALL 5 GALLON SIZE

Installer shall select from the following list for use as a lower foundation shrub. These should be selected with logical groupings in mind as shown on plan. Plant types may vary within each lot but plant types should remain consistent within each grouping. For side yard shrubs, do not mix varieties within each lot.

Ceanothus 'Skyline' Compact wild lilac
Hypericum moserianum Gold flower
Rosa 'Iceberg' Iceberg rose
Callistemon 'Little John' Dwarf bottlebrush

LAYERING SHRUBS (SMALL): PLAN SYMBOL = (L2) – ALL 5 GALLON SIZE

Installer shall select from the following list for use as a lower layer in front of taller layering shrubs above. These should be selected with logical groupings in mind as shown on plan. Plant types may vary within each lot but plant types should remain consistent within each grouping. For side yard shrubs, do not mix varieties within each lot.

Nandina dom. 'Nana' Dwarf heavenly bamboo
Rosa 'Drift' varieties Drift rose (assorted colors)
Spiraea 'Limemound' Limemound spiraea
Lantana – trailing white or lavender Trailing lantana

LAYERING SHRUBS (ACCENT): PLAN SYMBOL = (L3) – ALL 1 GALLON SIZE

Installer shall select from the following list for use as a lower layer in front of taller layering shrubs above. These should be selected with logical groupings in mind as shown on plan. Plant types may vary within each lot but plant types should remain consistent within each grouping. For side yard shrubs, do not mix varieties within each lot.

Nepeta 'Walker's Low' Catmint
Pennisetum 'Little Bunny' Dwarf fountain grass
Erigeron karvinskianus Santa Barbara daisy
Verbena 'Teman Red' Red verbena

GROUNDCOVER: PLAN SYMBOL = (HATCH LINES) – ALL 1 GALLON SIZE

General spacing shall be 24" on center for groundcover shrubs.

Myoporum parvifolium 'Putah Creek' Creeping myoporum

CURBSIDE PLANTER PALLETTE: SEE CURBSIDE PLANTER INSET

Installer shall place shrubs and groundcover approximately per plans, paying special attention to lines of sight for driveway approaches (do not place shrubs within 6 feet of driveway aprons).
Street trees to be installed per approved Street Tree Plan.

PRIMARY GROUNDCOVER (HATCH SYMBOL) – ALL 1 GAL. SIZE

Gezania 'Mitsuwa Trailing Yellow' Trailing gazania(18" O.C.)

LARGER ACCENT SHRUBS (A1) – ALL 5 GAL. SIZE

Muhlenbergia cap. 'Regal Mist' Muhly grass
Coccoloba 'Rainbow Sunrise' Upright mirror plant
Lantana 'Radiation' Bush lantana

MEDIUM ACCENT SHRUBS (A2) – ALL 1 GAL. SIZE

Nepeta 'Walker's Low' Catmint

PROSTRATE ACCENT SHRUBS (A3) – ALL 1 GAL. SIZE

Verbena 'Teman Red' Red verbena

GENERAL IRRIGATION AND DRAINAGE NOTES:

IRRIGATION:

- Systems are based on a static water pressure of 40 P.S.I. at point of connection.
Point of connection is based on 15 gallons per minute max. flow rate at P.O.C. stubbed out at house wall by builder.
- All shrub and groundcover areas shall be drip irrigated.
- All main pressure lines under paving surfaces shall be placed in schedule 40 PVC sleeves (verify sleeve locations on site).

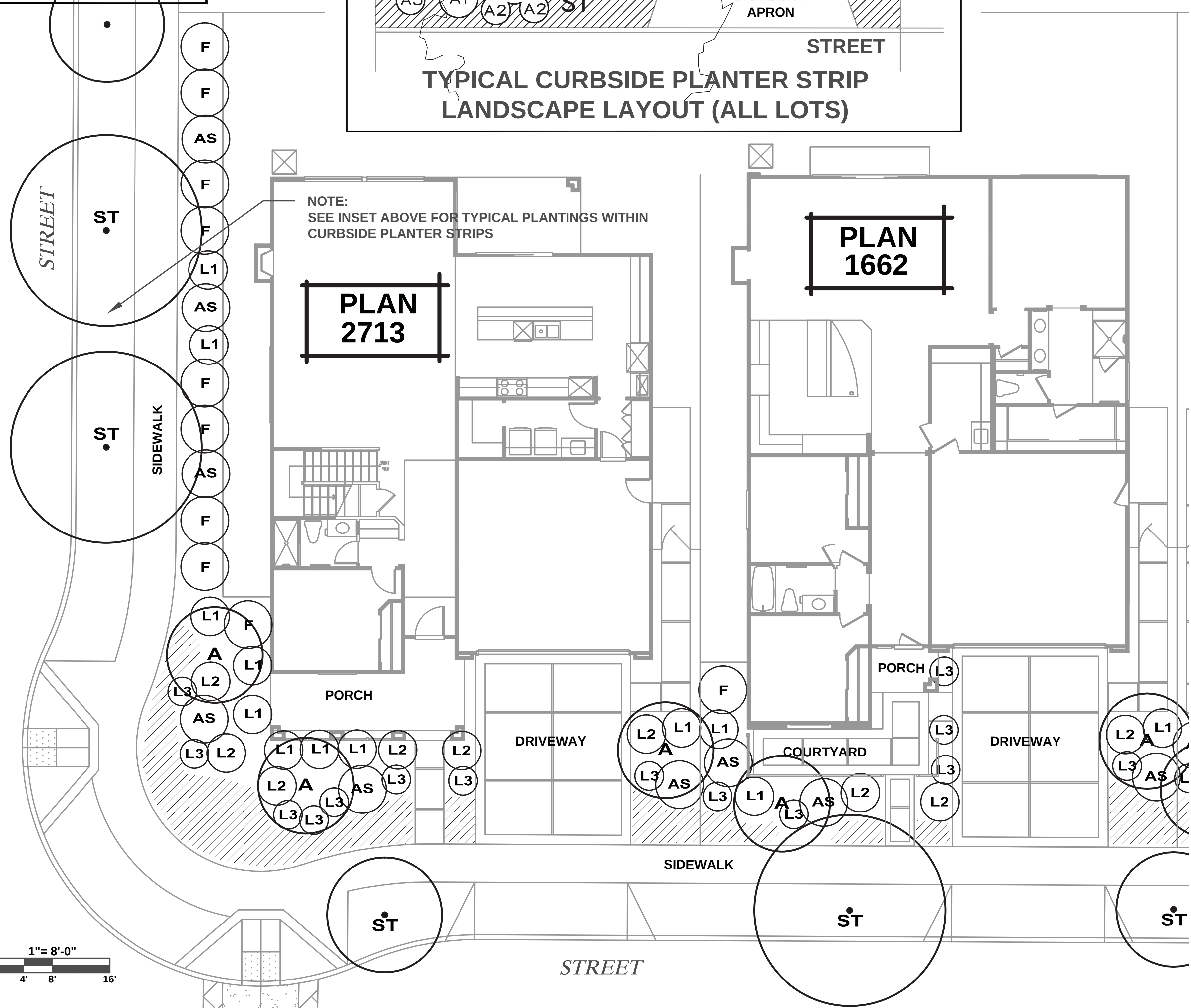
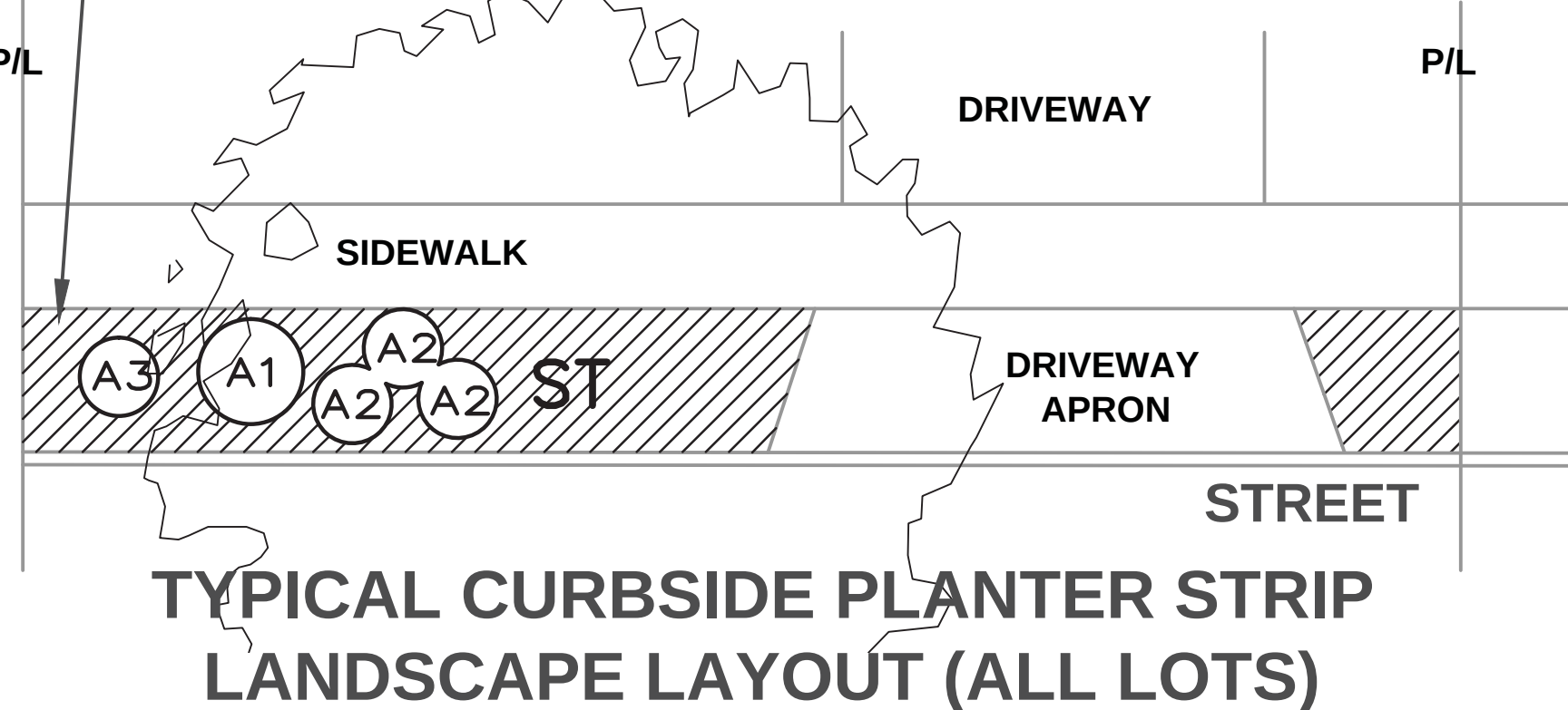
DRAINAGE:

- All areas that cannot be surfaced drained shall be drained using 3" PVC solid drain lines, fittings, inlets, etc. Any areas retaining standing water for more than 2 hours shall be corrected.
- All roof downspouts within property shall be connected to underground drainage system (not shown on plans). This includes all front and rear yard roof downspouts.
- Installer shall place catch basins and / or inlets in appropriate locations throughout each property as needed to minimize standing water (coordinate with homebuilder on site regarding finish grading by others). See standing water condition in note #1 above.
- Installer shall be responsible for providing proper surface drainage throughout site, and in addition, providing proper clearances per local codes and ordinances at house foundation locations.

NOTE:
TREE PLANTING METHODS / STAKING IN CURBSIDE PLANTER STRIPS SHALL BE APPROVED BY CITY OR WOODLAND

NOTE:
WHERE CURBSIDE PLANTER STRIP DOES NOT EXIST, PLACE STREET TREES AT 4'-0" BEHIND BACK OF SIDEWALK

1"= 8'-0"
0 4' 8' 16'



LANDSCAPE ARCHITECTURE & DESIGN
EarthLine
DESIGN
PALM BEACH, FLORIDA
PALM BEACH, FLORIDA
954.201.1864 • www.earthline.com

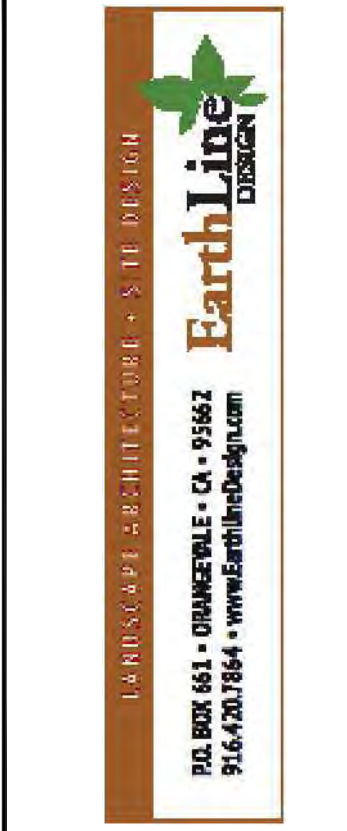
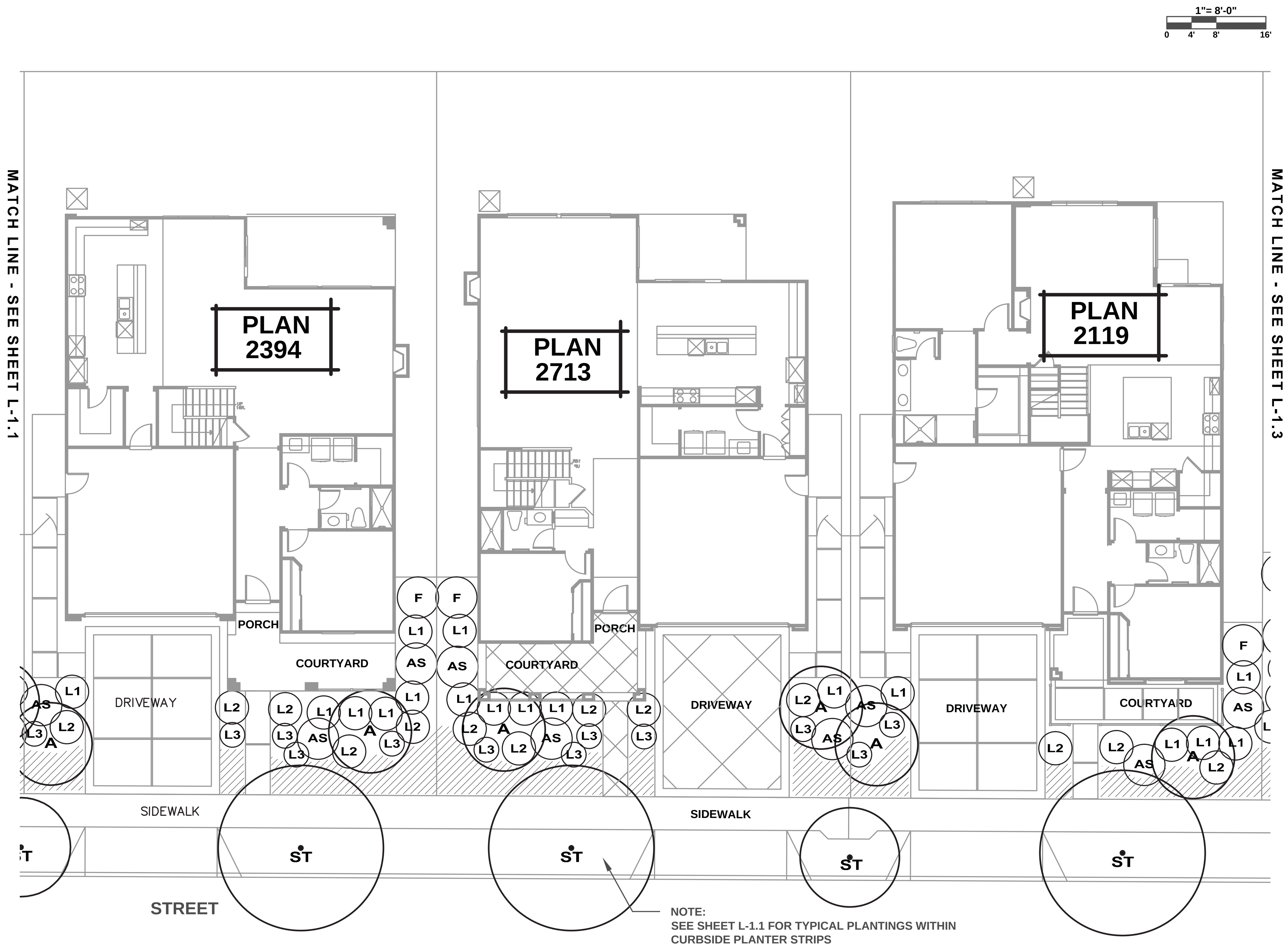
THE GROVE @ SPRING LAKE
CITY OF WOODLAND, CALIFORNIA
LENNAR
1420 ROCKY RIDGE DR. - #320 / ROSEVILLE, CA
LICENSED LANDSCAPE ARCHITECT
JAMESON LUTTRELL, C.A.
Signature: [Signature]
Date: 4-2-2016
Reviewed Date: 4-2-2016
Date: 4-2-2016
O. STATE OF CALIFORNIA

Sym.	Revision	Date

Drawing Title
**CONCEPTUAL
LANDSCAPE
PLAN**

Date: MARCH 31, 2016
Drawn By: JL
Scale: 1/8" = 1'-0"

L-1.1



THE GROVE @ SPRING LAKE
CITY OF WOODLAND, CALIFORNIA

LENNAR
1420 ROCKY RIDGE DR. - #320 / ROSEVILLE, CA

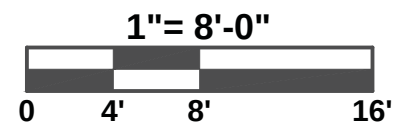
LICENSED LANDSCAPE ARCHITECT
JAMESON LUTTRELL, INC.
Signature: [Signature]
4-2016
Received Date: 4-31-2016
Date
STATE OF CALIFORNIA

Sym.	Revision	Date

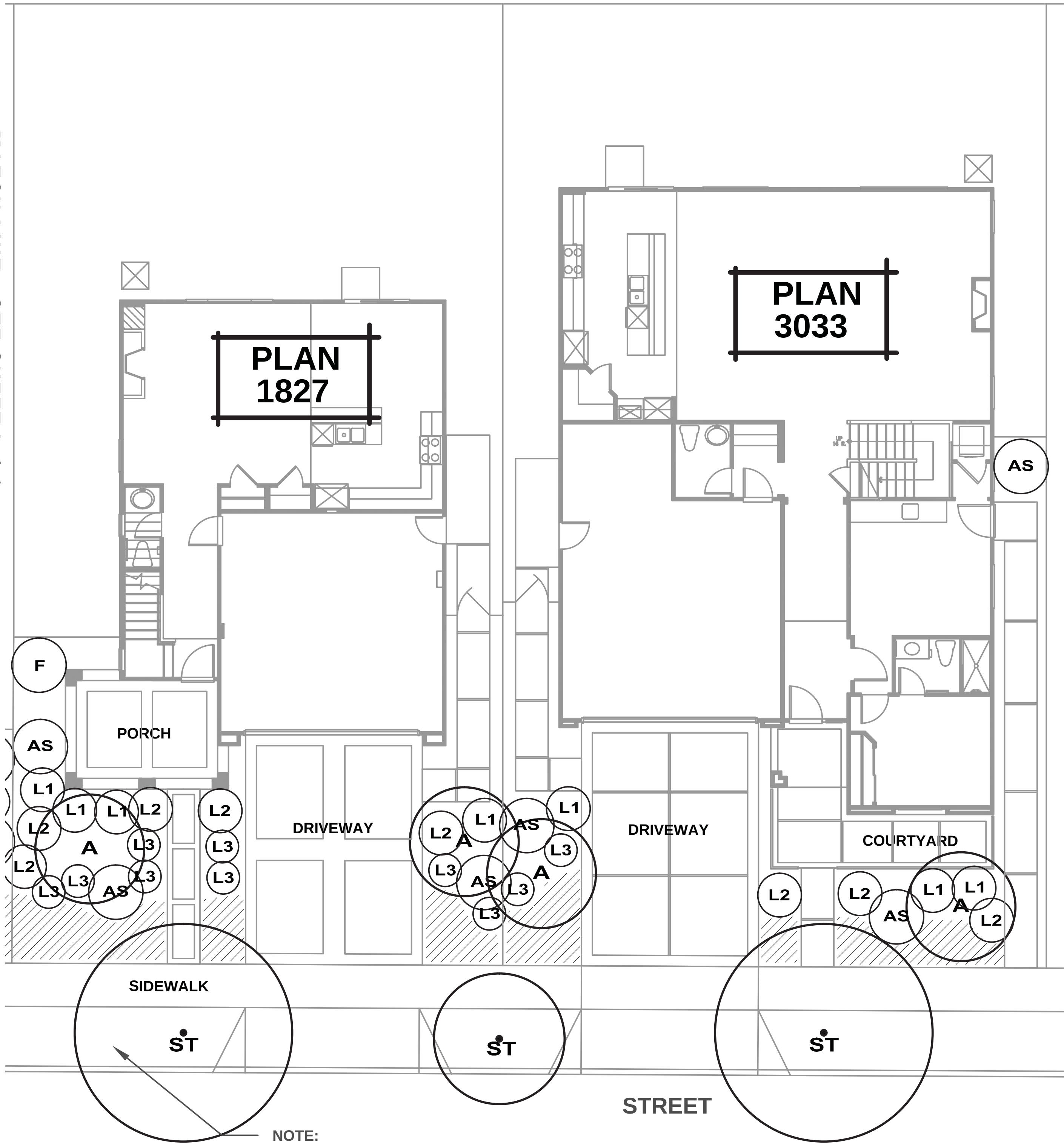
Drawing Title
**CONCEPTUAL
LANDSCAPE
PLAN**

Date: MARCH 31, 2016
Drawn By: JL
Scale: 1/8" = 1'-0"

L-1.2



MATCH LINE - SEE SHEET L-1.2



NOTE:
SEE SHEET L-1.1 FOR TYPICAL PLANTINGS WITHIN
CURBSIDE PLANTER STRIPS



THE GROVE @ SPRING LAKE
CITY OF WOODLAND, CALIFORNIA
LENNAR
1420 ROCKY RIDGE DR. - #320 / ROSEVILLE, CA

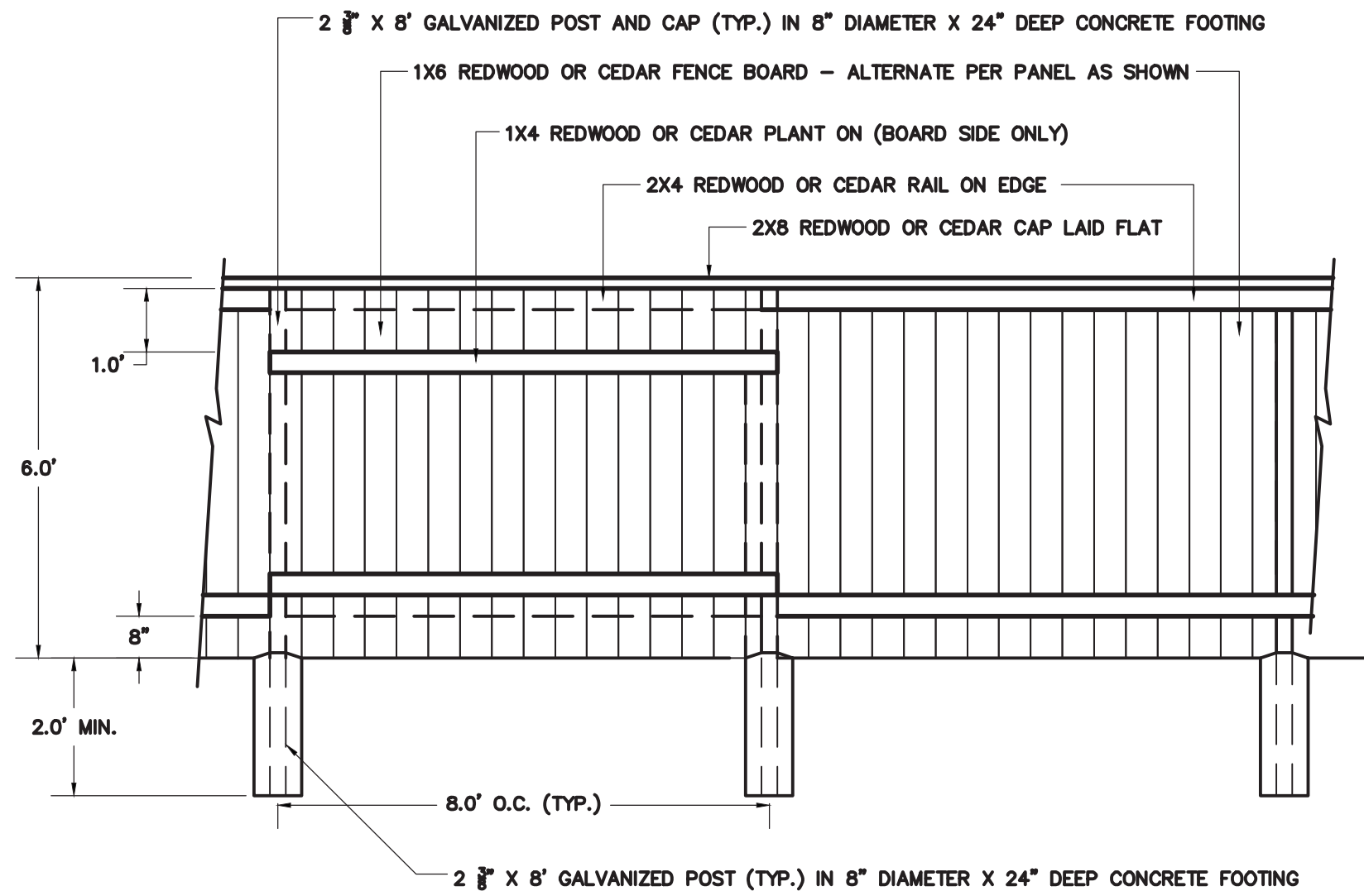


Sym.	Revision	Date

Drawing Title
**CONCEPTUAL
LANDSCAPE
PLAN**

Date	MARCH 31, 2016
Drawn By	JL
Scale	1/8" = 1'-0"

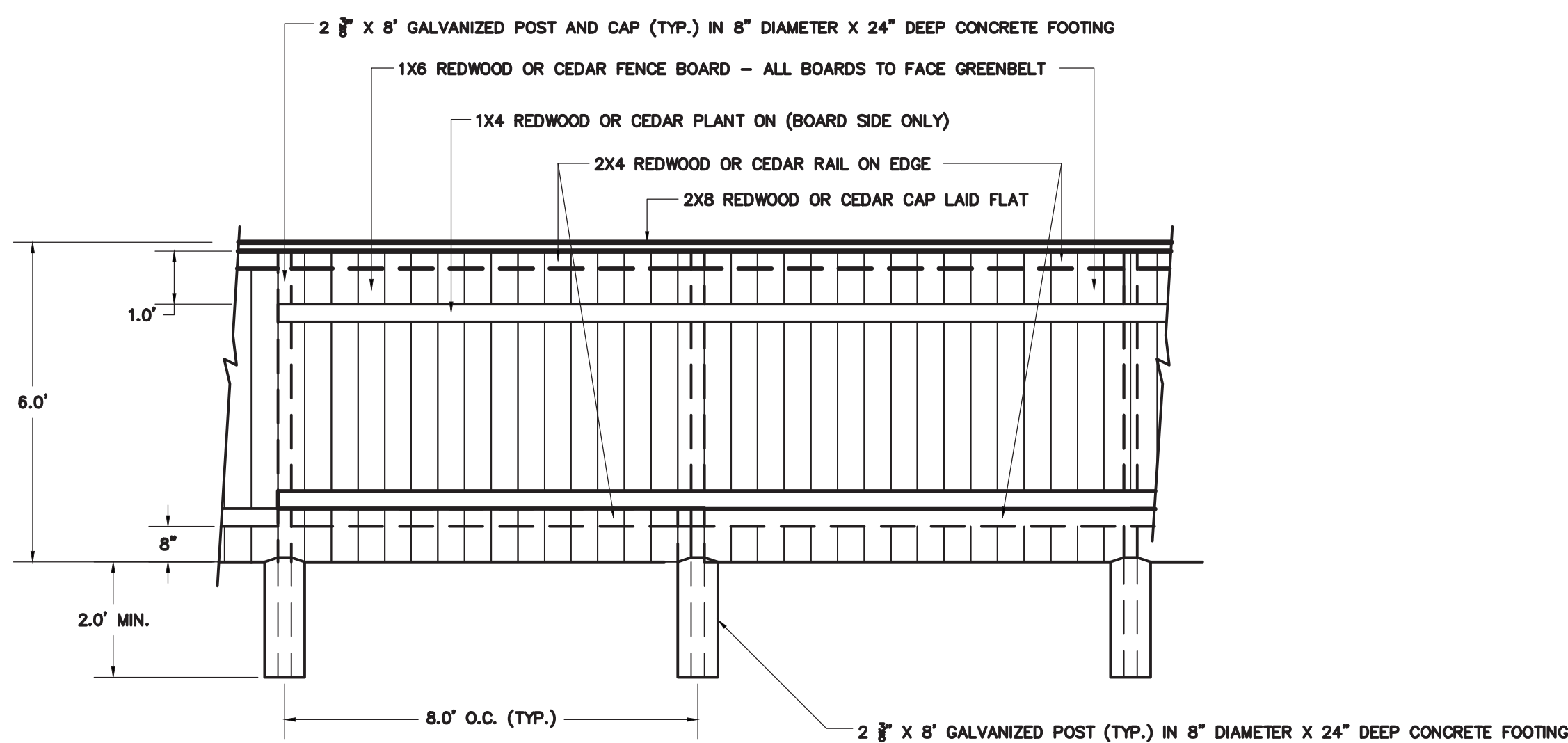
L-1.3



GOOD NEIGHBOR FENCING

NO SCALE

- NOTES:
1. ALL WOOD SHALL BE ATTACHED TO GALVANIZED POSTS USING GALVANIZED SCREWS, BRACKETS, AND/OR RING-SHANK NAILS.
 2. ALL WOOD SHALL HAVE ONE COAT OF WATER SEALANT CLEAR STAIN APPLIED FOLLOWING CONSTRUCTION PER MANUFACTURER'S INSTRUCTIONS.



WOOD FENCING ADJACENT TO GREENBELT

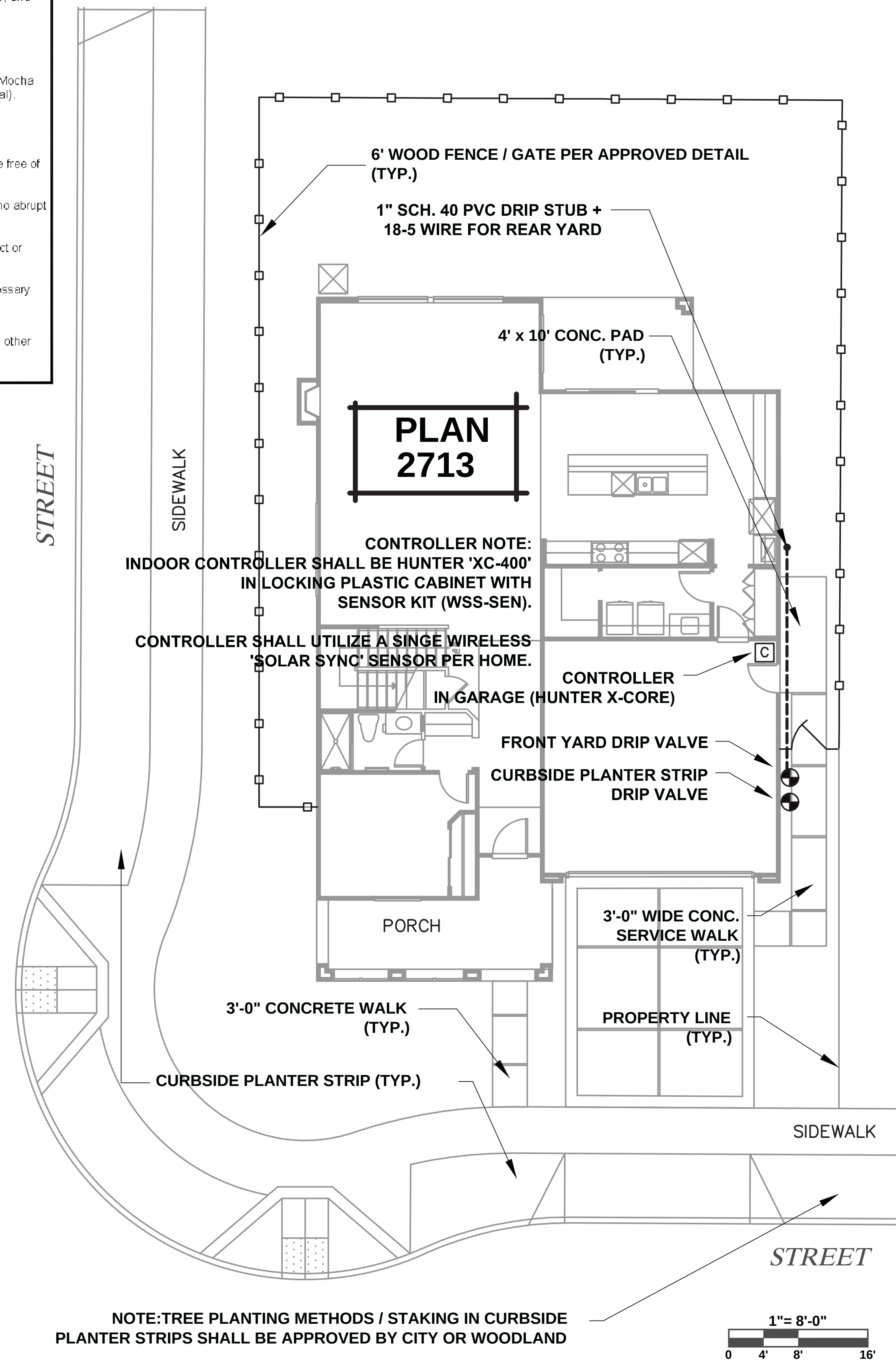
NO SCALE

- NOTES:
1. ALL WOOD SHALL BE ATTACHED TO GALVANIZED POSTS USING GALVANIZED SCREWS, BRACKETS, AND/OR RING-SHANK NAILS.
 2. ALL WOOD SHALL HAVE ONE COAT OF WATER SEALANT CLEAR STAIN APPLIED FOLLOWING CONSTRUCTION PER MANUFACTURER'S INSTRUCTIONS.
 3. ALL FENCE BOARDS SHALL FACE GREENBELT.

GENERAL INSTALLATION NOTES

- Prior to construction, final landscape plans shall be prepared by a licensed landscape architect and shall be certified in accordance with State water conservation requirements. Landscape Plans shall specify:
 - Planting and installation details and notes including soil amendments.
 - 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.
- For street tree selections and locations, see Landscape Plans and Street Tree Plans by Cunningham Engineering Corporation.
- All shrub and groundcover areas shall receive a 2" minimum layer of bark topdressing. Bark shall be 'Mocha Chips' as available at Hastie's Sand & Gravel / Sacramento, CA (or equal – submit sample for approval).
- Installer shall apply a pre-emergent herbicide to all shrub and groundcover areas per manufacturer's instructions.
- For all tree planting installations, installer shall leave a 24" diameter area around the base of each tree free of any vegetation (including lawn). Bark topdressing may be applied in this area.
- Installer shall make every effort to maintain smooth and even grades throughout contract areas, with no abrupt changes in grade where possible.
- All plant material shall be of acceptable nursery quality. Landscape Architect reserves the right to reject or substitute unacceptable plant material.
- Installer shall make adjustments to plant types and locations as needed if site conditions warrant necessary changes (planter size, sun exposure, etc.)
- All trees (street trees and accent trees) shall be planted no closer than 60" to any water meter box. All other plant material shall be planted no closer than 30" to any water meter box. Distance measurements are from 'centerline to centerline' of meter box to tree / shrub trunk.

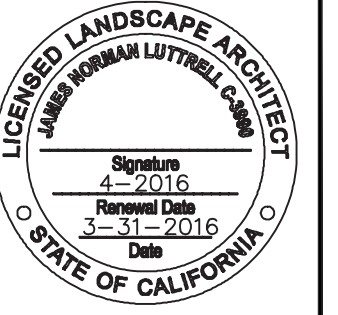
TYPICAL LANDSCAPE LAYOUT CALLOUTS (ALL PLANS)



THE GROVE @ SPRING LAKE
CITY OF WOODLAND, CALIFORNIA

LENNAR

1420 ROCKY RIDGE DR. - #320 / ROSEVILLE, CA

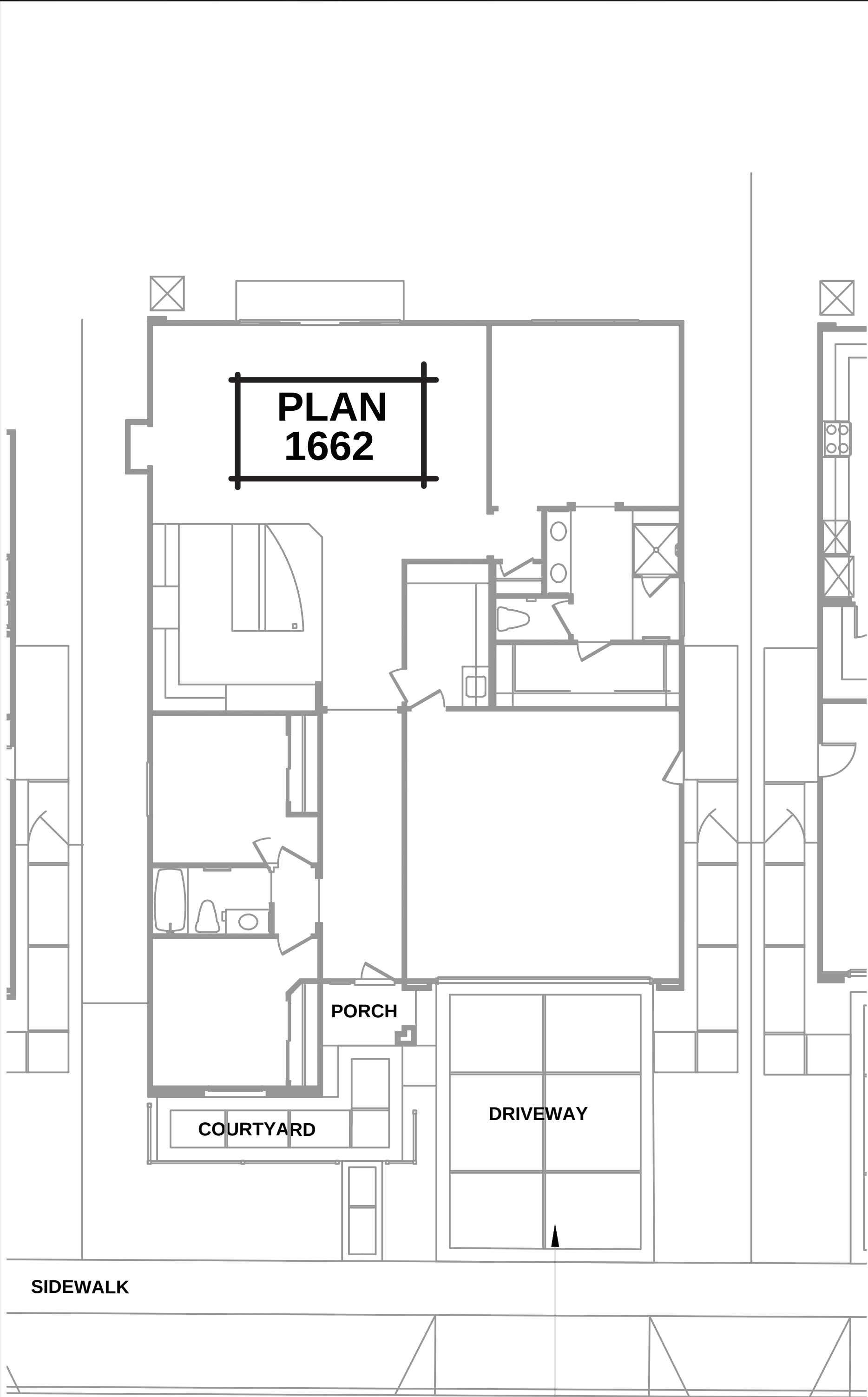


Sym.	Revision	Date

Drawing Title
**CONCEPTUAL
LAYOUT
SCHEMATIC**

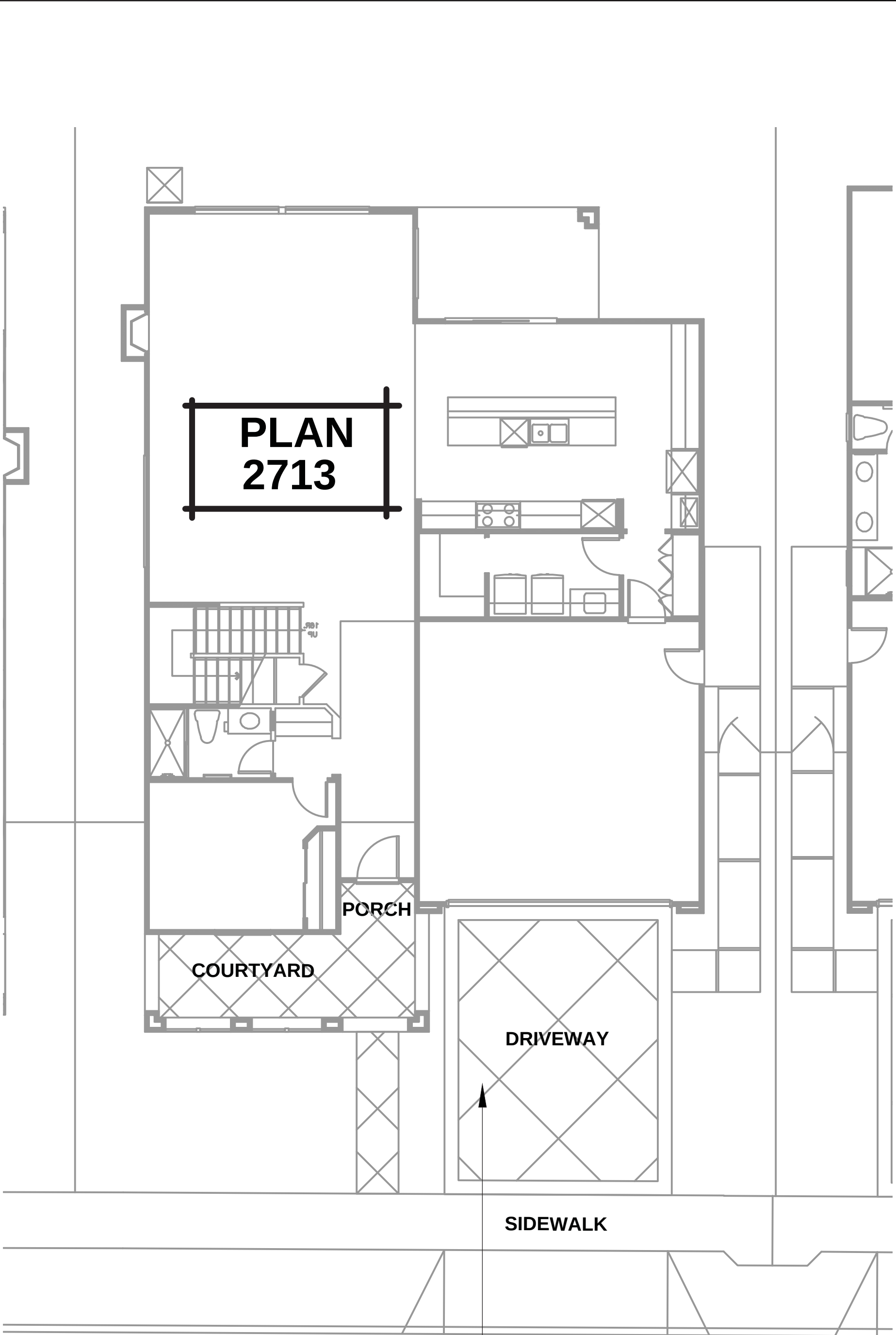
Date MARCH 31, 2016
Drawn By JL
Scale 1/8" = 1'-0"

L-2.1



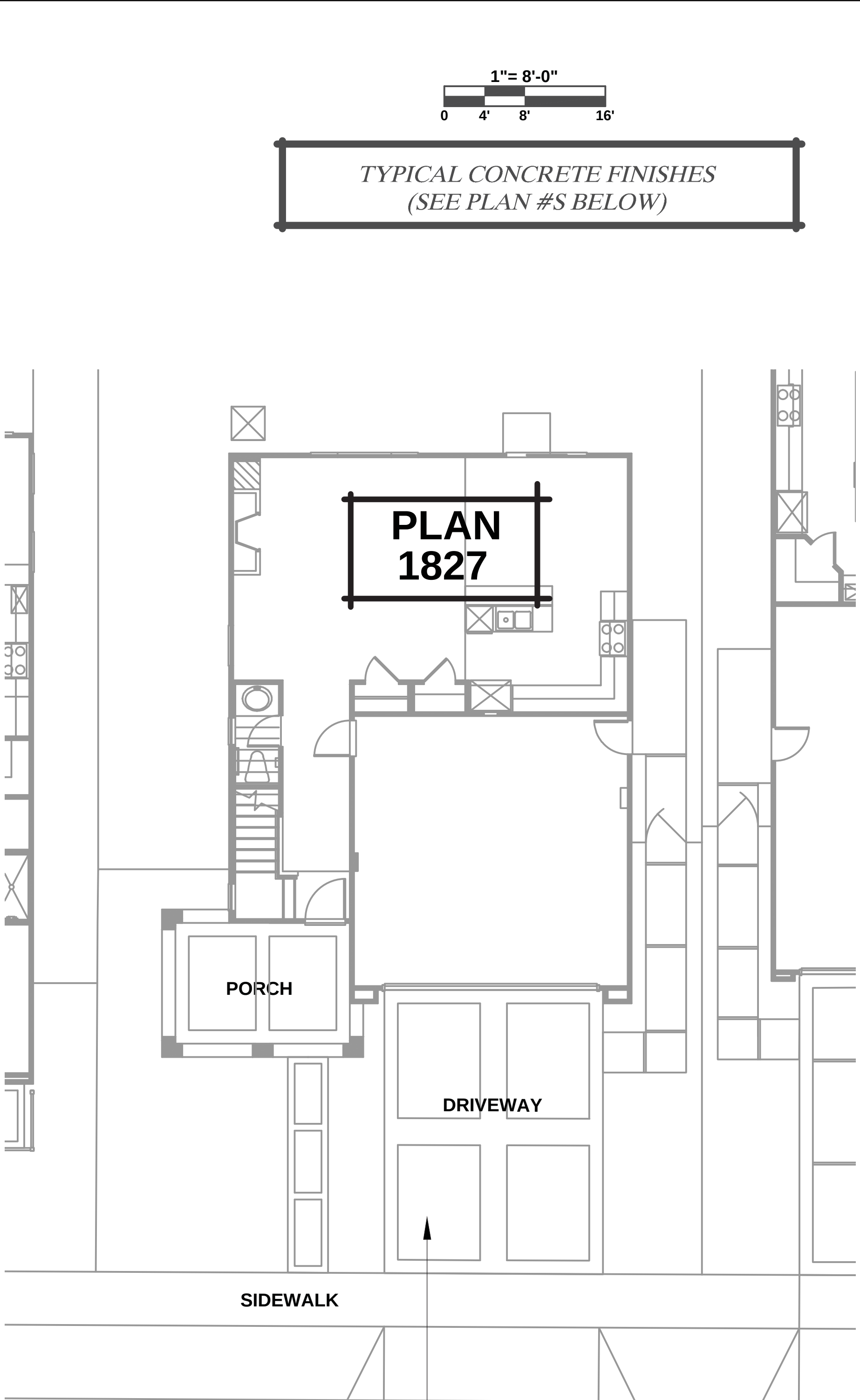
TYPICAL PLAN 1662 & 3033 CONCRETE SPECIFICATIONS:
(PLAN 1662 SHOWN)

- DRIVEWAY / COURTYARD TO HAVE LIGHT ROCK SALT FINISH FIELD AREAS WITH 12" WIDE LIGHT BROOM FINISH PERIMETER BANDS AS SHOWN
- ENTRY WALKWAY TO HAVE MATCHING SALT FINISH FIELD AREAS WITH 6" WIDE LIGHT BROOM FINISH PERIMETER BANDS



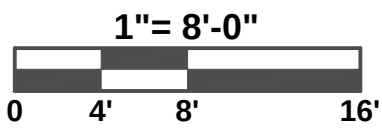
TYPICAL PLANS 2394 & 2713 CONCRETE SPECIFICATIONS:
(PLAN 2713 SHOWN)

- DRIVEWAY / COURTYARD TO HAVE BROOM FINISH FIELD AREAS WITH +/- 6' AND 3' WIDE DIAGONAL SCORING - 12" WIDE LIGHT BROOM FINISH PERIMETER BANDS AS SHOWN (NO DIAGONALS EXCEPT AS NEEDED FOR CONTROL JOINTS)
- ENTRY WALKWAY TO BE LIGHT BROOM FINISH WITH +/- 3' WIDE DIAGONAL SCORING (NO PERIMETER BANDS)

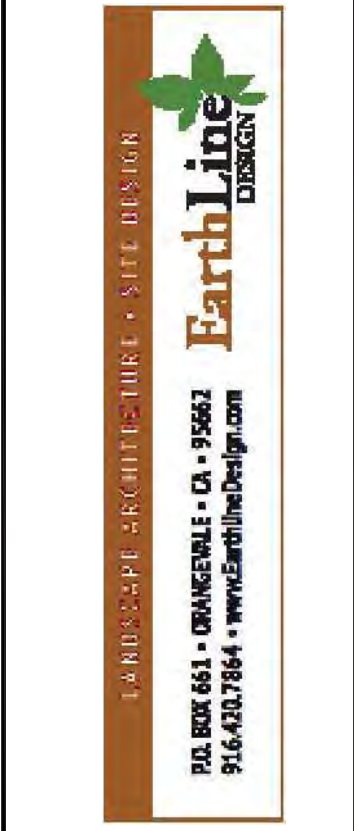


TYPICAL PLANS 1827 & 2119 CONCRETE SPECIFICATIONS:
(PLAN 1827 SHOWN)

- DRIVEWAY / PORCH TO HAVE LIGHT BROOM FINISH FIELD AREAS WITH 12" WIDE LIGHT BROOM FINISH PERIMETER BANDS AS SHOWN
- ADD 24" WIDE CENTER BANDS IN DRIVEWAY AS SHOWN
- ENTRY WALKWAY TO HAVE MATCHING LIGHT BROOM FINISH FIELD AREAS WITH 6" WIDE LIGHT BROOM FINISH PERIMETER BANDS AS SHOWN



TYPICAL CONCRETE FINISHES
(SEE PLAN #S BELOW)



THE GROVE @ SPRING LAKE
CITY OF WOODLAND, CALIFORNIA

LENNAR
1420 ROCKY RIDGE DR. - #320 / ROSEVILLE, CA

LICENSED LANDSCAPE ARCHITECT
JAMESON LUTTRELL
Signature: [Signature]
4-2016
Revised Date: 3-31-2016
Date: [Date]
STATE OF CALIFORNIA

Sym.	Revision	Date

Drawing Title

CONCRETE FINISHES

Date: MARCH 31, 2016

Drawn By: JL

Scale: 1/8" = 1'-0"

L-3.1



Bright Thinking in Solar

Component Specifications

- 6105-T5 aluminum extrusion
- SolarMount® rails
- Mounting clips and clamps
- Tilt legs and L-feet
- Two-piece standoffs

Severe Condition 4 (very severe)
zinc-plated welded steel

18-8 stainless steel

- Fasteners

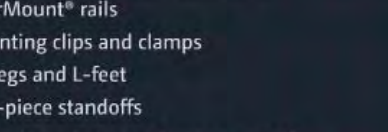
Code Compliant

The SolarMount® system is PE certified. Call Unirac for documentation applicable to your building code.

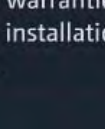
Warranty

SolarMount® is covered by a 10-year limited product warranty and a 5-year limited finish warranty.

For complete warranties, download any SolarMount® installation manual from our web site.



A HILTI GROUP COMPANY



MOX
Paper from
responsible sources
FSC® C016824

Visit us online at www.unirac.com

Step 4: Insert the lag bolt through the components in the order shown in the illustration.

Tighten into the rafter.



1. Lag Bolt (Installer Provided)
2. EPDM Washer
3. L-Bracket (other call attachment piece)
4. Square Aluminum Piece (concave side down)

SolaDeck Installation Instructions

1. Determine the location for the SolaDeck on the roof surface.
2. Use the template from the SolaDeck Carton and position it $\frac{1}{2}$ " below the shingle line. Trace the outline on the roof (Fig. 1).
3. Use a pry bar to loosen the shingles and remove any nails that will interfere with the flashing sliding beneath the shingles (Fig. 2).
4. Cut the roofing material to the template shape.
5. Inside of the base there are three knockout sizes. Remove the one (s) needed for the conduit fitting (s).
6. Slide the SolaDeck with flashing beneath the shingles into place and trace the knockout hole (s) (Fig. 3).
7. Drill out the traced knockout hole (s) $\frac{1}{3}$ larger than the knockout.
8. Slide the SolaDeck base back into place and fasten it to the roof deck with the 1" truss head screws provided. (Fig 4).
9. Use a quality roof sealant to seal the shingles to the SolaDeck flashing.
10. With the base installed, you have several options to wire the SolaDeck enclosure. Use either the sump built into the base or the predetermined centering dimples to knock out a hole for the fitting or conduit size you choose.
 - Dimples at the corners of the base allow for $\frac{1}{2}$ " or $\frac{3}{4}$ " fittings.
 - Dimples below the sump allow for $\frac{1}{2}$ " fittings.
 - These dimple positions accept conduit, liquid tight or strain relief fittings.
11. Peel off the tape on the foam Gasket and position it on the inside of the cover where it will contact the base sump.
12. When connections are complete, finish by fastening the cover to the base using the 8-32 screws with bonded seal washers provided.

*NOTE: Extra steel studs are provided for installing an isolated negative terminal or power distribution block.



3

Requirements

- Use minimum 75 C copper
- Use only code approved, appropriately listed fuse holders and Fuses

Maximum Fuse Rating	30 AMP , 600 Volt
Total Maximum Current Rating	0783-41 / 0786-41 120 AMPS DC
Maximum Fuse Short Circuit Current	10ka
Fuse Holder Torque	13.6 in lb Flat or Phillips Head Driver
Din Rail Mounted Terminal Block Torque	9 - 14 in lb Flat Head Driver

Torque Data* for Box Lug

Wire Size		Torque	
AWG	mm2	in lbs	Nm
14-10	2.1-5.3	35	4
8	8.4	40	4.5
6-4	13.3-21.2	45	5.1
2	13.3-21.2	50	5.7

Torque Data* for Negative Power Distribution Block

Wire Size		Torque		
AWG	mm2	Screw Driver	External Drive Wrench	
		in lbs		Nm
14-10	2.1-5.3	35	75	4
8	8.4	40	75	4.5
6-4	13.3-21.2	45	110	5.1
Main 2/0-14	13.3-21.2	0	120	5.7

Torque Data* for Ground Lug

Wire Size		Torque	
AWG	mm2	in lbs	Nm
14-10	2.1-5.3	35	4
8	8.4	40	4.5
6-4	13.3-21.2	45	5.1
2-2/0	13.3-21.2	50	5.7

5

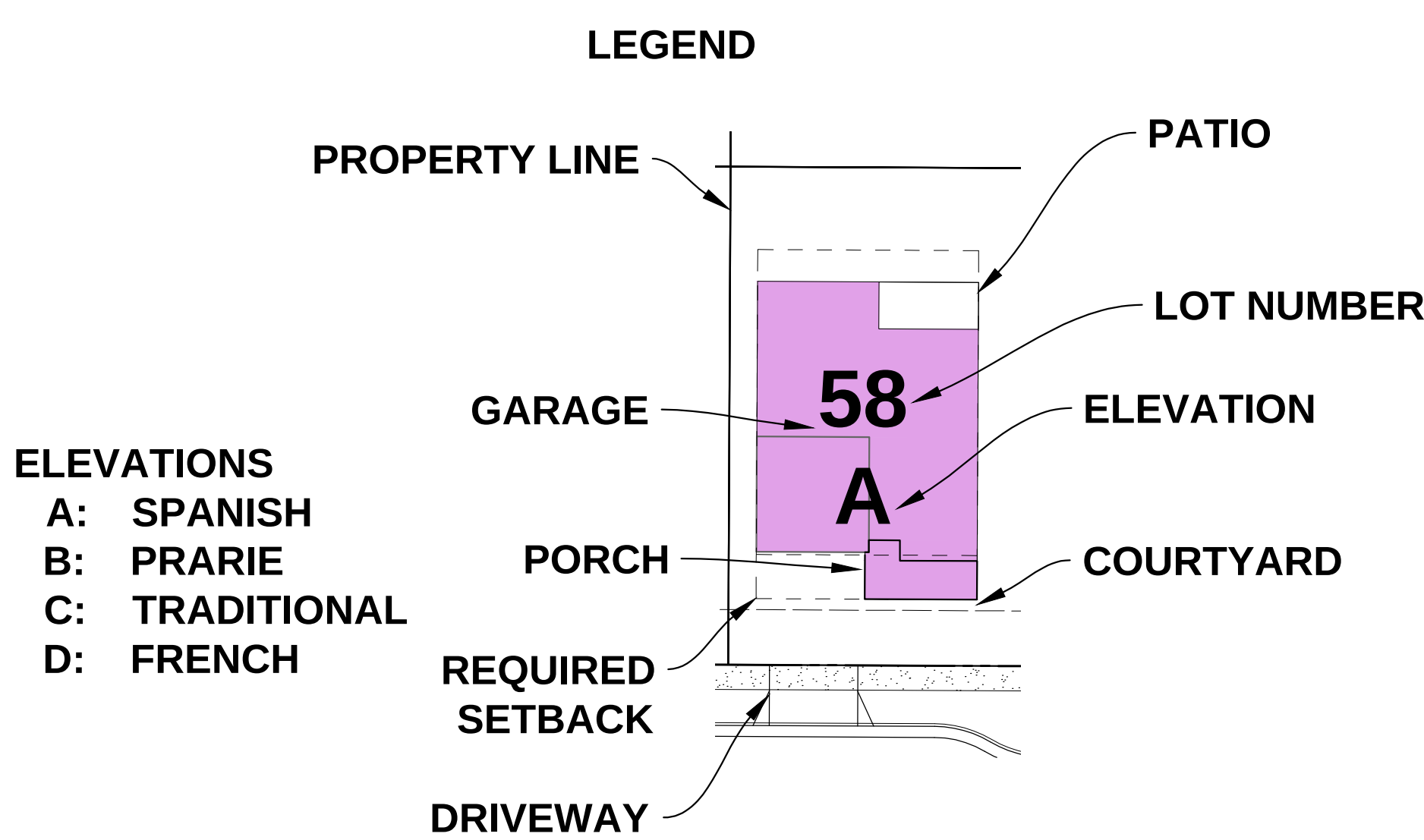
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TYPICAL SET BACK ENVELOPE DIMENSIONS
FRONT HOUSE/GARAGE: 12'10"
SIDES INTERIOR/STREET: 5'10"
REAR: 15' (50% ALLOWED 12')

* DENOTES LOT ADHERING TO 12' MIN. REAR SETBACK (48 OF 225)
"AU" DENOTES DESIGNATED AFFORDABLE UNITS
"O" DENOTES LOT WITH AN ADDITIONAL 2 FOOT FRONT OFFSET
ALONG THE SR113 CORRIDOR

PLAN 1662	PLAN 1827	PLAN 2119	PLAN 2394	PLAN 2713	PLAN 3033
32 EA.	22 EA.	51 EA.	40 EA.	37 EA.	43 EA.



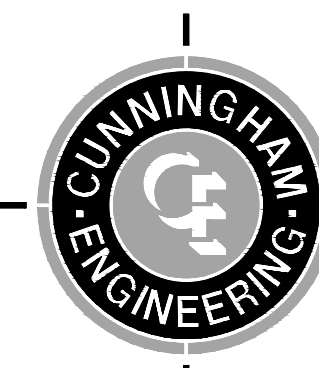
PRE-PLOT PLAN

FOR
THE GROVE AT SPRING LAKE

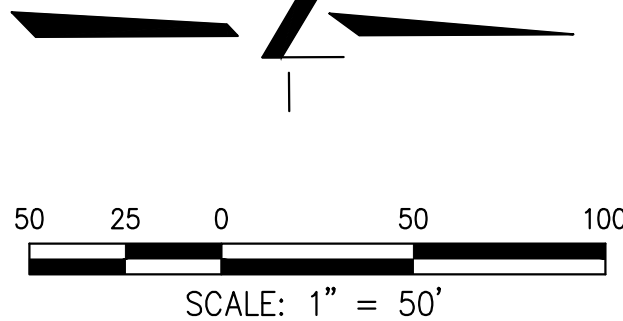
WOODLAND, CALIFORNIA

PREPARED FOR:
LENNAR HOMES

PREPARED BY:



Project Planning • Civil Engineering • Landscape Architecture
Sacramento Office
2120 20th Street, Suite Three
Sacramento, CA 95818
(916) 455-2026
Davis Office
2940 Spafford Street, Suite 200
Davis, CA 95618
(530) 756-2026



CEC CONTACT:
BRIAN FOSTER

APRIL 2016
1472.00-06

EXHIBIT C

CONDITIONS OF APPROVAL FOR THE CAL WEST PROJECT, INCLUDING TENTATIVE SUBDIVISION MAP #5075

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, in the February 3, 2015 City Council staff report, and in the May 5, 2015 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 may require modification of the Development Agreement, conditions and environmental documents.
2. Indemnification. OWNER shall defend, indemnify, and hold harmless the City of Woodland, its agents, officers and employees from any claim, action or proceeding against CITY or its agents, officers or employees to attack, set aside, void or annul an approval of the subject application by CITY, its legislative body, advisory agencies or administrative officers. CITY will promptly notify OWNER of any such claim, action, or proceeding against CITY, and OWNER will either, at CITY's discretion, undertake defense of the matter and pay 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. OWNER 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, OWNER 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.

OWNER is hereby notified that the 90-day protest period, commencing from the date of project approval, has begun. If OWNER 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, OWNER will be legally barred from later challenging such fees, dedications requirements, reservation requirements and/or other such exactions. Notwithstanding the foregoing, 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 CITY to impose certain fees, and that may waive OWNER'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. OWNER shall be responsible for coordinating all plans to ensure consistency throughout the various plan submittals including site, landscaping, and improvement plans, prior to submittal for review.
8. Affordable Housing. The Project is subject to the Spring Lake Affordable Housing Plan in effect at time of construction and/or applicable affordable housing in-lieu fees, and Ordinance 6A, CITY's Inclusionary Housing Ordinance. 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. This project requires 19 single family affordable units, based on a total unit count of 190 single family lots in Phases 1 through 3.

The affordable housing obligation for the 5.89 acre R-8 residential site located west of the park (Phase 4) has been met (see discussion in the February 3, 2015 City Council staff report).

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 OWNER 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 CITY's approval of OWNER's first final map, 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 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), OWNER shall show proof of compliance with the Spring Lake Specific Plan Affordable Housing Plan through preliminary designation of affordable housing lots, and/or payment of an in-lieu affordable housing fee as specified in the Development Agreement.
12. Offsite Affordable Fee. The off-site Affordable housing fee shall be paid at Final Map and at the rate in effect for each single family market rate unit.
13. Affordable unit size. There shall be an average of three bedrooms provided per affordable unit, and OWNER may 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. OWNER may request an exemption from the requirements of this condition if, based on substantial evidence and financial information, such a mixture would be economically infeasible, as determined by 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.
14. Affordable quality of materials. The design of affordable units and the materials used in construction of affordable units shall be of an equal standard as those used for market rate units; however, affordable for-sale units may feature different interior amenities than those of the market rate units.
15. Fair Share Cost. OWNER agrees to fund on a fair share basis, as determined by CITY, a 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).
16. 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), and 6.24 and 6.25 (fire station).

17. Nexus Study. OWNER shall comply with the requirements of the Spring Lake Specific Plan Nexus Study.
18. 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.
19. 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 CITY shall be applied as follows, and in the following order: 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 CITY's discretion.
20. SLIF Credits. Certain projects, as specified throughout these conditions, include costs which are identified as eligible for SLIF Credits upon inclusion of those projects into the SLIF Capital Improvements Program (CIP). Owner shall provide City with an Engineer's Opinion of Probable Cost which includes these items. The City will then amend the CIP through addendum, prior to the first final map to include those projects, after which the costs will become SLIF reimbursable/creditable.
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 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, Neighborhood Commercial and Multifamily 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 CITY's Municipal 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, OWNER 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 the appraiser indicates that the 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

23. SL Maintenance Facilities District. Prior to recordation of each final map, with respect to that map, OWNER shall petition CITY to be annexed into the boundaries of the Spring Lake Maintenance Community Facilities District. OWNER agrees to provide any and all information necessary to complete such annexation within 45 days of making this petition.
24. SL Community Facilities District 2004-1. At OWNER's option, OWNER may petition 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.
25. Fee Credits. Any financing method employed that 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

26. 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.)
27. Prior to the start of any work on-site, OWNER shall request and attend a pre-construction meeting to include the Project superintendent, architect, subcontractors, as well as CITY representatives including Community Development and/or Public Works.
28. Lotting Considerations
 - a. 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 174 to lot 196 shall have either a full usable front porch or a separated front patio extension with low walls.

- b. Where lots are adjacent to open space, locate the garage and driveway on the opposite side of the lot. (Lots 10, 11, 22, 23, 34, 35, 54, 55, 64, 65, 82,83 and 208). This list is subject to the discretion of and final confirmation by the City Traffic Engineer.
 - c. With the final map containing lots 222 and 223, City to approve the house orientation and fencing (double street frontage lots.)
29. 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.
30. 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.
31. Street Tree Master Planting Plan. Street Tree Master Planting Plan shall be approved prior to the issuance of the first building permit. The plan shall be reviewed for conformance with the Spring Lake 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.
32. 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). Final landscaping plans for all areas to be maintained by the SLSP Lighting and Landscape District shall be submitted for review and approval by the Community Development and Parks Department. Due to poor soil conditions in the Project area, soil sample analysis shall be provided for publicly maintained landscaping areas and resulting recommendations shall be complied with to the satisfaction of the Community Development Director.

33. Tree Preservation and Replacement Planting

- Replacement. In accordance with Section 20A of the City of Woodland Municipal Code, OWNER 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. 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 that impacts each Oak Tree, OWNER shall submit a tree protection plan to be included in the improvement plans that 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 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 the design approved by the Community Development Department and 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 location)
- D. The trees and pocket park shall be included in the Spring Lake Lighting and Landscaping assessment district.

- 34. 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. OWNER 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).
- 35. 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.
- 36. Street and Lot Lighting. Lights along local roads and in public use areas shall be consistent with SL Development Regulation 2.22.2.
- 37. Compliance with State Water Conservation Ordinance. OWNER 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.
- 38. 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 extension of Lot A connected to “A” Street and shall be 15 feet in width paved. Masonry walls may be required on the sides as part of comprehensive improvement plans. Gates shall be installed on both ends of Lot A (east and west sides of 15 foot access portion and including at the north and south ends of the 28 foot buffer area. Gates shall be submitted for review and approval of the City, Gate on the west end of the access point may also be subject to the approval of Caltrans. Access portion of Lot A (15 foot width) shall be relocated to the north, opposite 1 Court. The entire length of the Project sound wall shall be constructed at one time, with the earlier of Phase 3 or Phase 4 final map. The wall design, including freeway adjacent landscaping, shall be submitted for Design Review to the Community Development Department prior to acceptance of the earlier of Phase 3 or Phase 4 final map. The sound wall will need to be bonded for and included in the public improvements and are eligible for SLIF credits.

39. Sound Wall Landscaping. Landscaping shall be provided in accordance with 6.2.1 (d) to help screen the wall, minimize graffiti and provide shade on the west elevation. Landscaping shall include trees, shrubs and groundcover. The landscaping, predominately trees (fine needled such as pines or cedars 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.
40. 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.
41. 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.
42. Greenbelt Connector. “Lot F” shall be provided as a greenbelt and shall be constructed in conjunction with adjoining development and/or street improvements to serve as an extension of the greenbelt located on the east side of Harry Lorenzo Avenue along Farmer’s Central connecting the greenbelt trail system to the park. The greenbelt extension shall be designed and landscaped consistent with Section 7.1 and 7.2.1 of the SL Design Standards. The greenbelt extension shall be included in the Spring Lake Lighting and Landscaping assessment district.
43. 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 and shall include decorative cap throughout the project.
- a. Rear yard fencing along Phase 4 southern property boundary (Lots 199-208) shall comply with Section 6.2.2 of the SL Design Standards (“Privacy Wall/Fence”), however, the fence height shall be 8 feet. Privacy fencing shall be constructed of an alternative wood product or masonry material, or combination thereof, and shall be submitted for review and approval by the Community Development Department, Planning Division and by the Public Works Department as part of the improvement plans. The eastern 128 foot side yard fence of Lot 208, adjacent the park, shall also comply with Section 6.2.2. The 35 foot cut from the rear yard

fence to “J” Street shall be open style, 6 foot tall decorative black tubular steel fencing.

44. Entry Signs. Per the Spring Lake Specific Plan and the Spring Lake Design Standards, OWNER shall establish neighborhood entry signs. A sign shall be provided at the southwest corner entry of Harry Lorenzo Avenue and “D” Street consistent with SL Design Standard 1.6.2. As an alternative second location and upon review and approval by the Community Development Director a sign may be provided at the southeast corner of “Lot F,”

A design specification for these signs shall be prepared for review and approval by the Community Development Director and City Engineer prior to acceptance of the final map. The signs shall be installed prior to the issuance of the first house permit for the phase in which they are located.

45. Prohibit RV Parking. Provisions in the CC&Rs 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.
46. Energy Efficiency. All future development shall at a minimum meet the energy efficiency requirements included in Design Standard 2.11 and Development Standard 2.25. Five percent (5%) of all units shall have roof mounted photovoltaic energy systems or other alternate renewable energy generation systems. The method and number of homes to be identified with submittal of design review application. All homes shall be photovoltaic ready and have electric vehicle charging outlets in every garage on a dedicated circuit.
47. 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.
48. 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.

SLSP Mitigation Measures:

49. Mitigation Requirements. OWNER 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.
50. 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. Additional noise conditions include:

- A 10-foot tall noise barrier shall 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 shall 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 earlier of the final Phase 3 or Phase 4 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.

51. Ground Nesting Raptor Survey. Pursuant to Mitigation Measure 4.5-3, thirty (30) days prior to commencement of grading or any site work, OWNER 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.
52. Mitigation Easements. Mitigation for loss of agricultural land and hawk habitat in the form of land set asides shall be fully executed (signed and recorded with Yolo County) and in place 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.
53. Raptor Survey. OWNER 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 the proposed activity is planned to begin to determine if any nesting birds of prey would be affected.

54. 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 and the Geocon Consultants Inc. Supplemental letter dated February 2013 –Geocon project number s9574-05-02) shall be followed. Additional Geotechnical reports may be required by the City at the discretion of the Chief Building Official.
55. 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).
56. Mosquito Vector Control. Prior to each construction season, if OWNER has a project under construction, OWNER shall consult with, and implement the recommendations of the Mosquito Vector Control District regarding control of mosquitoes, black gnats, and other vectors.
57. Construction Recycling. Prior to the commencement of construction on any project, OWNER 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)
58. Dust Suppression. OWNER shall comply with all dust suppression requirements during all grading and construction activities (SLSP Regulation 7.4)
59. Off-site improvements. Off-site improvements shall satisfy the requirements of SLSP and SLSP MM including but not limited to Development Regulation 6.13 and Mitigation Measure 4.5-7.
60. Cultural Resources. During grading or any site work, development must comply with Development Regulation 7.22 (MM 4.10-1).

Engineering Development Services

Roadways

61. Regarding “E” Street between phase 1 and phase 2 and “B” Street road between phases 2 and 3 and “D” Street between phases 3 and phase 4, this road may be revised to a partial street section (similar to cross section C on Sheet 4 with approval of the City Engineer).
62. Streets fronting the park: Subdivisions opposite the park shall complete corresponding street section including curb, gutter, sidewalk, landscaping, lighting, hydrants and appurtenances for the park. 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. Conditions regarding park frontage and valuation may be superseded by the Purchase and Sale agreement without Development Agreement Amendment.

63. OWNER 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.
64. Unless constructed by others, OWNER 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 OWNER, 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. The final cost determination shall be approved by the City Engineer.
65. Unless constructed by others, OWNER 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 OWNER, 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.
66. 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. Bike path shall include steel reinforcement. The path alignment will be determined at time of park design and may be north or south of the PG&E poles as determined by the City. Path design and alignment shall be subject to the approval of CITY. At a minimum, the corridor shall include a 10 foot path and shall: be reinforced to support maintenance/emergency vehicles, include 10 foot of landscaping, parkway level lighting along the length of the corridor, two, 4 inch conduits for future broadband constructed to fiber standards, and connect to "B" Street as well as align ultimately for the SR 113 overcrossing and connect to conduits under SR 113 placed by others. 4 inch fiber conduits are to be SLIF reimbursable. Property descriptions and easements shall be to the satisfaction of the City Engineer. The greenbelt corridor shall be constructed with 4 the associated 8 acre park improvements. 8 acre Park construction timing will be based on the availability of funds as determined by the City. Owner shall fund greenbelt costs and fair share payments are made on a per unit basis for phases 1, 2 & 3 into a CITY held escrow account. For purposes of third party reimbursement, a fair share shall be determined by the following process:
- A. With the first final map application OWNER shall prepare a preliminary design with a cost estimate for the greenbelt corridor including the fiber conduit, and all other

appurtenances above. Cost Estimate shall include estimated item types and quantities. For cost estimating purposes alignment shall be approved by the City and connect to Lot F , B Street and the SW corner of the park adjacent to lot 208. 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 for the 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 176.
 - 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, CITY will enter into a third 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 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.
67. Prior to approval of the first final map OWNER shall submit for approval of the City Engineer a traffic calming plan for the entire tentative map area. The plan shall generally conform to recommendations made in the traffic study. Traffic calming features may vary from those shown on the tentative map. OWNER shall construct components of the traffic calming plan as part of the public improvement program.
68. Underground overhead distribution utilities on the property. Transmission lines in the PG&E easement may remain overhead.
69. With the first final map and the extension of Farmers Central Road from Pioneer Avenue to Harry Lorenzo Drive, OWNER 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.

70. 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 CITY.
71. OWNER 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 CITY.
72. Cross section J shall have a 4.5 foot sidewalk adjacent to curb and 10' PUE behind the monolithic curb.
73. Cross sections 2/C01 and 3/C02 shall be removed from Sheet C05 of the Tentative Map.
74. Subdivision trails (Lots C, D, & F) shall include ramps at each curb on each end.
75. Lot F improvements for landscaping, pathway and monument sign, lighting and appurtenances shall be completed with first final map.
76. Complete roundabout at Harry Lorenzo Avenue and "F" Street is to be constructed the with phase 1 improvement plans.

Easements and Right of Way

77. A seven (7) foot (or ten (10) foot if adjacent to monolithic sidewalk) public utility easement shall be provided at back of (separated) sidewalk, adjacent to all public streets within the development and shall be dedicated to CITY and may be required elsewhere as requested by the utility companies and approved by CITY.
78. Prior to approval of the first set of improvement plans and final map, OWNER 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.
79. The earlier of Phase 3 or Phase 4 final map shall include dedication of a 28 foot strip between the tentative map edge and Caltrans Right of Way.
80. Lots 174 through 198 shall include a general access easement to CITY for repair and maintenance of the sound wall.
81. OWNER shall acquire or dedicate 15' maintenance access easements along the north edge of the Property (may be on adjacent property), adjacent to lot 174 and pave the same. Bollards may be required at the end of F Street. Paving section will be as determined by the City. Along the south edge of the project, City may access

maintenance area via City property and utility maintenance road. Applicant may be required to extend or modify utility access road to reach Lot A. The access roads are eligible for SLIF credits.

82. If, after a good faith effort based on a MAI Appraisal, OWNER is unable to obtain offsite right of way, OWNER may request that CITY obtain the land at OWNER'S sole cost and expense. OWNER 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.
83. OWNER shall acquire by deed or lot line adjustment the right of way for the knuckle on "B" Street, with the final map that 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

84. The Property shall be connected to the City of Woodland's sewer system, with a separate sewer lateral required for each parcel, in accordance with City of Woodland standards.
85. 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.
86. Construction of deep sewer mains shall be connected to laterals by a parallel main and connections at manholes.
87. OWNER shall obtain a groundwater discharge permit from the State Board of Reclamation prior to ground dewatering.
88. Any onsite septic tanks shall be to Yolo County Health Department standards, prior to the final map within which boundary it is contained.

Storm Water

89. 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 OWNER 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. OWNER shall pay the cost associated with all improvements required by the plan, and an appropriate reimbursement agreement shall be drafted to reimburse OWNER for oversized improvements on a pro rata basis per Development Agreement.

90. A topographic survey of the entire site and a comprehensive grading plan prepared by a registered civil engineer shall be required for the Project. 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.
91. 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.
92. 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.
93. Construction of the 60" Storm Drain between SR 113 and Harry Lorenzo Avenue may be completed in three phases as shown below or consolidated into fewer phases.
 - Phase 1 shall construct the extension of the Storm drain Line from Farmers Central Road/Harry Lorenzo Avenue along the alignment of Farmers Central Road extension west to the projected extension line of the western edge of E street.
 - Phase 2 shall construct the line from the extension of the western edge of E street to the extension of the lot line between lots 207 and 208
 - The portion of the Storm drain line between the extension of the lot line between lots 207 and 208 and connection with the SR 113 storm drain under crossing shall be constructed with the first to construct between phase 3 or phase 4.
 - Each phase of pipe construction shall include inlet structures/treatment areas to be submitted to the City and reviewed for approval by the City.
94. Prior to first final map applicant shall submit a revised tentative map showing the SD line and removing the temporary ditch fence and gates that are proposed (except what is necessary for phasing). Access to manhole areas of the Storm drain shall be provided by

extending or modifying sections of the existing access road, in a manner approved by the City.

Storm Water Quality Control

95. 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).
96. OWNER shall comply with Storm Water Quality Ordinance, for site specific, general, and treatment control measures.
97. OWNER 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

98. All materials and installation of the water system shall be at OWNER's expense per City of Woodland Standard Specifications and Details; except that the 12" in HLA north of "F" Street connecting to Gibson Road may be reimbursed by the City, not to exceed funds previously deposited to the City for 12" main along the alignment of FCR less payment made to the Heidrick Ranch project. Owner and City shall enter into a reimbursement agreement, prior to or coincidental to the approval of the final map.
99. 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.
100. If not constructed by others, the first final map shall construct a 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. The water main shall be 12" from Gibson Road to the split connection south of the "F" street round about and an 8" main may be constructed south from there to the connection of the 12" main constructed in HLA by the Heidrick development. Upon request, CITY may enter into a third party reimbursement agreement to seek a proportional share reimbursement from the adjacent residentially zoned benefitting property owner, if determined applicable to the adjacent development.
101. Owner shall construct 8" recycled water line main with Harry Lorenzo Drive from 20' north of the F Street roundabout to 5' south of north crosswalk for the Farmers Central Road roundabout. An eight inch landscape irrigation main shall be extended across HLA and stubbed to serve Lot F and the park (terminating in the park). Ends of the main shall be capped in a manner approved by the City. Materials for the recycled main shall be

C900 pipe constructed to the standards for water mains in chapter 7 of the City standards, except that the pipe shall be purple. Alternatively this condition may be met by a City approved alignment that connects to HLA at “F” Street, proceeds south along “H” Street, serves the park and Lot F and terminates back in Harry Lorenzo Avenue. The recycled water will be SLIF reimbursable.

102. 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 requirement set forth in these conditions of approval. OWNER 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. OWNER 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 CITY’s water distribution system.
103. 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 OWNER’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 OWNER’s facility, OWNER shall make application and receive approval from the City Engineer or his/her designated agent.
104. 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.
105. One Water Sampling Station shall be installed with the first final map.
106. OWNER 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

107. 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 by CITY 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.
108. The entire sound wall along the western edge of the tentative map shall be constructed as a part of the earlier of Phase 3 or Phase 4 of the final map for the Project. Sound wall design and construction costs are eligible for SLIF credits.

109. A 28' landscape strip shall be constructed along the western boundary of the Property as a part of the earlier of Phase 3 or Phase 4 of the Project. OWNER shall bond for landscaping and include the landscaping in the public improvements, which are eligible for SLIF credits upon addition to the Spring Lake CIP.

Grading

110. 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 Project. 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.
111. 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.
112. 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

113. OWNER shall pay all required fees for processing final maps (technical check) with final map submittal.
114. Prior to approval of improvement plans, OWNER shall pay all fees for plan check and inspection of offsite infrastructure improvements, as approved by City Council and defined in the CITY's 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.
115. At building permit issuance OWNER shall pay applicable Development Impact Fees or connection fees in effect at the time of building permit issuance.
116. 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.

117.If existing buildings are demolished, OWNER 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.

Engineering General Conditions

118.Prior to final map, OWNER 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.

119.OWNER shall document and show evidence that all tentative map conditions are met with submittal of final map.

120.OWNER shall 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.

121.OWNER shall 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.

122.OWNER shall submit proposed street names to CITY's Fire Department for approval with a copy to Engineering prior to improvement final map submittal.

123.Public improvements, in addition to roadway construction, shall include water, sewer and storm drain mains, fire hydrants, street lights, and appurtenances.

124.All non-single family water services to this Project 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.

125.OWNER shall submit an application for reapportionment of assessments with the parcel map or subdivision map.

126.OWNER 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 CITY prior to approval of the final map and start of construction.

127.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.

128.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.

- 129.If improvements are constructed and/or installed by a party or parties other than OWNER, which improvements benefit OWNER's property, OWNER 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 the other party or parties that constructed or installed the improvements.
- 130.If conditions for the Project require OWNER to construct improvements that 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.
- 131.If greater than 640 square feet, second units shall pay single family dwelling unit development fees.
- 132.All second units shall have separate water service and meter.
- 133.This Project is subject to the Construction and Demolition Debris Recycling and Diversion Ordinance (Ordinance No. 1469).
- 134.Joint trench/utility plans shall be submitted to the City Engineer for review, prior to approval of the final map and improvement plans.
- 135.U.S. Post Office mailbox locations shall be shown on the improvement plans subject to approval by the City Engineer and Postmaster.
- 136.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.
- 137.OWNER 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. OWNER shall include in the disclosure document for lots 197-208 that the City plans for a greenbelt, path, and pedestrian overcrossing to connect to a path on the west side of Hwy 113, and that future construction will be subject to available funds.

Fire Department

- 138.Weed Abatement. OWNER shall comply with the City of Woodland Weed Abatement Ordinance. OWNER shall maintain the Property 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.

139. 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. OWNER shall meet the required volume and duration at the Project site prior to obtaining a building permit.

140. 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

141. OWNER shall comply with the current codes that are in effect at the time of plan submittal.

142. Plans will need to be complete at the time of submittal as CITY does not accept deferred submittals.

143. All sub-contractors/companies working on the Project will be required to obtain a City of Woodland Business Registration ("Business License").

144. OWNER shall comply with FEMA regulations.

145. Other City and County Agencies (Health, Fire, Public Works, and Planning) may be required to approve the project prior to a building permit being issued.

146. All plans, computations and specifications to be prepared and designed by an architect or engineer licensed by the state of California.

147. A licensed architect or licensed engineer shall be responsible for reviewing and coordinating all submittal documents prepared by others.

148. A soils investigation report shall be provide as specified in section 1803.5.3 of the 2013 CBC.

149. Because this project is located in an area known to contain expansive soils and per *Woodland General Plan Policy Document, Part II, Policy 8.A.9, "The City shall require the use of special bending-resistant designs where foundations must be slab-on-grade in areas with expansive soil."* and per *CBC 1808.6*, footings or foundations for buildings founded on expansive soils shall be designed in accordance with *CBC 1808.6.1* **and for concrete slab-on-ground foundations** the design shall be in accordance with *CBC 1808.6.2* and *PTI Standard Requirements for Design of Shallow Post-Tensioned Concrete Foundations on Expansive Soils* or *WRI/CRSI Design of Slab-on-Ground Foundations*

*and the specific recommendations as noted in the geotechnical engineering report. **Please submit plans and calculations stamped and signed by a California registered Civil or Structural Engineer or Architect** showing compliance. Woodland General Plan Policy Document, Part II, Policy 8.A.9, CBC 1803.5.3 and CBC 1808.6*

Yolo Solano Air Quality Management District (“District”)

150. 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>).
151. Dust emissions shall be prevented from creating a nuisance to surrounding properties as regulated under District Rule 2.5 Nuisance.