SECTION 4.0
CIRCULATION ELEMENT

SECTION 4.0 CIRCULATION ELEMENT

CIRCULATION CONCEPT

Roadways are important public spaces. They are the "glue" that bonds a community's neighborhoods, commercial areas, and parks together. Fronting properties should be designed to enhance the streetscape, and the streetscape should be designed to add value to fronting properties. A grid of streets is characteristic of Woodland and is reflective of underlying patterns of property ownership in the Specific Plan area. A grid or modified grid is directed by the General Plan. Additionally, a grid is more supportive of pedestrian movement than a typical, cul-de-sac-based suburban subdivision pattern, by providing more intersections for mobility, and therefore spreading out congestion.

A key focus of the SLSP is to disperse and calm traffic, and to support alternative modes. Neo-traditional streetscape principles are an important part of the Specific Plan vision. Street landscaping shall reflect a scale in keeping with planned traffic capacity. The busier the street, the greater the landscaping requirement should be. Street lighting is to be pedestrian oriented. Pedestrian-friendly and transit-friendly design are key features to be encouraged.

Short to medium block lengths are critical to the creation of a pedestrian-scaled community. More intersections mean more places where cars must stop and a pedestrian can cross the street. Short blocks with frequent cross-streets create the potential for more direct routing. Also, a denser network of roadways disperses traffic so that each street carries less traffic and street design can be scaled accordingly. This makes streets more pleasant to walk along and easier to cross.

CIRCULATION GOALS AND POLICIES

Citywide goals and policies related to roadways and mobility are identified in the Transportation and Circulation Element of the General Plan. Key goals relevant to planning in the SLSP area are:

- Safe and efficient movement of people and goods
- Protect residential areas from high-volume and high-speed traffic
- Promote walking and bicycling
- Provide and promote viable bus service

In order to accomplish these goals, the SLSP requires that all development within the Plan area accomplish the following plan-specific transportation objectives:

Objective C-1: The street network will be designed with multiple connections and direct routes.

Objective C-2: Major streets (arterials and collectors) will be spaced no more than one half-mile apart.

Objective C-3: Traffic calming measures will be used and encouraged throughout the Plan.

Objective C-4: Streets in excess of four-lanes are prohibited.

Objective C-6: The pedestrian/bicycle network shall be as efficient as the network for motorists.

Objective C-7: Pedestrians and bicyclists shall be provided with shortcuts and alternatives to travel along high-volume streets.

Objective C-8: Transit stops shall be located as close as possible to, and no more than one-quarter mile from, neighborhood commercial sites and concentrations of housing.

ROADWAY REQUIREMENTS

Street Classification

The General Plan classifies roadways in Woodland based on gradients of access and mobility. Arterials emphasize mobility with limited access. Local streets emphasize access with limits on mobility. Collectors allow for both mobility and access, and play a key role in connecting arterials and local streets. In general, arterial streets in Woodland are located at one mile intervals (often on section lines), and collector streets are generally located at half-mile and quarter-mile intervals.

Within the Master Plan area, the General Plan (Figure 3-1) provides classifications for the following streets, and the Street Master Plan Update (March 1998, Page 17) provides proposed (2020) improvements:

Street Name	**Classification and # of Lanes**
Pioneer Avenue	Major arterial planned for four lanes.
Parkway Drive	Principal arterial planned for four lanes west of Pioneer to East Street and two lanes east of Pioneer and west of East Street.
Matmor Road	Collector planned for two lanes connecting to Parkway Drive.
Gibson Road	Principal arterial planned for four lanes between SR 113 and CR 102.

CR 102	Principal arterial planned for two lanes (with four-lane ROW) between Gibson and CR 102.
CR 25A	Minor arterial planned for two lanes between Pioneer Avenue and SR 113.
College Street	Collector planned for two lanes connecting to CR 24A.
Third Street	Collector planned for two lanes connecting to CR 24A.
East Street	Four-lane principal arterial from Gibson Road to CR 24A. Two-lane minor arterial from CR 24A to Parkway Drive.

Street Standards

The General Plan (page 3-3) establishes a minimum and maximum range for right-of-way (ROW) requirements and street section widths:

Street Type	ROW	Street Section
Local	44 to 50 feet	34 to 40 feet
Collector	50 to 90 feet	40 to 74 feet
Arterial	80 to 150 feet	64 to 115 feet

City roadway standards are also discussed more specifically in the adopted Residential Street Standard Report (1998), in Section 3 (Street Design) of the City's Engineering Design Standards (1999 Draft), and in the City's Standard Specifications and Details (2000) which establish the following minimum citywide standards:

Street Type	ROW	Street Section*
Local	57 feet	35 feet
Local (Primary)	62 feet	40 feet
Collector	64 feet	40 feet
Arterial (Minor)	82 feet	72 feet
Arterial (Major)	96 feet	86 feet

* Curb-to-curb measurement

The residential (local) cross-section includes two 10-foot travel lanes, two 7.5-foot parking lanes, 0.5-foot curbs[1], 6-foot street-side planter strips, and 4.5-foot sidewalks (behind planters).

[1] Vertical curbs are the City standard and required in this Plan. With the adoption of the 1998 Street Master Plan update vertical curbs were returned as a City standard. There were two fundamental reasons for this requirement: 1) to increase the traditional neighborhood feel of new Woodland neighborhoods; and, 2) to provide more positive control between vehicles and the curb which results in a safer pedestrian environment, and preserves landscaping and irrigation systems.

Level of Service Standards

The City has established a Level of Service (LOS) threshold for congestion of "C" or better on all roadways, except within one-half mile of State or federal highways and within the downtown core. In these areas, LOS D is required.

These service standards are applicable in the SLSP area. Mechanisms for maintaining LOS C (and D where appropriate) are discussed further below.

Street Pattern in New Growth Areas

Policy 3.B.4 of the General Plan encourages the use of grid and modified grid street patterns in new residential neighborhoods. A "modified grid" system is defined as containing elements of both traditional (grid) patterns and conventional (curvi-linear) patterns. This is the street pattern adopted for use in this Specific Plan. The goal is to not exceed 50 percent cul-de-sacs in a subdivision.

The tradition grid street pattern has short blocks, straight streets, and a cross-hatched pattern. Grids disperse traffic rather than concentrate it at a handful of intersections. They encourage walking and bicycling with their direct routing, clear connections, logical patterns, and travel options. Contemporary patterns are often neither direct nor logical. They typical have large blocks, curving streets, and branching patterns. They work well, however, at keeping through-traffic out of neighborhoods and they can be more sensitive to environment (natural features) and topography with their curves and dead-ends.

Ideally, hybrid patterns allow for the best of both worlds. The "modified grid" promoted in the General Plan is an example of a hybrid system. The City's Community Design Guidelines further clarify this concept under the discussion of neighborhood design (page 16). Figure 4.1 (Modified Grid Illustration) illustrates a modified grid system.

Intersection Spacing (Block Size)

Section 3.08 (Intersection Spacing) of the City's Standard Specifications and Details (August 1994) sets a minimum distance between local street intersections of 240 feet between centerlines, and between collector and arterial intersections of 660 feet between centerlines. This section sets the maximum block length at 1,320 between centerlines.

This Plan sets specific maximum block sizes based on density in an area. These are identified in the Land Use Element in Table 2.4 and in Development Regulation 2.34.

Hierarchy of Streets Forming a Modified Grid

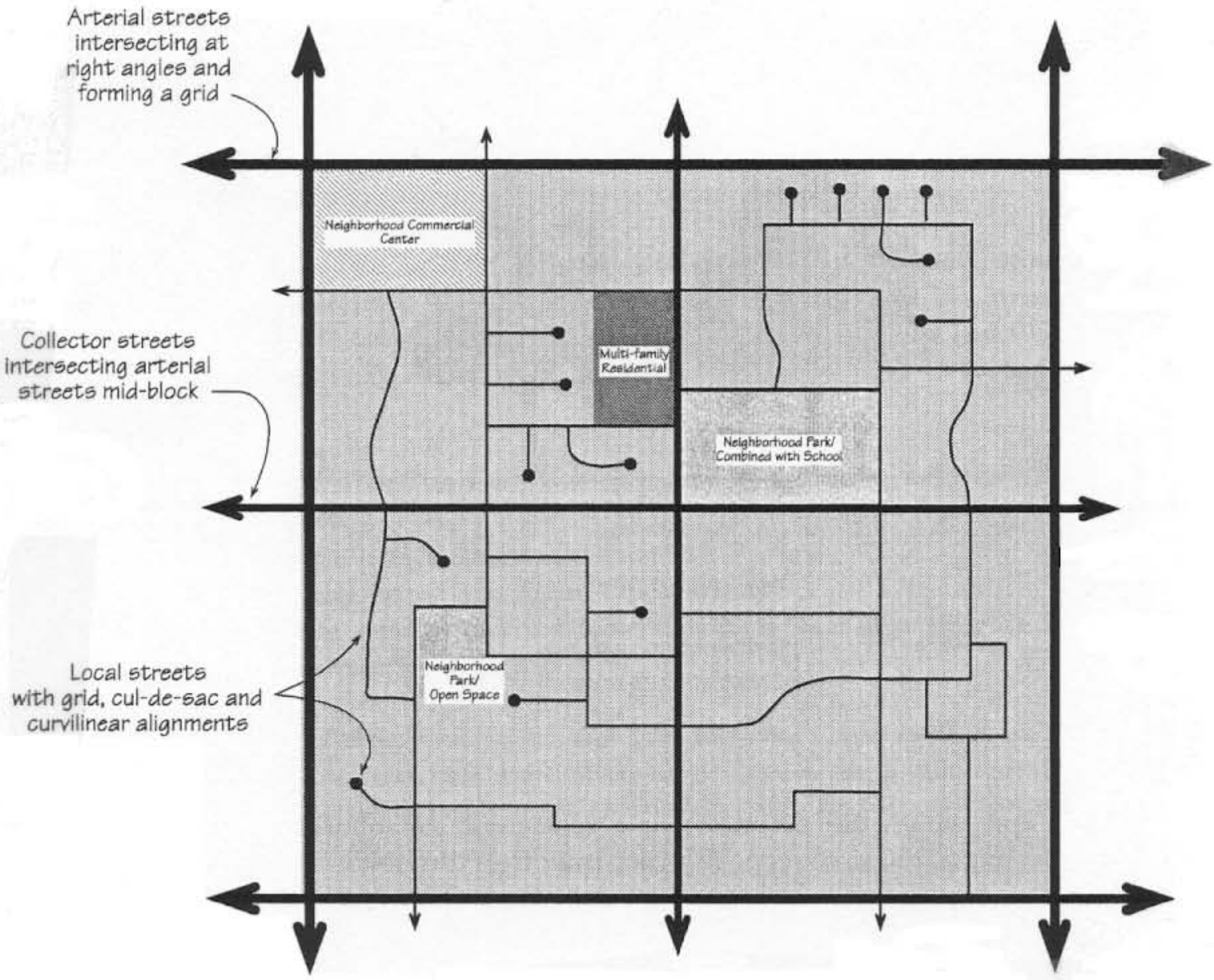


FIGURE 4.1 Modified Grid Illustration

SPECIFIC PLAN ROADWAY SYSTEM

Opportunities and Constraints

There are several key opportunities and constraints relevant to planning the SLSP area. Opportunities included the fact that the planning area is relatively flat with few developed land uses and few significant geographic or biological features. Constraints include SR 113 that traverses the Plan area and creates an impediment to east-west circulation.

The most significant constraint, however, in terms of circulation is that ±236 contiguous acres in the northeast corner of the plan are owned/planned for public uses, through which there is no opportunity for public circulation. When coupled with SR 113, the Gibson Road/SR 113 interchange, and existing street patterns on the north side of Gibson Road, this narrows the potential for north-south travel from within the Plan area travel to a quarter-mile (±1,320 feet) of frontage along Gibson Road (between Bourn Drive and Pioneer Avenue), and one north-south through road, Pioneer Avenue. The ability to disperse northbound traffic is severely hampered by this large mass of public uses including the high school, middle school, Woodland Community College, and County facilities.

This places great importance on CR 102, and the planned east-west freeway overcrossing provided by Parkway Drive. The overcrossing will connect Parkway Drive to Matmor Road (via planned Collector 5), East Street, and College Street. All of which will provide alternative north-south circulation. Additionally, SR 113 also provides obvious north-south circulation, however, within the Plan area there is no logical, direct access for northbound travel. All routes to existing interchanges at Gibson Road and CR 25A involve "out of direction" travel for northbound trips.

Specific Plan Roadways

Figure 4.2 (Specific Plan Circulation Map) identifies existing and proposed arterials and collectors within the entire Master Plan area. Arterials are as follows:

- Pioneer Avenue -- Pioneer Avenue will be extended south to CR 25A and would serve as the primary north-south arterial. It will be a four-lane arterial from Gibson Road to Parkway, and a two-lane arterial from Parkway to CR 25A.
- Parkway Drive -- Parkway Drive would be the primary east-west arterial connecting CR 102 at the regional park, over the freeway, and eventually all the way to College Street. It will be a four-lane arterial in the segment from East Street to Pioneer Avenue, and a two-lane arterial elsewhere.
- CR 25A -- CR 25A will be a two-lane arterial from SR 113 to CR 102. It defines the southern edge to the planned growth area.
- CR 102 -- CR 102 is a two-lane arterial, with a four-lane ROW reserved the entire length bordering the Plan area. It forms the eastern boundary of the Plan.

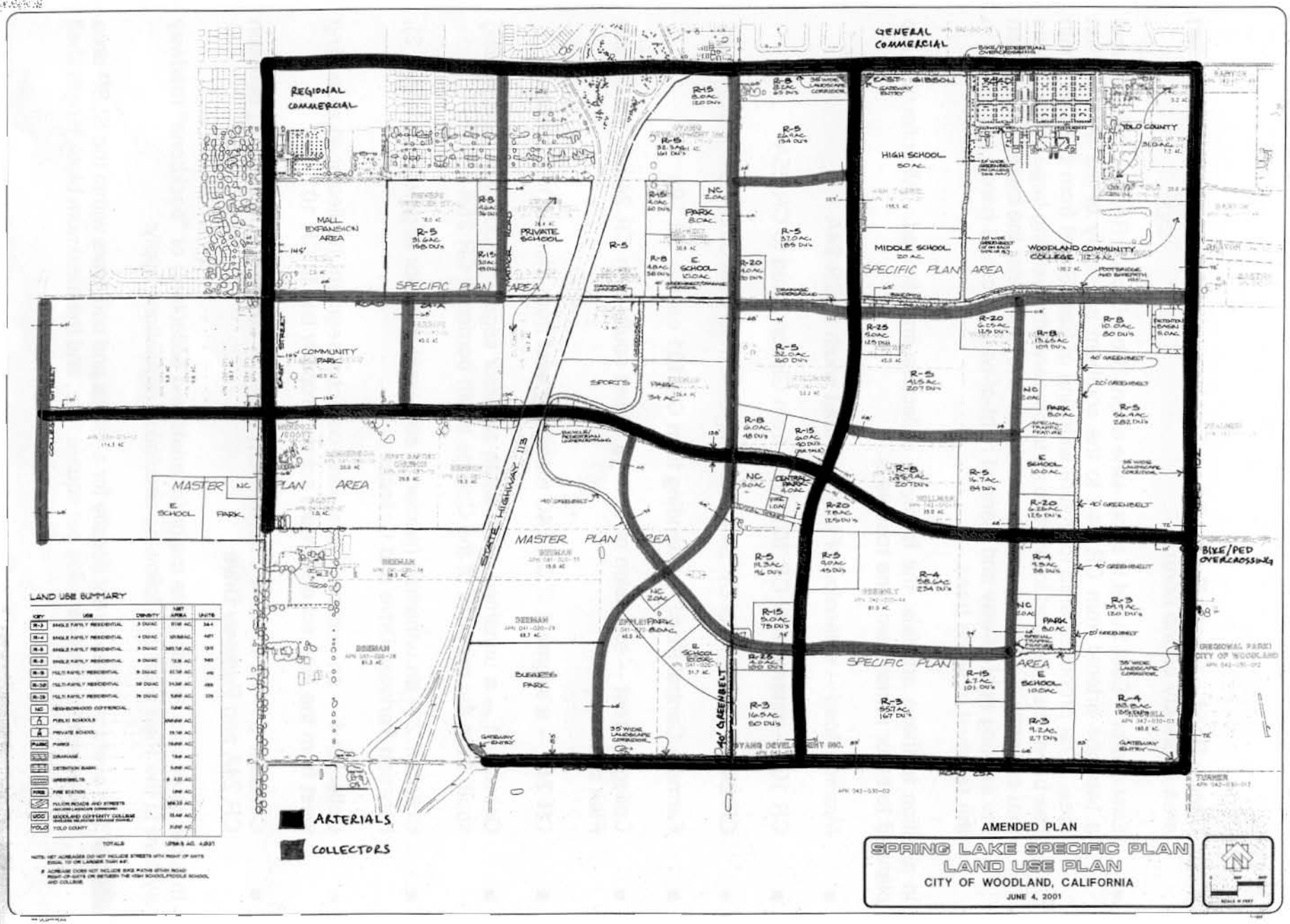


FIGURE **4.2** Specific **Plan** Circulation Map

- Gibson Road -- Gibson Road will be a four-lane arterial that establishes the Plan area boundary on the north.

- East Street -- East Street is a four-lane arterial from Gibson Road to CR 24A, and a two-lane arterial from CR 24A to the southern boundary of the Master Plan area. The proposed area for future widening of East Street from CR 24A south has been designed and located so as to preserve the existing large canopy trees that currently exist along side the roadway. It is noted that the transition between the existing right-of-way and planned right-of-way described herein may result in the removal of some trees.

In addition to these arterials, the following collectors are planned. All collectors are planned to be or remain two-lane roadways.

- Matmor Road -- extension of Matmor Road south to CR 24A

- CR 101 -- extension of CR 101 south from Gibson Road to CR 25A

- CR 24A -- extension of CR 24A extending east from East Street to Matmor Road

- Farmers Central Road -- extending from CR 101 east to CR 102

- College Street -- extension of College Street south from CR 24A to the Master Plan boundary

- CR 24C -- a segment of CR 24C extending east from Pioneer to Collector 1

- Collector 1 -- a unnamed north-south collector segment (Collector 1) extending south from the midpoint of the College south border to CR 25A

- Collector 2 -- an unnamed (primarily) east-west collector segment (Collector 2), between Parkway Drive and Collector 1

- Collector 4 -- an unnamed east-west collector segment (Collector 4) extending west from the high school/middle school property line to CR 101

- Collector 5 -- an unnamed north-south collector segment (Collector 5) between CR 24A and Parkway Drive

In order to ensure an adequate major (arterials and collectors) or "backbone" roadway system in the Plan area, the following circulation regulations apply:

4.1 The average gross street density for arterials and collectors within the SLSP area is over eight centerline miles per square mile, and the maximum block length shall not exceed the standards established in Table 2.4 of this Plan. *(TOC EIR MM 4.6-2c)*

4.1.1 Access onto arterials shall be limited at the discretion of the City.

4.2 The roadway system shall take into account physical constraints (e.g. SR 113 and the high school/middle school/college property mass), effects on livability of residential neighborhoods, and the need to incorporate traffic calming measures. *(TOC EIR MM 4.6-2c)*

4.3 Necessary improvements to bordering roadways (Gibson Road; CR 102; CR 25A; Matmor Road) and off-site roadways within Master Plan remainder area (CR 101 from Parkway Drive to CR 25A; CR 25A from the Specific Plan boundary to SR 113), or outside of planned growth area entirely, shall be made as needed based on approved phasing and sequencing. *(TOC EIR MM 4.6-2b)*

4.4 Development within the Plan area shall be assessed its fair share of off-site and on-site roadway improvement costs based on its use of existing and proposed facilities and consistent with General Plan Policy 3.A.6. Prior to approval of the first tentative map or issuance of a building permit within the boundaries if the Specific Plan, a fee mechanism shall be established which will fund necessary roadway/freeway improvements prior. These fees shall subsequently be charged of all development that proceeds in the area. *(TOC EIR MM 4.6-8a)*

4.5 Prior to approval of the first tentative map or issuance of a building permit within the boundaries of the Specific Plan, a plan for financing backbone infrastructure shall be established which will identify the means to fully fund all improvements wholly or partially triggered by the Specific Plan. All development that proceeds in the area shall participate on a fair-share basis. *(TOC EIR MM 4.6-8c)*

4.6 A capital improvement program (CIP) shall be finalized and shall identify and cost-out all improvements wholly or partially triggered by the Specific Plan. This plan shall provide a schedule for implementation of identified improvements, in coordination with the existing citywide Major Projects Financing Plan and the Specific Plan public facilities financing plan. This CIP shall be updated on a regular basis, based on the results of the monitoring of traffic volumes and based on project-specific traffic impact studies. *(TOC EIR MM 4.6-8d)*

4.7 All applicants shall be required to pay appropriate traffic mitigation fees or contractually bind themselves to voluntarily do so, prior to approval of tentative maps, or issuance of building permits, where a map is not required. *(TOC EIR MM 4.6-8e)*

4.7.1 Arterial medians must have a minimum 6-foot pedestrian landing area at intersections. Turn lanes must be 12-feet at intersections. "Outside" landscaping may not decrease at intersections -- additional ROW must be acquired if necessary and may not come out of the outside landscaping.

4.7.2 The City shall work with the railroad to secure title, easements, or some other mechanism or agreement to preserve the trees adjoining the tracks along East Street in the Master Plan area.

4.7.3 Arterials and collectors necessary to serve the fire station site must be completed before the fire station operating threshold is reached.

Local (residential) streets will be designed through the subdivision process for individual projects, subject to the following regulations:

4.8 The pattern of local streets is encouraged to reflect a grid system. A modified grid is acceptable so long as elements of traditional design are retained. The goal is to not exceed 50 percent cul-de-sacs in a subdivision.

4.9 The local street pattern shall provide a sense of direction and orientation for person unfamiliar with the area. The local streets shall provide reasonably direct routes within the residential areas, to the neighborhood center, to the Spring Lake Center, and to connections with arterials and connectors.

4.9.1 Private streets may be utilized. Private streets may be narrower than standard City street specifications, so long as safety and access are properly addressed. The standards for private streets will be addressed on a case-by-case basis.

4.9.2 The local street pattern should maximize inter-connectivity. It should eliminate barriers between residential areas and parks, schools, and commercial uses for vehicles, bikes, and pedestrians. It should facilitate access to transit.

4.9.3 No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a 54-foot local street. No more than 200 homes can feed onto a 54-foot local street. Single-feed streets (the first street off a collector) can not be a 54-foot local street.

4.9.4 Sidewalks along local streets and cul-de-sacs must meet Americans With Disabilities Act (ADA) requirements including widened turnout areas at specified intervals.

4.9.5 Local streets necessary to serve the fire station site must be completed before the fire station operating threshold is reached.

Specific Plan Cross-Sections

The following street cross-sections will be implemented in the SLSP area (see also Table 4.1, Street Cross-Sections Table):
ALLEYS -- Alleys are encouraged within the Plan area. Standards will be developed at the subdivision level as a part of subdivision design, and may be addressed in the Design

TABLE 4.1
SPRING LAKE SPECIFIC PLAN
Street Cross-Sections Table (in feet)

Street Type	Street Segments	ROW[1]	Paved Section[2]	Travel Lanes (#) width	Median[15]	Bike Lanes[5]	Parking Lanes[3]	Planter Strip[24]	Sidewalk	Other Landscaping[27]	Fronting Homes (Yes/No)
Local[17] and Cul-de-sacs[18]	To be determined at the subdivision stage	54	34	(2) 10	None	Class 3 or none	7	6	4	None	Yes
Local	To be determined at the subdivision stage	57	35	(2) 10	None	Class 3 or none	7.5	6.5	4.5	None	Yes
Collector[12]	As depicted on the Land Use Plan	68	40	(2) 12	None	Class 3 or none	8	8.5	5.5	None	Yes
Collector with Greenbelt	Coll 2 (Coll 1-Parkway)[25] Frmrs Cntrl (101-Pioneer)	94[21]	40	(2) 12	None	Class 3 or none	8	8.5[22] 8.5 min[23]	5.5[22] 10 (shared[11])[23]	None[22] 21.5[23]	Yes
Farmers Central	Pioneer to CR 102	153.5	42	(2) 12	None	5	8[9]	7	4.5	88.5[16]	Yes[9]
Arterial (2-Lane)	Pioneer (Parkway - 25A)	91	36	(2) 12	14	6	None	7.5	6	7	No
Arterial (2-Lane) with Off-St Path	Parkway (Pioneer - 102)	111	36	(2) 12	14	6	None	7.5	10 (shared[11])	13	No
Arterial (4-Lane)	Pioneer (Gibson-Parkway)	127	60	(4) 12	14	6	None	7.5	6[20]	13	No
Arterial (4-Lane) with Off-St Path	Parkway (East - Pioneer)	135	60	(4) 12	14	6	None	7.5	10 (shared[11])	13	No
Gibson Road	SR 113 - 102	71[4]	30	(1) 13 (1) 12	6	5	None	10	10 (shared[11])	15	No
CR 25A	SR 113 - 102	83	40	(2) 12	None	8[10]	None[10]	10[8] None[9]	10 (shared[11])[8] None[9]	15[8] 8[9, 20]	No
CR 102	Gibson - 25A	72[4]	30	(2) 12[14]	7[26]	6	None	10	10 (shared[11])	15	No
East Street[11]	South of mall - 24A 24A - Parkway Parkway - Master Plan line	145 105 68[6]	60.5 40.5	(4) 12 (2) 12	45[7] 30[7]	6 8	None None	10.5[19] 10.5[19]	10 (shared[11])[19] 10 (shared[11])[19]	19[19] 14[19]	No No

[1] ROW = Right-of-way.
[2] Curb-to-curb.
[3] Includes 2-foot gutter pan.
[4] Half-section.
[5] Striped on-street.
[6] To be determined. This segment is shown as a 68-foot ROW on the Land Use Map as a placeholder, but special ROW design and placement may be necessary to preserve existing trees, and extend pedestrian/bicycle pathway south to CR 25A in the future.
[7] Allows existing trees on east side of existing road to be in median of future 4-lane road.
[8] North side only.
[9] South side only.
[10] Emergency parking/bike lane combined.
[11] Shared multi-use trail, both pedestrian and bicycle use. Two-foot clear area on either side of 10-foot paved section.
[12] CR 101 cross-section is assumed to be off-set to the west by ∀10 feet to allow the existing trees on the west side of the existing roadway to fall into the landscaping on the east side of the future roadway. In particular the sidewalk may need to meander and/or be narrowed in places to avoid impacting existing trees.
[13] Includes open drainage ditch and landscaping.
[14] Assumes that additional 2-lanes comes from widening to east.
[15] Medians shall be landscaped.
[16] Farmers Central Channel to be developed as a multi-use channel sized to meet drainage needs with a 10-foot ped/bike path on the north side of the channel and naturalized on both sides.
[17] No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a 54-foot local street. No more than 200 homes can feed onto a 54-foot local street. Single-feed streets (the first street off a collector) can not be a 54-foot local street.
[18] No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a cul-de-sac. The maximum length for a cul-de-sac within R-3, R-4, and R-5 projects is 650 feet. The maximum length for a cul-de-sac within R-8 and above is 500 feet. Within a subdivision, no more than 50 percent of the local roads can be cul-de-sac roads, the other 50 percent or more shall be through streets. Bulb shape shall be hammerhead, with 90-foot width dimension.
[19] East side only. Railroad right-of-way on west side. Assumes agreement can be reached with the railroad to preserve the trees on the west side, all of which appear to fall within the railroad right-of-way.
[20] From Gibson Road to Farmers Central Road, on the east side only, the sidewalk shall be 10 feet in width in front of the high school and middle school.
[21] Additional right-of-way may be needed at intersections with roundabouts.
[22] Non-greenbelt side.
[23] Greenbelt side.
[24] Landscaped area between sidewalk/pathway and curb. Includes curb measurement.
[25] Where Collector 2 splits off from the greenbelt as the greenbelt goes under the Parkway Drive overpass, the Collector 2 ROW would return to the standard collector ROW of 68 feet.
[26] Paved -- reserved for future 1/2 median.
[27] Also refered as landscaped "parkway" within the Specific Plan.

Source: TSCHUDIN CONSULTING GROUP, June 11, 2001.

Standards. Separate funding mechanisms, supported by the users, may be required to provide operations and maintenance. These funding mechanisms shall be identified with the subdivision map application.

PRIVATE STREET OR COURT -- Private streets and courts are allowed within the SLSP. Standards will be developed at the subdivision level as a part of subdivision design and may be addressed in the Design Standards.

GREENBELT -- Greenbelt design will be addressed in the SLSP Design Standards.

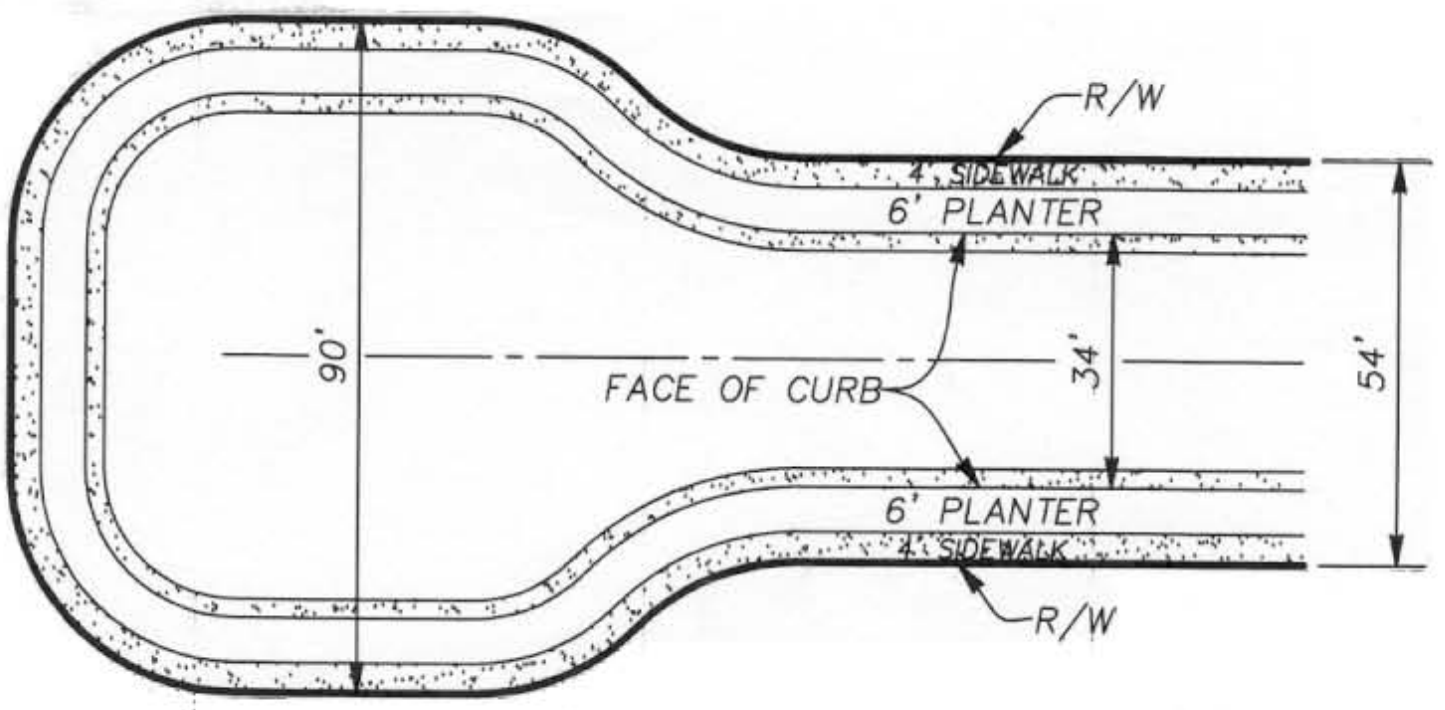
SUBDIVISION TRAILS -- Design for connecting trails in subdivisions will be reviewed on a project basis as a part of subdivision and/or design review and may be addressed in the Design Standards.

CUL-DE-SAC -- 54-foot ROW/34-foot paved section (same as local above). Parking will be allowed on both sides of the street. There will be no striped bike lanes. Homes must front on these roads. No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a cul-de-sac. The maximum length for a cul-de-sac within R-3, R-4, and R-5 projects is 650 feet. The maximum length for a cul-de-sac within R-8 and above is 500 feet. Within a subdivision, no more than 50 percent of the local roads can be cul-de-sac roads, the other 50 percent or more shall be through streets. Bulb shape may be hammerhead, with 90-foot depth dimension (see Figure 4.3).

LOCAL -- 54-foot ROW/34-foot paved section (see Figure 4.4) comprised of two 10-foot travel lanes, two 7-foot parking lanes (including 2-foot gutter pans), 6-foot street-side landscape strips (including 0.5-foot curb), and 4.0 sidewalks (behind the landscape strip). Parking will be allowed on both sides of the street. There will be no striped bike lanes. Homes must front on these roads. No "intensive" land uses (e.g. park, school, apartment complex) can feed onto a 54-foot local street. No more than 200 homes can feed onto a 54-foot local street. Single-feed streets (the first street off a collector) can not be a 54-foot local street.

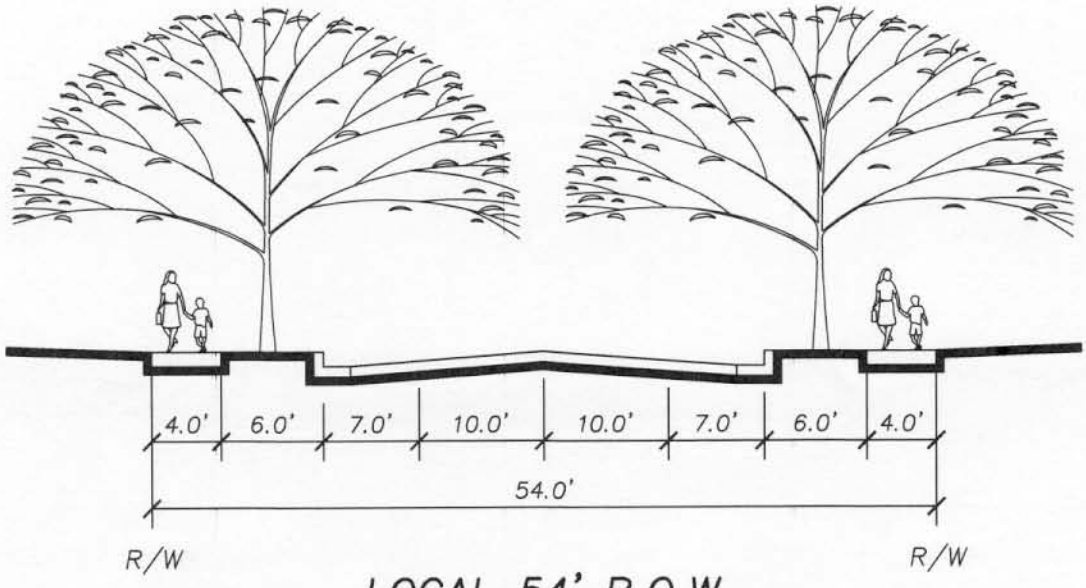
LOCAL -- 57-foot ROW/35-foot paved section (see Figure 4.4) per City standard comprised of two 10-foot travel lanes, two 7.5-foot parking lanes (including 2-foot gutter pans), and 6.5-foot street-side landscape strips (including 0.5-foot curb), 4.5 sidewalks (behind the landscape strip). Parking will be allowed on both sides of street. There will be no striped bike lanes. Homes will front on these roads. "Intensive" land uses (e.g. park, school, apartment complex) must feed onto a 57-foot local street. If more than 200 homes are feeding onto a local street it must have a 57-foot cross-section. Single-feed streets (the first street off a collector) must have a 57-foot cross-section.

COLLECTOR -- 68-foot ROW/40-foot paved section (see Figure 4.5) comprised of two 12-foot travel lanes, two 8-foot parking lanes (including 2-foot gutter pans), 8.5-foot street-side planter strips (including 0.5-foot curb), and 5.5-foot sidewalks (behind planters). Parking will be allowed on both sides of the street. There will be no striped bike lanes. It should be

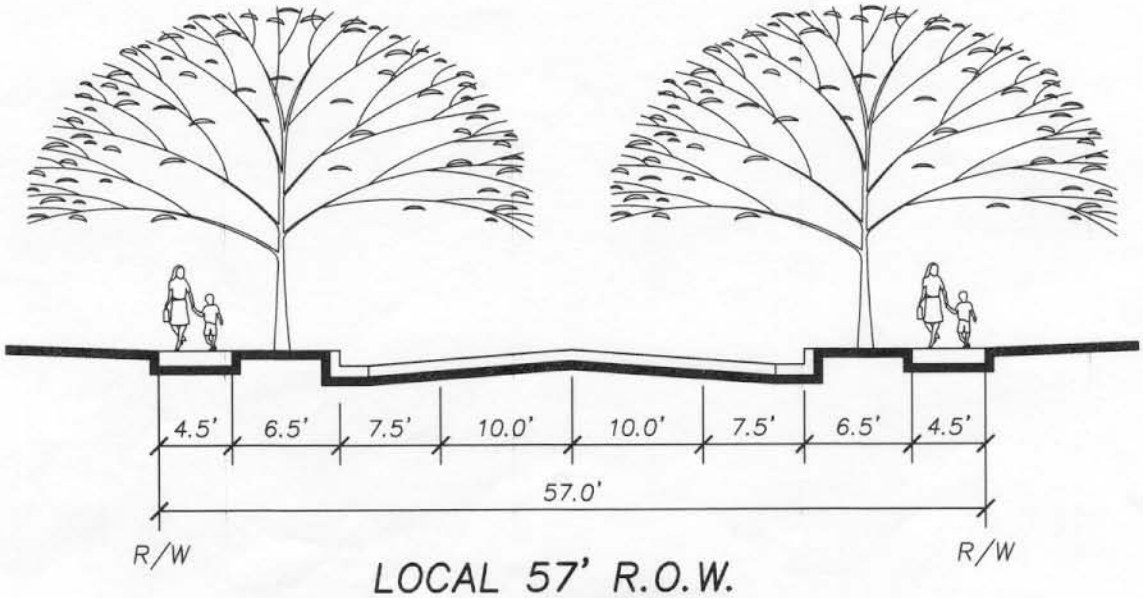


LOCAL 54' R.O.W. CUL-DE-SAC BULB

FIGURE 4.3 Cul-De-Sac Bulb

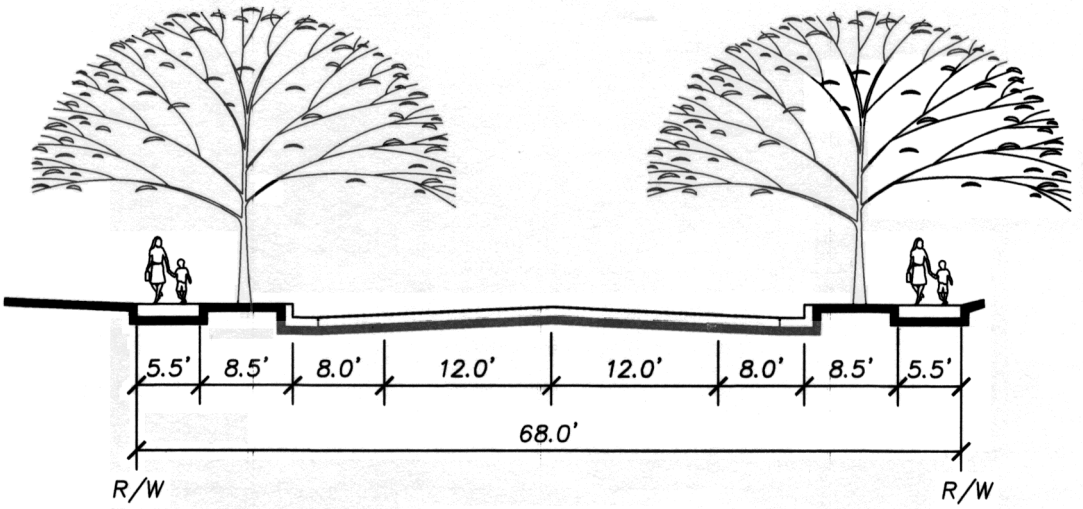


LOCAL 54' R.O.W.

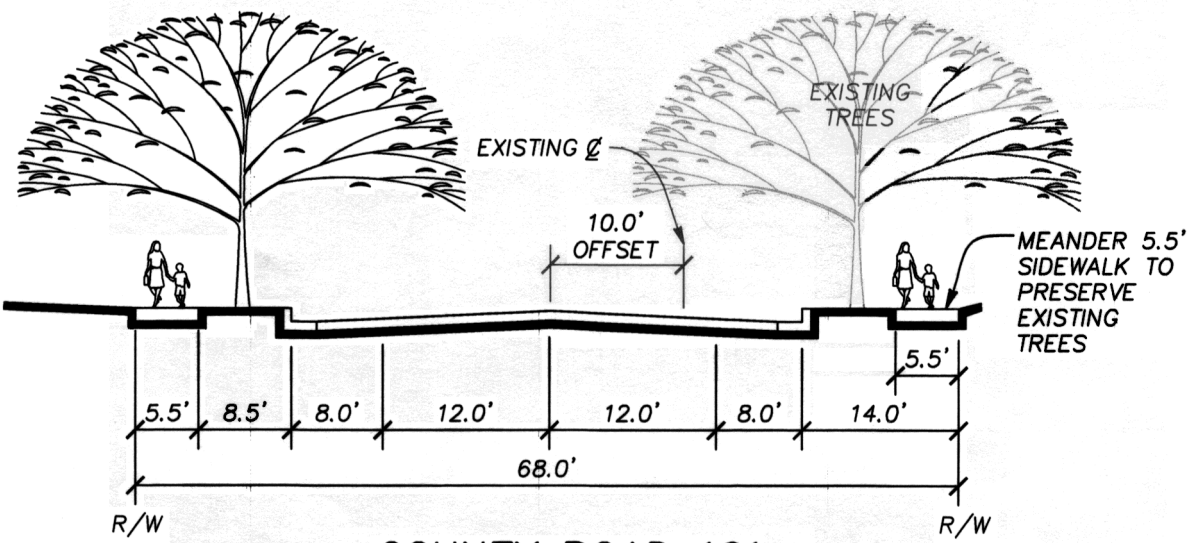


LOCAL 57' R.O.W.

FIGURE 4.4 Local Street Cross-Sections



COLLECTOR



COUNTY ROAD 101

FIGURE 4.5 Collector and CR 101 Cross-Sections

noted that in order to preserve existing trees along primarily the east side of CR 101, the ROW is shown approximately 10-feet off of centerline to the west (see Figure 4.5).

COLLECTOR WITH GREENBELT -- This cross-section applies to most of Collector 2[2] from Collector 1 to SR 113, and the segment of Farmers Central from CR 101 to Pioneer Avenue. It integrates the planned greenbelts into the standard collector cross-section. These roadways will have a 94-foot ROW with a 40-foot cross-section (see Figure 4.6) comprised of two 12-foot travel lanes, two 8-foot parking lanes (including 2-foot gutter pans), 8.5-foot minimum street-side planter strips (including 0.5-foot curb), 5.5-foot sidewalk (behind planters) on the non-greenbelt side of the street, and a 40-foot greenbelt (including 0.5-foot curb, 8-foot minimum landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 21.5-foot landscape strip on other side of path). Parking will be allowed on both sides of the street. There will be no striped bike lanes.

COLLECTOR WITH CHANNEL -- This cross-section applies to Farmers Central Road from Pioneer to CR 102. It recognizes and integrates the Farmers Central channel which adjoins the north side of this roadway. The channel will be a multi-use facility sized to meet drainage needs.

The entire facility along this segment will have a ROW of 153.5 feet. A 10-foot pedestrian/bicycle Class 1 pathway will be located on the top of the north bank, with trees and other landscaping. The banks are planned to be sloped, with naturalized landscaping. There will be a 4.5-foot sidewalk on top of the south bank, with trees and other landscaping. The goal of the landscaping is to create an amenity similar to the Arboretum at UCD. The final design of the channel will be subject to City approval. The roadway portion will have a 65-foot ROW (not including the channel or the pathways on the north bank) with a 42-foot paved section (see Figure 4.6). From north to south, the cross-section is comprised of4.5-foot sidewalk, 7-foot landscape strip (including 0.5-foot curb); 5-foot bike lanes (including 2-foot gutter pans) with no parking on the north side; two 12-foot travel lanes; 5-foot bike lane; 8-foot parking lane (including 2-foot gutter); and 7-foot landscape strip (including 0.5-foot curb); and 4.5-foot sidewalk.

East of the middle school site, the southern property owner (TOC, LLC) has made arrangements with the college to move the drainage channel and Farmers Central Road north onto what is now part of the college property.

ARTERIAL (TWO-LANE) -- 91-foot ROW/36-foot paved section (see Figure 4.7) comprised of two 12-foot travel lanes, one 14-foot median, two 6-foot striped bike lanes (including 2-foot gutter pan), and 20.5-foot landscaped area an each side (including 0.5-foot curb, and two 7-foot landscape strips with 6-foot sidewalk in between). Parking will not be allowed on either side of the street. There will be striped bike lanes. Homes may not front on arterials.

[2] Where Collector 2 splits off from the greenbelt as the greenbelt goes under the Parkway Drive overpass, the Collector 2 ROW would return to the standard collector ROW of 68 feet.

Figure replaced with new cross-section (Amendment No. 2, Resolution No. 4406). Figure not available at time of this re-publication.

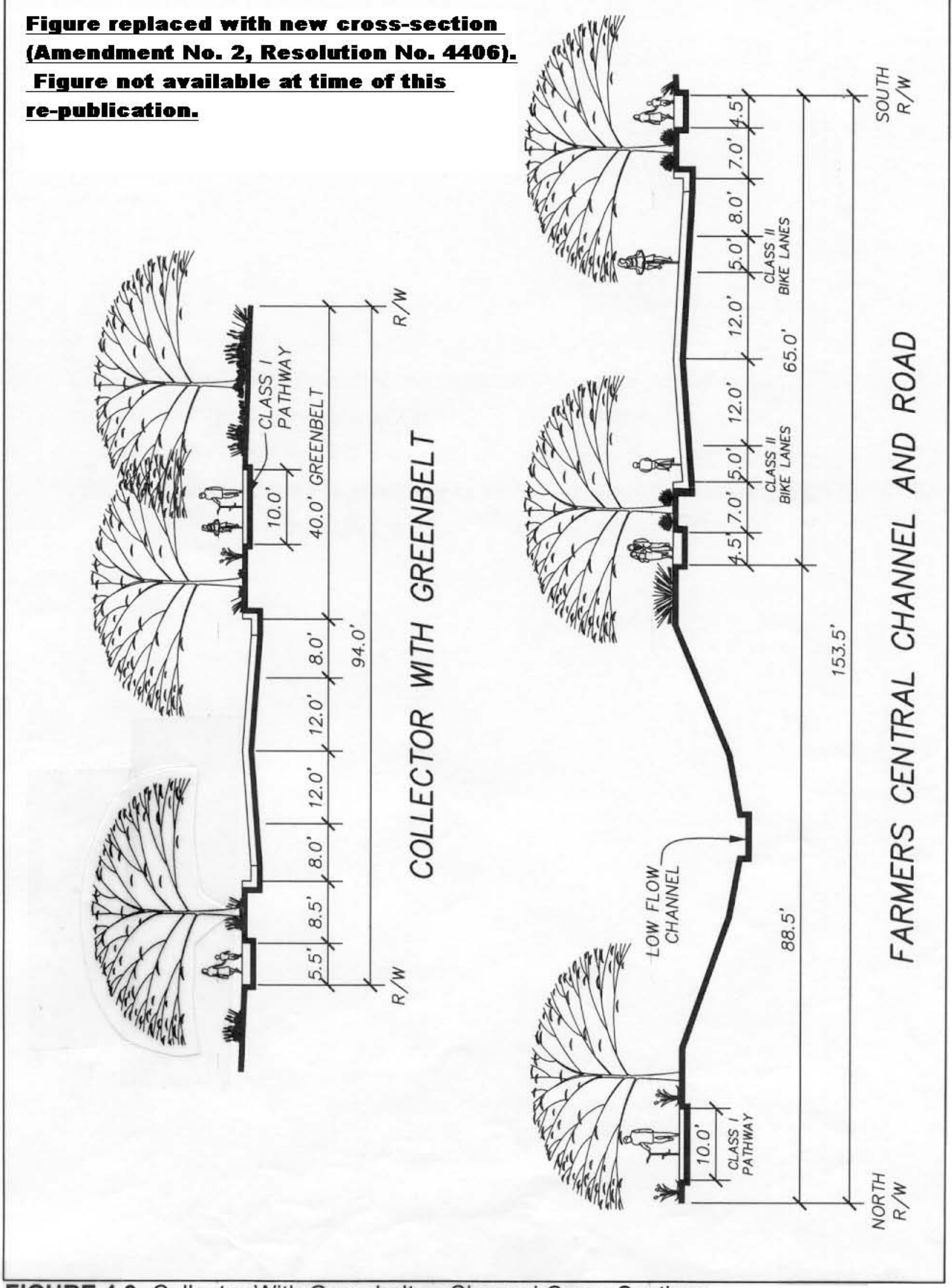


FIGURE 4.6 Collector With Greenbelt or Channel Cross-Sections

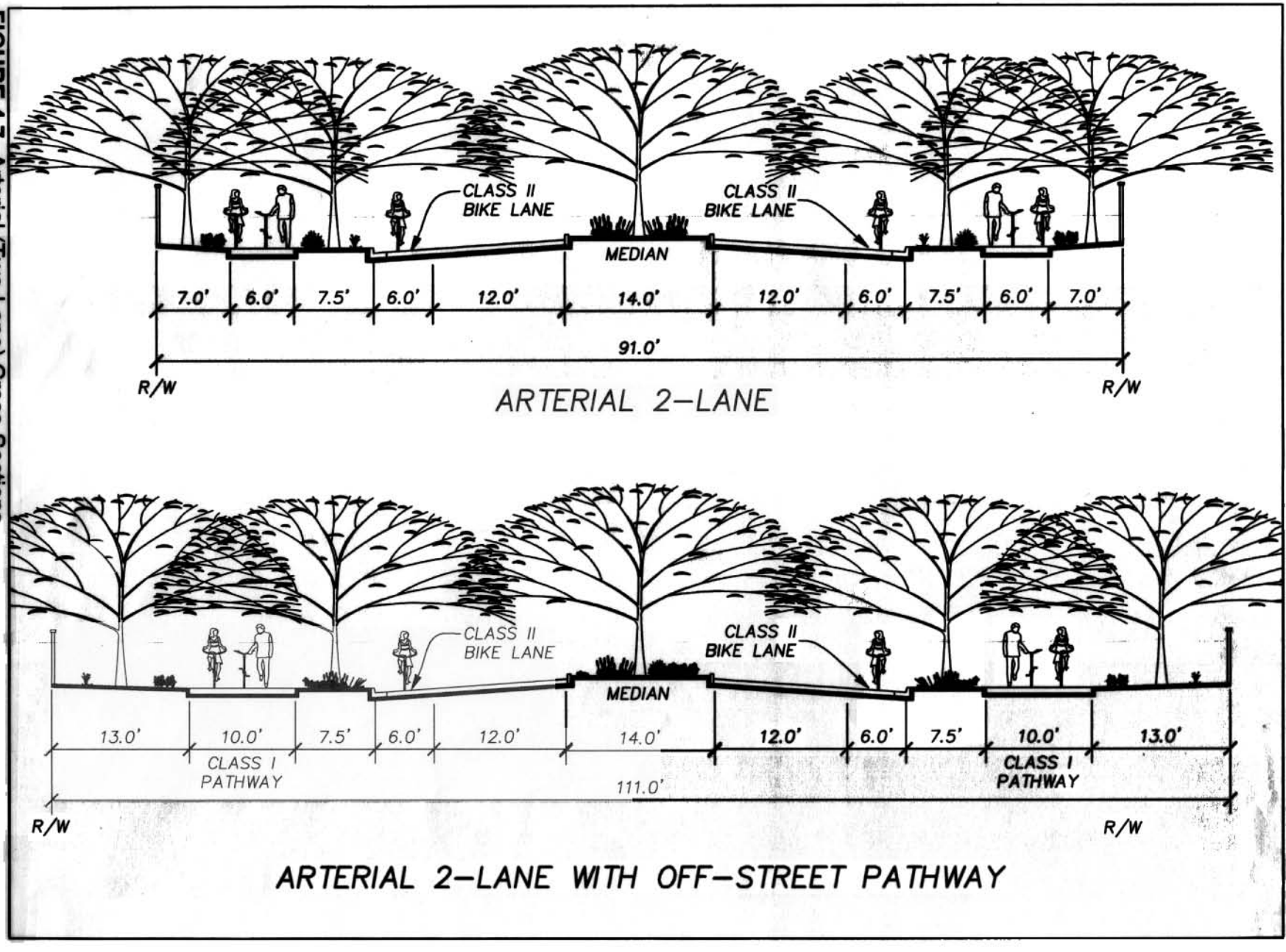


FIGURE 4.7 Arterial (Two-Lane) Cross-Sections

ARTERIAL (TWO-LANE) WITH OFF-STREET PATHWAY -- 111-foot ROW/36-foot paved section (see Figure 4.7) comprised of two 12-foot travel lanes, one 14-foot median, two 6-foot striped bike lanes (including 2-foot gutter pans), and 30.5-foot landscaped area on each side (including 0.5-foot curb, 7-foot landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 13-foot landscape strip on other side of path). Parking will not be allowed on either side of the street. There will be striped bike lanes. Homes may not front on arterials.

ARTERIAL (FOUR-LANE) -- 127-foot ROW/60-foot paved section (see Figure 4.8) comprised of four 12-foot travel lanes, one 14-foot median, two 6-foot striped bike lanes (including 2-foot gutter pans), and 26.5-foot landscaped area on each side (including 0.5-foot curb, 7-foot landscape strip along the roadway, 6-foot sidewalk[3], and 13-foot landscape strip on other side of sidewalk). Parking will not be allowed on either side of the street. There will be striped bike lanes. Homes may not front on arterials.

ARTERIAL (FOUR LANE) WITH OFF-STREET PATHWAY -- 135-foot ROW/60-foot paved section (see Figure 4.8) comprised of four 12-foot travel lanes, one 14-foot median, two 6-foot striped bike lanes (including 2-foot gutter pans), and 30.5-foot landscaped area (including 0.5-foot curb, 7-foot landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 13-foot landscape strip on other side of sidewalk). Parking will not be allowed on either side of the street. There will be striped bike lanes. Homes may not front on arterials.

GIBSON ROAD (south half) -- 71-foot half-section ROW/30-foot paved section (see Figure 4.9) comprised of 6-foot half-median, one 14-foot travel lane, one 16-foot travel lane, and 35-foot landscaped area (including 0.5-foot curb, and 10-foot pedestrian/bicycle path meandering within 24.5-feet of landscaping). The intent of the large landscaped parkway along the south side is to create a "frame" around the Plan area that will connect with a similar strip along CR 102 and CR 25A. Along Gibson the goal is to continue the existing landscaping established in front of the college, along the southern frontage of Gibson Road, from CR 102 to SR 113. This requirement is consistent with the Community Design Guidelines (page 65) which identifies Gibson Road as "major corridor" of the City.

CR 102 (west half) -- 72-foot half-section ROW/30-foot paved section (see Figure 4.9) comprised of 7-foot half-median[4], two 12-foot travel lanes, 6-foot striped bike lane (including 2-foot gutter pan), and 35-foot landscaped area (including 0.5-foot curb, and 10-foot pedestrian/bicycle path meandering within 24.5-feet of landscaping. The intent of the Figure 4.6

[3] Along the east side of Pioneer Avenue from Gibson Road to Farmers Central Road, the sidewalk along the frontage of the schools shall be a minimum of 10-feet in width, leaving a 9-foot strip of landscaping between the sidewalk and the school properties.

[4] As shown in the cross-section in Figure 4.9, in the interim until CR 102 is widened to 4-lanes, the area for the half-median will be paved. Construction of the median is not required until the future widening

FIGURE 4.8 Arterial (Four-Lane) Cross-Sections

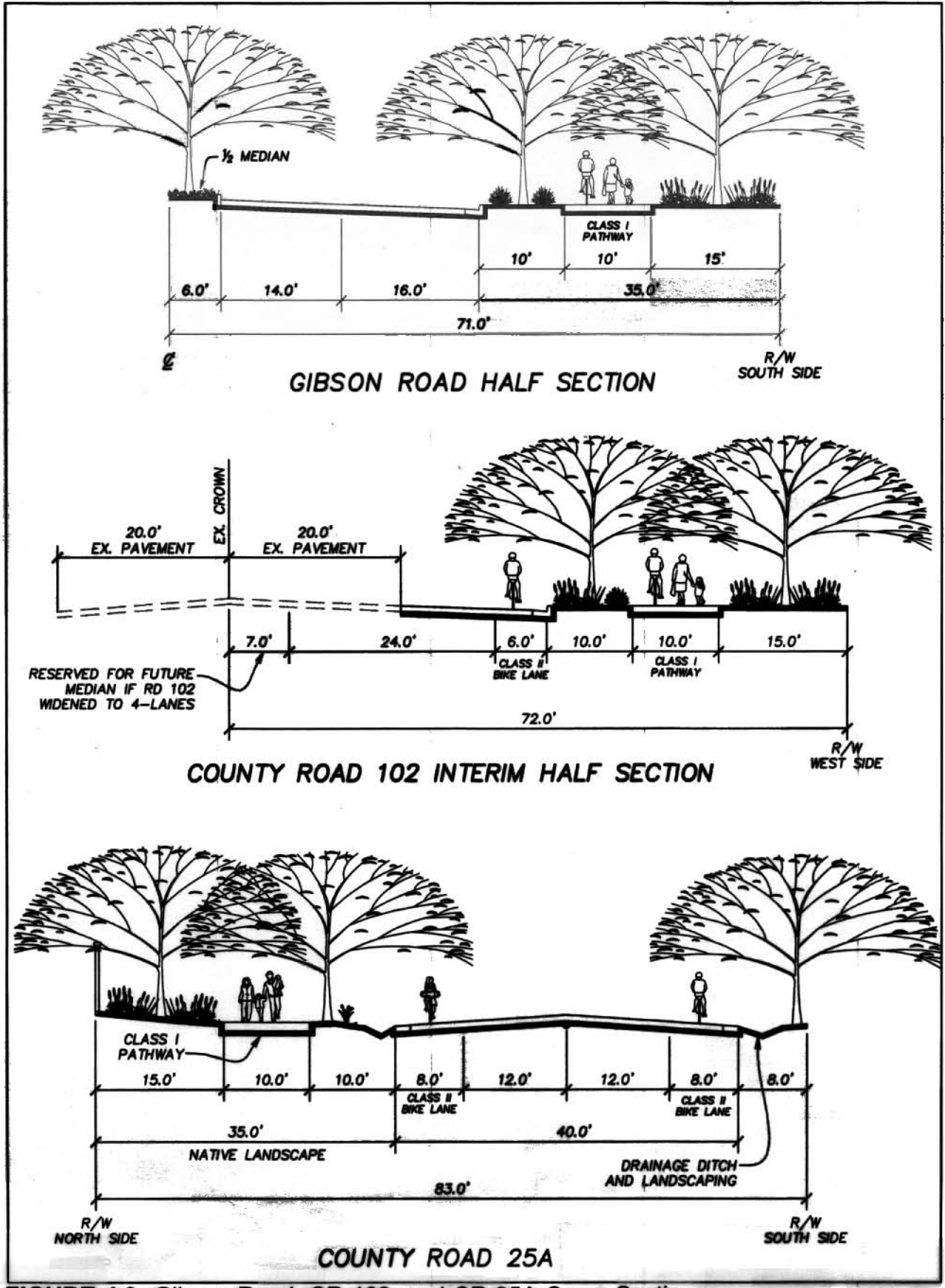


FIGURE 4.9 Gibson Road, CR 102, and CR 25A Cross-Sections

large landscaped parkway along the west side is to create a "frame" around the Plan area that will connect with a similar strip along Gibson Road and CR 25A. This requirement is consistent with the Community Design Guidelines (page 65) which identifies CR 102 as "major corridor" of the City.

CR 25A -- CR 25A is given special treatment in the SLSP because it forms the "urban edge" that transitions to the agricultural land south of the Plan boundary. A 35-foot landscaped parkway planted primarily with drought-tolerant species is required as a part of the right-of-way along the north side of CR 25A.

The paved-section includes two 12-foot travel lanes, two 8-foot emergency/bicycle lanes within which a Class 2 bikelane will be striped adjacent to the edge-of-pavement, 35-feet of landscaping on the north side, and 8-feet on the south side containing an open drainage ditch and drought-tolerant landscaping. *(TOC EIR MM 4.6-2a)*

The 35-foot landscaping on the north side will be heavily planted with more natural appearing (as opposed to formal) trees, shrubs, and grasses that reflect the transition from urban to rural. Drought-tolerant species will be used. The pathway will be composed of decomposed granite, asphalt, or concrete. There will be no curb, gutter, or sidewalk on either side. Parking (other than emergency) will not be allowed on either side of the street. Landscaping within the 8 feet on the south side will also be drought-tolerant species. Total ROW will be 83 feet, with a 40-foot street section (see Figure 4.9).

EAST STREET -- East Street extends through the Master Plan remainder area, from south of the existing mall to the south boundary of the Master Plan. It is broken up into three segments each with a different cross-section. A "plan-line" analysis was completed in order to design and locate the ROW to preserve the existing trees along both sides of the existing roadway. The following cross-sections were developed for future widening, that would also preserve existing trees (see Figure 4.10):

- From south of the mall to CR 24A -- 145-foot ROW with 60.5-foot paved section, comprised of 45-foot median, four 12-foot travel lanes, two 6-foot striped bike lanes (including 2-foot gutter pan), and 39.5-foot landscaped area on the east side only (including 0.5-foot curb, 10-foot landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 19-foot landscaping strip on other side of path).

- From CR 24A to Parkway Drive -- 105-foot ROW with 40.5-foot paved section, comprised of 30-foot median, two 12-foot travel lanes, two 8-foot striped bike lanes (including 2-foot gutter pan), and 34.5-foot landscaped area on the east side only (including 0.5-foot curb, 10-foot landscape strip along the roadway, 10-foot pedestrian/bicycle path, and 14-foot landscaping strip on other side of path).

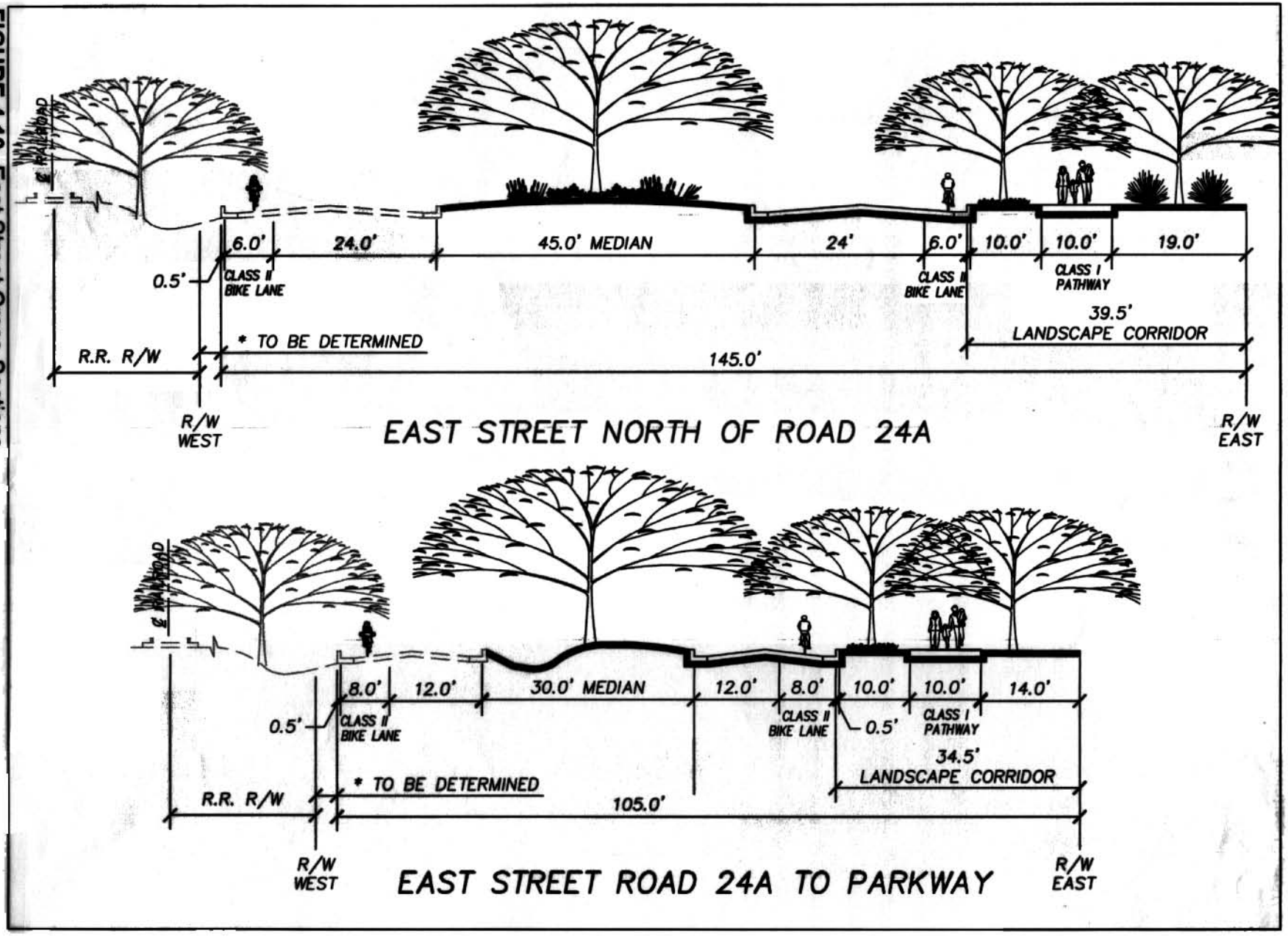


FIGURE 4.10 East Street Cross-Sections

- From Parkway Drive to south boundary of Master Plan area -- shown as a 68-foot ROW on the Land Use Map (Figure 2.1) as a placeholder. This segment may require additional design modification to ensure that trees are preserved with future widening, and to extend the pedestrian/bicycle pathway south to CR 25A in the future.

Level of Service

The City's standard for traffic flow/congestion of LOS C (LOS D within one half mile of freeways and the downtown core) is applicable within the Specific Plan area. The following regulation applies in order to ensure this:

4.10 Every subdivision within the Plan area shall be required to submit an acceptable traffic impact study to confirm existing conditions and identify roadway and intersection improvements required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. These project level traffic studies will determine the timing of local improvements (such as traffic signals) to be implemented with each development. The analysis shall take into account proposed lotting, site design, local street pattern, access, traffic calming, and other pertinent factors including consistency with General Plan Policies 3.B.1, 3.B.5, and 3.B.6.

If a project-level study identifies a needed improvement prior to the collection of sufficient fees to fund the improvement, the developer shall install the improvement prior to occupancy and receive credit against future fees or be reimbursed. *(TOC EIR MM 4.6-8b)*

4.10.1 Using information from required subdivision traffic impact studies or via other means if necessary, the City shall monitor the level of service on Gibson Road and CR 102 on an annual basis.

Intersection Improvements

The EIR prepared for the Specific Plan included a detailed look at intersection service and the need for signals or other intersection improvements, under existing and cumulative future conditions. Subsequent traffic assessments prepared for specific projects will further refine this list. The following regulation applies:

4.11 As each tentative map moves forward following Plan approval, project specific traffic assessments will confirm signal locations and timing, based on subdivision lotting and other relevant characteristics (see discussion of level of service above. As development occurs within the Plan area, these signals and any others identified will be required to be installed. Appropriate traffic calming measures will also be required.

The following intersections have been identified as requiring a signal (or other improvement as noted) under "near-term" conditions *(TOC EIR MM 4.6-1)*:

- East Gum Avenue/Matmor Road (signal and approach widening)
- Pioneer Avenue/East Gum Avenue (signal and approach widening)
- Gibson Road/CR 101 (prohibit left turn movements)
- Gibson Road/Ogden Street (signal and approach widening)

The following intersections have been identified as requiring a signal (or other improvement as noted) under "cumulative" conditions *(TOC EIR MM 4.6-6)*:

- East Street/East Main Street (signal and approach widening)
- Gibson Road/East Street (signal and approach widening)
- Gibson Road/Matmor Road (signal and approach widening)
- CR 25A/East Street (signal and approach widening)
- CR 25A/SR 113 (signal at southbound and northbound ramps)
- Pioneer Avenue/High School entrance (signal and approach widening)
- Parkway Drive/CR 101 (signal and approach widening)
- Parkway Drive/CR 102 (signal and approach widening)
- Farmers Central Road/CR 102 (signal and approach widening)
- Parkway Drive/Pioneer Avenue (see separate discussion below)
- Gibson Road/Pioneer Avenue (signal and approach widening)
- Parkway Drive/Collector 2 (signal and approach widening)
- CR 25A/CR 101 (signal and approach widening at north approach; possible access control at south approach)

Additional signals that may be needed include:

- Farmers Central Road/Collector 1
- Farmers Central Road/Pioneer Drive
- Parkway Drive/Collector 1
- CR 102/CR 25A
- Pioneer Avenue/Collector 2
- Pioneer Avenue/CR 25A
- Pioneer Avenue/CR 24C (intersection with Pioneer should be shifted ±400 feet north)
- East Street/CR 24A
- East Street/Parkway Drive
- Parkway Drive/Collector 5

With the exception of signals needed for greenbelt operation/safety (e.g. Parkway Drive and Collector 1) and/or for pedestrian circulation (e.g. Farmers Central Road and Pioneer Drive), the decision regarding the need for a signal at any location will be based on the results of the required project-specific traffic studies.

Figure 4.11 identifies signals required on arterials and collectors within the Plan area. At the discretion of the City, roundabouts may be substituted for signals at some locations in the Plan area.

Parkway Drive/Pioneer Avenue Intersection

The intersection of Parkway Drive and Pioneer Avenue is the main intersection within the Specific Plan. It is the crossing point of the two main east/west and north/south streets in the Plan, and the only arterials internal to the Plan boundaries. It is the central point in terms of circulation, but also in terms of land use given the placement of the Spring Lake Center. To reinforce the importance of this key intersection, a special feature is planned in conjunction with the traffic signal, such as a statue, fountain, public art sculpture, or four-corner iron archway (similar to those used at several prominent intersections in the City of Marysville). Funding for this feature has been included in the infrastructure cost estimates. The following regulation applies:

4.12 As a part of this Plan, the main intersection of Pioneer Avenue and Parkway Drive will have a special intersection feature in conjunction with the traffic signal, such as a statue, fountain, public art sculpture, or four-corner iron archway to reinforce it as a central point in the circulation network and to draw attention to the Spring Lake Center at that location.

Traffic Calming

The following regulations apply:

4.13 New development offers the opportunity to master plan traffic calming features to create livable neighborhoods and enhance alternative modes of transportation. As part of the implementation of this Specific Plan, the City shall require each new subdivision to have a traffic calming plan and implement all appropriate measures.

4.14 Mobility on collector and arterial roads needs to be maintained. Upon leaving the arterial/collector system, however, calming measures shall be used where appropriate on local streets to soften the impact of motor vehicles on neighborhoods. Consideration should be given to pavement texturing and enhanced landscaping upon entering the local roadway network. Other methods should also be liberally used including, but not limited to, traffic circles[5], bulb outs, and raised intersections.

4.15 On collector streets, traffic calming measures may be used so long as mobility is not impeded. At heavier volume intersections, roundabouts[6] may be used. Care

[5] Traffic circles reduce speeds by physically requiring a vehicle to go around them at low speed through an intersection. Unlike roundabouts there are no modifications to accommodate or improve vehicular flow. Travel lanes must be minimized through the intersection. Traffic circles may have stop sign control on the side street.

[6] Roundabouts improve safety by simplifying vehicle conflicts, reducing vehicle speeds, and providing a clear indication of drivers' right-of-way. A roundabout will have several approach features that make it more friendly to vehicles and pedestrians, and is has less of an impact on emergency vehicles than a traffic circle. All approaches on a roundabout are yield controlled. It has "splitter" islands (to facilitate pedestrian movements)

should be taken at intersections with roundabouts to reserve additional right-of-way for sidewalk adjustments and maintenance of minimum diameters.

4.15.1 The intersection of Collector 1 and CR 24C and the intersection of Collector 1 and Collector 2 are planned to have landscaped special traffic features which may be roundabouts, traffic circles, or some other design. The intent is to achieve safe crossings, provide aesthetic benefits, calm traffic, and maintain the efficiency of the collector. Additional right-of-way may be needed to accommodate these features. Roundabouts and/or traffic circles may be used at other locations.

Parkway Drive Overpass of SR 113

The planned vehicular and pedestrian/bicycle overcrossing of SR 113 on Parkway Drive is a critical feature of the Plan area circulation and the concept of maintained community connectivity. As demonstrated in the EIR, it is necessary for effective functioning of the area roadway system. It also provides a number of other benefits to the area:

- It will provide the only cross-town (east-west) link over SR 113 for a 1.56-miles segment between CR 25A and Gibson Road. Ideal connectivity per the City's requirements is roadway spacing of no more than one quarter mile (1,320 feet). Based on that criteria alone, there would typically be 6 east-west linkages in this distance.

- It provides a critical between-ramp access for pedestrians and bicyclists.

- It encourages residents to patronize the Woodland downtown and County Fair Mall. Without this link, it is easier for SLSP residents to access I-5 into Sacramento's North Natomas retail areas.

- It provides access to additional north-south connections, including Matmor Road, East Street, and College Street. There is only one north-south connection in the Plan area, Pioneer Avenue.

- It provides an alternative to the already heavily traveled Gibson Road for existing residents to access the high school, middle school, sports park, and regional park.

- It will be the main spine of the planned pedestrian/bicycle loop pathway connecting all parks and schools in the Master Plan area.

The Parkway Drive overcrossing of SR 113 is required to be in place at build-out of the entire Master Plan area. The City will continue to monitor level of service (particularly at

---

on approaches and crosswalks are moved back from the intersection. A roundabout will typically have a mountable center island to accommodate trucks and large emergency vehicles. Due to these requirements, roundabouts may require additional right-of-way at intersections.

the interchanges of Gibson Road/SR 113 and CR 25A/SR 113) using subdivision-level traffic analyses required of each development to assess project-specific traffic impact. Should LOS approach unacceptable levels, the City will require operational changes (e.g. signal timing) and roadway improvements (e.g. striping; widening; etc.) at the relevant location.

Pedestrian/Bicycle Crossings

Grade separated pedestrian/bicycle (non-vehicular)overcrossings will be provided at the following locations:

- Gibson Road at the High School/College property line -- This overpass is also a planned and funded component of the Southeast Specific Plan, north of Gibson Road.

- CR 102 at Parkway Drive -- ROW for an overpass on the south side of Parkway Drive, over CR 102 to connect the Plan area to the Regional Park site, shall be preserved. The estimated ROW needed for this improvement is an additional quarter-acre or 10,890 square feet adjoining the Parkway Drive ROW at the southwest corner of the intersection.

- Parkway Drive west of Collector 2 -- The planned greenbelt will split off from the Collector 2 ROW and go under Parkway Drive where the arterial goes over SR 113.

- Farmers Central Road -- Bridge over Farmers Central channel at the northern terminus of the greenbelt through the TOC, LLC property. The College may construct a future vehicle bridge over the Farmer's Central channel at the intersection of Farmers Central Road and Collector 1.

Community Gateways

Three intersections in the Specific Plan have been identified as community "gateways" for the City. These locations modify those shown in the Community Design Guidelines (page 65).

- Gibson Road/Pioneer Avenue
- CR 25A/SR 113
- CR 25A/CR 102

Design for these intersections shall be consistent with the concepts and standards provided in the Specific Plan Design Standards. At Gibson and Pioneer an arched masonry entry on both sides of the south side of the intersection (similar to the Beamer Park entry), with landscaping and possibly public art and/or signage is anticipated. At the two CR 25A locations a masonry wall and/or public art, with landscaping and signage is anticipated.

Additionally, heavy landscaping at the southwest quadrant of Gibson Road and CR 102 is planned, to screen views into the County facilities as people enter the Specific Plan area from that direction.

Street Landscaping Requirements

4.16 TREE CANOPY -- Majestic street tree species, as identified in the Design Standards, that create large canopies at maturity will be required in all medians and streetside landscape strips. The goal is create maximum shade canopy over all streets in the Plan area. Over time, all streetside sidewalks and bicycle pathways will be shaded as a result of this requirement.

4.17 TIMING OF LANDSCAPING -- Street landscaping shall accompany street construction. If a partial street section is determined to be the requirement, the landscaping associated with that partial section shall be installed. It shall not be allowed to be deferred.

4.17.1 LANDSCAPING AT INTERSECTIONS -- Landscaping along streets shall be continued all the way to/through intersections. Where additional area is needed for turn lanes, it shall be gained via increased ROW, and shall not be taken out of landscaping.

SPECIFIC PLAN BICYCLE PATHWAY SYSTEM

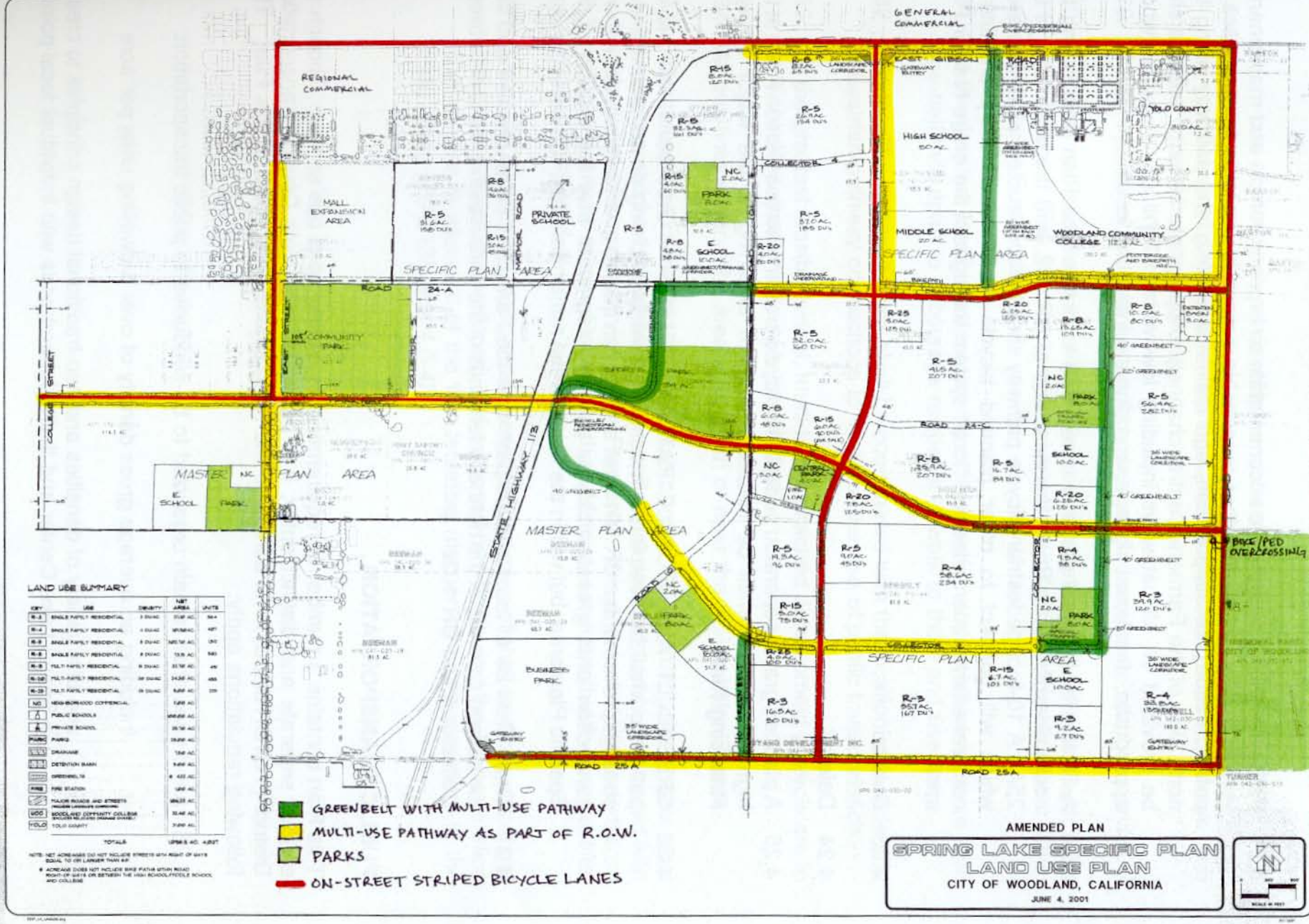
This Plan requires a number of features, listed below, to ensure good bicycle access and a convenient bicycle and pedestrian pathway system *(TOC EIR MM 4.6-5)*. The bicycle circulation system, including both on- and off-street facilities, is shown in Figure 4.12 (Bicycle Circulation Map). The following regulations apply:

4.18 An on-street bicycle system shall be developed that connects all parks and schools in the Plan area and future Master Plan remainder area, and provides links to downtown. Tree canopy plantings are required for shade.

4.19 An off-street pedestrian/bicycle loop pathway system that connects all parks and schools in the Plan area and future Master Plan remainder area, and provides links to downtown, is depicted on the Land Use Map (Figure 2.1). Tree canopy plantings are required for shade.

4.19.1 The minimum paved section for any combined pedestrian/bicycle (multi-use) pathway is 10 feet, plus a 2-foot clear area on either side, for a total of 14 feet.

4.20 Residential subdivisions must include trail connections to other subdivisions, and to adjacent existing or planned greenbelts or bicycle pathways.



LAND USE SUMMARY

KEY	USE	DENSITY	NET AREA	UNITS
R-3	SINGLE FAMILY RESIDENTIAL	3 DU/AC	31.6± AC.	94±
R-4	SINGLE FAMILY RESIDENTIAL	4 DU/AC	97.9± AC.	391
R-5	SINGLE FAMILY RESIDENTIAL	5 DU/AC	105.7± AC.	510
R-8	SINGLE FAMILY RESIDENTIAL	8 DU/AC	13.5± AC.	105
R-15	MULTI-FAMILY RESIDENTIAL	15 DU/AC	33.7± AC.	499
R-20	MULTI-FAMILY RESIDENTIAL	20 DU/AC	24.3± AC.	486
R-25	MULTI-FAMILY RESIDENTIAL	25 DU/AC	9.8± AC.	239
NC	NEIGHBORHOOD COMMERCIAL		7.6± AC.	
	PUBLIC SCHOOLS		100.6± AC.	
	PRIVATE SCHOOL		20.1± AC.	
PARKS	PARKS		33.6± AC.	
	DRAINAGE		1.5± AC.	
	DETENTION BASIN		9.4± AC.	
	GREENBELTS		41.2± AC.	
FIRE	FIRE STATION		1.0± AC.	
	TAYLOR ROADS AND STREETS (INCLUDES LANDSCAPE CORRIDORS)		66.3± AC.	
WCC	WOODLAND COMMUNITY COLLEGE (INCLUDES RELATED DRAINAGE DITCHES)		32.4± AC.	
YOLO	YOLO COUNTY		31.6± AC.	
	TOTALS		1,258.5± AC.	4,257

NOTE: NET ACREAGES DO NOT INCLUDE STREETS WITH RIGHT OF WAYS EQUAL TO OR LARGER THAN 64'.

* ACREAGE DOES NOT INCLUDE BIKE PATHS WITHIN ROAD RIGHT-OF-WAYS OR BETWEEN THE HIGH SCHOOL/MIDDLE SCHOOL AND COLLEGE

FIGURE 4.12 Bicycle Circulation Map

4.21 Pathways will be designed to accommodate emergency vehicle and maintenance vehicle access, when no other reasonable access is available for purposes of patrol, rescue, fire suppression, and maintenance (e.g. the pathway along the north side of the Farmers Central channel). Appropriate security features shall be provided on all pathways including low-wattage lighting, call boxes where appropriate, directional signage, and signage indicating location.

4.22 A 35-foot landscaped parkway is required to "frame" the Plan area, along the south side of Gibson Road, the west side of CR 102, and the north side of CR 25A. A 10-foot pedestrian/bicycle pathway shall be constructed within this area, which will connect to other planned bicycle facilities ultimately creating a comprehensive, interconnected "loop" system throughout the entire Master Plan area.

4.23 Deleted.

4.24 Deleted.

4.25 A planned grade-separated pedestrian/bicycle crossing across Gibson Road at the high school site shall be installed pursuant to timing in the Major Projects Financing Plan.

4.26 GREENBELT AND BICYCLE PATHWAY TIMING -- Greenbelts and bicycle pathways shall be completed in conjunction with adjoining development and/or street improvements. CR 101 shall serve as an interim greenbelt/bicycle pathway connection until greenbelt/bicycle pathway segments that fall outside of the Specific Plan area, but within the Master Plan remainder area, can be completed.

4.27 There shall be at least one footpath over the Farmers Central channel and into the college property at the northerly terminus of the north/south greenbelt between Collector 1 and CR 102.

PUBLIC TRANSPORTATION

This Plan contains a number of requirements to ensure good bus service. Though an entirely separate and distinct entity, it is hoped that the Yolo County Transportation District (YCTD/Yolobus) will adhere to the requirements and vision of this Plan. The following regulations apply:

4.28 Land uses shall remain organized to be conducive to public transportation:

a. including an average gross density of over 6 dwelling units per acre

b. use of a variety of densities and neo-traditional design principles to create a Spring Lake Center and five neighborhoods with individual focal points

c. use of modified grid development/street pattern

d. build-up of density at the Spring Lake Center, along main roadways, and in neighborhood centers

4.29 Roadways within the Plan area will be designed to accommodate bus service.

4.30 Turnouts and shelters/stops will be sited on all arterials and collectors with input from Yolobus. This must be completed prior to subdivision or development within the Specific Plan area.

4.31 To the greatest feasible extent, transit routes and/or stops shall be no more than one-half mile apart to encourage residents to walk to them and use them.

4.32 The location of transit stops shall be coordinated with the location of bicycle and pedestrian pathway connections to facilitate the use of public transportation.

4.33 To the greatest feasible extent, multi-family attached development projects are to be within one quarter mile of a transit stop.

4.34 All bus lines serving the area will stop at or near the Spring Lake Center.

4.35 Prior to approval of the first tentative map or other development, the project must determine and fund a fair share of the capital and operating costs associated with providing public transit service to the Plan area. It is anticipated that new transit vehicles would be required to provide the additional service within the project site. *(TOC EIR MM 4.6-3)*

4.36 A plan for the location, design, and construction timing of sheltered bus stops and bus turnouts shall be developed, and approved by the City and the Transportation District prior to approval of the first tentative map or other development in the Plan area. *(TOC EIR MM 4.6-4)*