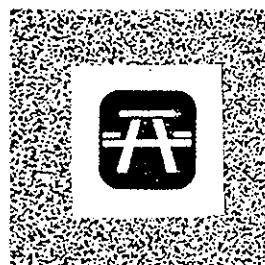
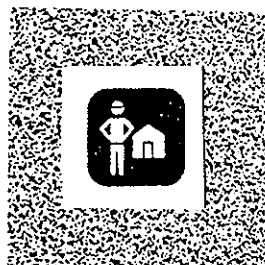
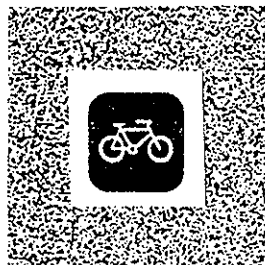
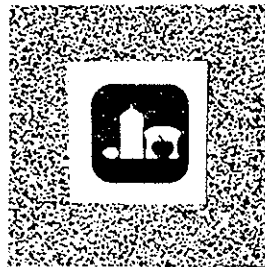
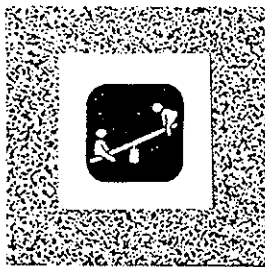


SOUTHEAST AREA SPECIFIC PLAN

CITY OF WOODLAND

DUNCAN & JONES Urban and Environmental Planning Consultants
in affiliation with

WILBUR SMITH ASSOCIATES, INC.
PSOMAS AND ASSOCIATES
ANGUS McDONALD & ASSOCIATES



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SOUTHEAST AREA SPECIFIC PLAN

**Prepared for the
City of Woodland, California**

**Adopted by
Woodland City Council
November 6, 1990**

**Amended by
Woodland City Council
March 2, 1993
February 15, 1994
July 5, 1994
September 19, 1995**

by

**Duncan & Jones
Urban & Environmental Planning Consultants**

in affiliation with

**Wilbur Smith Associates, Inc.
Traffic and Transportation Consultants**

**Psomas and Associates
Consulting Engineers and Surveyors**

**Angus McDonald & Associates
Land Use Economics and Public Finance Consultants**

MEMBERS OF THE SOUTHEAST AREA SPECIFIC PLAN STEERING COMMITTEE

David Nofziger (Mayor), Chair

David Flory (Councilman)

Margaret Grissom (Citizen)

Malcolm Leiser (Property Owners Representative)

Art McNay (Traffic Safety Commissioner)

Warren Meyer (Parks and Recreation Commissioner)

Vicki Mott (Planning Commissioner)

Jack Fechter (Planning Commissioner, Alternate)

Jesse Ortiz, Jr.
(Alternate: Bruce Bailey)

CITY STAFF

Kris B. Kristensen, City Manager

Janet M. Ruggiero, Director of Community Development

Howard W. Nies, Senior Planner

Linda Heckert, Planning Technician

Greg Moutinho, Assistant Civil Engineer

John Suhr, Director of Parks and Recreation

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I. INTRODUCTION

Since its first meeting on January 23, 1989, the Specific Plan Steering Committee (SPSC) met on thirteen occasions. During the course of these meetings, the SPSC received and reviewed the following reports and materials submitted by the team* of consultants selected by the City to assist in formulating the Specific Plan:

- Work Program, Schedule of Activities, and Guidelines, January 13, 1989.
- Issue Identification and Policy Options, March 3, 1989
- Alternative Plan Scenarios: Opportunities and Constraints, May 12, 1989.
- A report and map describing the "Preferred Scenario" based on the SPSC's discussions, July 6, 1989.
- Feasibility Analysis of Proposed Woodland Commerce Center, by Hospitality Valuation Services, July 28, 1989.
- Preliminary Draft Specific Plan, October 10, 1989.
- Preliminary Design and Development Guidelines, November 28, 1989.
- Hearing Draft Specific Plan, December 23, 1989.

The Hearing Draft of the Specific Plan (this document, Product "E", as revised) is the final report scheduled for preparation in Phase 3 of the program and represents a culminating point in the refinement of the materials previously presented and discussed. The materials previously submitted in the Preliminary Specific Plan and Preliminary Design and Development Guidelines reports are integrated in this document into the complete Hearing Draft Specific Plan, to be submitted (together with the Draft EIR) for

* The consultants retained by the City of Woodland for this program are as follows: **Duncan & Jones**, Urban and Environmental Planning Consultants (prime contractor); **Wilbur Smith Associates**, Traffic/Transportation Consultants; **Psomas and Associates**, Engineers/Surveyors; and **Angus McDonald & Associates**, Land Use Economics and Public Finance Consultants. In addition, the firm of Hospitality Valuation Services has completed its assessment of the economic feasibility of the Conference Hotel and related uses proposed for the 25-acre parcel in the northeast corner of the Specific Plan area.

I. INTRODUCTION

public review at the conclusion of this Phase. The SPSC's review of the Draft Specific Plan at its final meeting on January 3, 1990 provided it with the opportunity to review and discuss its content and character, and to validate and approve the extent to which prior determinations and directions had been incorporated and reflected.

The Spatial and Policy provisions contained in the Draft Specific Plan (DSP), as accepted by the SPSC, are now to be reviewed by the Planning Commission and City Council in the light of public testimony and comments submitted during the Public Review and Hearing phase of the program. The Draft Environmental Impact Report (DEIR) on the DSP has been prepared and circulated for public review. The DEIR provides an evaluation of the probable effects of implementation of the DSP in relation to existing and projected cumulative development in other areas of Woodland and in the Phase III area to the south of the Specific Plan area, and includes analyses relating to traffic/transportation and infrastructure considerations.

These technical tasks have reflected to the greatest extent possible the objectives and intentions defined to date by the SPSC, the City Council and Planning Commission and the other participants in the process. The Draft Specific Plan is therefore consistent with currently stated and accepted community desires, and thereby minimizes the possibility that it will require significant modification or revision before it can be officially adopted.

This Hearing Draft Specific Plan document is directly related to three reports previously issued (the version of the Hearing Draft Specific Plan, dated December 28, 1989, the Preliminary Draft Specific Plan and the Preliminary Design and Development Guidelines), and addresses three principal substantive topic areas:

■ The physical configuration and form of the proposed land use patterns and roadway circulation provisions. These differ in some relatively minor respects from the previous versions of the Hearing Draft Specific Plan, based on discussions with the SPSC and with staff. The SPSC has confirmed the general acceptability of these spatial arrangements and designations of use.

I. INTRODUCTION

■ The policy content of the Specific Plan. The SPSC at an early stage in the program discussed the issues and policy options relating to the future development of the Southeast area, and the SPSC has reviewed and validated the policies, criteria and standards presented in this report.

■ The guidelines and regulations for carrying out the Specific Plan following adoption. The content of this section was previously expanded and revised based upon comments received on the Preliminary Draft version of these materials, and has been accepted in its present form by the SPSC.

The precise designation of future land uses in the Phase III area south of Gibson Road has not been reflected in the Specific Plan map at this time. Determinations on circulation and infrastructure requirements will be based on ultimate urban development of the balance of the Phase III area (the area excluding Yuba College, the County's Monroe Detention Facility and the Animal Shelter property) according to a pattern generally comparable to the patterns designated north of Gibson Road. Where circulation or infrastructure improvements to serve the Specific Plan area can or should be designed and constructed to accommodate the longer-term buildout of the Phase III area as well, the Financing Plan reflects and incorporates these provisions. For example, the final configuration of Gibson Road will be attributable to development on the north and south sides, and its traffic-carrying capacity requirements will be derived partly from these abutting areas and partly from traffic generators located beyond the boundaries of both the Specific Plan and the Phase III areas. The Financing Plan reflects these conditions, and provides a basis for equitably distributing the costs of the improvements according to the degree of benefit obtained. In a similar fashion, possible economies of scale achievable from oversizing infrastructure improvements to serve Phase III development have been evaluated by the infrastructure and financing consultants.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

The Specific Plan Steering Committee (SPSC) considered a variety of policy options related to the range of issues identified as subjects of concern in the formulation of a Specific Plan for the Southeast Area. Over the course of the SPSC's meetings, its members reached a consensus on a number of issue options, which have been reflected in the Specific Plan report. The Planning Commissioner and City Council reviewed the guidelines and made certain modifications.

A. STEERING COMMITTEE APPROVED GUIDELINES FOR SPECIFIC PLAN

1. The Type of Use in the Area

In the process of formulating the Specific Plan, some flexibility in interpreting the General Plan's purposes shall be permitted in terms of adjustments in the allocations of land area for different land use types, or changes in locational determinations, based upon new information, revised determinations on infrastructure/facility capacity, financing/implementation requirements, or other factors.

2. Density and Mix of Residential Use

The quantified determinations of the General Plan regarding the allocation of land areas to residential density types (i.e. 72/28 ratio) shall be utilized in the Specific Plan. The definition of housing density mix shall be approached with greater latitude, to express other factors (e.g. to achieve the provision of greater amenity; to make greater provision for non-residential uses, such as churches and other institutions; etc.).

3. Character of Residential Development

Residential development in the Southeast Area should occur in such a way that a broad variety of housing products are encouraged, providing housing opportunities for households with diverse income characteristics, and including housing affordable to persons who do not qualify for market-rate housing. Neighborhood continuity, lot size diversity and subdivision design review only (not individual housing unit) should also be considered. The objective of the Plan is to give first priority to Woodland residents who are first time buyers.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

4. Configuration of Uses

Designate perimeter areas adjacent to abutting thoroughfares for higher density residential uses, either in a lineal pattern or intermittent clusters. This represents a decentralized approach.

Provide concentrated areas for the medium-density residential uses and thereby limit the exposure of the low-density residential areas to possible conflicts.

Consider land use types other than residential for the area contiguous with I-5, due to the potential for adverse impacts from traffic noise and other aspects of proximity to the freeway.

The location of Neighborhood Commercial use would be appropriate and acceptable:

- within the Specific Plan area, perhaps on one of the major collectors bisecting the area; or
- on the perimeter of the Study Area, possibly at the intersection of a collector and the abutting major thoroughfare.

The City's urban form dictates that employment areas (e.g. industrial and major office uses) should not be located anywhere within the area south of I-5, west of County Road 102 and north of County Road 24-A extended within the Specific Plan or Urban Reserve area.

5. Appearance and Design

The Specific Plan should include general criteria defining design characteristics which would be capable of being interpreted and expressed in a variety of styles and forms by individual developers and builders. This approach could assure a general level of acceptable design and quality, without detailing specific colors, materials, textures or themes, or requiring a uniform style.

Streetscape design should be defined to achieve variations (either within subareas or in the Specific Plan area as a whole) in

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

setbacks, landscaping, street trees, lot widths (or the ratio of lot width to depth), and lot coverage/building height.

STANDARDS PERTAINING TO WALLS ADJACENT TO ARTERIAL STREETS

Whenever walls or fences are required adjacent to collector or arterial streets, the following standards shall apply. These standards do not apply to fences adjacent to local streets. A fencing/wall plan shall be submitted to the Community Development Department prior to the submittal of the final map or improvement plans. Said plan shall specify the design, materials, height, and location of all walls or fences adjacent to streets.

Walls, trees, and landscaping adjacent to freeways shall require approval of Caltrans and the City of Woodland.

STANDARDS

(A) Setbacks: Walls shall have a minimum setback of twenty (20') from the ultimate street. Where feasible, the sidewalk should meander through the setback area such that there is landscaping on both sides of the sidewalk.

Long expanses of fencing or walls shall include staggered setbacks.

(B) Height: Maximum height of a wall shall not exceed six feet (6') above the finished grade at the base of the wall on the roadway side. (See item C below). This shall not apply to walls adjacent to freeways.

(C) Earthmounds: When the sound and visual attenuation requires a wall exceeding six feet (6') above the grade of the adjacent roadway, earthmounds shall be used such that no more than six feet (6') of the wall is visible from the roadway. The mounds shall not exceed a 3:1 slope. The mounds may support the wall or be placed against the wall on the street side. Drainage shall be contained so there is no sheet flow of water onto the sidewalk. Soil used for the earthmound and the landscaped area must be clean and free from debris and weeds.

(D) Landscaping: All setback areas shall be landscaped with groundcover, shrubs, vines, mounds, and trees such that at least

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

seventy-five percent (75%) of the wall shall be screened from the adjacent public street within five (5) years. Trees shall be placed so as to cover forty percent (40%) of the total landscaped area with a shade canopy within fifteen (15) years of planting.

A Landscaping Plan shall be submitted to the Community Development Department in conjunction with the final map or improvement plans. Said plan shall include all proposed landscaping and irrigation and shall specify the finished grade elevation of the planter setback area. The finished grade must be maintained until landscaping is completed. The Electrical Plan for the planter setback area shall also be submitted with the Landscaping Plan.

The landscaping of the setback area shall be completed prior to occupancy of any of the units within the project.

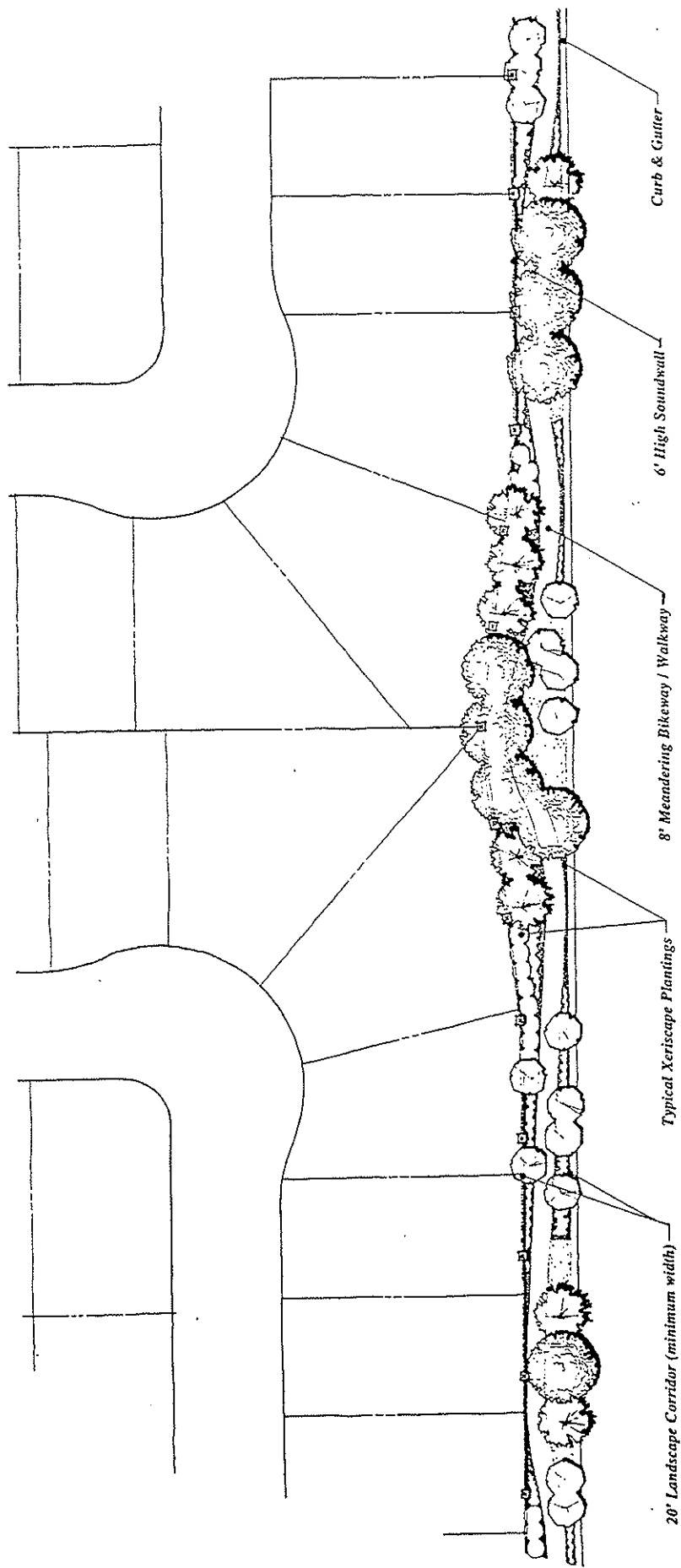
(E) Type of Wall: Walls shall be constructed of solid brick or masonry material that requires minimum maintenance and provides the required sound and visual attenuation. An aesthetic surface treatment appropriate to the location may be required.

Where a fencing or wall design theme has been established along a public street, the abutting fence may be required to be consistent with the street design theme.

(F) Maintenance: An automatic sprinkler system shall be installed. Drip systems are the preferred method of irrigation; spray systems will be allowed on a case by case basis. A maintenance program shall be established to provide ongoing maintenance of the wall and landscaped area. A power source shall also be installed. The proposed maintenance program shall be submitted with the application and may consist of one, or a combination, of the following:

1. A homeowners association agreement;
2. An assessment district, Lighting and Landscape Act District, or similar district;
3. Other viable alternative presented in public hearing and found acceptable to the appropriate authority.

The proposed maintenance program shall be submitted with the application.



Conceptual Landscape Corridor Width Variation Plan

Gibson Ranch Southeast Area Specific Plan
 Scale: 1"=20'

MacKay & Somps
 7404-0

City of Woodland, Yolo County, California
 August 9, 1990

FIGURE 2

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

another factor to be considered, particularly in terms of its participation in the costs of roadway improvement.

Gibson Road will require widening. The limited distance between the Freeway 113 ramps and Road 101 place limitations on access to the properties on either side of Gibson Road, west of existing Road 101.

Gum Avenue will be extended eastward through the Specific Plan area from its current terminus at Road 101, and will serve as a collector street, and a means of east-west movement across Freeway 113. The alignment of its intersection with Road 101, will be as follows:

- extend Gum Avenue across Road 101 as a continuation of its alignment to the west. This may infringe on a portion of the property occupied by the Idle Wheel Home Park, and may affect the residence at its northwest corner.

The extension of Gum Avenue to the east across the Study Area will be as follows:

- in order to discourage through-traffic, extend Gum Avenue in a discontinuous alignment to intersect Road 102 about 600 feet south of Road 23. Access to the proposed auto mall site could be achieved at this same intersection if a frontage road were to be constructed parallel to and on the east side of Road 102.

The alignment of a possible north-south collector bisecting the study area and intersecting with Gibson Road is not apparently subject to any similar constraints or limitations. General planning principles indicate that an intersection at the mid-point between Roads 101 and 102 would be desirable.

9. Regional Circulation Relationships

Prepare Specific Plan, assuming that 113/I-5 bypass traffic will not affect Gibson Road and Road 102, but will be on an outer bypass alignment (e.g. from Road 25A). This alignment poses possible conflicts with the proposed future regional park site on Road 25, and with the City's Sewage Treatment Plan and ponds. (NOTE:

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

Subsequently SPSC consideration of this issue resulted in a recognition that an outer bypass alignment, while desirable, appeared likely to be a long-term option, not readily achievable in the next five- to ten-year period.)

10. Schools, Parks and Open Space

The General Plan, guided by the needs slated by the Woodland Unified School District has indicated two future school sites in the study area, with a total of 27 acres of land designated for these purposes. The assumption has been made that one of these sites will be for an elementary school and that the other will be for an intermediate school. In addition, the General Plan specifies the provision of 16 acres of parkland in the Study Area. The spatial relationship of these facilities has not been defined, and their possible joint use has not been spelled out.

Identify specific sites for the two school sites and the park facilities, and means for their financing, as an early priority in order to enable construction to begin in advance of residential development. In this way the demands for additional school capacity generated by new housing would be capable of being met from the outset. It is assumed that a new school will take at least 12 months to construct with 8 to 10 months for site acquisition, plan design and approval by the district and state. The first residential units to be occupied would precede the school opening under normal scheduling.

Consider locating the school sites in the following manner:

- on sites internal to the Study Area.

Consider the location and character of the park facilities as follows:

- in two locations, adjacent to and connected to the two separate school sites;
- define a pedestrian/bikeway system linking the park/parks to the school facilities and other community facilities (Example: Greenhaven).

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

11. Infrastructure Planning and Constraints

Adequate downstream storm drainage capacity should be installed before development of the Study Area proceeds.

The Urban Expansion Area was included in the Specific Plan Program so as to ensure that long-range infrastructure capacity requirements would be given adequate consideration. The economics of scale achievable through oversizing infrastructure extension should be recognized, and the improvements should be constructed based on determinations of ultimate intensities of use in the Phase III area. Implementation financing methods should be defined which will either set up reimbursement agreements among property-owners in the two areas, or a Mello-Roos Assessment District will be proposed.

12. Phasing of the Specific Plan

The General Plan requires phasing and that the levels of services be maintained.

B. OVERALL GOALS, OBJECTIVES AND POLICIES

The Specific Plan is intended to provide a detailed program and device for implementing the policies of the General Plan. Key General Plan policies that are applicable to the Southeast Woodland area and are addressed by the Draft Specific Plan (DSP) include the following, excerpted without change or modification from City of Woodland General Plan, pages 83-85:

1. Goals

- 1.3 To achieve an orderly pattern of community development consistent with economic, social and environmental needs.
- 1.4 To promote the provision of adequate housing for all persons in the community regardless of income, age, race or ethnic background.
- 1.5 To provide for a range of services to maintain acceptable levels of services for all community residents.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

- 1.9 To develop a wide range of recreational facilities and activities which meet the needs of all citizens of all ages.
- 1.10 To improve the quality of the environment.
- 1.11 To insure a high level of quality and safety in all community development.
- 1.12 To provide adequate space for schools, churches and other quasi-public uses.
- 2. Objectives
 - 2.1 Urban development should occur only within the City Limits which may be expanded through annexation.
 - 2.2 Contain future urban growth within the Urban Limit Line established herein.
 - 2.4 Provide adequate land area for development consistent with the needs of the community.
 - 2.5 Insure that future development is a logical extension of existing development and of City services and facilities.
 - 2.6 Maintain the character and identify of our residential neighborhoods.
 - 2.7 Develop, maintain and upgrade the sewer, water and storm drainage system to adequately serve the projected population and development.
 - 2.8 Provide an efficient and well-maintained circulation system throughout the community.
 - 2.9 Establish an adequate supply of commercial and industrial land and services to allow for a diversified economic base which complements our agricultural economy.
 - 2.10 Secure a healthy balance of commercial and industrial businesses within the City.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

2.13 Insure compatibility of land uses.

2.14 Protect areas vulnerable to flooding.

3. Policies

3.1 To establish between the City of Woodland and the County of Yolo mutually agreeable procedures for implementation of the goals of this General Plan for the Woodland area.

3.4 To allow residential, commercial and industrial development only in accord with the needs of the community.

3.5 To encourage diversity in the community's economic base.

3.6 To provide opportunities for all residents to both live and work in the community.

3.9 To annually review goals and set priorities for specific implementation and incorporate appropriate measures into the City budget and capital improvements program.

3.10 To ensure that growth is based on the ability of the community to maintain a quality urban living environment and maintenance of adopted levels of service, taking into consideration the availability of services and facilities.

3.11 To provide a centralized public space which will be the nucleus of the Plan area. Schools, parks, bike and walking paths flow from the nucleus.

C. PRINCIPLES FOLLOWED IN SPECIFIC PLAN FORMULATION

The objectives and provisions expressed in the City's General Plan, together with the planning policies, community concerns, and the consideration given by the SPSC to particular conditions affecting the Southeast Woodland area have been integrated into a set of overall principles expressing objectives and policies for the Specific Plan area. These principles are intended to reflect and express the City's purposes with respect to future development of the area, and to provide effective and equitable guidance to property owners and developers in the buildout process.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

1. Land Use

The pattern of land uses and the density designations defined represent a refinement of the more generalized provisions of the General Plan. They have been reviewed and modified on the basis of the identification of the residential density ranges and mix desired in the Southeast Woodland area as the location of the next phase of the City's development, detailed determinations of school and park acreage requirements, and recognition of locational suitability factors. Other factors affecting the future form of the area have been identified, including constraints, such as traffic noise and other compatibility considerations.

2. General Considerations

Property ownership lines should not be used as an overriding consideration in defining the desired spatial pattern and arrangement of land uses in the Specific Plan area.

3. Residential Uses

A variety and mix of housing types and densities should be provided in the Specific Plan area consistent with overall General Plan designations in order to supply a range of housing opportunities to future residents of the area. Figure 3 illustrates the spatial configurations and relationships of the DSP and Figure 4 indicates the acreage and numbers of units the DSP designations provide, and reflects the lower levels of densities and higher proportion of single-family units considered preferable.

Some areas should be designated for larger-lot single-family residential uses (e.g. 5,500 to 7,500 square-foot lots). These can provide opportunities for priority set-asides of sites on which locally-based developers of custom homes could build small clusters of housing units within the areas of larger-scale housing developments, and would promote variety and choice. See Appendix B for the terms of the City's Lot Reservation Policy applicable to the Specific Plan area. The priority set-asides for local small builders should represent about 10 to 15 percent of the overall lots created, and should revert to the major developers if construction has not occurred within two years of their being made available.



ADOPTED SPECIFIC PLAN

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

FIGURE 4
(Revised 9/19/95)

LAND USE

The attached map is the proposed land use for the SESP. The land use will breakdown as follows:

LAND USE SUMMARY

	<u>USE</u>	<u>AREA</u>	<u>UNITS</u>
CC	CENTRAL COMMERCIAL	11.0± AC	
HC	HIGHWAY COMMERCIAL	14.3 AC*	
NC	NEIGHBORHOOD COMMERCIAL	12.5± AC*	
MDR-20	MEDIUM DENSITY RESIDENTIAL RESIDENTIAL 20 DU'S/AC	36.0± AC	720
LDR-7	LOW DENSITY RESIDENTIAL 7 DU'S/AC	139.2± AC	975
LDR-5	LOW DENSITY RESIDENTIAL 5 DU'S/AC	165.4± AC	827
LDR-4	LOW DENSITY RESIDENTIAL 4 DU'S/AC	11.7± AC	48
INST	INSTITUTIONAL	11.5± AC	
	PARKS	17.1± AC	
	SCHOOLS	8.0± AC	
	ROADS	42.3± AC	
TOTAL *NET ACRES		469.0± AC	2570

We have increased the MDR-20 designation on the Evans property to 11 acres. It includes one (1) acre of land that Mr. Evans will dedicate to the City. He will in turn build one (1) acre of moderate housing, so there will be a total of two (2) acres for moderate housing.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

Some areas of low density residential uses will be located on the periphery of the study area (backing up on the arterial streets and on I-5), and should be protected from external traffic noise by sound walls or by other forms of effective buffering (see Figure 1).

Medium-density residential uses can form appropriate intermediate areas between commercial uses and low-density residential uses, and should be designated in locations where they can serve a buffering function.

Medium-density residential uses in general should be located on the periphery of the Study Area or along the most heavily travelled internal streets in the area (e.g. relocated Road 101).

A mix of 72/28 single-family/high-density will be provided in the area.

The Specific Plan area will be subject to the City of Woodland's policies and requirements for the provision of affordable housing, and the actions and programs defined by the City for use in the development of new housing will be applicable within the Specific Plan Area (see pages 138-146 of the General Plan/Policy Plan document). The City's Bonus Incentive Program is available to developers who include low and lower-income units in their projects, and is intended to implement the provisions of Chapter 4.3 of the State Planning and Zoning Law (Section 65915 et seq. Government Code). With respect to the LDR designations within the Specific Plan area, split-lot duplex units will be required on corner lots. In the MDR-designated areas, bonus density provisions related to the construction of units affordable to renters would be applicable. In the process of Specific Plan implementation, the City will evaluate the distribution of housing units according to affordability, as part of its overall monitoring and evaluation program.

The need for affordable housing is evident as the price of housing continually increases within the Woodland area. The Specific Plan area will generate approximately 2,450 housing units with 72% set aside for single-family units and 28% for

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

multiple units. In order to facilitate the development of affordable housing, the following program shall be followed in implementing the Specific Plan:

SINGLE-FAMILY UNIT REQUIREMENT:

1. Corner lots would be utilized to provide split-lot duplex housing with the goal of 10% of the ownership units in the SESP being affordable to moderate income households. The specific number of suitable lots to be determined subject to traffic and street layout construction.
2. The units may be smaller in size and less in amenities than the market rate units in an effort to reduce costs. The developers are willing to include such a product that they would not ordinarily produce to help meet the affordable housing goal.
3. The unit type and size may be mixed within a duplex at the choice of the developer. Both 2 and 3 bedroom units may be provided to respond to demand at the time of construction.
4. Affordability of the units will be geared to the first-time home buyer with a goal of incomes at 120% of median income.
5. The City will establish a program for deferred payment of City fees. The repayment of fees will be secured by a second note and deed of trust (silent second). [The details of this element of the program will be developed by staff and brought to Council for approval.]
6. The City agrees to initiate a Mortgage Revenue Bond Program to provide below market rate mortgages for first time homebuyers for the entire project.
7. The City will contract with the Yolo County Housing Authority to provide for the screening of qualified buyers with prioritization for households that live and work in Woodland.
8. Resale restrictions will be required for homes acquired under the affordable housing program.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

9. The developer may dedicate land to the City to meet the affordable housing goal in lieu of constructing the units.
10. The City will provide an increase in density of 15 to 20 units per acre if a developer agrees to provide units affordable to households with 90% of median.

MULTI-FAMILY UNIT REQUIREMENT: In each project, 25 percent of multi-family units will be affordable to low-income households, with 10 percent set aside for very low-income households as adjusted for household size per the SMSA income limits. The developer will receive a density bonus of one unit for every affordable unit that is provided through construction or land donation.

All rental units created in the affordable housing program, whether constructed by the developer or by a nonprofit housing provider will be subject to the usual monitoring program by the City. Rents shall be at 30% of income including utility costs exclusive of other governmental rent subsidies. All affordable rental units will be subject to deed restrictions maintaining their permanent affordability.

Regardless of the overall unit mix within a multi-family project, every multi-family project must meet the following standards: at least five percent of the total units must be accessible and adaptable for occupancy by handicapped persons; and at least five percent of the total units within the project must consist of units with three or more bedrooms.

■ Residential uses designed to back up on adjacent streets would only be located adjacent to I-5, Gibson Road, Realigned Road 101, and Road 102, and this type of design should not be used along internal streets in the area,

■ Existing residential uses and structures should be recognized in the Specific Plan as subject to no change. These specifically include the Reid residence opposite the proposed fire house site, the house on the Jenks property, the house on the Coombs property (to the east of the Idle Wheel Mobile Home Park), and the Idle Wheel Mobile Home Park. Although they are not located within the official boundaries of the

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

Specific Plan area, the Plan also indicates that residential uses fronting on the west side of existing Road 101 will not be subject to change. No other residences are specifically included in this provision.

■ Two (2) acres of the MDR-20 located in the northeast area of the Plan shall be developed with single family units for moderate income families at 90% of median income levels.

4. Commercial Uses

■ Two commercial designations should be applied in the area, C-1: neighborhood commercial (primarily serving locally-generated demand for convenience goods and personal services), and CH: highway commercial (serving the needs of motorists and vehicular traffic, including service stations, fast food restaurants, motels and related uses).

■ The neighborhood commercial site should be located on Gibson Road, on the east side of the intersection of the proposed relocated Road 101, and should consist of 12.5 net acres of land. It will include public and semi-public uses such as a child care facility, branch library and a park and ride lot, community facility, etc.

■ The highway commercial sites should be located adjacent to the I-5 interchanges at the northwest and northeast corners of the Specific Plan area, with 8 net acres and 14.25 net acres designated respectively. **Figure 5** shows the realignment of County Road 101 in the vicinity of the highway commercial site in the northwest corner of the area.

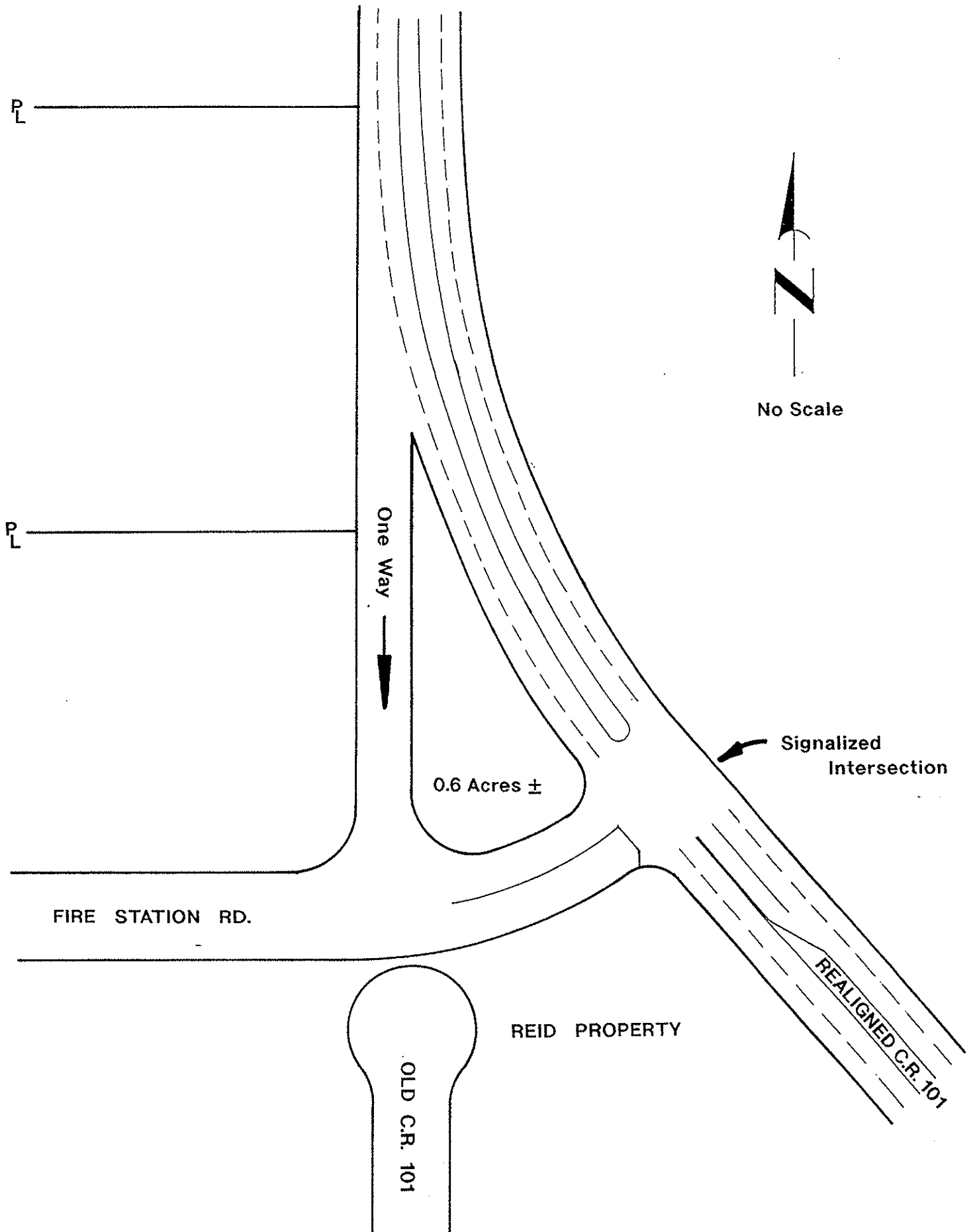
■ No other sites or areas within the Specific Plan area should be designated for commercial uses.

■ Commercial developments shall provide works of art which complement the design and nature of the Southeast Area.

5. Community Facilities

■ Two school sites should be designated in the area to serve projected increase in enrollments.

FIGURE 5



II. PLAN OBJECTIVES, POLICIES AND STANDARDS

■ A site with an overall area of 28.5 (19 acres to be acquired by the School District) should be designated for school/recreation/park use in the sector generally east and south of the center of the area, and may be used as an Intermediate or Junior High School facility, depending on the future distribution of grades by school in the Woodland Unified School District system. The traffic likely to be generated at this site makes it desirable for it to be directly accessible from a collector street.

■ A site with an overall area of 15.6 acres (eight acres to be acquired by the School District) for school/ballfield/park use would be used as an Elementary School facility. Access from either a residential collector street or local streets would be acceptable. It is intended that the ballfields would be equipped with lights.

■ City-owned and -maintained park sites should be acquired adjacent to and as part of each of these School sites, so that shared use of open recreation area, parking and other facilities can be achieved.

■ A total of 17.1 acres of park area should be acquired for these purposes by the City, with 9.5 acres adjacent to the Intermediate School site, and 7.6 acres adjacent to the Elementary School site.

■ The latter park site should be developed primarily for use as a youth baseball facility, with two ball diamonds. The park site adjacent to the Intermediate School site may also be developed for ballfield use, but at least half of the park area should be designed and constructed for general public use as a neighborhood recreational park site. As stated above, these sites will be designed for nighttime use with lights, in order to obtain maximum utilization from the facilities.

■ A system of landscaped bikeway/walkway corridors, providing a non-vehicular means of circulation connecting to school sites, park sites and other community facilities (e.g. the soccer field west of existing Road 101) is provided. Bikeway/walkway provisions will be constructed along arterial

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

and collector streets in the area (see cross-sections illustrated in Figure 6).

■ Community identification signs stating "Welcome to Woodland" shall be constructed at I-5 and county Road 102 and Gibson Road.

6. Institutional Uses

■ Facilities such as churches and other institutional uses should be viewed as appropriate candidates for small sites (e.g. 2.5 to 6 acres) in some locations in the Study Area, particularly those that are subject to noise levels that make them less desirable for residential development. Locations at entry points into the area are appropriate for these types of use. (See page 57 for permitted uses in these areas.)

■ A total of about 11.5 acres should be designated in the area for these types of use in three to five locations. The Specific Plan map illustrates possible sites for these uses, but these should not be viewed as prescriptive with respect to location or size, as long as the overall intent of these provisions is not disregarded. It is proposed that these designations be subject to a sunset clause if these parcels are not purchased within three (3) years of their being offered for sale. The underlying uses to which these parcels would revert if the sunset clause took effect would be identical with the immediately surrounding or abutting use.

7. Circulation System

The Draft Specific Plan reinforces the General Plan's provisions regarding circulation facilities in the Southeast Woodland Area. Road 101, Road 102 and Gibson Road are designated as arterials, and Gum Avenue as a collector street. The City's standards for streets are illustrated in Figure 6.

■ Road 101:

The DSP indicates a new alignment for Road 101, which is intended to protect residential uses and occupants on the existing Road 101 from the heavier volumes of traffic which are likely to use this

FIGURE 6

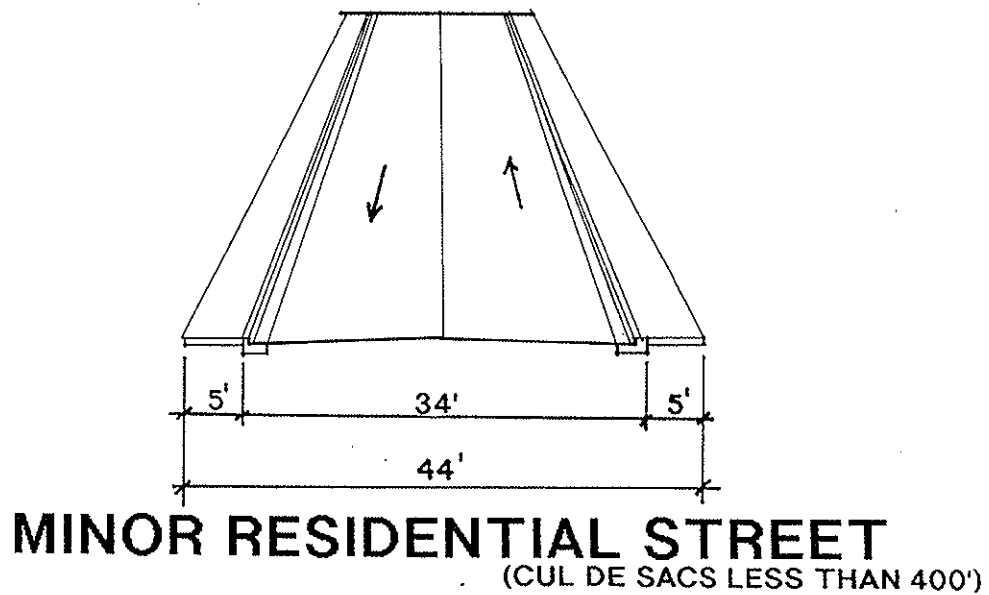
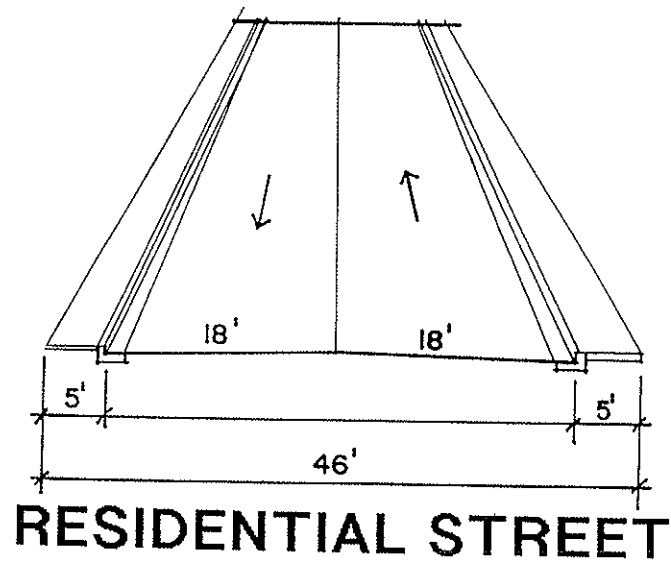
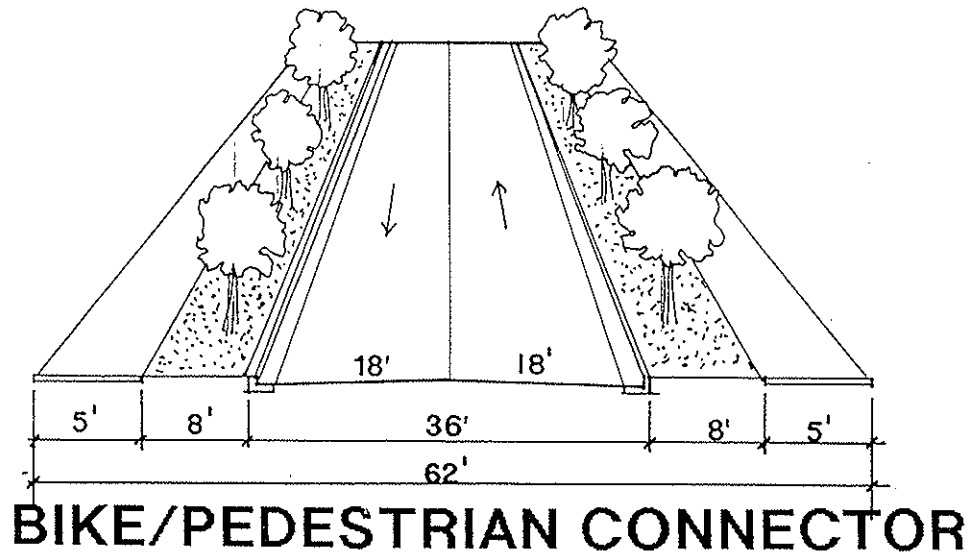
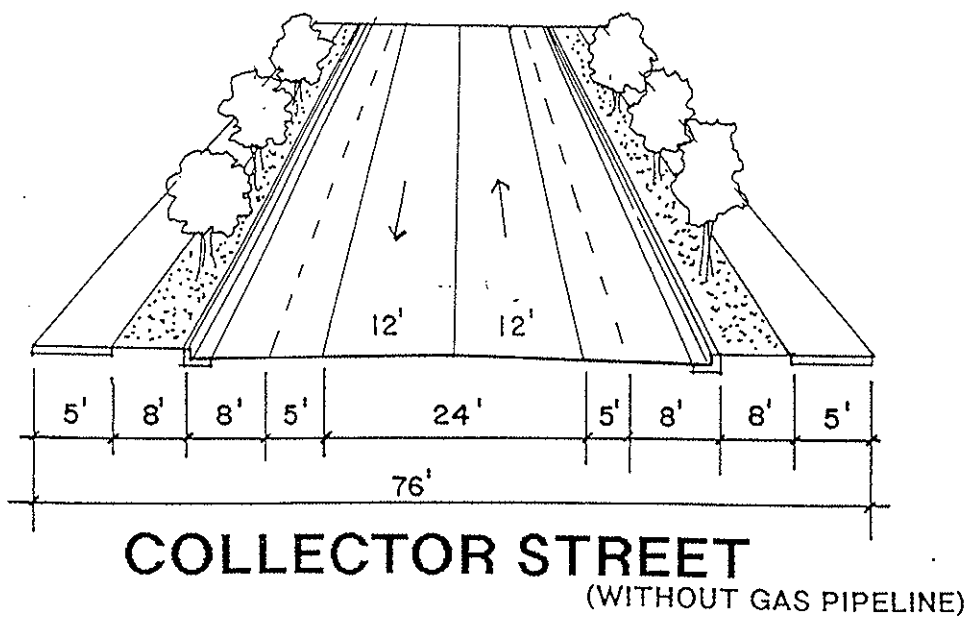
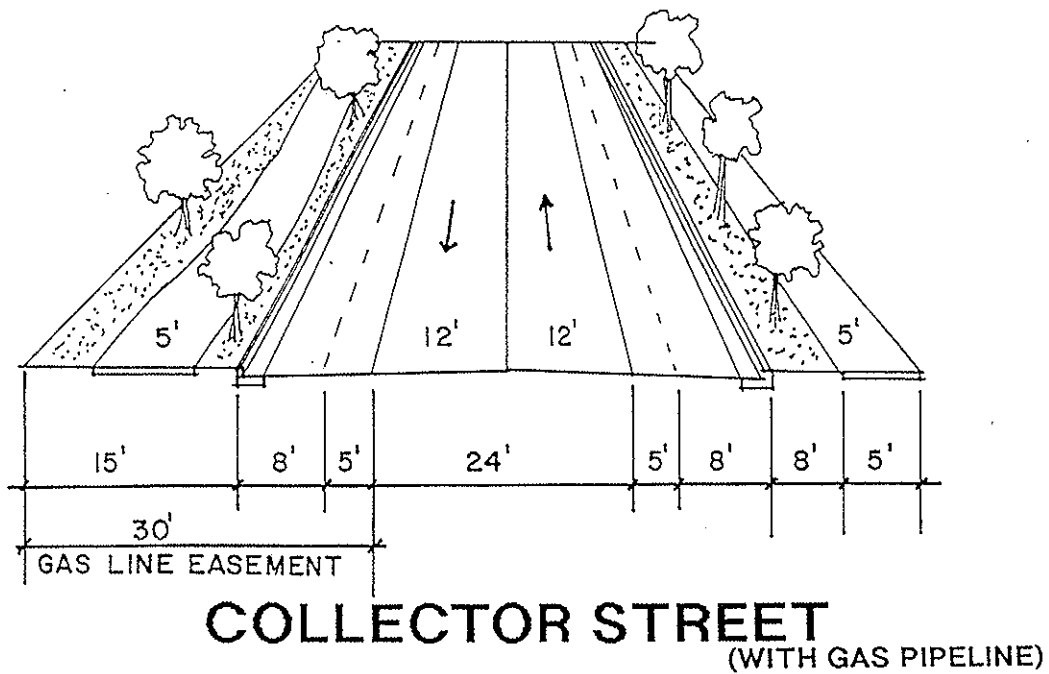
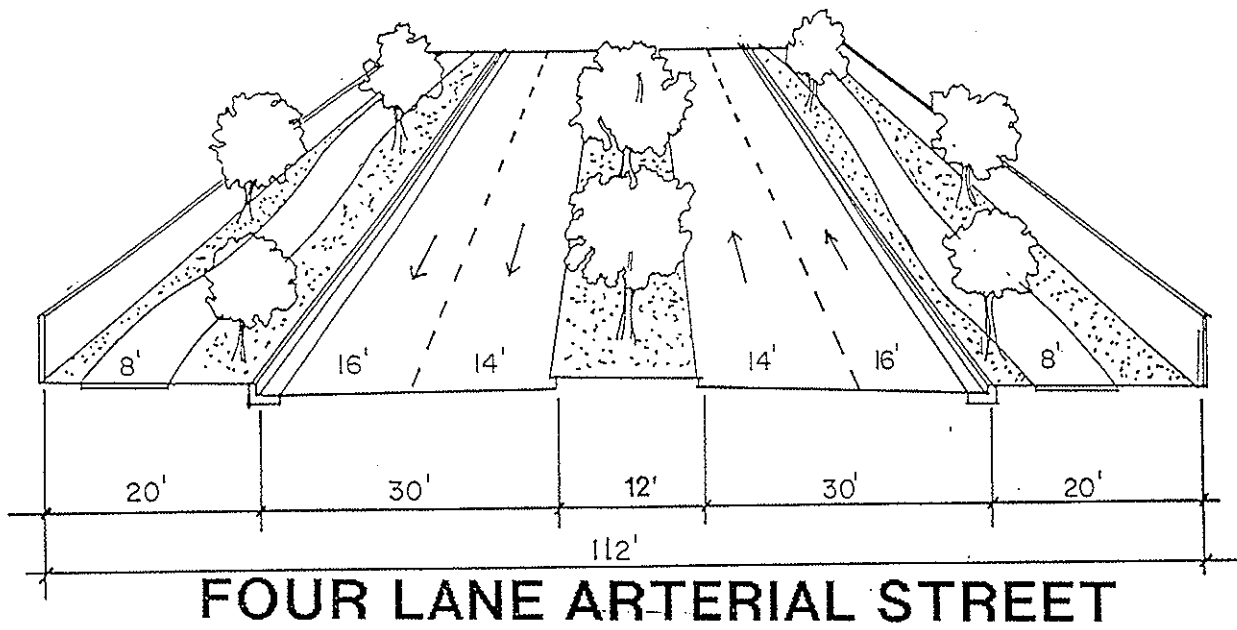


FIGURE 6



II. PLAN OBJECTIVES, POLICIES AND STANDARDS

route in the future. New Road 101 as proposed would curve to the south-east, beginning at the northern boundary of the Tri-Valley Growers site, and extends in a straight alignment passing to the east of the existing house at the southwest corner of the Reid property (opposite and slightly south of the entry to the fire house and soccer field sites¹). The new roadway would extend to the northeast corner of the Richter property, where it would curve back to a north-south alignment on the quarter section line, passing along the east side of the Idle Wheel Mobile Home Park and intersecting with Gibson Road at a right angle. New Road 101 would eventually continue across Gibson Road into the Phase III Urban Expansion Area and extend on a curving alignment to link up with the existing Road 101 approximately one-third mile south of Gibson Road. The functions served by Road 101 south of East Main Street should be distinguished from those served north of East Main Street, where it is primarily a truck route serving industrial uses. South of East Main Street, heavy truck traffic should be prohibited, and diverted to State Highway 113.

The bypassed sections of existing Road 101 would continue in use as a two-lane street providing local access to abutting properties, but would cease to serve as a through-road. New single-family residential development on the east side of existing Road 101 should be designed to front on the street. It is proposed to install a cul-de-sac turnaround bulb at the future northern termination of existing Road 101, located immediately south of the roadway entrance to the fire house and soccer field (which would connect to the new Road 101 north of the Reid house). A similar cul-de-sac would ultimately be created south of Gibson just to the north of the linkage between the new and the existing rights-of-way, during development of the Phase III area. At the existing intersection with Gibson Road, only right-turn-in and

The fire house and the parking area for the future soccer field will be linked by a roadway to new Road 101 north of the Reid house. This intersection on Road 101 will be signalized and would be equipped with emergency traffic stop lights activated from the fire house or the fire department vehicles, to facilitate safe and rapid access to the arterial road from the fire house.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

right-turn-out movements would be permitted from Road 101, and left turns from Gibson Road would not be accommodated.

With the exception of the intersection with Gum Avenue, which would be a four-way intersection, all other intersections on new Road 101 would be three-way T-intersections. The most important of these would be the intersection with the northern loop collector road extending towards I-5 at the north, and the intersection with the southern loop collector road on the north side of the neighborhood commercial center about 850 feet north of Gibson Road. The roadway design and cross-section, the street tree and landscaping standards to be applied and the configuration of the connecting collector and local streets are intended to enable new Road 101 to function efficiently as a major thoroughfare without requiring all residential development along its length to back up to it. The projected traffic volume on new Road 101, stemming from buildout of the Specific Plan, other Phase I areas in the City of Woodland, and of Phase II and III areas through the year 2010, will place the nearest residential units between the 60 to 65 dB Ldn noise contours. This will require that special attention be given to the acoustical design and noise insulation of these units and the installation of sound walls or other mitigation measures.

■ Gibson Road:

Gibson Road is classified as an arterial street, and is intended to carry relatively large volumes of traffic without conflict with uses on abutting properties, in general by requiring a back-up configuration, with local access occurring from within the properties on either side. Sensitive uses, such as residential development would be shielded from road noise by sound walls, berms or other noise attenuation provisions. Between existing Road 101 and Road 102 only two intersections are proposed, both of which would require signalization. The first would be the intersection (ultimately four-way) with new Road 101 about 1/4 mile east of existing Road 101, and the second would be located at the existing entrance to the Yuba College site, about 2,000 feet west of Road 102. It is proposed to make this a four-way intersection, with a new collector street forming the fourth leg on the north side of Gibson.

The function of Gibson Road will be to serve as a major east-west roadway linking the southern tier of Woodland to the west with

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

State Highway 113, and with Road 102, and, via Road 102 with Interstate 5. Gibson Road/Road 102 together are likely to serve as a by-pass route serving through-traffic transferring between State Highway 113 and Interstate 5 in two directions (northbound 113 to eastbound I-5, and westbound I-5 to southbound 113). This results from the inadequate interchange provisions between the two freeways, which are assumed to remain unresolved for the foreseeable future. Although these interurban/interregional traffic volumes will impact the Southeast Area, no other alternative routing appears feasible and likely to be available at least in the next ten- to 15-year time period. The adverse effects stemming from acceptance of this by-pass route function can be alleviated by implementing protective measures including sound walls, berms, landscaping (including a minimum setback to the soundwall to permit the installation of a planting strip), street trees, undergrounding of utilities and limitations on the number and design of intersections.

■ Road 102:

Road 102 is classified as an arterial street, and already serves this function. As mentioned above, completion of State Highway 113 as a freeway, together with the inadequate interchange provision for interconnecting traffic between 113 and I-5, will generate substantial traffic volumes on Road 102 and Gibson Road seeking a by-pass route. The DSP indicates only one new intersection on Road 102, approximately half-way between Gibson Road and the I-5 interchange, with a collector street roadway serving as the major entry into the Specific Plan area on the east side, and connecting with the discontinuous internal east-west circulation system within the area, designed to deter unwanted through-traffic. This intersection could be expanded to a full four-way intersection to serve the area to the east of Road 102 when this becomes necessary. Existing Road 23 to the north is proposed to be retained for only about the first 800 feet west of Road 102, to provide an entry into the highway commercial area and medium-density residential development in this southwest quadrant of the I-5/Road 102 interchange. It is intended to remain a two-way collector street, but with turn movements restricted to right-turn-in and right-turn-out only, enforced by a continuous center median on Road

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

102*. At this western end of the street, it would tee into a new collector street extending to the south approximately 650 feet and linking into the entry collector road. Traffic leaving the highway commercial/medium-density residential area would take this route, as would traffic travelling north on Road 102 destined for the highway commercial/medium-density residential area. The remainder of Road 23 west of its proposed terminus would no longer be used, and would be removed, with the right-of-way sold. The DSP indicates a proposed additional ramp from northbound 102 to eastbound I-5, to facilitate this directional movement and to eliminate the left-turn currently required of northbound traffic to enter the freeway.

■ Gum Avenue:

Gum Avenue is classified as a collector street, and currently serves this function for its one-mile length from East Street to Road 101. This has been recognized in the design of the State Highway 113 freeway in the construction of the Gum Avenue overcrossing. In the DSP it is indicated as extending across existing Road 101, curving slightly on the east side to pass along the northern boundary of the Idle Wheel Mobile Home Park, and intersecting with the realigned Road 101 at the northeast corner of this property. Gum Avenue would extend across new Road 101 and continue on an alignment curving to the north to meet the loop collector road which follows the PG&E gas transmission line easement at a 90° angle. The main entry road from Road 102 also intersects this loop collector road about 1,200 feet to the south. It would therefore be possible to use Gum Avenue, the road on the PG&E easement, and the eastern entry road as a route to cross the Specific Plan area, but its discontinuity and absence of through-road character are intended to discourage external traffic from intruding into this area, and to make Gibson Road/Road 102 the preferred routing.

- * The median can be designed and constructed to permit CHP vehicles to make a left turn across the median for emergency purposes, and an emergency stop light could be activated to make these movements easier and safer to accomplish.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

■ Loop Collector Road

An alignment is shown in the DSP for a road serving as a collector street to loop through the area from its intersection with new Road 101 about 1/4 mile north of Gum Avenue, and to pass adjacent to the southern right-of-way line of I-5, and then on both sides of the PG&E easement, which it would follow for most of its length through the study area. (The southernmost section of the PG&E easement should be used for local streets within the LDR(5) area to the greatest extent possible.) About 700 feet north of Gibson Road, the loop road would turn to the west and intersect with new Road 101 on the north side of the neighborhood commercial center. A branch of this loop road would form the entry road from Gibson Road at the Yuba College entry intersection. A section of the loop road also provides the linkage between Gum Avenue from the west, and the entry road from Road 102 on the east side. It should be noted that the traffic analyses conducted during the preparation of the Draft EIR determined that two intersections on this entry road should be signalized in order to achieve desirable Level of Service conditions at the PM Peak Hour. These are the two T-intersections of the east segment of the Gum Avenue Extension with the Southern Loop Collector Road, and with the north-south road extending southward from Road 23. (see DEIR, pages 71-72). The loop road would serve to collect and convey traffic to and from the sectors of land formed by the principal circulation facilities described above. The majority of intersections along this loop road would be three-way T-intersections, none of which should be closer than 400 or 500 feet, center-to-center, from each other. It is not intended that the predominantly single-family units along this road should back-up to the loop road, and the volumes and vehicle speeds would not require soundwalls.

■ Transit

Existing and future transit services would be extended into and through the Plan area, although specific routings and bus stop locations cannot be detailed at this time. The Neighborhood commercial area, school/park sites, and Yuba College are candidates for transit service linkage. Bus stop locations should be selected based upon ease of pedestrian access, availability of space for suitable bus shelter facilities, and safety considerations related to general roadway configuration, traffic conditions and

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

intersection relationships. The transit system will help to reduce vehicle trip generation.

■ Park/Ride Facilities

It is desirable to encourage other alternatives to the private automobile than public transit, in order to minimize the cumulative degradation of local and regional air quality from increased vehicle emissions. The encouragement of Park/Ride usage represents one possible means of achieving greater efficiency in transportation requirements. Park/Ride lots are designated in the Commercial Neighborhood Center at the northeast corner of Gibson Road and Realigned County Road 101 and in the Commercial Highway area in the northeast section of the Plan area. This location offers the advantage of being on the periphery of the Specific Plan area, adjacent to on- and off-ramps serving State Highway 113 and I-5, and compatible with adjacent land use designations. Other locations may also present themselves as worthy of consideration during implementation of the Specific Plan. The Park/Ride facilities will also help to reduce vehicle trip generation.

■ Pedestrian/Bicycle Movement

The Plan provides for easy pedestrian and bicycle movement within the Southeast Area. It links the two school/park sites and the neighborhood commercial center. Figure 7 is the pedestrian/bicycle circulation plan for the Southeast Area. Figure 8 shows the three (3) methods of moving the bicycles in the area. The first method is to designate certain local streets for bike traffic, the second method is to include the bike lane in the collector street and the third method is to provide a separate bike/pedestrian path adjacent to arterial streets.

■ Pedestrian/Bicycle Structure

A separated pedestrian/bike structure shall be provided over Gibson Road to link the Southeast Area to Yuba College.

II. PLAN OBJECTIVES, POLICIES AND STANDARDS

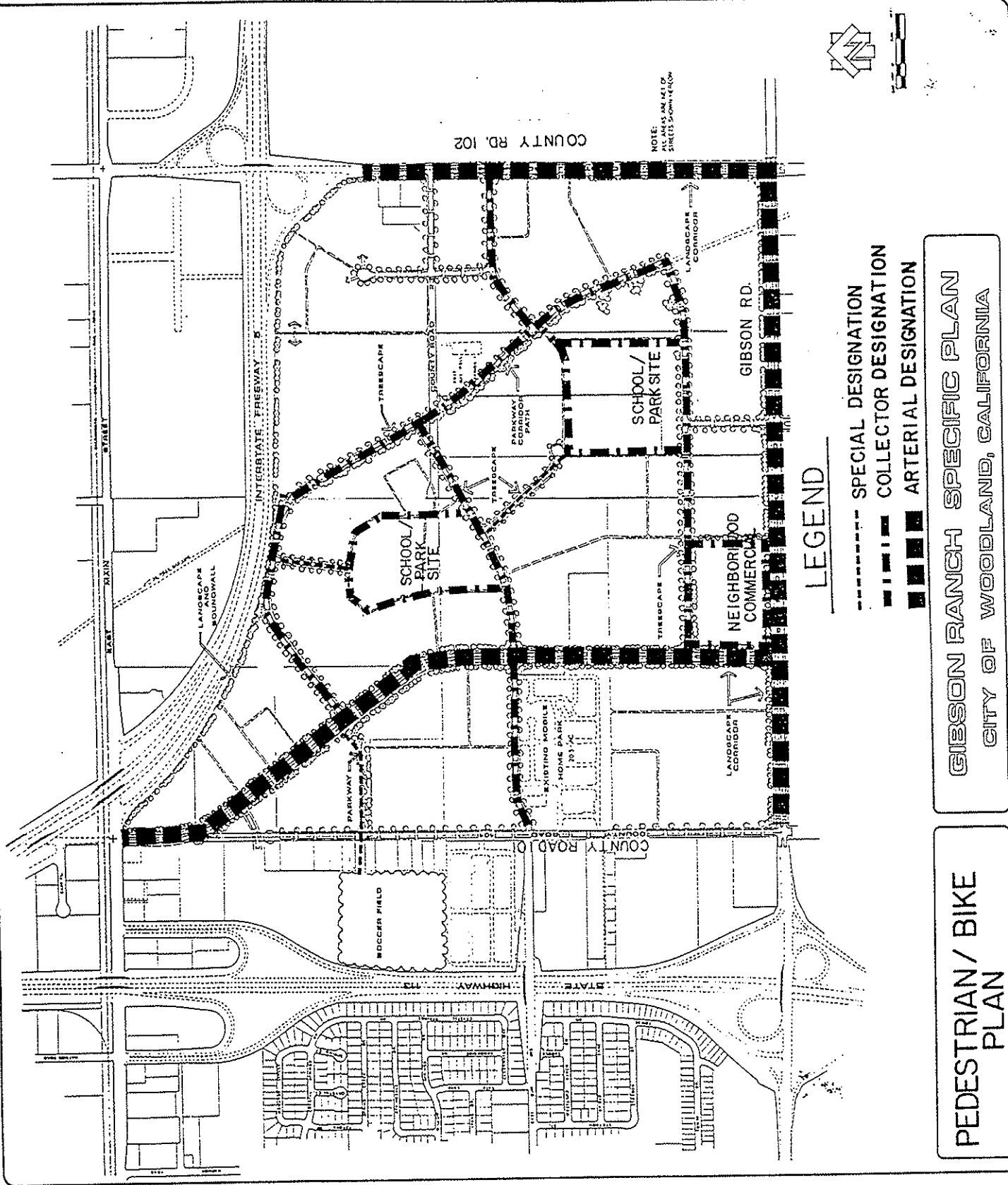
■ Transportation Systems Management

The City will prepare a Transportation Systems Management Plan to address transportation problems in the city and the Specific Plan Area.

The Transportation Systems Management Plan will be fully coordinated with the Congestion Management Plan to be prepared by the Yolo County Transit agency.

It will consider:

- carpool, vanpool, buspool matching
- employer transit ticket sales
- employer subsidizing of ridesharing
- preferential parking for ridesharing
- guaranteed ride home for ridesharers
- flexible work schedules
- telecommuting
- provision of transit services
- provision of bicycle facilities
- other techniques to lessen the incidence of single occupant commute trips.

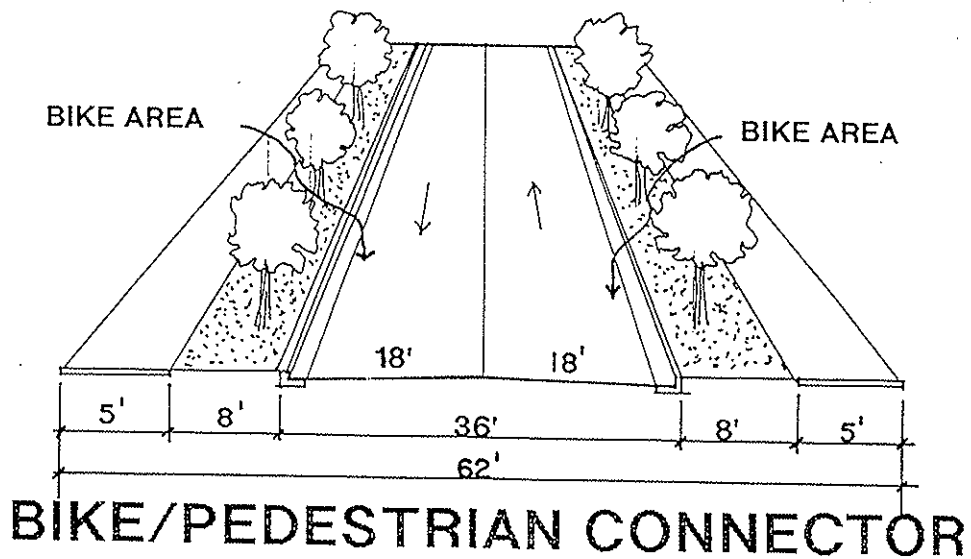
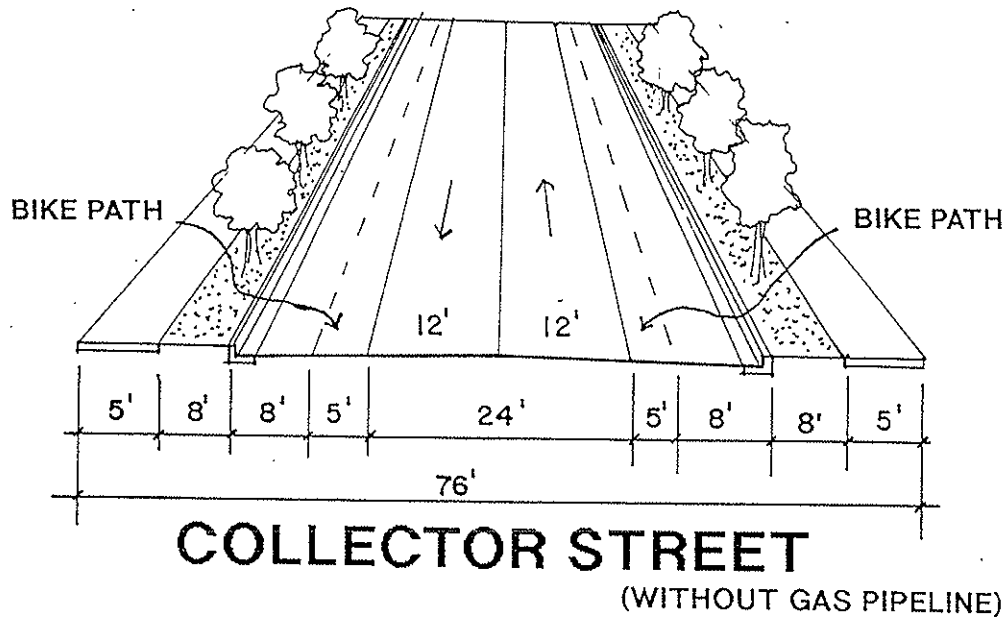
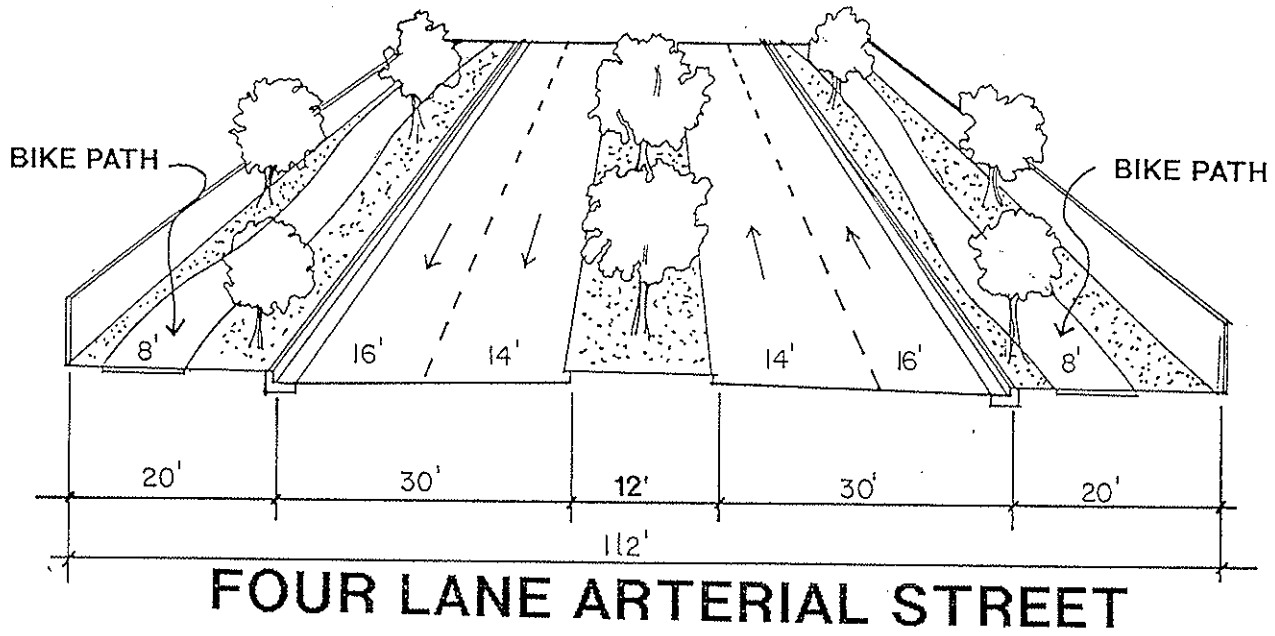


GIBSON RANCH SPECIFIC PLAN
CITY OF WOODLAND, CALIFORNIA

PEDESTRIAN / BIKE PLAN

FIGURE 7

FIGURE 8



III. GENERAL DESIGN AND DEVELOPMENT PROVISIONS

A. PURPOSE AND INTENT

This chapter presents the general development regulations and guidelines governing all new construction in the Southeast Woodland Specific Plan. The provisions herein will implement the City of Woodland General Plan and are tailored to accomplish the goals it specifies. The intent is to establish a distinctive, well designed and high quality environment which will enhance the future residential, commercial and public facility uses in the area.

There are ten basic land use categories within the Specific Plan listed below. Refer to the Specific Plan Land Use Map (**Figure 2**) to determine the boundaries of each category.

<u>Land Use Categories</u>	<u>Designation</u>
Residential:	
Low Density Residential 4 DU/AC	LDR (4)
Low Density Residential 5 DU/AC	LDR (5)
Low Density Residential 7 DU/AC	LDR (7)
Medium Density Residential 20 DU/AC	MDR (20)
Commercial:	
Commercial (Neighborhood)	C-1
Highway Commercial	CH
Other:	
Institutions	Inst.
Public Parks	P
Public Schools	S

III. GENERAL DESIGN AND DEVELOPMENT PROVISIONS

B. RELATIONSHIP TO THE ZONING ORDINANCE

This Specific Plan will be adopted by Resolution, and will augment the development regulations and standards of the City of Woodland Zoning Ordinance. When an issue, condition or situation occurs which is not covered or provided for in this Specific Plan, the regulations of the Zoning Ordinance that are most applicable to the issue, condition or situation shall apply. In the event that the provisions of the Specific Plan are in conflict with the Zoning Ordinance, the provisions of the Specific Plan shall prevail.

C. INTERPRETATION

The Director of Community Development or his/her designee, shall have the responsibility to interpret the provisions of the Specific Plan. All such interpretations shall be in written form and permanently maintained. Any person aggrieved by such an interpretation may request that such interpretation be reviewed by the Planning Commission. The determinations of the Planning Commission are subject to appeal to the City Council.

D. ENFORCEMENT

The Director of Community Development shall enforce the provisions of this Specific Plan and all the applicable codes of all governmental agencies and jurisdictions in such matters including, but not limited to, building, mechanical, fire and electrical codes, and codes pertaining to drainage, waste water, public utilities, subdivisions and grading.

E. AMENDMENTS

The procedures to amend this Specific Plan shall be the same as those required for a General Plan Amendment. In addition, amendment to any element of the City of Woodland General Plan may be required if a conflict is found to exist with any proposed Specific Plan amendment.

III. GENERAL DESIGN AND DEVELOPMENT PROVISIONS

F. DEFINITIONS

Words, phrases and terms not specifically defined herein shall have the same definition as provided in the Zoning Ordinance.

G. SEVERABILITY

If any regulation, condition, program or portion thereof of the Specific Plan is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining provisions.

IV. DESIGN AND DEVELOPMENT REGULATIONS FOR COMMERCIAL LAND USES

A. PRIMARY FUNCTION/LOCATION

Two types of commercial land uses are designated in the Specific Plan, and consist of Neighborhood Commercial, Highway Commercial and Central Commercial uses. The Neighborhood Commercial area is intended to serve primarily neighborhood retail and personal service needs of residents of the Southeast Area. The Highway Commercial areas are located at the northeast corner of the Specific Plan area adjacent to I-5. This area is intended to serve the needs of the traveling public (automobile services, eating, and drinking, lodging and related needs), and are not to duplicate services available in neighborhood, community, or downtown commercial areas. The Central Commercial is located at the northwest corner of the Specific Plan area. It is intended to serve the community and region.

B. PERMITTED AND CONDITIONAL USES

The following matrix establishes the uses which are permitted or conditionally permitted. Uses which are not listed are subject to review and interpretation by the Community Development Director.

P	=	Permitted uses
C	=	Conditionally permitted uses
N	=	Uses not permitted

<u>Land Use</u>	<u>NC</u> (C-1)	<u>CH</u> (C-H)	<u>CC</u> (C-2)
Offices and Related Uses:			
Medical	P	N	P
Professional offices	N	N	P
General Commercial Uses:			
Animal Care Facility (animal hospital, commercial kennel, grooming), excluding exterior kennel, pans, or runs	N	C	C
Art, music, and photographic studies, and equipment, supplies, and record sales	P	N	E
Arcades	C	N	C
Athletic and health club, dance studios, gyms, and weight reducing clinics	P	N	C

IV. DESIGN AND DEVELOPMENT REGULATIONS FOR COMMERCIAL LAND USES

<u>LAND USE</u>	<u>NC</u> (C-1)	<u>CH</u> (C-H)	<u>CC</u> (C-2)
Automotive services (including motor cycles, boats, trailer and camper):			
• sales (including services)	N	C	C
• rentals	N	C	C
• coin-op washing	N	C	C
• Automatic washing	N	C	C
• Service or gasoline dispensing stations	C	C	C
• Parts and supplies	P	P	P
Bakeries (retail only)	P	N	P
Barber and beauty shops	P	N	P
Bicycle shops	P	N	P
Photocopy services	P	N	P
Book, magazine, and newspaper stores (other than adult-related material)	P	N	P
Candy stores and confectioneries	P	N	P
Catering establishments	P	N	P
Cleaning and pressing establishments	P	N	P
Cocktail lounge (bar, lounge, tavern) including related entertainment	N	C	C
Commercial recreation facilities:			
• indoor uses such as bowling, theaters, billiards	N	C	C
• Outdoor uses such as golf, tennis, basketball, baseball, trampolines, etc.	N	C	C
Dairy product stores	P	N	P
Drive-thru restaurants	N	C	C
Drug stores and pharmacies	P	N	P
Financial Institutions	P	N	P
Florist shops	P	N	P
Food stores and supermarkets including delicatessens, butcher, ice cream, donut, or yogurt shops and frozen food lockers	P	N	P
Hardware stores	P	N	P
Hobby shops	P	N	P
Hotels and Motels	N	C	C
Jewelry Stores	P	N	P
Laundry (self-service)	P	N	P
Liquor Stores	C	N	C
Kiosks for key shops, film drops, aluminum recycling, etc., in parking lots	C	N	P

IV. DESIGN AND DEVELOPMENT REGULATIONS FOR COMMERCIAL LAND USES

<u>LAND USE</u>	<u>NC</u> (C-1)	<u>CH</u> CH	<u>CC</u> (C-2)
Locksmith shop	P	N	P
Mini-storage for public use (no outdoor storage)	N	P	N
Mini Markets	N	C	C
Nurseries and garden supply stores, provided, in the district, all equipment, supplies and material are kept within an enclosed area	C	N	P
Parking Facilities	C	C	C
Pet shop	P	N	P
Photocopy printing shops excluding heavy presses	P	N	P
Public & semi Public Uses	C	C	C
Restaurants	P	P	P
Restaurants (other than drive-thru) with entertainment and/or serving of alcoholic beverages	C	C	P
Shoe stores, sales, and repair	P	N	P
Shopping Center	C	N	C
Stationery and gift shops	P	N	P
Tailor or seamstress shop	P	N	P
Television, radio, and electronic sales, and service	P	N	P
Toy stores	P	N	P
Travel agencies	P	N	P
Truck and trailer rental, sales, and service	N	C	C
Variety stores	P	N	P
Veterinarian	C	C	C
Video Rental	P	N	P

NOTE: If uses in the citywide C-H zone are changed, then the above use table will be modified to be consistent with City policy.

IV. DESIGN AND DEVELOPMENT REGULATIONS FOR COMMERCIAL LAND USES

C. SITE DEVELOPMENT STANDARDS

<u>LAND USE</u>	<u>NC</u> (C-1)	<u>CH</u> (C-H)	<u>CC</u> (C-2)
Minimum Development Unit in acres ^a	10	2	8
Height Limitations:			
• Adjacent to single family residential district ^b	30'	30'	30'
• (with CUP)	30'	35'	35'
• Other Locations ^b	30'	35'	35'
• (with CUP)	30'	35'	35'
Maximum Site Coverage (net lot area)	50%	50%	50%
Minimum onsite landscaping/hardscape (includes pedestrian areas, courtyards, plazas, etc.) ^c	15%	10%	10%
Minimum Building Setback and Depth and Landscaping along Street Frontages	30'	30'	30'
Minimum Rear Setback (from property line):	30'	30'	30'
• Adjacent to existing or planned residential developing	25'	30'	30'
Minimum Interior Side Setback (from property line):	25'	30'	10'
• Adjacent to existing or planned residential development			

^a Excluding existing lots of record.

^b For every story over two, an additional 15 feet of setback shall be provided.

^c Landscape percentage shall be calculated on a net lot basis.

IV. DESIGN AND DEVELOPMENT REGULATIONS FOR COMMERCIAL LAND USES

D. COMMERCIAL DESIGN GUIDELINES

The following Design Guidelines are intended to describe specific commercial design recommendations related to site planning, landscape architecture, and architecture.

1. Master Plan Requirements

This section is provided to help coordinate the design and development within designated neighborhood highway and central commercial areas and discourage their piecemeal development. The intent is to enhance opportunities for high quality development consistent with the goals of the Specific Plan. In addition, master plans will assure a harmonious relationship between existing and proposed uses and promote the use of common facilities (parking areas, access points, etc.) between compatible land uses. The following guidelines shall apply to all commercially designated properties:

- a. A Master Plan (or precise site plan in the event of total development) shall be approved by the Planning Commission concurrent with, or prior to, any project approval.
- b. At minimum, Master Plans shall indicate overall vehicular circulation (points of ingress and egress to public streets, interior drives, and configuration of parking areas), building locations, and configurations, landscaped areas; and, pedestrian plazas and circulation throughout the site.

2. Site Planning Guidelines

- a. Arrange buildings to permit vistas from adjacent arterial and collector streets into open space areas.
- b. Coordinate development of adjacent parcels to maximize joint access for parking and circulation.
- c. Landscaping and pedestrian walkways shall be provided between sites. Walls separating individual commercial developments shall be discouraged unless necessary for buffering purposes.

IV. DESIGN AND DEVELOPMENT REGULATIONS FOR COMMERCIAL LAND USES

- d. Cluster commercial buildings with pedestrian areas located between structures. Also, provide walkways between building clusters.
- e. Avoid repetitive building setbacks along all streets.
- f. Pedestrian oriented open space areas shall be provided. Plazas, courtyards, arcades, patios, and other open space elements shall be incorporated into development.
- g. Commercial activities, such as outdoor restaurants, and cafes, shall be encouraged in pedestrian-oriented plaza areas.
- h. Within the NC designation, building frontage shall be oriented to face all streets so as to avoid a strip commercial appearance. The truck docks shall be so located and/or screened so as to not be visible from the street frontage.

3. Landscape Architecture Guidelines

- a. The landscape concept for the more intensively developed sections of the Specific Plan area will emphasize formal plantings of trees, due to their urban-oriented characteristics. The impression will be created by a predominance of deciduous trees, understory plantings, use of textured pavements, and formal planters. Street trees will be planted in formal patterns. In addition, gateway/intersection design treatment shall be provided.
- b. Continuity of overall streetscape and landscape elements shall be used to visually unify development within the Specific Plan area and to differentiate it in character from adjacent residential neighborhoods.
- c. In order to screen parking areas, trees and shrubs shall be massed and combined with mounding. Berms will have a minimum height of three feet and have a maximum slope not to exceed 3½:1.

IV. DESIGN AND DEVELOPMENT REGULATIONS FOR COMMERCIAL LAND USES

- d. Within parking lots, trees shall be provided with 40% shade coverage of the lots.
- e. Trees shall be planted between commercial structures and parking areas.
- f. A dense landscape buffer shall be required when commercial land uses lie adjacent to residential uses.
- g. Transition paving shall be required at all commercial vehicular entrances. Textured paving shall also be encouraged where pedestrian walkways cross vehicular circulation aisles.
- h. Water conservation should be emphasized and plants requiring little watering should be required.

4. Architecture Guidelines

- a. The commercial center shall be designed with a consistent, recognizable design theme. The theme shall create a harmonious image through the use of consistent building styles, forms, colors, materials, and rooflines.
- b. The use of traditional architectural forms shall be encouraged. Pitched roofs, covered walkways, colonnades, entrance pergolas, and the use of indigenous building materials shall be used whenever possible.
- c. Architectural elements such as colonnades, trellis elements, door and window canopies, arcades, etc., shall be used to provide visual interest to blank building facades.
- d. Commercial building facades shall be "broken" with reveals, recesses, projections, and other architectural elements designed to provide variety and visual interest to the streetscape. Blank, unarticulated building facades shall be discouraged.

IV. DESIGN AND DEVELOPMENT REGULATIONS FOR COMMERCIAL LAND USES

- e. The mass and scale of commercial development shall be proportionate to the site, open spaces, street, and surrounding developments.
- f. Permit vertical architectural elements in excess of the standard height limit, based upon individual project review by the City. Architectural elements include: clock towers, steeples, bell towers, etc. These elements should be located at arterial crossing points and gateway entry points.
- g. All mechanical equipment shall be screened from public view. The method of screening shall be architecturally integrated with the main structure in terms of materials, shape, color and size.
- 5. Circulation Guidelines
 - a. All local and private streets shall meander, providing variety and visual interest to the streetscape.
 - b. Bikeways and pedestrian walkways shall be provided within street rights-of-way, and designed to connect commercial, residential and activity areas (schools, parks, institutional and commercial facilities).

V. DESIGN AND DEVELOPMENT REGULATIONS FOR RESIDENTIAL LAND USES

A. PRIMARY FUNCTION/LOCATION

Residential land uses are located throughout the Specific Plan area. Medium Density Residential land uses are generally located on the periphery of the area, or serve as transitional uses between commercial and Low Density Residential uses. Low Density Residential uses are generally located in the more central, inner sections of the area, and are composed of conventional single-family detached dwellings.

B. PERMITTED AND CONDITIONAL USES

The following matrix establishes the uses which are permitted, conditionally permitted, or not permitted in each of the residential categories.

P = Permitted uses
C = Conditionally permitted uses
N = Uses not permitted

<u>Feature</u>	<u>LDR(4)</u>	<u>LDR(5)</u>	<u>LDR(7)</u>	<u>MDR(20)</u>
Single family detached	P	P	P	-
Single family attached	-	-	P	*
Corner half-plex, duplex units	P	P	P	-
Multi-family dwellings	-	-	-	P
Accessory structures	P	P	P	P
Day care facility:				
- twelve or less	P	P	P	P
- more than twelve	C	C	C	C
Home occupation per ordinance	P	P	P	P
Private or parochial school	C	C	C	C
Church	C	C	C	C

* Cluster Housing, and senior/retirement units are permitted, but are likely to be more similar to multi-family than attached single-family units.

**V. DESIGN AND DEVELOPMENT REGULATIONS FOR
RESIDENTIAL LAND USES**

C. SITE DEVELOPMENT STANDARDS - The below standards can be modified through the planned development process.

<u>Feature</u>	<u>LDR(4)</u>	<u>LDR(5)</u>	<u>LDR(7)</u>	<u>MDR(20)</u>
Minimum Site Area for New Development ^{a/*}	3 ac.	5 ac.	5 ac.	2 ac.
Maximum Number of Units Allowed Per Acre ^{b/}	4	5	7	20
Minimum Lot area (SF):	7,500	5,500	4,500	2 ac.
Lot Dimensions:				
- Minimum Width at required front setback	75'	55'	42'	200'
- Minimum corner lot width	82'	62'	60'	200'
- Minimum depth	100'	90'	90'	200'
- Minimum frontage at front property line	50'	35'	50'	
Lot Coverage (maximum %)	50%	50%	50%	---
Setbacks (minimum measured from property line):				
- Front ^{c/}	20'	20'	20'	20'
- Corner side	15'	15'	15'	15'
- Interior side yard	5'	5'	5'	10'
- Rear yard	20'	20'	20'	20'
Residential Building separation (minimum):				
- Main entrance side to other	---	---	---	20'
- Patio/balcony side to other	---	---	---	30'
- Other	---	---	---	10'
Height Limitations	30'	30'	30'	40'

* a/, b/, etc.; see notes at end of section

NOTE: Duplexes and split lot duplexes are permitted subject to the requirements of the City Zoning Ordinance.

V. DESIGN AND DEVELOPMENT REGULATIONS FOR RESIDENTIAL LAND USES

<u>Feature</u>	<u>LDR(4)</u>	<u>LDR(5)</u>	<u>LDR(7)</u>	<u>MDR(20)</u>
Setbacks continued:				
Open Space Required (minimum area and/or dimensions):				
-Private open space:				
- Common open space (% of site)	---	---	---	25%
Recreation Area/ Facilities	---	---	---	d/
Landscaping/Walls:				e/
- On-site				
Architectural Variation	f/	f/	f/	n/a
Covered Parking Standards	---	---	---	g/
Security Standards	---	---	---	h/
Development Amenities	---	---	---	i/

Notes:

a/ Master plan requirements: The minimum site area for new development is the smallest increment of land area on which new development may occur. The intent of this standard is to avoid piecemeal construction inconsistent with the goals and objectives of the Specific Plan. This requirement shall not apply to lots of record as of 9-26-90.

b/ Density calculations: Density shall be calculated based on gross acres. Gross acres equal the land area before dedication of ultimate rights-of-ways for all arterial and collector streets.

c/ Recreation amenities: All multi-family projects shall provide recreation amenities in conjunction with common open space. All recreation areas or facilities shall be maintained by private homeowner's associations or private assessment districts.

V. DESIGN AND DEVELOPMENT REGULATIONS FOR RESIDENTIAL LAND USES

- d/ Single-family architectural variation: Single-family subdivisions shall comply with the following schedule for architectural variation:

Architectural Variation Schedule

No. Single Family Dwellings	Min. No. Diff. Floor Plans	*Min. No. Elevations For Each Floor Plan
10 or less	Subject to City Approval	
11-25	2	3
26-50	3	3
51-75	3	4
76-100	4	4

NOTE: *Each elevation for a particular floor plan shall be distinctive with a unique roof design, architectural detailing and application of exterior materials.

- e/ Covered parking: The design of carports and garages shall incorporate architectural features and exterior building materials utilized throughout the development project.
- f/ Security standards for multiple-family residential: All residential development shall comply with the City of Woodland's security ordinance as administered by the Police Department.
- g/ Development amenities: The following measures shall be met:
- (1) All patio and balcony walls are to match the residential building exterior materials and be opaque. At a maximum, the patio and balcony walls shall be five and four feet in height, respectively.
 - (2) A designated car washing area shall be provided in all multi-family projects.
- h/ Residential areas within the Southeast Area shall be allowed an exterior noise level of 65dB L_{dn}. (Amendment 7/5/94)

V. DESIGN AND DEVELOPMENT REGULATIONS FOR
RESIDENTIAL LAND USES

D. RESIDENTIAL DESIGN GUIDELINES

The following Design Guidelines are intended to describe specific residential design recommendations related to site planning, landscape architecture, and architecture.

1. Master Plan Requirements:

This section is provided to help coordinate the design and development of adjacent properties and discourage piecemeal development in the Specific Plan area. The intent is to enhance opportunities for high quality development consistent with the goals of the Southeast Area Specific Plan. In addition, master plans will assure a harmonious relationship between existing and proposed uses and promote the use of common facilities (parking areas, access points, etc.) between compatible land uses. The following guidelines shall apply to all properties in the Specific Plan area:

- a. A Master Plan (or precise site plan in the event of total development) shall be approved by the Planning Commission concurrent with, or prior to, any project approval in the Southeast Specific Plan area.
- b. At minimum, Master Plans shall indicate overall vehicular circulation (points of ingress and egress to public streets, interior drives, and configuration of parking areas); building locations and configurations, landscaped areas; and, pedestrian plazas and circulation throughout the site. The Planning Commission shall determine whether development plans submitted for review and approval provide adequate information on the proposed character and design of individual projects, and the extent of compliance with the Specific Plan purposes.

V. DESIGN AND DEVELOPMENT REGULATIONS FOR
RESIDENTIAL LAND USES

2. Site Planning Guidelines:

Single Family:

- a. Excessive repetition of identical floor plans shall be discouraged. A minimum number of footprints shall be provided per Note (g) on page 36.
- b. Staggered dwelling setbacks shall be required. Front yard setbacks within neighborhoods shall be staggered $\pm$ five feet.
- c. Lot width dimensions shall be varied to provide visual interest to the streetscape.
- d. The site design for neighborhoods should reflect an informal street pattern with curvilinear roads and cul-de-sacs.
- e. Side-on dwelling plottings shall be encouraged contiguous to new Road 101, on open-ended cul-de-sacs permitting visual, pedestrian and non-vehicular access. Rear-on configuration shall be discouraged, while front-on units with individual driveways and curb-cuts are prohibited along this arterial. Units are encouraged to front on new Road 101, with rear vehicle access provided from internal local streets and rear lane-ways (as illustrated in Figure 4).
- f. Building elevations visible from public view shall be broken with reveals, recesses, trim elements, and other architectural features designed to provide variety and visual interest to the streetscape.

Multi-Family:

- g. Multi-family projects shall incorporate design variation within the project to achieve variation in design project shall include: separate clustering of building groups with extensive open-space and landscape buffering between projects; variation in building elevations and configurations between projects; variation in building heights; use of different building materials or combination of different materials.

V. DESIGN AND DEVELOPMENT REGULATIONS FOR
RESIDENTIAL LAND USES

- h. To avoid the monotony of straight building lines (1) the size of individual buildings or units shall be limited, (2) buildings setbacks shall vary, building materials shall vary.
- i. Multi-family buildings adjacent to public streets shall be designed and oriented to minimize the likelihood of on-street parking by project residents. Examples of acceptable design and building orientation are:
 - minimize location of main entry doors of units facing the public street
 - orient ends of building toward public street
 - break up long buildings containing many units into smaller building clusters or incorporate a breezeway through midsection of a long building which provides closer access to off-street parking area for residents
 - locate off-street parking areas in close proximity to buildings (off-street parking area to be located and screened behind bermed landscape setback area).
- j. Arrange buildings to permit vistas into open space areas from adjacent arterial or collector streets.
- k. Coordinate development of adjacent clusters to maximize joint access for parking and circulation.
- l. Private outdoor or garden areas shall be oriented to the south as much as possible.
- m. A minimum building setback of 50 feet shall be provided on multiple family projects from interior and rear property lines abutting existing or future low density residential developments.
- n. Adequate management of the units shall be provided and a management plan shall be prepared outlining provisions for security, crime prevention, safety, parking control and any other area of interest deemed appropriate by the City.

V. DESIGN AND DEVELOPMENT REGULATIONS FOR
RESIDENTIAL LAND USES

3. Landscape Architecture Guidelines

- a. A landscape concept including formal plantings of trees will be emphasized in the higher intensity, more urban oriented sections of the Specific Plan area. The impression will be created by a predominance of deciduous trees, lush understory plantings, use of hardscape pavers, and formal planters. Street trees, and neighborhood theme trees will be planted in formal patterns. In addition, gateway/intersection design treatment shall be provided.
- b. Continuity of streetscape elements and an overall landscape palette shall be used to visually unify development within the higher intensity areas and to differentiate them in character from adjacent residential neighborhoods.
- c. Trees shall be planted in local street parkways at a rate of one tree for each lot along the street frontage, or two trees on corner lots. Trees may be planted in a formal or informal (clustered) nature. Tree species shall be limited to those specified in the Tree Schedule (see Appendix C).
- d. All trees in local and collector street parkways shall be 15-gallon minimum in size (unless specified otherwise) and staked. Irrigation and maintenance of the landscaped strip adjacent to the curb shall be the responsibility of the adjacent property-owner. The Landscape Maintenance District set up to maintain public open areas shall have the responsibility to maintain the landscaped parkway strips on arterial streets, where the right-of-way line includes the sidewalks on the outer side of the parkway strips.
- e. The landscape design along arterial streets shall incorporate mounding wherever possible. Berms will have a typical height of three foot and have a maximum slope not to exceed 3½:1.
- f. Open view type fencing such as wrought iron should be used adjacent to major open space areas (parks, greenways) in order to increase visual open space perception.

V. DESIGN AND DEVELOPMENT REGULATIONS FOR
RESIDENTIAL LAND USES

- g. Special landscape and design treatment shall be provided at major intersections.
- h. Natural or predominantly rural landscape design features including native vegetation, and drought-tolerant plant materials shall be encouraged.
- i. Landscape buffers shall be required where residential development abuts the proposed school/park sites.
- j. Water conservation should be emphasized and plants requiring little watering should be required.

4. Architecture Guidelines

Single Family:

- a. A variety of building elevations shall be provided.
- b. Variety and visual relief shall be provided for all building elevations. Recesses, reveals, projections, etc., which provide rich shadow patterns shall be required. Blank, unarticulated dwelling elevations shall not be allowed.
- c. Front porches, entrance porticoes, and other architectural elements shall be encouraged.

Multi-Family:

- d. Individual units within multi-family buildings shall be staggered to provide variety and visual relief.
- e. Horizontal architectural elements are encouraged. Cantilevered balconies are encouraged. Balcony balustrades shall be opaque to screen balcony areas.
- f. Stairway components and railings shall be integrated with the main structure through the use of building materials which complement the scale and mass of the building. Metal pipe, or prefabricated stair elements and railings shall not be allowed.

V. DESIGN AND DEVELOPMENT REGULATIONS FOR
RESIDENTIAL LAND USES

- g. Roof elements shall be "broken" by staggering the face of the building and by variation in roof form and height. Individual pitched roofs with extensive overhangs, hipped, gabled, or shed roofs shall be encouraged.
- h. Architectural components, such as chimneys and greenhouse elements shall be encouraged to provide variety and visual interest.
- i. Roof-mounted mechanical equipment shall not be allowed. All ground-mounted mechanical equipment shall be architecturally screened and sound attenuated.
- j. Articulation of the basic building envelope shall occur through the use of recesses, reveals, overhangs, and other architectural elements designed to create rich shadow patterns to structure elevations.
- k. Permit vertical architectural elements in excess of the standard height limit, based upon individual project review by the City. Architectural elements include: clock towers, steeples, bell towers, etc. These elements should be located at arterial crossing points and gateway entry points.

5. Circulation Guidelines:

- a. All local and private streets shall meander, providing variety and visual interest to the streetscape.
- b. Bikeways and pedestrian walkways shall be provided within higher-intensity areas designed to connect residential uses and activity areas (schools, parks, institutional and commercial facilities).

6. Special Requirements

- a. Provide access to the PG&E easement throughout the Specific Plan Area for maintenance and inspection purposes.
- b. Include provision in full disclosure documents for real estate transactions for purchasers to be notified of the location and vicinity of the County Detention Facility.

V. DESIGN AND DEVELOPMENT REGULATIONS FOR
RESIDENTIAL LAND USES

- c. Ensure that landscaped areas within public rights-of-way adjacent to sound walls are maintained.
- d. With the exception of existing tower-supported electrical transmission lines, all electric and telephone utility lines will be placed underground within the Specific Plan area, and including facilities located on Gibson Road and Road 102.
- e. If operation of the existing gas well south of Road 23 is to be continued, ensure that the site is effectively integrated into the configuration and layout of the residential development in the vicinity. The site shall be made secure by the provision of an appropriately screened and landscaped eight-foot high fence. The Fire Department shall review the development plans to ensure that safety/fire protection measures and adequate setbacks are provided. If the well is to be abandoned, all regulations of the State Department of Oil and Gas shall be met.

VI. DESIGN/DEVELOPMENT REGULATIONS FOR PUBLIC/INSTITUTIONAL LAND USES

A. PRIMARY FUNCTION/LOCATION

Public and institutional land uses are designated in a number of specific locations within the Specific Plan area. Two school sites are indicated in the north and south of the central section of the planning area, and are defined for use as Elementary and Intermediate Schools respectively. In each case, an adjoining area is designated for use as a park site, to the north of each school site. In addition, four locations are designated for institutional uses adjacent to the arterial or collector street network. These are intended to provide opportunities for quasi-public organizations to acquire sites and develop facilities compatible with the residential neighborhood character proposed for the Specific Plan area. They can provide desirable variety in the urban character of the area and supply necessary facilities to serve local residents.

A number of other facilities already exist or are programmed for early construction which are outside the formal boundaries of the Specific Plan area. These include the existing Willow Spring School, which occupies a small site at the northwest corner of Gibson Road and current Road 101. Site limitations restrict its enrollment and range of facilities/amenities, and it will be impacted by traffic using the Route 113 freeway and its Gibson Road interchange. With the development of two new school facilities in the vicinity, it is possible that the use of this school will be subject to change in the future. On the south side of Gibson Road to the west of Road 102, the County of Yolo has recently constructed a new County Detention Facility, adjacent to the County Animal Shelter. These facilities are located in the Phase III Expansion area, together with the future site of Yuba College to the west of the Detention Facility site. Currently parking lot facilities and some buildings have been completed on the College site. Academic facilities will be completed over the course of the next two to five years. On the west side of the Planning Area, west of existing Road 101, a new City firehouse is proposed to the south of Tri-Valley Growers facilities, immediately north of the area to be improved with soccer field facilities and an associated parking lot. To the east, within the Specific Plan area, on the north side of Road 23, the California Highway Patrol maintains an office on a site close to the Road 102/Interstate 5 interchange. The Specific

VI. DESIGN/DEVELOPMENT REGULATIONS FOR PUBLIC/INSTITUTIONAL LAND USES

Plan incorporates all of these uses and recognizes their continued existence or future commitments to development except for the Highway Patrol Office. The long term plan is relocate the Office to another area.

B. PERMITTED AND CONDITIONAL USES

The following matrix establishes the uses which are permitted, conditionally permitted, or not permitted in each of the Public/Institutional categories.

P = Permitted Uses
C = Conditionally Permitted Uses
N = Uses not Permitted

Institu- <u>Feature</u> <u>tional</u>	Park <u>Site</u>	School <u>Site</u>
Day Care Facility		
- twelve or less	-	P
- more than twelve	-	C
Private/Parochial School	-	C
Church	-	C
Non-profit museum/art galleries	-	C
Non-profit libraries	-	C
Fraternal organizations, societies	-	C
Private, semi-public		
meeting/assembly rooms	-	C
Civic organizations, clubs	-	C
Convalescent homes	-	C
Public parks, ballfields, recreation areas	P	-
Public Schools, educational facilities	-	-

VI. DESIGN/DEVELOPMENT REGULATIONS FOR
PUBLIC/INSTITUTIONAL LAND USES

C. SITE DEVELOPMENT STANDARDS

<u>Feature</u>	<u>Park Site</u>	<u>School Site</u>	<u>Institu- tional</u>
Minimum site area	7 ac	8 ac	2 ac
Lot dimensions:			
- Minimum width	--	--	200'
- Minimum depth	--	--	200'
Lot Coverage (maximum %)	--	--	50%
Building Setbacks (minimum measured from property line):			
- Front	--	--	25'
- Any side adjacent to residential	--	30'	25'
- Corner side	--	--	20'
- Interior side	--	--	15'
- Rear	--	--	25'
Minimum building separation			
- Main entrance side to other	--	--	25'
- Other	--	--	15'
Height Limitations	--	35'	35'
Landscaping/Walls	--	--	a/
Parking Standards	--	--	b/

Notes:

- a/ On-site landscaping shall be provided on a minimum of 10% of the net lot area. Walls on property lines shall be consistent with materials/design character of the principal structure(s).
- b/ Off-street parking provisions shall comply with the City of Woodland's requirements contained in the Zoning Ordinance.

VI. DESIGN/DEVELOPMENT REGULATIONS FOR PUBLIC/INSTITUTIONAL LAND USES

D. PUBLIC/INSTITUTIONAL DESIGN GUIDELINES

The following Design Guidelines are intended to describe specific design recommendations related to site planning, landscape architecture, and architecture for public and institutional uses.

1. Master Plan Requirements

- (a) A Master Plan (or precise site plan in the event of total development) shall be approved by the Planning Commission concurrent with, or prior to, any project approval within the Southeast Specific Plan area.
- (b) At minimum, Master Plans shall indicate overall vehicular circulation (points of ingress and egress to public and public streets, interior drives, and configuration of parking areas); building locations and configurations, landscaped areas; and, pedestrian areas and circulation throughout the site.

2. Site Planning Guidelines

- (a) Building placement shall occur at or near the building setback line in order to project a desirable architectural image in relation to public streets. Parking areas shall gain access to individual parcels from interior collector roads, whenever possible.
- (b) Arrange buildings to permit vistas from adjacent public streets into open space areas.
- (c) Coordinate development of adjacent parcels to maximize possible opportunities for joint parking and circulation access.
- (d) Large institutional structures shall be plotted "skewed" to arterial streets whenever possible in order to provide variety and visual interest to the streetscape. Continuous blank building elevations, plotted parallel to arterials shall not be permitted.

VI. DESIGN/DEVELOPMENT REGULATIONS FOR
PUBLIC/INSTITUTIONAL LAND USES

- (e) Opportunities to create continuity in open space systems should be achieved where possible through the use of courtyards, plazas, greenways, and other open space features.
- (f) Site planning and overall project design shall be compatible with surrounding, existing and future single family and medium-density residential land uses.
- (g) All loading areas shall be screened from public view and oriented away from street or side elevations. Loading shall occur only at the rear of buildings.

3. Landscape Architecture Guidelines

- (a) A landscape concept including formal plantings of trees will be emphasized in the higher intensity, urban oriented characteristics of the Specific Plan area. The impression will be created by a predominance of deciduous trees, lush understory plantings, use of hardscape pavers, and formal planters. Street trees, and neighborhood theme trees will be planted in formal patterns. In addition, gateway/intersection design treatment shall be provided.
- (b) Continuity of streetscape elements and overall landscape palette shall be used to visually unify development within the higher intensity areas and to differentiate them in character from adjacent residential neighborhoods.
- (c) To screen parking areas, trees and shrubs shall be massed and combined where feasible with mounding. Berms will have a minimum height of three feet and have a maximum slope not to exceed 3 $\frac{1}{2}$:1. Within parking lots, trees will be planted at a rate of one tree for every five parking stalls to be located in a planter.
- (d) Trees shall be planted adjacent to all institutional structures.
- (e) Water conservation should be emphasized and plants requiring little watering should be required.

VI. DESIGN/DEVELOPMENT REGULATIONS FOR
PUBLIC/INSTITUTIONAL LAND USES

4. Architecture Guidelines

- (a) All exterior wall elevations of buildings and screening walls shall be compatible with surrounding residential structures. Colors, materials, and finishes shall be coordinated in all exterior elevations of the buildings to achieve continuity of design.
- (b) Building entrances shall be well defined through the use of building recesses, projections, colonnades, trellis elements, pergolas, space frames, or other appropriate architectural features designed to define building entrances. Unrelieved building entrances shall be discouraged.
- (c) Quality, durable building materials shall be used in the construction of institutional buildings.
- (d) Permit vertical architectural elements within the Specific Plan area in excess of the standard height limit, based upon individual project review by the City. Architectural elements include: clock towers, steeples, bell towers, etc. These elements should be located at arterial crossing points and gateway entry points.

5. Circulation Arterials Guidelines

- (a) All local and private streets shall meander, providing variety and visual interest to the streetscape.
- (b) Bikeways and pedestrian walkways shall be provided within higher intensity areas designed to connect between residential and activity areas (schools, parks, institutional and commercial facilities).

VII. IMPLEMENTATION OF SPECIFIC PLAN

Attainment of the Southeast Woodland Specific Plan goals and objectives will require the coordination of existing City of Woodland development review procedures and other implementation techniques discussed below. The following is a description of the primary implementation techniques proposed including City of Woodland regulatory procedures, and sources of funding and phasing.

A. REGULATORY PROCEDURES

This section discusses the regulatory procedures for new development in the Specific Plan area. These procedures are the same as those currently used throughout the City of Woodland.

1. Zoning Ordinance

Upon adoption of the Southeast Specific Plan, all land use and development regulations and standards as set forth in the Plan shall replace those contained within the Zoning Ordinance.

2. Conditional Use Permit

Certain uses, because of their unusual site development requirements or unique operating characteristics, are subject to the granting of a Conditional Use Permit by the Planning Commission as set forth in the City of Woodland Zoning Ordinance. The purpose of a Conditional Use Permit is to afford an opportunity for public review and evaluation of use requirements and characteristics, to ensure adequate utilization of any potential unfavorable impacts, and to provide for adjustment of certain site development regulations and performance standards authorized by the Specific Plan and City's Zoning Ordinance. The Planning Commission is empowered to hold a public hearing to review the application and may grant approval, approval with reasonable conditions, or denial of any such application subject to right of appeal.

3. Modifications to Planned Development

Minor modifications to an approved Planned Development may be approved by the Zoning Administrator. Any modifications requested which in the Zoning Administrator's judgment constitute a significant change in the terms or provisions of the approved Planned Development shall be submitted to the Planning Commission and City

VII. IMPLEMENTATION OF SPECIFIC PLAN

Council for consideration, and shall be subject to the same procedures as a General Plan Amendment.

4. Nonconformance Uses

Nonconforming uses may be continued provided there is no increase in the space devoted to the use and subject to the provisions of the City of Woodland Ordinances.

5. Site Approval/Development Review

To assure compliance with all applicable standards and regulations of the Specific Plan, all projects shall be subject to City of Woodland development review processing procedures and requirements, including Planning Commission and/or City Council review as applicable. Applications are subject to review of items such as, but not limited to location of buildings, off-street parking, loading facilities, entrances and exit facilities, dedication of streets as required by master plan requirements, location of walls, drainage, off-site recommendations of the City engineer, compatibility with surrounding areas, provision for privacy, architectural design and exterior building materials, landscaping as required by this document, the City of Woodland's Zoning Ordinance, and other specific conditions affecting the health, safety and general welfare of the public.

B. SOURCES OF FUNDING

In order for the study are to develop in a manner which is consistent with the Specific Plan, means must be found to fund area-serving facilities such as sewer, water, and drainage facilities as well as adequate staffing for the maintenance and operation of all City Services as defined by the Level of Service Plan. These and other improvements are needed to serve future development within the planning area, and in most cases, are prerequisites for such development. Summarized below are the possible methods of financing such improvements.

1. Assessment District

California law authorizes a variety of assessment procedures which can be employed to pay for development of major capital

VII. IMPLEMENTATION OF SPECIFIC PLAN

expenditures. Through the assessment district, financing is arranged from bonds. Obligation for payment of the financing is shared by those within the assessment district. Approval of the assessment district requires a substantial majority of property owners to agree to the formation of the district. This system works best for projects of limited scope and purpose. The advantage of this financing mechanism is that it provides for a means to complete an overall expansion of a project at one time, thus assuring logical development and obtaining the efficiency of completion of the project in one setting.

2. Reimbursement Agreements

Where appropriate, the City should consider authorizing reimbursement agreements between private developments and the City to cover improvement costs beyond those required as a part of the project. Under these provisions, the City would enter into an agreement with the developers to complete a facility and to reimburse them for the portion of improvement costs beyond their responsibility. The City would then reimburse the developers on charges collected from benefiting properties at such time as they develop.

3. Maintenance District

Upon development in the Specific Plan, a Landscape and Lighting District could be formed under the 1972 Act. Such a district would have the ability to operate and maintain parks, landscaping in the PG&E easement, landscape (including parkways, medians, gateways and local street trees), and street lights. A maintenance district is a common practice for assuring for the ongoing revenues to support their service. Maintenance districts can include a large area of multiple parcel ownerships with an annual assessment being made to cover the necessary maintenance of systems within the district area.

C. PHASING OF DEVELOPMENT

Development in the Southeast Area shall comply with the Level of Service Plan as required in the General Plan.

VII. IMPLEMENTATION OF SPECIFIC PLAN

There is established an annual review and monitoring program with certain voluntary guidelines for multi-family units. If during the annual review, the guidelines were not met, the regulatory controls could be enacted to insure the construction of multi-family units.

In the phasing of infrastructure improvements, the major storm drain, wastewater and water facilities would be installed as a necessary first step, prior to the development of residential and other uses, in view of the absence of infrastructure systems within the Specific Plan area. New Road 101 would also be constructed as an early priority, partly in order to serve as a means of access to the Elementary School, which is intended to be completed either in advance of or in parallel with completion of the first residential units constructed in the area. New Road 101 will serve an important function in opening up the interior of the Specific Plan area, in view of the restricted access character of, and limited number of roads intersecting with, Gibson Road and Road 102.

APPENDIX A

EXCERPTS FROM CITY OF WOODLAND POLICY PLAN: 1988

APPENDIX B

CITY OF WOODLAND'S LOT RESERVATION POLICY
(FOR SMALL BUILDERS, ETC.)

LOT RESERVATION POLICY FOR RESIDENTIAL SUBDIVISIONS

GENERAL POLICY: It shall be the policy of the City of Woodland that in residential subdivisions (11 units or larger) a certain percentage of lots shall be reserved for a limited period of time for purchase by individuals other than the owner, developer and builder of the subdivision.

PURPOSE: The purpose of this policy is twofold: 1) to provide diversity in housing types and elevations and 2) to allow small builders and the consumer the ability to purchase improved lots to build residences of their own choosing.

BACKGROUND INFORMATION: The City of Woodland has had since September of 1976, a policy of reserving a percentage of lots in residential subdivisions for sale to other builders as well as consumers. The policy has not been applied uniformly to all subdivisions. Some subdivisions were not required to reserve any lots. Other subdivisions only had to reserve lots for a limited period of time. The percentage applied to these subdivisions has varied from 15% to 25% of the lots. This policy statement will establish the guidelines for its application.

POLICY GUIDELINES:

1. The following types of residential subdivisions are also exempt from the policy:
 - a. Residential subdivisions under 11 units (10 or less)
 - b. Condominiums and/or townhouses with homeowner's associations
 - c. Lots designed for fourplex units or units larger than fourplex.
 - d. Zero lot line developments with homeowner's associations
 - e. Manufactured housing subdivisions.

2. The percentage figure assigned to the subdivision will be as follows:

Size of Subdivision

To be Sold

11 to 49 units.....10% of lots rounded to the nearest whole number
50 units and above.....15% of lots rounded to the nearest whole number

3. Subdivision maps submitted in phases will be considered as cumulative for the purposes of this policy.
4. All housing units shall comply with the Conditions of Approval applied to the subdivision by the Planning Commission.
5. Lots shall be offered for sale for a 45-day period. This 45-day period will commence upon written notification by the developer to the Community Development Department that the lots may be legally offered for sale. Notices will be posted in the Community Development Department for public review. At the end of the 45-day period, the developer will file a report with the Community Development Department which identifies the number of lots sold, their location by lot number or address and the purchaser.

APPENDIX C

CITY OF WOODLAND'S APPROVED TREE AND SHRUB LIST

July 17, 1987

CITY OF WOODLAND
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED TREE AND SHRUB LIST

TREES

<u>Common Name</u>	<u>Botanical Name</u>	<u>Mature Spread</u>
<u>Deciduous:</u>		
European Hackberry	Celtis Australis	40
Chinese Hackberry	Celtis Sinensis	45
Bradford Pear	Pyrus Calleryana	30
Chinese Pistache	Pistacia Chinensis	35
Tulip Tree	Liriodendron Tulipifera	35
Maidenhair	Ginkgo Biloba	30
Chinese Tallow	Sapium Sebiferum	35
European Hornbeam	Carpinus Betulus	30
Crape Myrtle	Lagerstroemia Indica	20
<u>Broadleaf Evergreen:</u>		
Cork Oak	Quercus Suber	50
Holly Oak	Quercus Ilex	35
Shamel Ash	Fraxinus Uhdei	35
Red Iron Bark	Eucalyptus Sideroxylon	25
Evergreen Pear	Pyrus Kawakamii	20
Glossy Privet	Ligustrum Lucidum	20
Grecian Laurel	Laurus Nobilis	25
<u>Conifers:</u>		
Italian Stone Pine	Pinus Pinea	35
Canary Island Pine	Pinus Canariensis	30
Deodar Cedar	Cedrus Deodara	40

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