

RESOLUTION NO. 4583

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
ADOPTING CEQA ADDENDUM #5 TO THE TURN OF THE CENTURY EIR
AND APPROVING AMENDMENT #3 TO THE SPRING LAKE SPECIFIC PLAN**

WHEREAS, on August 12, 2000, the City Council adopted Resolution No. 4215 certifying the Environmental Impact Report (EIR) (SCH #99022069) for the Spring Lake Specific Plan (SLSP);

WHEREAS, on December 18, 2001, the City Council adopted Resolution No. 4330 adopting EIR Addendum #1 to the certified EIR and approving the SLSP;

WHEREAS, on November 19, 2002, the City Council adopted Resolution No. 4399 adopting EIR Addendum #2 to the certified EIR and approving Amendment #1 to the SLSP;

WHEREAS, on December 17, 2002, the City Council adopted Resolution No. 4406 adopting EIR Addendum #3 to the certified EIR and approving Amendment #2 to the SLSP;

WHEREAS, on April 15, 2003, the City Council adopted EIR Addendum #4 for the proposed Williamson Act Rescission Agreement for the Russell Property;

WHEREAS, on August 19, 2003 the City Council adopted Resolution No. 4330; adopting Final Supplemental EIR to the certified EIR and approving Spring Lake Specific Plan Off-Site Infrastructure Facilities;

WHEREAS, on May 4, 2004 the City Council adopted Resolution No. 4537 adopting EIR Addendum #1 to the Supplement to the Turn of the Century Specific Plan EIR to address offsite infrastructure facilities;

WHEREAS, on September 16, 2004 the Planning Commission held a noticed public hearing to consider proposed EIR Addendum #5 and SLSP Amendment #3, and recommended approval to the City Council; and

WHEREAS on October 7, 2004 the City Council held a noticed public hearing to consider proposed EIR Addendum #5 and SLSP Amendment #3.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Woodland hereby takes the following actions:

- a) Affirms that EIR Addendum #5 is hereby included in or attached to the certified EIR as required by Section 15164 of the State CEQA Guidelines.
- b) Affirms that EIR Addendum #5 has been considered with the certified EIR as required by Section 15164 of the State CEQA Guidelines.

- c) Affirms the applicable Findings of Fact previously made in Resolutions No. 4215 (August 15, 2000) and 4330 (December 18, 2001).
- d) Adopts EIR Addendum #5 dated September 16, 2004.
- e) Adopts Amendment #5 to the SLSP as attached, subject to the following conditions:

Conditions of approval:

1. *Supply final cross-section for Farmers Central Road satisfactory to the Public Works Director that accurately accounts for all facilities, easements, landscaping, public space, maintenance access, and public trail.*
2. *Applicant is directed to prepare the final exhibits necessary to bring this item forward to Council for final action:*
 - *Revised Land Use Map (Figure 2.1 of the SLSP)*
 - *Final Layout and Cross-section for Farmers Central Road (Figure 4.6 of the SLSP)*

PASSED AND ADOPTED THIS 19th day of October, 2004, by the following vote:

AYES: Council Members Flory, Monroe, Peart, Pimentel, Rexroad

NOES: None

ABSENT: None

ABSTAIN: None



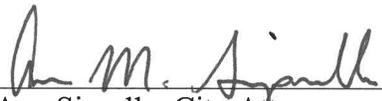
Matt Rexroad, Mayor

Attest:



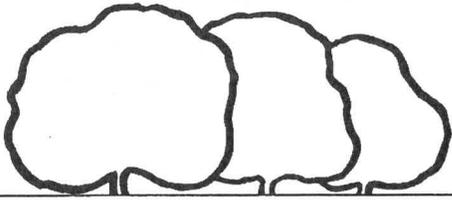
Sue Vanucci, City Clerk

Approved as to Form:



Ann Siprelle, City Attorney

Attachments



City of Woodland

COUNCIL COMMUNICATION

AGENDA ITEM

3.

SUBJECT: Spring Lake Specific Plan Amendment #3 DATE: October 19, 2004

PREPARED BY: Jennifer J. Dzakowic, Assistant Planner

RECOMMENDATION: Staff recommends approval of the proposed Spring Lake Specific Plan Amendments by making an affirmative motion as follows: **I move that the City Council approve the project by taking the following actions:**

1. Adopt Resolution No. _____ approving CEQA Addendum #5 to the Turn of the Century EIR (see Exhibit A, September 16th Planning Commission Staff Report Attachment 8);
2. Approve the proposed Spring Lake Specific Plan amendments as specified and conditioned in the September 16th Planning Commission Staff Report for the following amendments:
 1. Modify the cross-section for Farmers Central Road;
 2. Revise the corner setback in the R-3 land use from 20 feet to 15 feet;
 3. Clarify the setback for the lots along a greenbelt or subdivision trail;
 4. Revise the open space trail system located along the north / south alignment west of the TOC 160 and Beeghly parcels from a "trail" to a "greenbelt";
 5. ~~Revise the required capped masonry columns from every 30 feet (minimum) to 50 feet (minimum);~~
 6. Adopt the proposed setback standards for semi-attached and attached garage products for the R-15, R-8, R-5 and R-4 SLSP land use designations;
 7. Amend SLSP Development Regulation 2.27 to reflect the interpretation for properties under one ownership and the 15% "Reservation of Lots for Public Sale" requirement.

APPROVED BY:



Richard Kirkwood
City Manager

BACKGROUND INFORMATION: On October 5th the City Council held a public hearing on the proposed SLSP Amendment #3 package (Attachment A). At that meeting, the Council continued the public hearing and directed staff to meet and discuss the proposed amendment package with the SLSP Subcommittee (Peart and Pimentel). On October 12th staff and applicant met with the SLSP Subcommittee. The SLSP Subcommittee made the following recommendations on the seven proposed amendments (subcommittee recommendations are indicated in **bold text**):

1. Modify the cross-section for Farmers Central Road;
The SLSP Subcommittee recommended approval of the modification.
2. Revise the corner setback in the R-3 land use from 20 feet to 15 feet;
The SLSP Subcommittee recommended approval of this revision.
3. Revise the setback for the lots along a greenbelt or trail to 10 feet;
The SLSP Subcommittee recommended approval of this revision with clarifications. The Subcommittee clarified that the setback along a SLSP designated greenbelt trail (40' minimum) could be reduced to 10', but for setbacks along other green space (i.e. subdivision trails 25' wide) the setback shall be 15'. That is, setback requirements for yards adjacent to green space will still be treated as a corner lot accept when located along a 40' greenbelt trail.

Based on the Subcommittee recommendation, staff proposes modifying Table 2.4 note # 15 to read: "A side yard adjacent to a green space would be treated as a corner "street" lot, not an "interior" lot, accept when located along a designated SLSP greenbelt trail (that is a minimum 40 feet wide), then the setback shall be 10 feet.

4. Revise the open space trail system located along the north / south alignment west of the TOC 160 and Beeghly parcels from a "trail" to a "greenbelt";
The SLSP Subcommittee recommended approval of this revision.
5. Revise the required capped masonry columns from every 30-feet (minimum) to 50-feet (minimum);
The SLSP Subcommittee recommended denial of this revision. The Subcommittee determined that in previous column spacing discussion the city has decided that 30 foot column spacing provided the quality envisioned by the city for the Spring Lake development. The Subcommittee determined that 50 foot spacing was a reduction in the quality previously agreed upon; therefore the subcommittee does not support this amendment.

6. Adopt the proposed setback standards for semi-attached and attached garage products for the R-15, R-8, R-5 and R-4 SLSP land use designations;

The SLSP Subcommittee recommended approval of these standards.

7. Amend SLSP Development Regulation 2.27 to reflect the interpretation for properties under one ownership and the 15% "Reservation of Lots for Public Sale" requirement.

The SLSP Subcommittee recommended approval of this amendment.

Respectfully submitted,

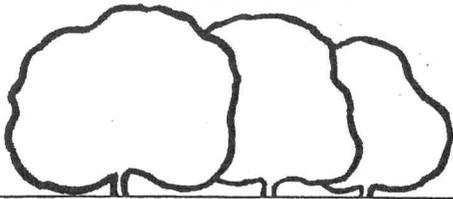


Tricia Stevens
Community Development Director

ATTACHMENTS:

ATTACHMENT A – October 5th Council Communication w/o Exhibits (Council Communication Exhibits available upon request)

**CITY COUNCIL MEETING 10/19/04
ATTACHMENT A**



City of Woodland

COUNCIL COMMUNICATION

AGENDA ITEM

SUBJECT: Spring Lake Specific Plan Amendment #3 DATE: October 5, 2004

PREPARED BY: Jennifer J. Dzakowic, Assistant Planner

RECOMMENDATION: Staff recommends approval of the proposed Spring Lake Specific Plan Amendments by making an affirmative motion as follows: **I move that the City Council approve the project by taking the following actions:**

1. Adopt Resolution No. _____ approving CEQA Addendum #5 to the Turn of the Century EIR (see Exhibit A, September 16th Planning Commission Staff Report Attachment 8);
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 4. Revise the open space trail system located along the north / south alignment west of the TOC 160 and Beeghly parcels from a "trail" to a "greenbelt";
 5. Revise the required capped masonry columns from every 30-feet (minimum) to 50-feet (minimum);
 6. Adopt the proposed setback standards for semi-attached and attached garage products for the R-15, R-8, R-5 and R-4 SLSP land use designations;
 7. Amend SLSP Development Regulation 2.27 to reflect the interpretation for properties under one ownership and the 15% "Reservation of Lots for Public Sale" requirement.

APPROVED BY: _____

Richard Kirkwood
City Manager

BACKGROUND INFORMATION: On June 2, 2004 the City accepted an application from the Spring Lake Planning Group, LLC requesting various amendments to the SLSP. Staff reviewed these requests and has provided an analysis of each amendment (refer to Exhibit A, September 16th Planning Commission Staff Report). On September 23, 2004 the Planning Commission held a public hearing and recommended approval (6:0) of the proposed amendments.

At the hearing, the Planning Commission discussed with staff the application of amendment #7 for the Turn of the Century's properties as well as other property owners in the Spring Lake planning area. Amendment #7 adds language to SLSP Regulation 2.27 that allows the original SLSP properties (under one ownership) to be considered as one project under when applying the Subdivision Ordinance - Sale of Lots to Local Builder Contractors section.

As a follow-up, staff has reviewed the total number of approved units as applied to the original TOC holdings (TOC-160 and Beeghly properties) and confirmed that the number of approved units for the Russell Ranch property meets (actually exceeds) the 15% requirements. The table below confirms the Russell Ranch NE and NW properties will meet the 15% requirement.

TOC Local Builder Requirements	
Property	Single family units (approved to date)
TOC-160	582
Beeghly	314
Russell	403
Total units	1299
<i>Required 15%</i>	<i>195</i>
Russell Ranch (NE. & NW ¹)	224
Russell South ²	179

Also, as stated at the Planning Commission meeting, this concept would apply to both the Oyang and Hollman/Little properties in the Spring Lake planning area.

CONDITIONS OF APPROVAL:

1. Supply final cross-section for Farmers Central Road satisfactory to the Public Works Director that accurately accounts for all facilities, easements, landscaping, public space, maintenance access, and public trail.
2. Applicant is directed to prepare the final exhibits necessary to bring this item forward to Council for final action:
 - Revised Land Use Map (Figure 2.1 of the SLSP)
 - Final Layout and Cross-section for Farmers Central Road (Figure 4.6 of the SLSP)

¹ The Russell Ranch NW project application submittal is pending; actual density may vary.

² The Russell South project application submittal is pending; actual density may vary

UBJECT: Spring Lake Specific Plan Amendment #3

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ITEM:

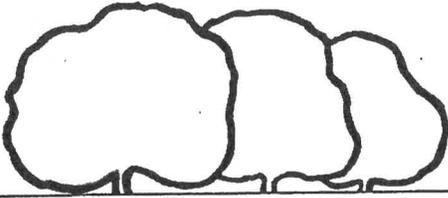
Respectfully submitted,

A handwritten signature in cursive script that reads "Tricia Stevens". The signature is written in black ink and is positioned above the printed name and title.

Tricia Stevens
Community Development Director

EXHIBITS:

EXHIBIT A – September 16th Planning Commission Staff Report



City of Woodland

COUNCIL COMMUNICATION

AGENDA ITEM

7.

SUBJECT: Spring Lake Specific Plan Amendment #3 DATE: October 5, 2004

PREPARED BY: Jennifer J. Dzakowic, Assistant Planner

RECOMMENDATION: Staff recommends approval of the proposed Spring Lake Specific Plan Amendments by making an affirmative motion as follows: **I move that the City Council approve the project by taking the following actions:**

1. Adopt Resolution No. _____ approving CEQA Addendum #5 to the Turn of the Century EIR (see Exhibit A, September 16th Planning Commission Staff Report Attachment 8);
2. Approve the proposed Spring Lake Specific Plan amendments as specified and conditioned in the September 16th Planning Commission Staff Report for the following amendments:
 1. Modify the cross-section for Farmers Central Road;
 2. Revise the corner setback in the R-3 land use from 20 feet to 15 feet;
 3. Revise the setback for the lots along a greenbelt or trail to 10 feet;
 4. Revise the open space trail system located along the north / south alignment west of the TOC 160 and Beeghly parcels from a "trail" to a "greenbelt";
 5. Revise the required capped masonry columns from every 30-feet (minimum) to 50-feet (minimum);
 6. Adopt the proposed setback standards for semi-attached and attached garage products for the R-15, R-8, R-5 and R-4 SLSP land use designations;
 7. Amend SLSP Development Regulation 2.27 to reflect the interpretation for properties under one ownership and the 15% "Reservation of Lots for Public Sale" requirement.

APPROVED BY:

Richard Kirkwood
City Manager

BACKGROUND INFORMATION: On June 2, 2004 the City accepted an application from the Spring Lake Planning Group, LLC requesting various amendments to the SLSP. Staff reviewed these requests and has provided an analysis of each amendment (refer to Exhibit A, September 16th Planning Commission Staff Report). On September 23, 2004 the Planning Commission held a public hearing and recommended approval (6:0) of the proposed amendments.

At the hearing, the Planning Commission discussed with staff the application of amendment #7 for the Turn of the Century's properties as well as other property owners in the Spring Lake planning area. Amendment #7 adds language to SLSP Regulation 2.27 that allows the original SLSP properties (under one ownership) to be considered as one project under when applying the Subdivision Ordinance - Sale of Lots to Local Builder Contractors section.

As a follow-up, staff has reviewed the total number of approved units as applied to the original TOC holdings (TOC-160 and Beeghly properties) and confirmed that the number of approved units for the Russell Ranch property meets (actually exceeds) the 15% requirements. The table below confirms the Russell Ranch NE and NW properties will meet the 15% requirement.

TOC Local Builder Requirements	
Property	Single family units (approved to date)
TOC-160	582
Beeghly	314
Russell	403
Total units	1299
<i>Required 15%</i>	<i>195</i>
Russell Ranch (NE. & NW ¹)	224
Russell South ²	179

Also, as stated at the Planning Commission meeting, this concept would apply to both the Oyang and Hollman/Little properties in the Spring Lake planning area.

CONDITIONS OF APPROVAL:

1. Supply final cross-section for Farmers Central Road satisfactory to the Public Works Director that accurately accounts for all facilities, easements, landscaping, public space, maintenance access, and public trail.
2. Applicant is directed to prepare the final exhibits necessary to bring this item forward to Council for final action:
 - Revised Land Use Map (Figure 2.1 of the SLSP)
 - Final Layout and Cross-section for Farmers Central Road (Figure 4.6 of the SLSP)

¹ The Russell Ranch NW project application submittal is pending; actual density may vary.

² The Russell South project application submittal is pending; actual density may vary

SUBJECT: Spring Lake Specific Plan Amendment #3

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Respectfully submitted,

A handwritten signature in cursive script that reads "Tricia Stevens". The signature is written in black ink and is positioned above the printed name and title.

Tricia Stevens
Community Development Director

EXHIBITS:

EXHIBIT A – September 16th Planning Commission Staff Report

CITY COUNCIL MEETING 10/5/04

EXHIBIT A

PROJECT TITLE: SPRING LAKE SPECIFIC PLAN AMENDMENTS – Developer Requested Amendments

OWNER / APPLICANT: Various / Spring Lake Planning Group, LLC / Tom Lumbrazo

ENVIRONMENTAL REPORT: An Environmental Impact Report (SCH #99022069, Turn of the Century EIR) on the Spring Lake Specific Plan was certified on August 15, 2000.

PROJECT PLANNER: Jennifer J. Dzakowic, Assistant Planner

STAFF RECOMMENDATION: Approval with Conditions

REPORT FOR: Planning Commission Public Hearing – September 16, 2004

GENERAL PLAN DESIGNATION: Planned Neighborhood (PN)

EXISTING LAND USES: Undeveloped

STREET ACCESS: Gibson Road, CR 102 and CR 25A

ADJACENT LAND USES & ZONING:

NORTH	Residential (Sycamore Ranch)	R-1 and R-M
SOUTH	Agriculture	County Ag Zoning
EAST	Agricultural, regional park site, sewer plant	O-S and County Ag Zoning
WEST	Agricultural, SR 113, remainder area of Master Plan	O-S and County Ag Zoning

PENDING/POTENTIAL ACTION: Planning Commission recommendation to the City Council regarding the following actions:

- Recommend adoption of CEQA Addendum #5 to the Turn of the Century EIR;
- Recommend approval of the amendments to the Spring Lake Specific Plan as specified herein.

PROJECT PROPOSAL: On June 2, 2004 the City accepted an application from the Spring Lake Planning Group, LLC requesting various amendments to the Plan as follows:

1. Modify the cross-section for Farmers Central Road;
2. Revise the corner setback in the R-3 land use from 20 feet to 15 feet;
3. Revise the side setback for a single family lot located along a greenbelt or trail from the required 20 feet to 10 feet;
4. Revise the open space trail system located along the north / south alignment west of the TOC 160 and Beeghly parcels from a "trail" to a "greenbelt";
5. Revise the required separation of pilasters on the Road 102 masonry wall from 30 feet to a more flexible higher standard of 60 feet;
6. Revise the setback required for a separated house and garage to allow the house and garage to be physically connected; and
7. Interpret that the 15% "Reservation of Lots for Public Sale" requirement for the 403 acre Turn of the Century LLC holdings is met through the Russell property custom home subdivision or amend the specific plan per Section 2.27 to state that this requirement is met through the Russell property custom home project.

Attachment 1 provides the original SLSP amendments application submitted by the applicant. The original application proposed 12 amendments. This report analysis only 7 of those proposed amendments which were determined by staff to be "minor". Each of these "minor" amendments is described in more detail in the discussion and analysis provided below. The remaining amendments, which are considered to be "major," are not included with this report are not under consideration at this time. Staff anticipates these amendments will come before the Commission for consideration at a later date. However, it should be noted that the applicant has withdrawn their application for the relocation the park, neighborhood commercial, and about one-third of the school site from the Russell property to the Oyang property (original application item #7).

ANALYSIS: Staff has reviewed these requests and provides the following analysis for the Commission's consideration.

1. Modify the cross-section for Farmers Central Road (see Attachment 2).

Item #1 is conceptually supported by staff, conditioned on acceptance by the Public Works Director of the final cross-section. The adopted cross-section for this roadway (as amended Resolution No. 4406 adopted 12/17/02) appears on Page 4-17 of the SLSP. A revised cross-section (refer to Attachment 2) has been submitted by the applicant's engineer. The cross-section would do the following: 1) eliminate the planned on street bike lanes from Collector 1 to

CR 102 along Farmers Central Road (FCR), 2) allow for on-street parking to occur in front of the majority of homes fronting FCR (parking would still be prohibited at turn lanes), 3) enhance the landscaping along FCR with landscaped medians and additional landscape width between the off street pedestrian / bike path and the street, 4) slightly reduce the landscape strip on the south side of the street.

The staff concerns associated with this request centers around the loss of the on-street striped bicycle lanes which reduces pedestrian and bicycle connectivity in the area. The final design for FCR requires turn lanes and a greenbelt pedestrian crossing which eliminated the on-street parking for the alley-loaded lots that front onto FCR; the result being no off-street or guest parking for appropriately 40 lots. The revised FCR cross-section provides for limited on-street parking and increases public landscaping along the street; but eliminates the on-street bike lanes from Collector 1 to CR 102.

The Farmers Central Road and channel cross section has been previously revised from their original SLSP approved layout. The original design called for four bike paths (two walking/bike paths along the channel and two bike lanes along the street). In December 2002, the cross-section was amended to eliminate one walking/bike path along the northside of the channel. The trade off was that the southside walking/bike path became a Class I facility and the on-street bike lanes remained. With this proposal the on-street bike lanes will be eliminate.

On-street bike lanes typically target commuter oriented cyclist verse the walking/bike path which target recreational users. Under this proposal, all cyclists would be directed to use the 10 foot walk/bike path which is identified as a Class I facility (a class I facility provides for greater distance between the bike path and the street). Staff recognizes that this is not ideal; however to accommodate the necessary turn lanes, greenbelt trail crossing and on-street parking, staff has worked with the applicant engineers to reach this compromise. Therefore, staff concurs that the revised cross-section is appropriate and will still provide adequate cyclist circulation.

2. Revise the corner setback in the R-3 land use from 20 feet to 15 feet.

Item #2 is supported by staff. Table 2.4 on Page 2-21 requires for the R-3 land use density for a 20 foot setback on corner lots. The proposed amendment would reduce the required setback from 20 feet to 15 feet and setback would be consistent with the R-4 land use density setback requirements. This will provide flexibility for house location and site design/layout for the corner lots.

3. Revise the setback for the R-3 and R-4 land use density from 20 feet to 10 feet for lots adjacent to green space.

Item #3, is supported by staff. Page 2-21 requires side yard adjacent to green space be treated as a corner lot. Staff recommends amending table note # 11 to read: "A side yard adjacent to a green space will have a minimum setback of 10 feet". This will allow both the R-3 and R-4 setback to be consistent with other planned land use densities for setbacks adjacent to green space. Attachment 3 provides setbacks examples along greenbelts in the City of Davis.

4. Revise the open space trail system to include the 40 foot trail located on the TOC 160, Beeghly, Russell and Hollman/Little parcels as a SLSP “greenbelt.”

Item #4 is supported by staff. The SLSP provides for greenbelt and trail connections to link park facilities, schools and the downtown cultural areas in various locations. With the approval of the TOC 160, Beeghly Ranch, and Russell Ranch projects, the subdivision design proposed an additional 40 foot trail. The amendment proposes to include the additional 40 foot greenbelt (split between the TOC-160 / Hollman / Little properties and the Beeghly /Russell properties) as part the SLSP greenbelt trail system. Attachment 4 provided the location for the proposed greenbelt. The greenbelt will add 3.07 additional acres to the SLSP greenbelt system. The affect being that this greenbelt would become a “plan” area cost for acquisition, design and maintenance; however the trail connection will provide additional pedestrian and bike circulation for the entire plan area. Maintenance for the additional landscape and other amenities has been added to the Landscape and Lighting District proposed for the Spring Lake area.

5. Revise the required pilaster separation for the masonry wall along County Road (CR) 102 from 30 feet to 60 feet.

Item #5, staff generally concurs with this reduction; however staff recommends the separation be 50 feet. Page 2-38, Development Regulation 2.33, requires that the masonry wall along County Road (CR) 102 and State Route 113 shall have a masonry cap along the top with capped masonry columns every 30-feet (minimum) on center. The proposed amendment would change this regulation to require capped masonry columns every 60-foot (minimum) on center for CR 102 only.

The staff concerns center around the design and appearance not only for the masonry wall, but for the entire streetscape along CR 102. Streetscape has multiple design components: wall height; wall material (color and texture); distance between openings in the wall; distance between pilaster; and landscape placement; selection and amount all contribute to the streetscape feel. The existing masonry wall along CR 102 for the South East Area Specific Plan was designed to have capped masonry columns every 100-feet. Attachment 5 provides photograph of the existing CR 102 masonry wall for the South East Area Specific Plan. The Spring Lake Specific Plan set specific objectives to eliminate narrow landscape stripes and lengthy distance between pilasters as seen in these photographs of the South East area.

For CR 102 in the Spring Lake area, the planned streetscape design has the following components per the SLSP Development Regulations, Design Standards and engineered design: The wall height is planned to be 7 feet minimum and 8 feet maximum related to the back yard elevation. It is important to note the distinction between back yard and roadway elevation when visualizing the height for the wall. The 35-foot landscape corridor will be graded in such a manner that a maximum of 6 feet of wall height will be exposed on the roadway side. Attachment 5 provided a typical cross section for CR 102 as well as pilaster spacing photographs (examples). In these examples the spacing appears to be approximately 40-50 feet. Openings in the sound wall are planned at a maximum of every 880 feet (approximately 300 yards). At least two contrasting colors/textures of brick are required to be used in the wall design.

CR 102 is an arterial street and has a planned 35 foot landscape corridor (refer to Attachment 5). The street trees planned for CR 102 include London Plane / Scarlet Oak and Crape Myrtle. In accordance with the SLSP Design Standards primary street trees will be placed 50 feet apart with a secondary street tree in between. The result will provide a large street tree canopy with majestic shape as well as color, variety and accent with trees spaced 25 feet apart. In addition, shrubs and vines will be used to cover and screen at least 50% of the wall within three years.

Other factors that contribute to the streetscape for sound wall design are: lot spacing, roadway size and roadway speed. CR 102 is a planned 4-lane arterial roadway with a 45 mph speed limit. The lots that back onto the sound wall will average 50 feet. The pilasters will be spaced every 50 feet about the same as the lot spacing. The 50 foot spacing will also provide a balance between vehicular and pedestrian streetscape scale and size.

With the overall streetscape design elements (as described above) planned for CR 102 staff concludes that revising the pilaster spacing will not affect the overall visual appearance for the wall; however staff recommends revising the spacing from 30 feet to 50 feet.

6. Establish setback requirements for attached and semi- attached garage product.

Item #6 is supported by staff. Table 2.4 does not provide standards for semi-attached rear garage placement or an alley loaded attached garage product. The SLSP Design Standards allows for Planning Commission approval for innovative housing designs with rear garage placement. This amendment proposes standards be set to address setback for attached (alley-load) and semi-attached housing products. In general, these product types allow for the garage and home to be connected directly or with a covered breezeway, trellis, or canopy. This will provide protection from the weather and additional security. Attachment 7 provides two examples (side-drive and alley loaded products) which could be designed for semi-attached and attached products. In addition, Attachment 7 provides specific setback examples for semi-attached and attached products from the Stapleton development in Denver.

The staff concerns center around the design and utility for these product types. Standard must be established to provide for adequate vehicle access, adequate rear yard space, building articulation and safety. Staff recommends adopting the following standards for attached (alley loaded) and semi-attached garage products for the R-15, R-8, R-5 and R-4 SLSP land use designations:

Unit with attached or semi-attached alley access garage: Minimum garage setback of 3 feet provided that the garage setback distance is sufficient to provide 24 feet (minimum) back-out room, counting alley surface. If there is occupiable space above the garage, the minimum setback for the occupiable space shall be the same as the minimum setback as the principle structure. For a semi-attached, the connector structures must be at least 12 feet deep. Connector structures must be no more than one-story high and 12 feet wide.

Unit with semi-attached access garage: Connector structures must be at least 12 feet deep. Connector structures must be no more than one-story high and 12 feet wide. Garages with connector meeting these conditions are held to the same rules governing detached garages (i.e. 3 foot rear and side yard setbacks).

7. Revise the “Reservation of Lots for Public Sale” requirement for the Turn of the Century LLC (TOC) holdings.

Item #7 is supported by staff. The City of Woodland’s Subdivision Ordinance Article 15, Section 2.27 Sale of Lots to Local Builder Contractors states that 15% of the lots will be made available (for sale) to local builders. This requirement is met as part of the tentative map conditions of approval. The Turn of the Century (TOC) has asked that a clarification regarding their requirements for their entire original 403 –acre holdings be considered.

The Russell Ranch property has about 380 single family large lots that are planned to be made for sale to local builders and the general public to create custom homes. These subdivisions were specifically created with the custom home design and individual lot concept. TOC is proposing a credit for the Russell Ranch subdivision against the 15% sale requirement of lots for the original 403-acre TOC holdings which included TOC-160 property and the Beeghly property.

On August 10th staff and the applicant met with the Spring Lake City Council subcommittee (Peart and Pimentel) to get an interpretation on this request. The consensus was that TOC’s original 403-acres could be counted as one project. Therefore, the custom lots would get credit for the lots required to be offered for sale to the local builders. As such staff is recommending that SLSP Development Regulation 2.27 to add the follow language:

For the original SLSP properties as shown on Table 1.3, SLSP page 1-13, multiple properties under one owner may be consider as one project for interpretation of the Sale of Lots to Local Builder Contractors.

PUBLIC NOTICE: Public notice advertising for the public hearing on this project was prepared by the Community Development Department’s Administrative Secretary in accordance with notification procedures set forth in the Municipal Code and State Planning Law. Two methods of public notice were used: 1) legal notice was published in the Woodland Daily Democrat newspaper on September 7, 2004 and 2) notices were mailed to the owners of the subject property, all property owners within 300 feet of the project site, interested parties who had so requested, and the City’s “general” distribution list for CEQA documents on September 7, 2004. Copies of this staff report for the proposed project were made available at City Hall on September 13, 2004.

RECOMMENDATION: Staff recommends approval of this proposal by making an affirmative motion as follows: **I move that the Planning Commission recommend to the City Council approve the project by taking the following actions:**

1. Recommend adoption of CEQA Addendum #5 to the Turn of the Century EIR (see Attachment 8);
2. Recommend approval of the amendments to the Spring Lake Specific Plan as specified and conditioned herein for the following amendments:

- Modify the cross-section for Farmers Central Road;
- Revise the corner setback in the R-3 land use from 20 feet to 15 feet;
- Revise the setback for the lots along a greenbelt or trail to 10 feet;
- Revise the open space trail system located along the north / south alignment west of the TOC 160 and Beeghly parcels from a “trail” to a “greenbelt”;
- Revise the required capped masonry columns from every 30-feet (minimum) to 50- feet (minimum);
- Adopt the proposed setback standards for semi-attached and attached garage products for the R-15, R-8, R-5 and R-4 SLSP land use designations;
- Amend SLSP Development Regulation 2.27 to reflect the interpretation for properties under one ownership and the 15% “Reservation of Lots for Public Sale” requirement.

Conditions of approval:

1. Supply final cross-section for Farmers Central Road satisfactory to the Public Works Director that accurately accounts for all facilities, easements, landscaping, public space, maintenance access, and public trail.
2. Applicant is directed to prepare the final exhibits necessary to bring this item forward to Council for final action:
 - Revised Land Use Map (Figure 2.1 of the SLSP)
 - Final Layout and Cross-section for Farmers Central Road (Figure 4.6 of the SLSP)

ATTACHMENTS

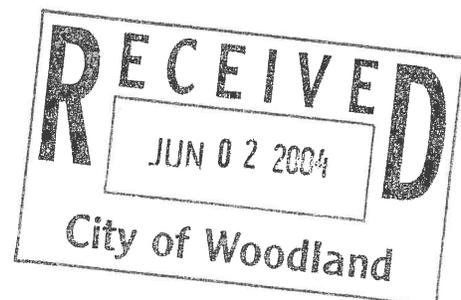
Attachment 1	Spring Lake Specific Plan Amendments (May 2004) Application
Attachment 2	Proposed Farmers Central Cross-Section
Attachment 3	City of Davis Open Space Photographs
Attachment 4	SLSP Amendment Greenbelt Exhibit 3
Attachment 5	CR 102 Typical Cross-Section and Pilaster Photographs
Attachment 6	SLSP Attached/ Semi-attached Garage Standards
Attachment 7	Garage Setbacks – Stapleton Examples
Attachment 8	Resolution No. ____ adopting EIR Addendum #5 to the Turn of the Century EIR and approving Amendment #3 to the Spring Lake Specific Plan.

ATTACHMENT 1

SPRING LAKE SPECIFIC PLAN AMENDMENTS
MAY 2004

The following amendments to the Spring Lake Specific Plan are proposed:

- 1] Revise the corner setback in the R-3 land use from 20 feet to 15 feet;
- 2] Revise the side setback for a single family lot located along a greenbelt or trail from the required 20 feet to 10 feet;
- 3] Revise the open space trail system located along the north / south alignment west of the TOC 160 and Beeghly parcels from a "trail" to a "greenbelt";
- 4] Revise the required separation of pilasters on the Road 102 masonry wall from 30 feet to a more flexible higher standard of 60 feet;
- 5] Revise the setback required for a separated house and garage to allow the house and garage to be physically connected;
- 6] Revise the Fire Station completion date consistent with the 2004 Fire Study, and revise the central park completion date to be within 1 year of the start of construction of the single family market rate units in the Parlin holdings in the center of the specific plan;
- 7] Revise the location of the neighborhood park and elementary school on the Russell property to a location shared by the Russell and Oyang parcels.
- 8] Set standard for street signs in the Russell property custom home subdivision
- 9] Interpret that the 15% "Reservation of Lots for Public Sale" requirement for the 403 acre Turn of the Century LLC holdings is met through the Russell property custom home subdivision or amend the specific plan per Section 2.27 to state that this requirement is met through the Russell property custom home project



1st Amendment

Amendment:

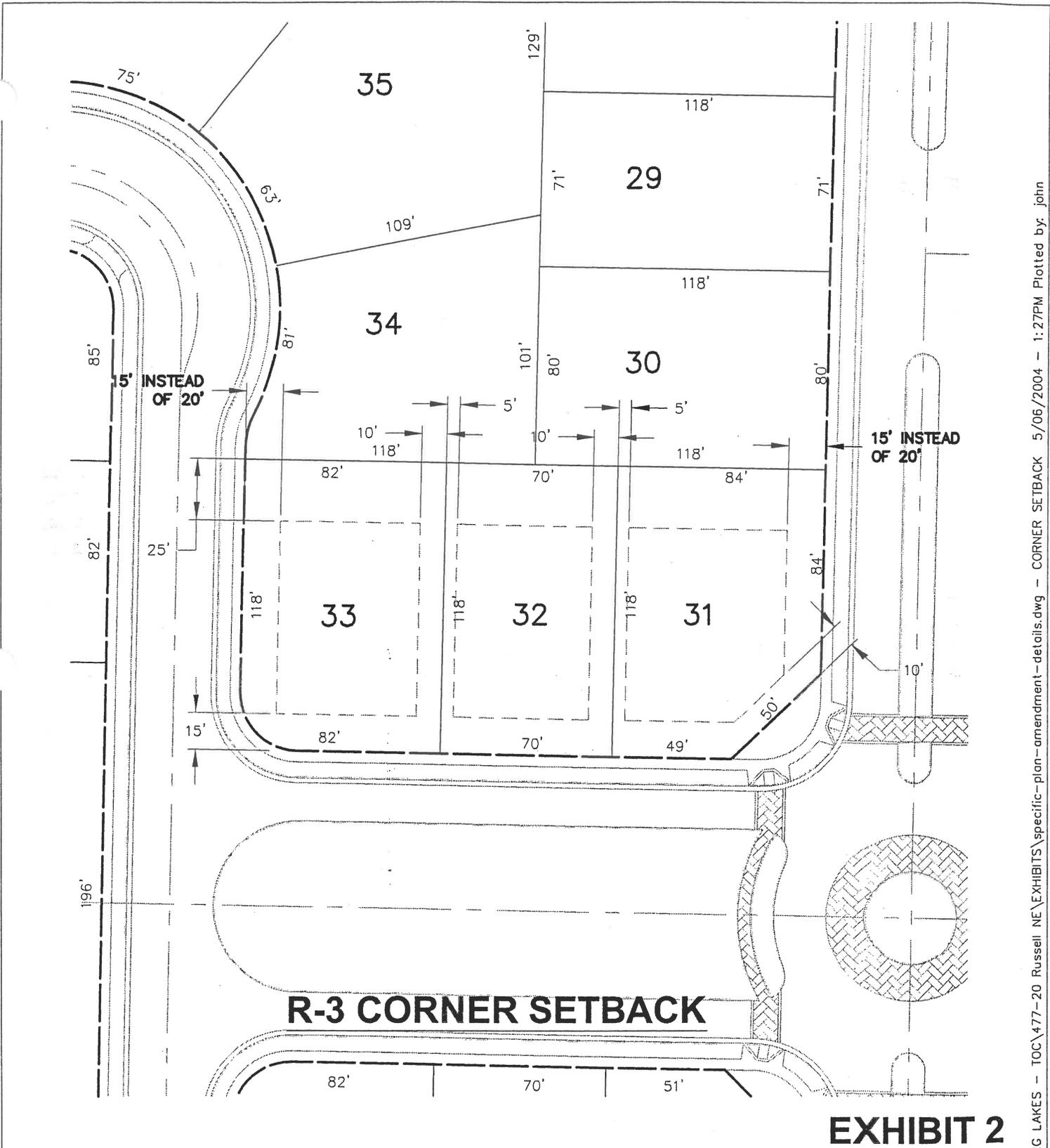
- 1] Revise the corner lot setback in the R-3 land use from 20 feet to 15 feet.

Background:

Table 2.4 on Page 2-21 requires a corner lot to have a 20 foot setback in the R-3 zone. At the time of the specific plan preparation, there were no specific examples of lot design and impacts of setbacks.

Reasons for Revision:

- 1] After preparation of tentative subdivision maps for the Russell property large lot R-3 products, the impacts of the lot design on the corner lots became more apparent. In other words, more information and analysis indicated that the 20 foot setbacks were impactful on the flexibility of the house location and size, and outside amenities that might be desired by buyers of the lots.
- 2] Research by the developer and staff indicated that the typical corner lot setback is generally about 15 feet;
- 3] The reduction of the 5 feet does not impact the quality of the plan, and may in fact be more productive in the use of the space within the owner's yard.
- 4] The developer has created a subdivision plan that has increased the amount of publicly viewed open space through large medians and entries, thereby creating an overall sense of open space to the passersby.



R-3 CORNER SETBACK

EXHIBIT 2

 <p>2940 Spafford Street, Suite 200 Davis, CA 95616 Phone: (530)758 2026 Fax: (530)758 2066 E-mail: cec@cecdavis.com</p>	PROJECT:	HERITAGE - TOC / RUSSELL	<p>SHEET 1 OF 1</p>  <p>NORTH</p>
	DESCRIPTION:	PROPOSED R-3 CORNER SETBACK AMENDMENT	
	DATE:	MAY 5, 2004	
	BY:	JRB	
	JOB NO:	477.90	
	SCALE:	NOT TO SCALE	

S:\Autocad\400\477 SPRING LAKES - TOC\477-20 Russell NE\EXHIBITS\specific-plan-amendment-details.dwg - CORNER SETBACK 5/06/2004 - 1:27PM Plotted by: john

2nd Amendment

- 2] Revise the side setback for a single family lot located along a greenbelt or trail from 20 feet to 10 feet.

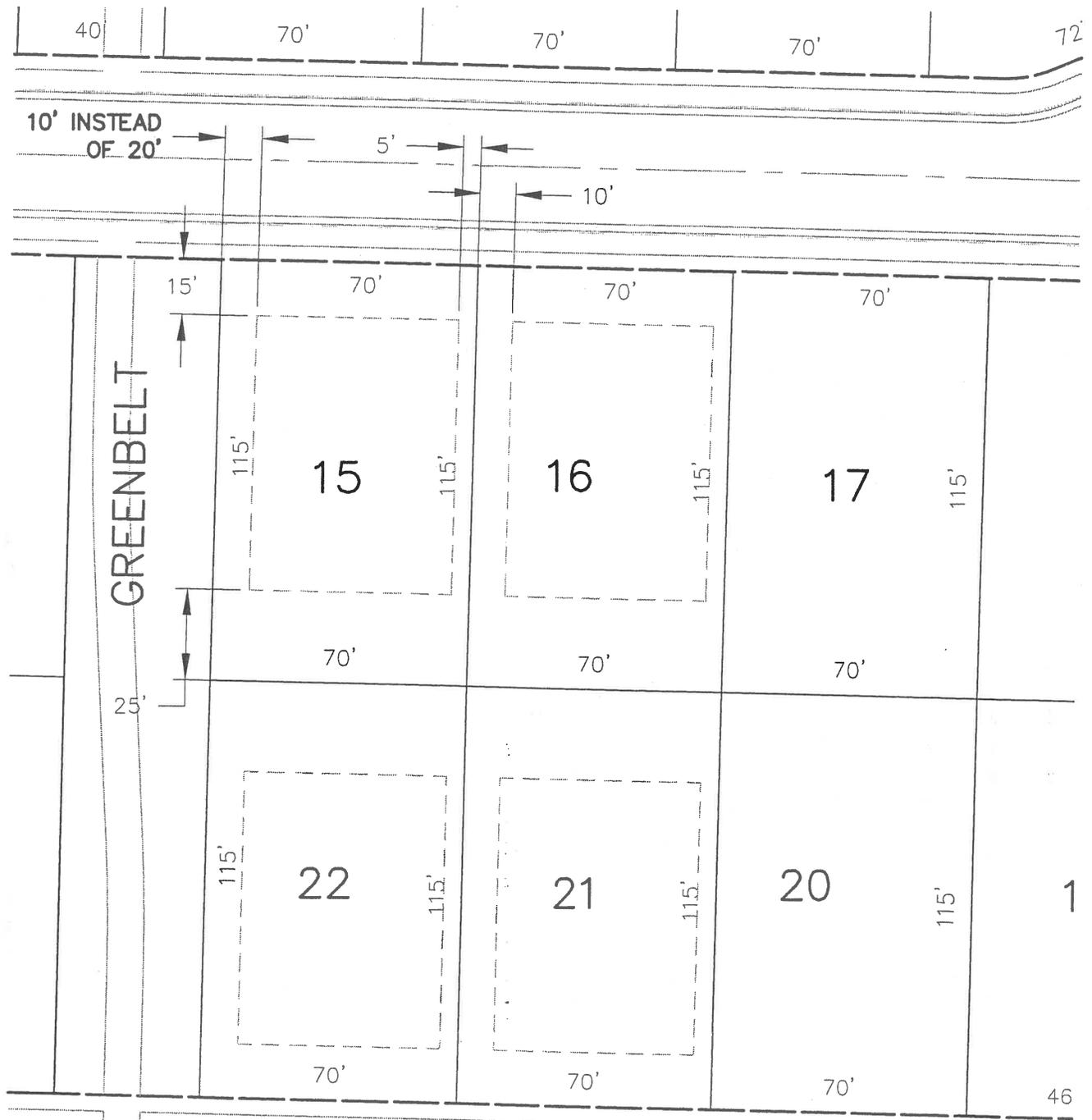
Background:

Table 2.4 on Page 2-21 creates the requirement for the setback for a side yard for a home adjacent to a green space. Per note 15, the required setback would be a corner lot setback of 20 feet.

When this requirement was created in the specific plan, there was little experience in what is a good setback requirement. After review of this situation at the time of tentative subdivision map approvals, it became evident that the requirement needed additional review and analysis. The developer and staff have since reviewed similar situations in other cities, particularly Davis which has extensive greenbelt developments.

Reasons for Revision:

- 1] The 20 feet minimum requirement is excessive as compared to other cities for a sideyard. Other cities use 5 or 10 feet, and therefore 10 feet is proposed.
- 2] The need for a 20 foot setback vs 10 foot is not evident. Given that there is a 25-40 wide greenbelt or open space next to the adjacent lot, there is no need to buffer the house or lot with more than 10 feet. Noise or security or design issues do not improve with the extra 10 feet.
- 3] The extra 10 foot of setback with the 20 foot standard materially harms the development of the adjacent lot since much of the lot width is taken away from potential building of the house pad.

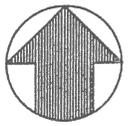


GREENBELT SIDE SETBACK

EXHIBIT 1



2940 Spafford Street,
Suite 200
Davis, CA 95616
Phone: (530)758 2026
Fax: (530)758 2066
E-mail: cec@cecdavis.com

PROJECT:	HERITAGE - TOC / RUSSELL		
DESCRIPTION:	PROPOSED R-3 GREENBELT SIDE SETBACK AMENDMENT		
DATE:	MAY 5, 2004		
BY:	JRB		
JOB NO:	477.90		
SCALE:	NOT TO SCALE		
SHEET 1 OF 1		 NORTH	

S:\AutoCAD\400\477 SPRING LAKES - TOC\477-20 Russell NE\EXHIBITS\specific-plan-amendment-details.dwg - GREENBELT SETBACK 5/06/2004 - 1:28PM Plotted by: john

3rd Amendment

3] Revise the open space trail system to incorporate it into the specific plan map so that it is shown as approved and required, where it is not now shown, and to include it as a Spring Lake Financing Plan cost. The trails should be included as greenbelts.

Background:

The specific plan required 40 foot wide greenbelts in various locations. However, the open space trails were encouraged but not required. As a part of the tentative subdivision map processing for the TOC 160, the Beeghly 81, and the Russell 162 parcels, the designs included a significant trail system which was expanded to greenbelt width [25' changed to 40'] along the west edge of the TOC and Russell parcels in a north – south alignment.

The open space trail designation was given to such facilities that were less than 40 feet in width. The prior trail system had shown 25 foot wide open spaces.

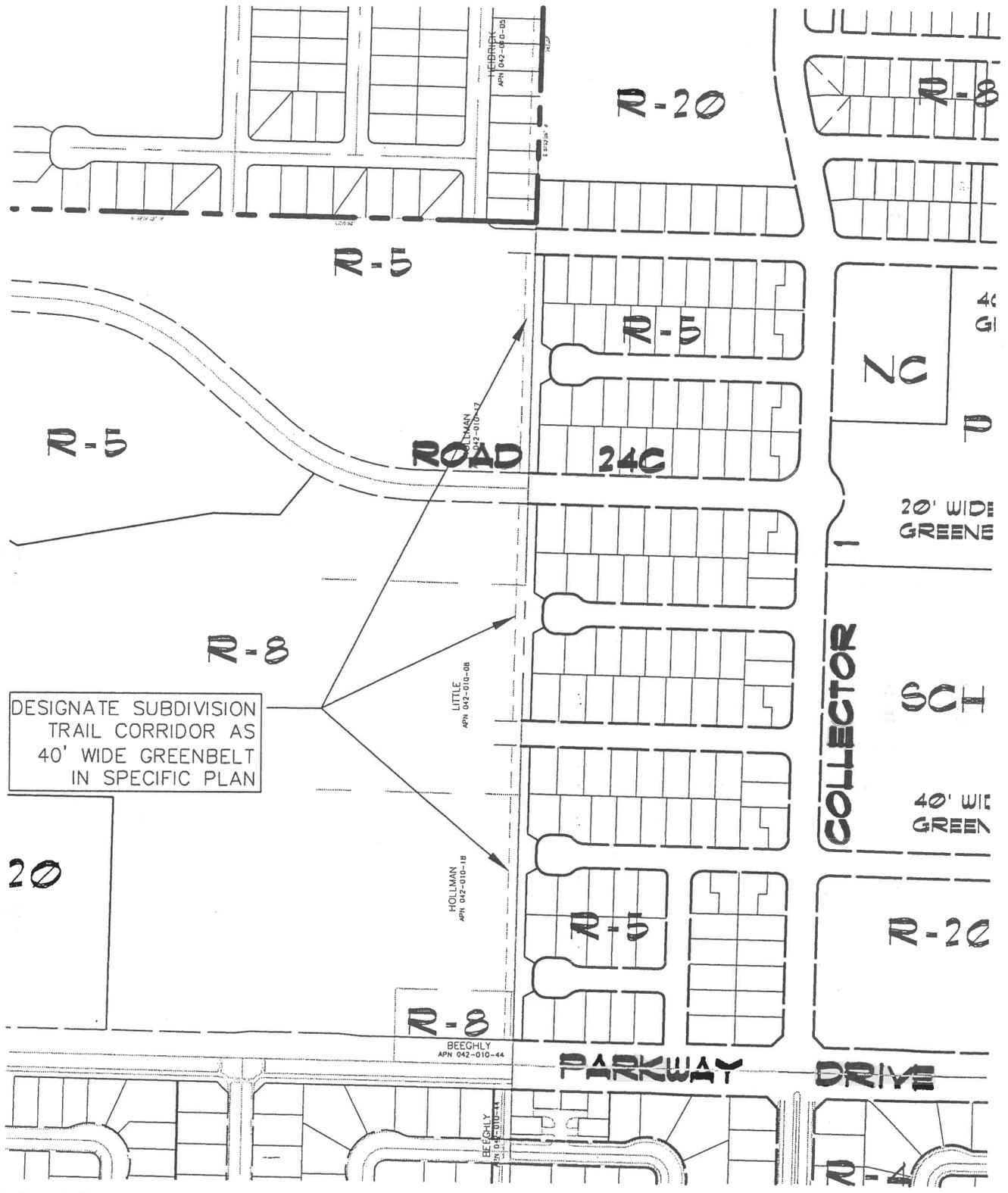
Reasons for Revision:

1] This new greenbelt system is now incorporated into several tentative maps that have been approved as an additional amenity. The greenbelt system is planned to be 40 feet wide with a class 1 bike path system incorporated.

2] This greenbelt system should be made permanent as an element of the specific plan so that this type of amenity is carried through other areas of the specific plan. This first trail system is a good precedent for others to indicate appropriately on their tentative maps.

3] This greenbelt system should also be shown on the specific plan map because it is shared with other landowners in some cases.

4] Financing the costs of the trail system are more appropriately included in the Financing Plan and therefore the costs are shared. The CIP reflects this cost in anticipation of this plan amendment.



CHANGE TRAIL TO GREENBELT

EXHIBIT 3

 <p>2940 Spafford Street, Suite 200 Davis, CA 95616 Phone: (530)758 2026 Fax: (530)758 2066 E-mail: cec@cecdavis.com</p>	PROJECT:	SPRING LAKE SPECIFIC PLAN	
	DESCRIPTION:	PROPOSED GREENBELT DESIGNATION ALONG TOC WEST	
	DATE:	MAY 5, 2004	
	BY:	JRB	
	JOB NO:	477.90	
SCALE:	1" = 300'		<p>SHEET 1 OF 1</p>  <p>NORTH</p>

4th Amendment

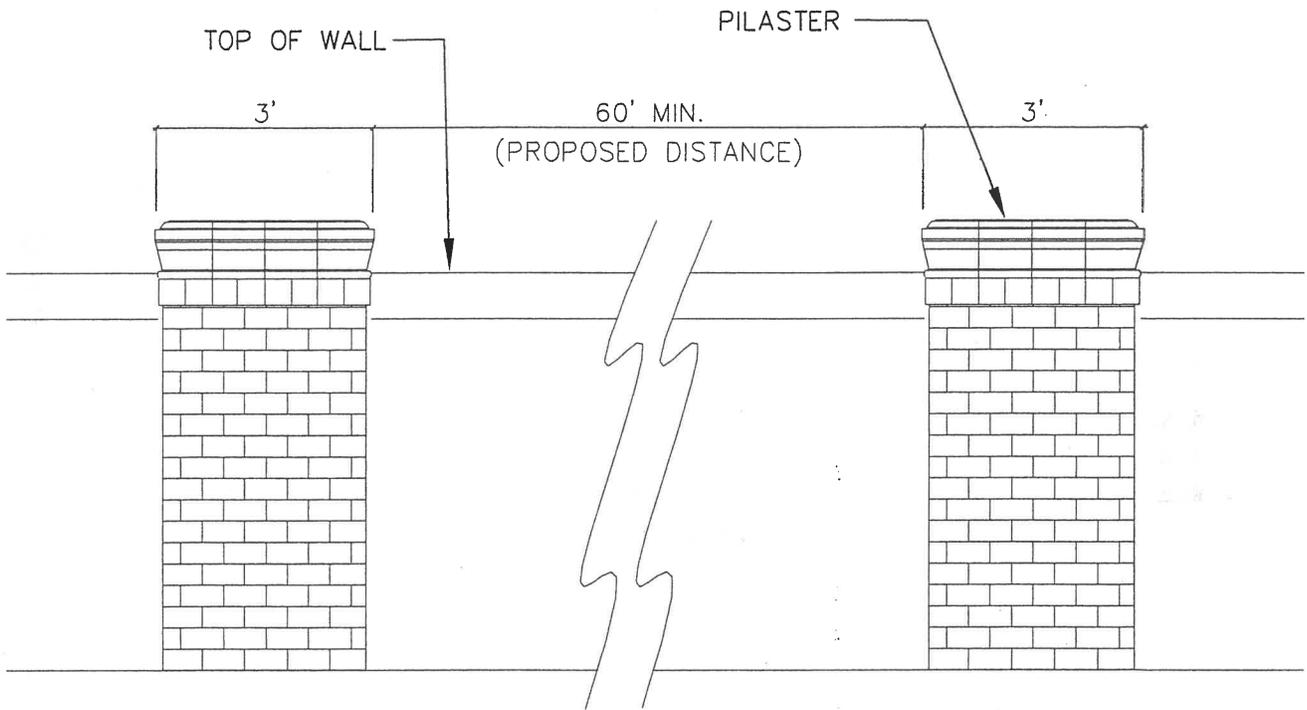
- 4] Revise the distance between columns on the masonry walls from the required 30 feet minimum to a standard up to 60 feet.

Background:

Page 2-38 of the specific plan, per section 2.32 Walls, states that masonry walls shall have the columns spaced every 30 feet. This standard was proposed with very little analysis or examples to show what is the appropriate standard.

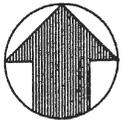
Reasons for Revision:

- 1] The required 30 foot spacing standard for columns is too rigid and too close. After review of this standard at the tentative map processing stage by the developer's landscape and noise wall consultant, it became apparent that the standard is inappropriate. Typical distances between columns in other communities are much larger and the resultant design is better visually.
- 2] The specific plan should not have an exact standard for the column distance, but the wall design should be reviewed in the context of the height, distance of the entire wall, overall visual appearance, amount of landscaping along the wall, and typical other standards by other communities.
- 3] Given that the Spring Lake wall will be extensively landscaped at the outset, the amount of columns is much less relevant because they will be screened from view. In addition, a longer distance between columns generally results in an overall better design.
- 4] A too dense pattern of pilasters will likely create a "picket" fence feel to passing motorists, and as a result, lessen the overall visual quality of the wall.



DISTANCE BETWEEN PILASTERS

EXHIBIT 4

 <p>2940 Spafford Street, Suite 200 Davis, CA 95616 Phone: (530)758 2026 Fax: (530)758 2066 E-mail: cec@cecdavis.com</p>	PROJECT:	SPRING LAKE SPECIFIC PLAN	
	DESCRIPTION:	PROPOSED SOUNDWALL PILASTER DISTANCE	
	DATE:	MAY 5, 2004	
	BY:	JRB	
	JOB NO:	477.90	
	SCALE:	NOT TO SCALE	
SHEET 1 OF 1		 NORTH	

5th Amendment

5] Revise the setback for a rear garage and the house for a single family home so that the house and garage can be connected physically.

Background:

Table 2.4 does not address the situation when a rear garage is constructed, how much space or setback must be provided between the house and garage. The building code may require a 6 foot separation.

Since the specific plan strongly promotes that garages be located in the rear area of the lot or that alley loaded garages be developed, a standard for the separation of the house and garage are needed.

Reasons for Revision:

1] The revision proposed would allow the house and garage to be connected as if constructed together. Due to the strong policies of the specific plan to promote rear garages, builders need the flexibility to construct homes and garages without the rigid requirements for separation of the garage from the house.

2] Homebuyers generally want the garage and home to be connected with at least a covering, such as a trellis, or canopy. This is so there is protection from the weather or rain, and mostly for security.

6th Amendment

6] This amendment is two fold as follows:

- a] To amend the specific plan to adjust the Fire Station completion to the date and conditions as defined in the 2004 Fire Study conducted by the City and its consultant.
- B] To amend the specific plan to adjust the timing of the completion of the central park.

Background:

The Fire Station per the specific plan policy 6.24 on page 6-17 must be operational by 2007. That means it must be designed, constructed, and staffed by that date. Due to the significant delays in the start of the specific plan construction [start was planned in 2003], it was determined to analyze whether a delay in the station was warranted. The Spring Lake Planning Group LLC funded a city selected consultant to study this timing issue in 2004. The study has been completed and it indicates that the station could be delayed to the end of 2007 or until the 1010 single family unit is built. The Central Park is required to be completed at the time of the Fire Station per the "Central Park" item on page 5-5.

Reasons for Revisions:

- 1] The Fire Study has thoroughly analyzed the timing of the fire station recently and has proposed a timing delay to the end of 2007 or to the 1010 single family unit certificate of occupancy. This study has been approved by the City Council this year. This revision should be included in the specific plan as such.
- 2] The Central Park completion was tied to the Fire Station construction. However, at the time of the adoption of the specific plan in December 2001, it was not known how the specific plan would be developed, in what locational phasing, what landowners would be involved initially. As time as progressed and the BUA Ordinance was passed, it became clear later which properties would develop from 2003 to 2007 and which ones after.

Since the plan's middle properties [Holman and Little, now owned by Parlin] were not participating in the specific plan and since those properties were the site of the fire station and central park, timing of these facilities became a question. Now that Parlin Development is the owner of these middle properties, it is more likely that this area will develop with the second release of units in 2007.

However, it is not reasonable or appropriate to require completion of the central park when there are no single family homes in the area. These homes will follow in 2007 and beyond, and thus the plan should be amended to reflect this newly understood development assumption. Therefore, the central park should be developed within 1 year of the first single family home being constructed on the Parlin properties.



WOODLAND

Joint Unified School District

Linda Weesner, Superintendent

630 Cottonwood Street – Woodland, California 95695

(530) 662-0201, Ext. 4333 – FAX (530) 666-7039

Business Services Division

Board of Trustees

Jesse Ortiz, Jr., President
Evelia Genera, Vice President
Elaine Lytle, Clerk
Warren Berg
Robert Salley
Tim Sharp
Carol Souza Cole

February 5, 2004

Mr. Thomas Lumbrazo
Turn of the Century LLC
173 Court Street
Woodland, Ca. 95695

Re: Russell property elementary school site issues

Dear Mr. Lumbrazo,

In recent months, the Woodland Joint Unified School District reviewed the approved Spring Lake Specific Plan relative to the location of school sites. The District felt that it was an appropriate time to take a second look at the school site locations to ascertain whether these locations were the best for the school district and the community prior to development actually occurring. Our conclusion is that the Russell elementary school site should be adjusted to the west as much as is feasible in order to expand its coverage area and to encourage more pedestrian circulation for the parents and children.

The District would like to work with members of the Turn of the Century LLC and the City of Woodland to determine if this 10 acre school site can be relocated prior to development getting under way in the specific plan area this year. With this letter, we would like your support to work with us on a reconfiguration of this school site.

The adjustment of this school site location to the west would be beneficial to the School District for a number of important reasons that include:

1. The current location does not meet the desired physical distance between the planned school sites. As a result, there is an inefficient coverage area for this school site attendance boundary and walking distance to the school. Therefore, this impacts the coverage areas particularly for future planned growth areas to the west of the specific plan. This might be viewed as similar to the efforts of the City of Woodland at this time to relocate fire stations to improve the efficiencies afforded by appropriate physical distances between stations so that fire and response times can be maximized;
2. Within the specific plan, the coverage area for this school site is greater than desired, meaning that children and parents will be required to walk a greater distance, perhaps requiring parents to drive unnecessarily. The strong goal of the

District is to have schools located in such a manner that all children will easily walk to them;

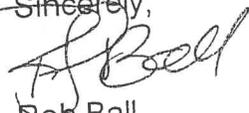
3. If schools are inappropriately located over time, then the District would be impacted through increased costs to fund an additional site, or take other expensive measures; and
4. The Russell school site is likely the last of the three schools in the specific plan to be developed, perhaps 10 or more years hence. However, it is our understanding that the Russell property would be developed starting as early as this year. Our concern is if the Russell property is substantially developed and the school site within it is left undeveloped, then there may be neighborhood compatibility issues, and other concerns.

The District would like to avoid such conflicts wherever possible.

At this time, we would like to have immediate discussions with you and the City of Woodland to take appropriate actions to make a change in the location of the Russell school site while working with the City of Woodland to ensure the integrity of the specific plan is maintained. Ultimately, the District cannot move forward to acquire the Russell school site in its current location and configuration due to the issues outlined in this letter.

Please contact me as soon as is possible so that we can work together to solve this issue.

Sincerely,



Rob Ball
Associate Superintendent
Business Services

file: Turn of the Century

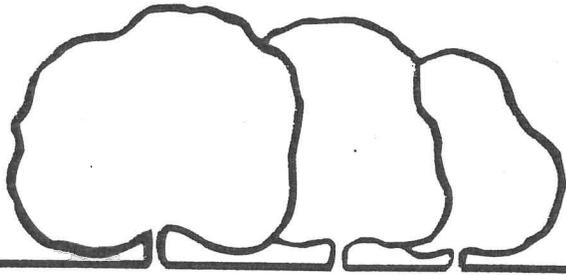
8th Amendment

8] Allow the establishment of a separate standard for street signs in the Russell property custom home neighborhood. The proposal is to permit a variation from the city standard engineering design standards for street signs for the Russell property only. In order to allow such a variation from the city standards, the specific plan must be modified to include the change.

Background: The City has adopted City Engineering Design Standards that it applies to new development. In this case, these standards are being used for all of the Spring Lake Specific Plan area since there are no other standards indicated in the specific plan. In order to permit any variation from the standard, the specific plan must be modified.

Reasons for Revision:

- 1] The Russell property neighborhood is not a merchant builder product. Years ago, the City declared that a custom home subdivision was strongly desired in the community for business attraction reasons, to provide for the needs of the local builders like Monley-Cronin, and to provide a place where individuals could design and build their own custom home.
- 2] The nature of a custom subdivision is to include different or special features or themes.
- 3] In order to create such a unique neighborhood, TOC has included many different features for this subdivision--- small internal parks, very wide landscape features and medians, art work, etc. In order to continue this "unique" theme, TOC reviewed the street sign standards and proposed a more special and historic looking design. This design was proposed to the city staff and it was denied to inconsistency with the city standard. Therefore, the specific plan must be modified to include this new design.



COPY
City of Woodland
PUBLIC WORKS DEPARTMENT

City Hall
300 First Street
Woodland, CA 95695
(530) 661-5961
FAX (530) 661-5844
www.cityofwoodland.org

April 26, 2004

Elizabeth Borba
Russell Ranch Development, LLC
173 Court Street
Woodland, CA 95695

SUBJECT: Russell Ranch TSM Map 4650; Street Name Sign Design Exception

Dear Ms. Borba:

This is in response to your letter of April 12, 2004. The City has reviewed the request to use an alternate material for the street name sign, posts, and brackets in the subject sub division.

The City has determined that unless specified in the Spring Lake Specific Plan (SLSP) that the City Engineering design standards apply to all public infrastructure within the Spring Lake Specific Plan area. There are no special requirements in the SLSP regarding street name signs. The City has reviewed your request and determined that it will not allow a design exception to the materials for bracket, sign post, or sign plate.

If you have any further questions regarding this matter or other exceptions to design standards for consideration, you may telephone Bruce Pollard of my staff at (530) 661-5974.

Sincerely,

Dick Donnelly
City Engineer

Cc: Bruce Pollard

Bp/ SNSletter

RUSSELL RANCH DEVELOPMENT, Inc.
173 Court Street
Woodland, CA 95695
530.668.4056 fax 530.668.4046

COPY

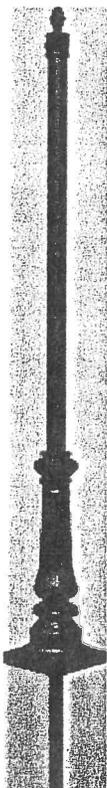
April 12, 2004

Bruce Pollard
City of Woodland
Public Works Department
300 First Street
Woodland, CA 95695

Re: The Heritage Development Street Sign Request

Dear Bruce:

Per the City of Woodland at the time of adoption of the City of Woodland Standard Specifications and Details, the City Engineer indicated that alternatives could be applied for on a case-by-case basis. Consistent with that the Russell Ranch Development, Inc. (RRD) would like to apply for the following street post and sign. Please accept the following street sign as the standard for the Heritage development. The RRD realizes this is not the standard design used by the City of Woodland but RRD feels this particular design will adhere to the high standard and neo-traditional theme associated with the Heritage project.



Colonial Cap
7" H (adds 4
1/2")
2 1/2" I.D.

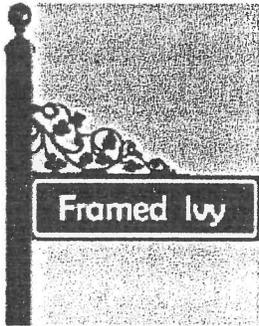
Post
min 5' H
max 12' H
2 1/2" O.D.

Colonial
Base
27" H
2 1/2" I.D.

Base Plate
3 3/4" H
5 1/2" I.D.

3' Anchor
(opt.)
slides into
Post
2 1/2" O.D.

Sign Frame – Black powder coated wrought iron brackets with a black frame will accommodate a 6", 9" or 12" high and up to 48" long street sign.



Bracket: 7 1/4" H
12 1/2" L
+ Frame

Survivor™ a .135 gauge solid FRP panel that replaces 1/2"- 3/4" thick laminates, MDO, and .080 gauge aluminum. This material will not warp, dent or delaminate. It is approved for street and traffic sign use by the Department of Transportation of the Federal Government. Survivor™ is ideal for medium size signs up to 36" for single post mounts. The 4'x8' blank is typically mounted on two posts. Survivor™ .135 is available in 8 vibrant colors: red, green, blue, yellow, white, brown, ivory, and black.

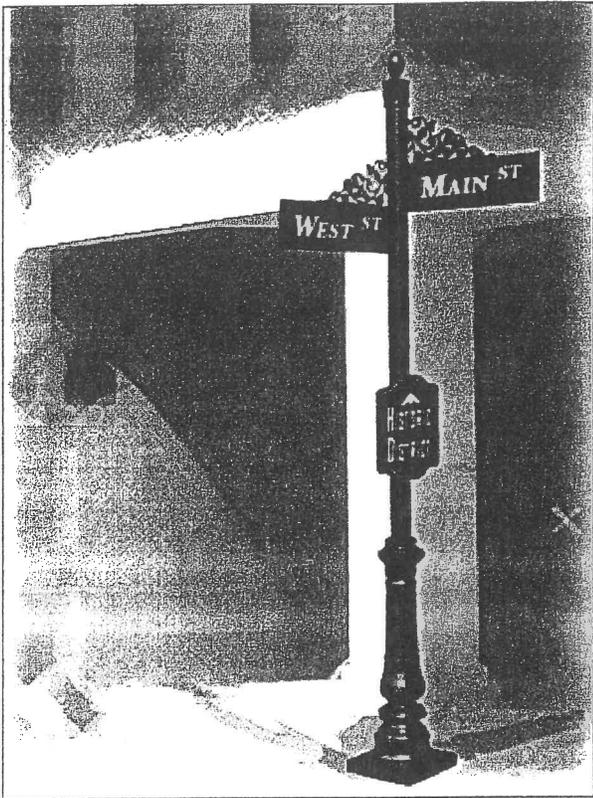
Street signs and post are manufactured by American Fiber Technologies, Inc. I've enclosed information regarding this particular material's specifications and approvals.

If you have any questions please contact me at 530.668.4056. Thank you for your prompt attention to this matter.

Sincerely,

Elizabeth Borba

enclosure





407 Brookside Road
 Waterbury, CT 06708
 203-754-4880
 fax 203-755-9158

Part 1163-1200

To: **Elizabeth Borba** From: **Brandi Chelednik**

Fax: (530) 668-4048 Pages: 1

Phone: (530) 668-4056 Date: May 11, 2004

Re: CC:

Urgent For Review Please Comment Please Reply Please Recycle

● **Message:**

Elizabeth;

The following cities are a few in your area that we have done business with. If you need a more please do not hesitate to let me know.

Santa Clara

Los Angeles Mass Transit Authority

California Dept. of Transportation

Unicor Federal Prison in Lompoc Ca

East Bay Regional Park in Castro Valley

Just a couple of other big cities you can reference are St. Louis MO and Portland OR.

FiberBrite™ Specifications:

Storage:

FiberBrite should be stored in a clean and dry environment. Panel should be stored on a smooth flat surface and never on edge as this may result in bowing the FiberBrite sheet. If this occurs, reverse the angle at which the panel was positioned. Monitor as panel corrects itself and return to flat storage.

Cleaning:

Surface contamination, although invisible, can cause agents such as paints to fail. Solvents for dirt or grease must be chosen carefully to avoid those which may effect inks or paints.

Lands and Deflection:

FiberBrite is extremely resilient and will take deflection well beyond those that would crack acrylic or MDO and deform metals and PVC's. Panels will rebound, or "snap back" without damage when load is removed.

Effects of Temperature:

Unlike most ordinary sign panel, FiberBrite sign panels are a thermo-set plastic. They can not be heat-formed or vacuum molded. However, this also means that FiberBrite panels will remain structurally sound under temperatures that may cause other panels to sag or become distorted (prolonged exposure at temperatures over 220°F will cause some distortion and possibly some gradual deformation, however panel will not collapse). By the same token, FiberBrite is not affected by intense cold. They will not become brittle and can be handled and installed at temperatures below 0°F.

Chemical Resistance:

FiberBrite sign panels are extremely stable, have high resistance to most chemicals and acids normally found in industrial atmospheres and may be used in the presence of hydrocarbons, alcohols, peroxides, carbonates and diluted halogens. For specific recommendations in high corrosion atmospheres, consult your authorized FiberBrite distributor.

Safety Precautions:

Fire - FiberBrite panels are fire retardant and carry a class "C" fire rating. Consult your Material Safety Data Sheet for additional information.

Sawdust - Saw operators should wear dust filter masks and protective glasses or goggles. For sensitive skin mild allergic rashes may be prevented by wearing long sleeve shirts or other types of protective clothing.

Follow instructions - When using adhesives, screening inks, paints and other materials with FiberBrite panels, users are cautioned to follow the instructions provided by the manufacturers of those products.

FiberBrite™ Approvals:

General - FiberBrite panel meet or exceed applicable specification of: PS 53-72, "Glass-Fiber Reinforced Polyester Structural Plastic Panels." National Bureau of Standards, U.S. Department of Commerce

Federal Code - FiberBrite panel meet or exceed Federal Specification L-P-505C, "Plastic Panels, Corrugated, Translucent, Glazing," FSS-GSA. Refer to Federal Supply Number 9330-282-8332.

Building Codes - Fiber-Brite panels meet the FRP requirements of the major model building codes of most state, county and municipal building departments as well as fire underwriters.

Sign Codes - FiberBrite sign panes are "approved plastics" as defined in Section S-202 of the uniform Sign code. They also meet the requirements of UL48, "Standard for Safety of Electric Signs," Underwriter Laboratories, also known as standard C33.35, of the American National Standards Institute.

connectivity, hard-wiring for faster line service, and/or multiple phone lines pre-wired at every unit. A determination of satisfactory implementation of this requirements shall be made by the Community Development Director.

- e. All developments of 50 units or more shall participate in the PG&E Energy Star Showcase Home Program or equivalent energy efficiency program.
- f. All builders are strongly encouraged to participate in the PG&E "Comfort Home" program or equivalent energy efficiency program.
- g. Orient the maximum number of homes and/or buildings to face either north or south (within 30 degrees).
- h. Five (5) percent of all units shall have roof photovoltaic energy systems or other alternate energy system.
- i. Energy Star labeled appliances (e.g. water heaters) shall be installed to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92), or lower-NOx (as defined by the AQMD) gas-fired water heaters are strongly encouraged in a least 50 percent of the units.
- j. New home buyers shall be provided with a packet of information from the YSAQMD, including information about the mower exchange program, encouraging them to take advantage of opportunities for lowering air emissions through their own actions and choices.

2.26 FACADES -- This regulation was moved to the Specific Plan Design Standards. Please refer to the Scope of Work for the Design Standards in Appendix E.

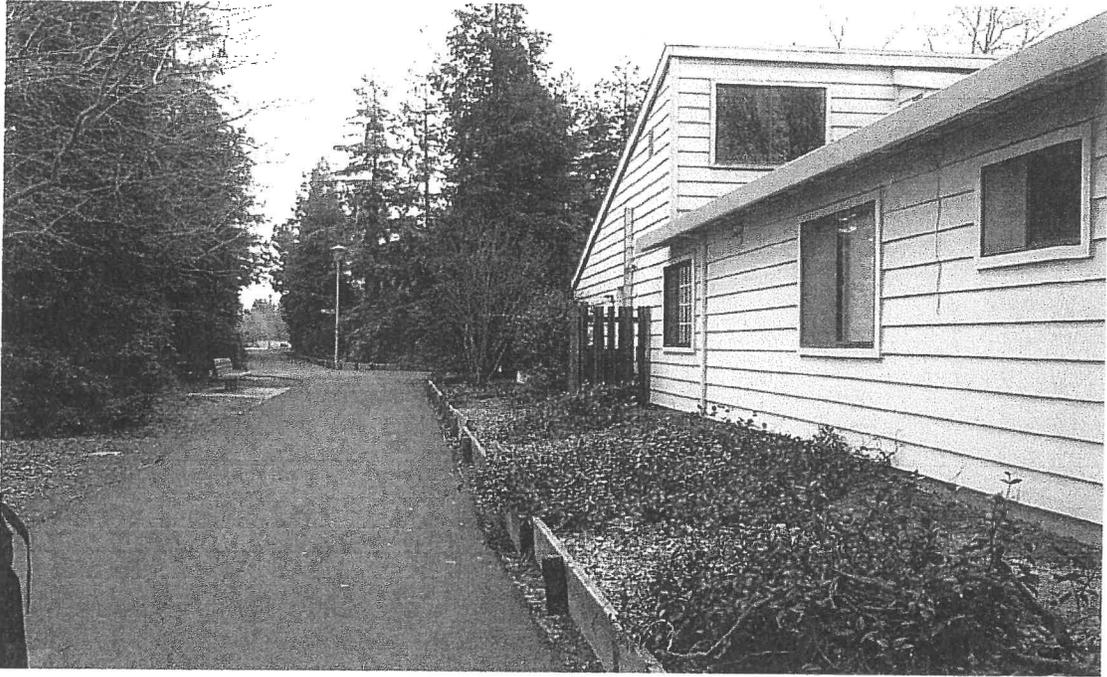
2.27 LOCAL BUILDER REQUIREMENTS -- The requirements of Section 21-15-1 of the City Code related to "Reservation of Lots for Public Sale" shall be met. In addition to the requirements of this code section, however, the following threshold is added:

Lots shall be offered at a fair market price. If the offered lots have not sold by the end of the 45-day offering period, the subdivider shall be required to demonstrate in the required reporting, that the lots were offered at a fair market price. This will entail the provision of an appraisal by a qualified professional appraiser. If appraisal indicates that the offered price unreasonably exceeded the fair market price, the lots shall be re-offered for an additional 45 days at a fair market price.

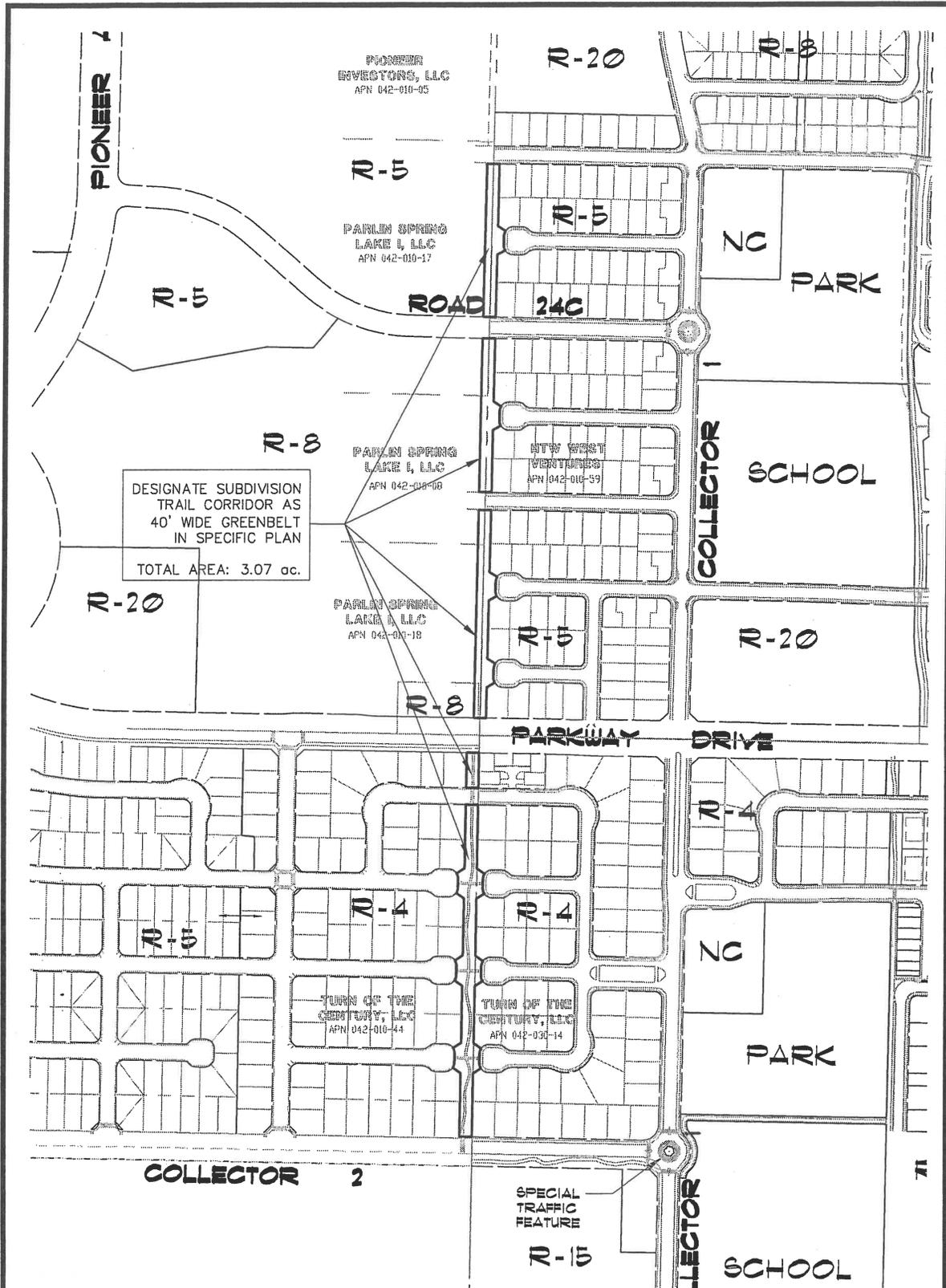
2.28 BICYCLE PARKING REQUIREMENTS -- Bicycle parking for attached units shall be provided at a minimum ratio of 10 percent of the normally required number of vehicular spaces. Bicycle parking shall be highly visible, in a secure location, and, to the greatest feasible extent, located in a covered area. Other bicycle

ATTACHMENT 2

ATTACHMENT 3



ATTACHMENT 4



CHANGE TRAIL TO GREENBELT

EXHIBIT 3



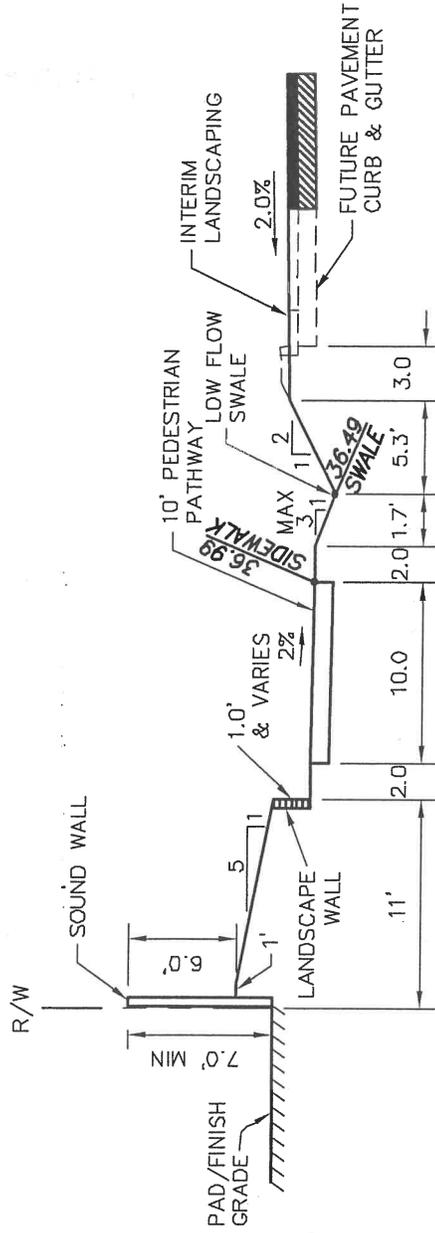
2940 Spafford Street,
Suite 200
Davis, CA 95616
Phone: (530)758 2026
Fax: (530)758 2066
E-mail: cec@cecdavis.com

PROJECT:	SPRING LAKE SPECIFIC PLAN
DESCRIPTION:	PROPOSED GREENBELT DESIGNATION
DATE:	SEPTEMBER 9, 2004
BY:	JRB
JOB NO:	477.90
SCALE:	1" = 300'

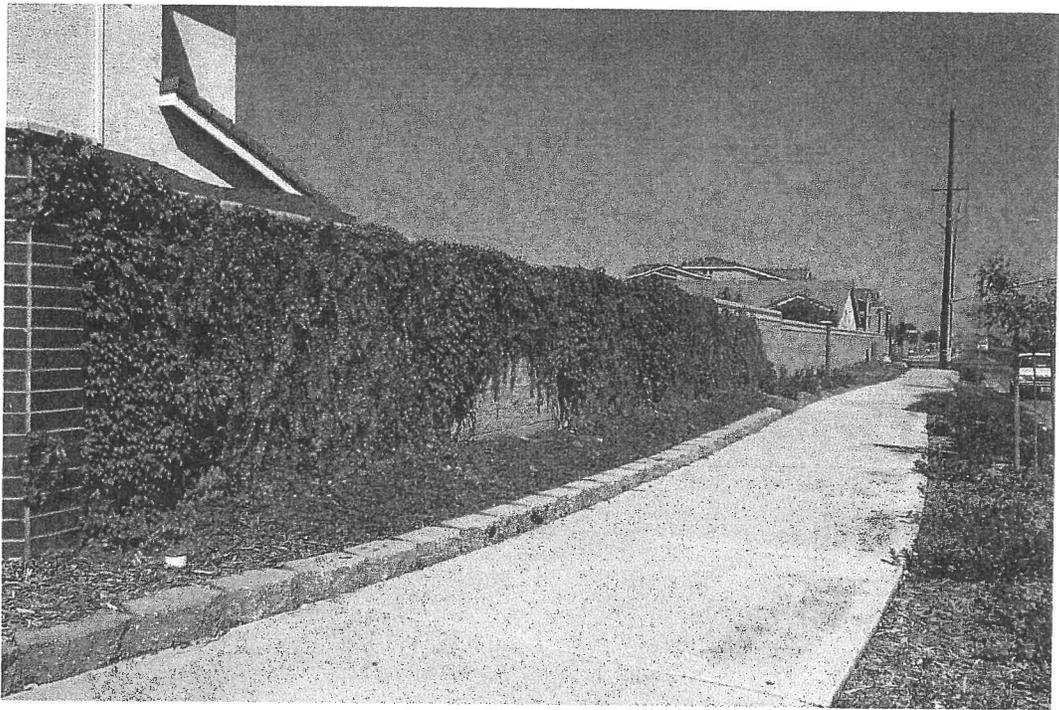
**SHEET
1 OF 1**

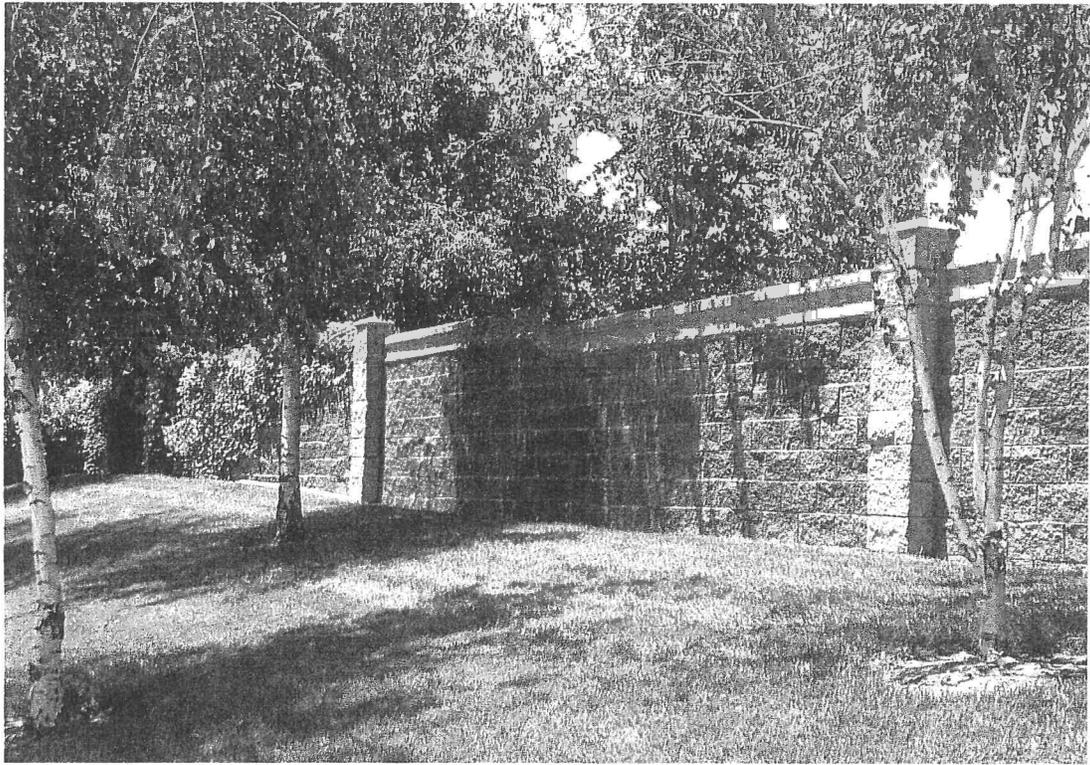


ATTACHMENT 5



CR 102
SECTION A-A
 SCALE: 1"=10'



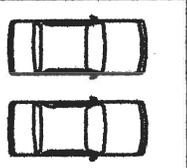


ATTACHMENT 6

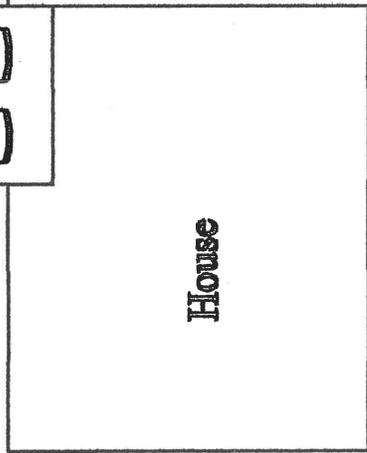
SLSP Attached Garage Standard

Alley

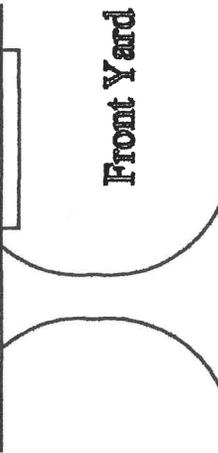
Rear Yard



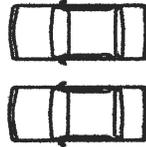
House



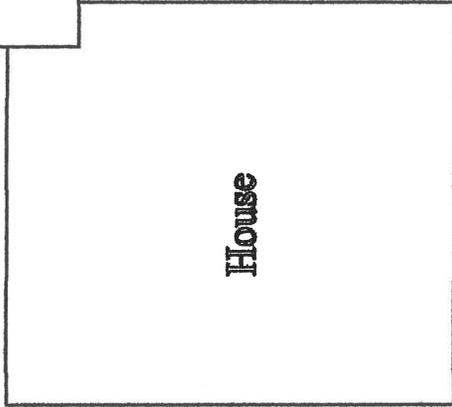
Front Yard



Rear Yard



House



Front Yard



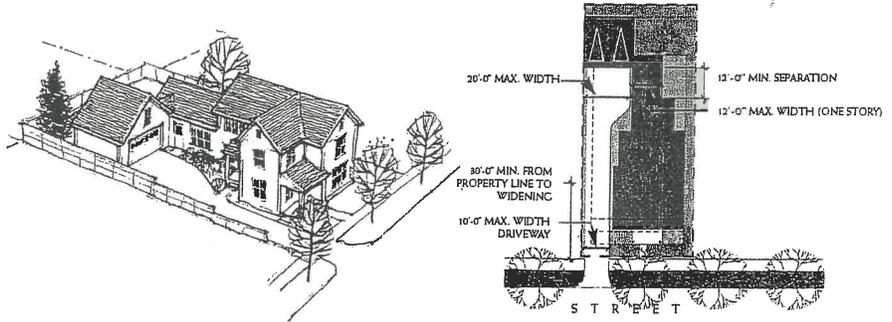
Sidewalk



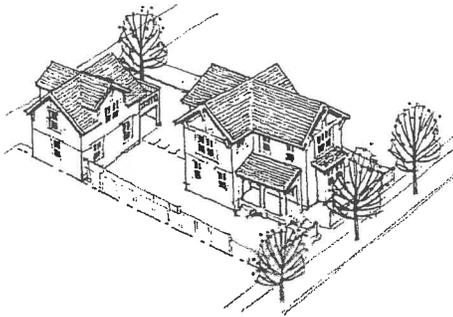
Street



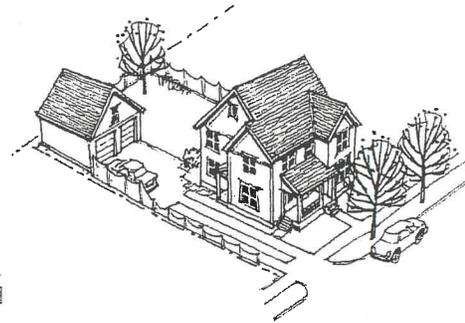
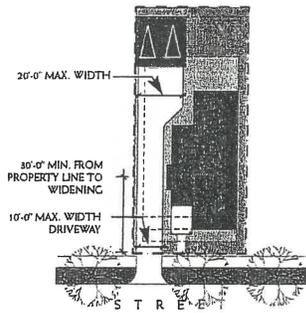
ATTACHMENT 7



This building has a connector that meets the requirements of a semi-detached garage.



Detached garage with carriage unit



A narrow side drive provides vehicular access from the front as well as a safe place for children to play.

CARRIAGE UNITS: NUMBER PERMITTED & MAXIMUM SIZE

Carriage units are located above detached and semi-detached garages. They can provide the perfect home for a teenager or grandparent, or an affordable rental unit. The extra space also can be an ideal home office or family room. Carriage units enliven alleys with activity and architectural interest.

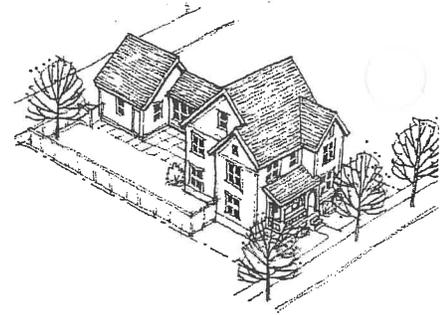
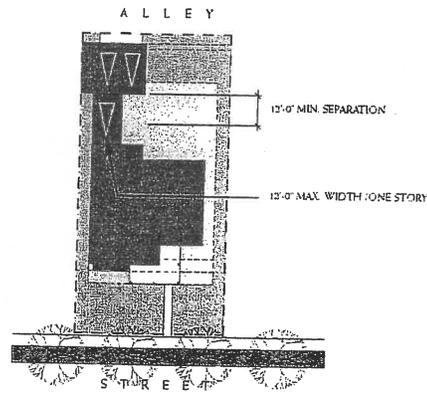
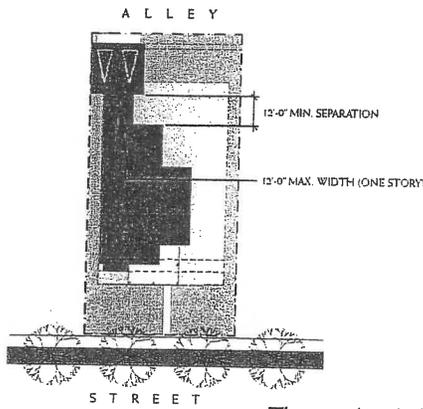
- ❑ Carriage units are permitted on single-family lots in the percentages specified in this chapter.
- ❑ Carriage units are permitted only over detached or semi-detached garages.
- ❑ The maximum size of a carriage unit is 500 square feet.

SIDE DRIVE GARAGES

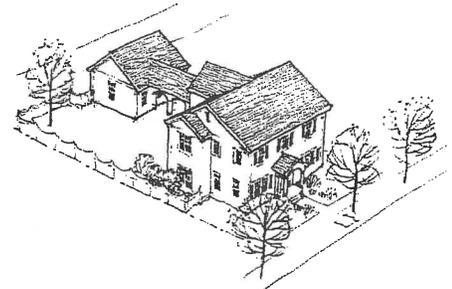
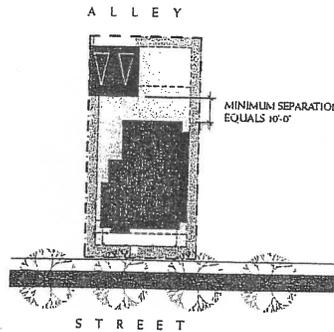
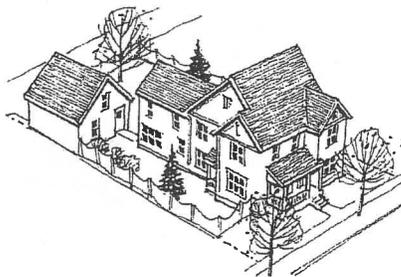
Lots that are accessed directly from the street require a layout that lessens the visual impact of garage doors and parked cars facing the street. The preferred solution is the side drive. This allows cars to slip by the side of the house on a narrow drive with garage doors and cars placed well beyond the facade. When it's well designed, the widened driveway becomes a valuable and protected play space for children or additional outdoor living area.

Side drives occur only on Village Lots. Garages on side drive lots may be detached or semi-detached, as shown in the lot diagrams on page II-10.

- ❑ On lots without alleys, garages are accessed by a side drive with 5-foot radii at the curb.
- ❑ Provide a single lane drive up to 10 feet in wide along the side yard. At a distance of not less than 30 feet from the front property line, the drive may widen to 20 feet to provide garage access. Garages may be attached or detached.
- ❑ No two side drives may be placed next to each another. Provide at least 30 feet between driveways to allow for parking for at least one car on the street between driveways. This also allows for regular street tree placement, as addressed in the Landscape Design chapter.



The semi-detached garage creates excellent opportunities for positive outdoor space in the backyard.



A 10 foot separation between garage and principal building helps reduce the sense of mass and ensures a primary to secondary relationship between buildings.

Breezeways, as shown, are permitted in scale with semi-detached connectors

SEMI-DETACHED GARAGES

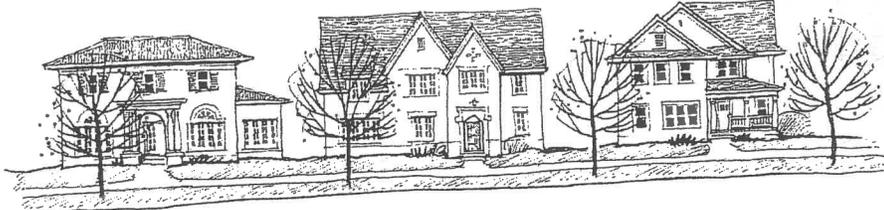
Some households prefer the convenience of attached garages. However, the attachment to the house usually restricts the outdoor space of the backyard and can compromise natural light, ventilation, and views. One good solution that allows the convenience of the attached garage and the sense of space and scale of the detached garage is the semi-detached garage.

When semi-detached garages are combined with detached and attached garages, alley-scapes become more varied and interesting. Builders are encouraged to employ attached, detached, and semi-detached garages in equal proportions.

- Semi-detached garages have a connector between garage and principal building. The connector must be at least 12 feet deep. It must be no more than one story high and 12 feet wide. It may be used for any purpose permitted by zoning.
- Garages with connectors meeting these conditions are held to the same rules governing detached garages.

U R B A N E S T A T E

Urban Estate lots are typically 6,600 to 8,400 square feet and include homes from 3,200 to 4,000 square feet. Urban Estate lots include the higher end homes in Stapleton's richly diverse neighborhoods. These lots primarily are next to neighborhood greens or regional greenways.



Urban Estate Lot Locator Key

LOT CHARACTERISTICS

- Width 60' to 70'
- Depth 110 to 120'

PRINCIPAL BUILDING

- SETBACK:**
- Front 25' min. *
30' max
 - Side 5 min
 - Side Yard Along a Street 10' min
 - Rear 20 min
 - Minimum Distance Between Principal Building and Garage 12'

NOTES:

- * Where lot depth is less than 120 feet, front setback may be reduced up to 10 feet per DRC approval.

GARAGE

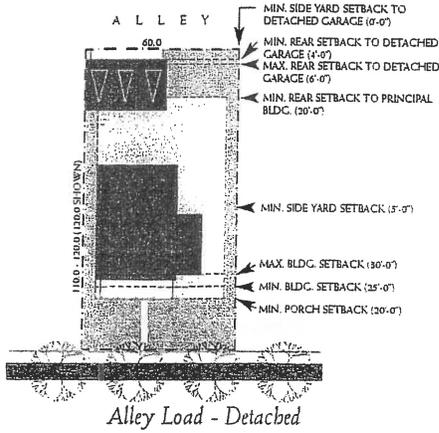
- SETBACK: (DETACHED AND SEMI-DETACHED)**
- Side 0 min
 - Side Along a Street 10 min
 - Rear 4 min, 6 max

- PERMITTED ORIENTATION:**
- Alley Load yes
 - Side Drive no

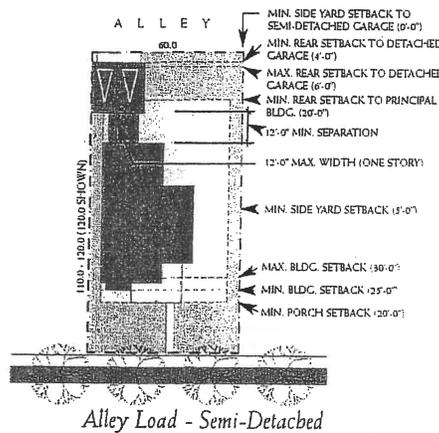
- PERCENTAGE OF SEMI-DETACHED & DETACHED**
- Required (Per Block Face) 75% min

NOTES:

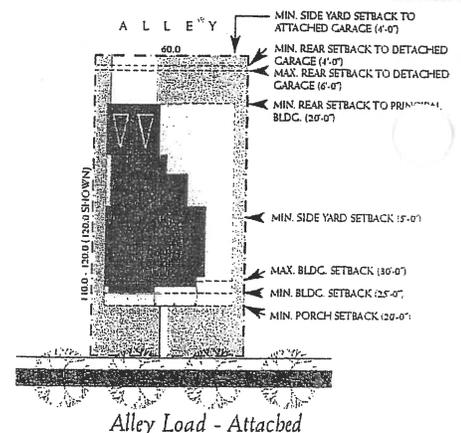
- Three car garages are allowed only on detached garage or with semi-detached tandem configuration.
- The maximum size of an individual garage parking space footprint will not exceed 12 by 24 feet.
- Attached garages and the connectors for semi-detached garages must meet Principal Building setbacks.



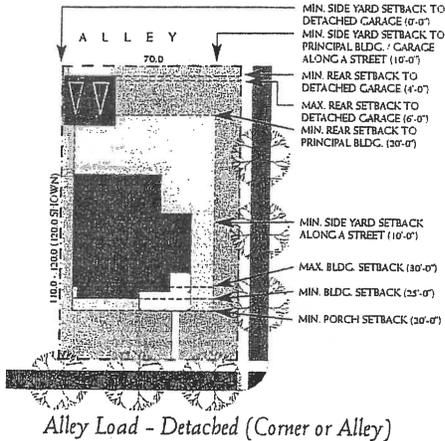
Alley Load - Detached



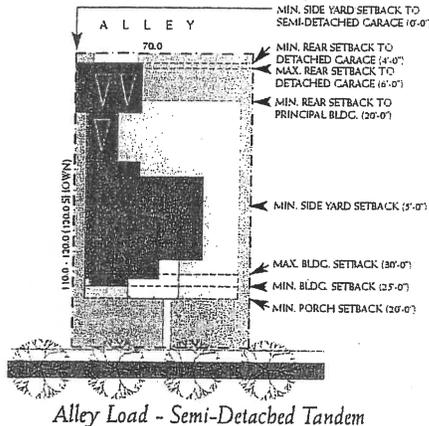
Alley Load - Semi-Detached



Alley Load - Attached



Alley Load - Detached (Corner or Alley)



Alley Load - Semi-Detached Tandem

FRONT PORCH

- Setback 20' min *
- Depth 8' min
- Square Feet 120 s.f. min
- Percentage of Homes Per Block Face Required to Have Porch 50% min

NOTES:

- Corner lots are encouraged to incorporate wrap-around porches.
- *Where lot depth is less than 120 feet, front porch setback may be reduced up to 10 feet per DRC approval.

CARRIAGE UNIT

- Location over alley loaded detached garages only
- Percentage Allowed Per Block Face 60% max

BUILDING SEPARATION

- Separation Between Structures 10' min

NOTE:

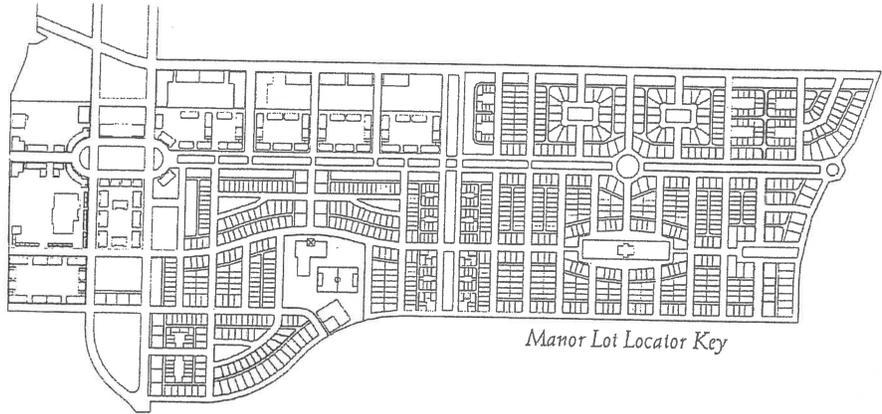
- Required separation applies to all detached buildings including detached garages.

BUILDING MASS

- Maximum Height 2 1/2 stories
- Unobstructed Open Space Required 35% min

MANOR

Manor lots are typically 4,500 to 5,400 square feet and include homes from 2,400 to 3,200 square feet. Manor lots are generally appropriate for mature families and couples that desire a larger home. These lots are often located next to Urban Estate lots and are sometimes combined with Village lots. They typically face neighborhood greens and parkways.



Manor Lot Locator Key

LOT CHARACTERISTICS

<input type="checkbox"/> Width	50' to 60'
<input type="checkbox"/> Depth	90'

PRINCIPAL BUILDING

SETBACK:

<input type="checkbox"/> Front	10' min 15' max
<input type="checkbox"/> Side	4' min
<input type="checkbox"/> Side Yard Along a Street	10' min
<input type="checkbox"/> Rear	20' min
<input type="checkbox"/> Minimum Distance Between Principal Building and Garage	12'

GARAGE

SETBACK: (DETACHED & SEMI-DETACHED)

<input type="checkbox"/> Side	0' min
<input type="checkbox"/> Side Along a Street	10' min
<input type="checkbox"/> Rear	4' min

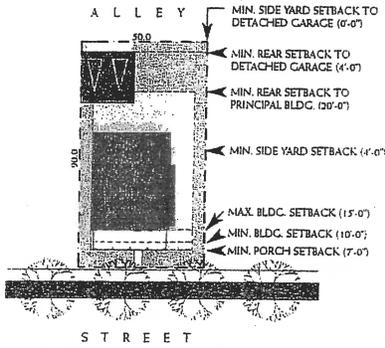
PERMITTED ORIENTATION:

<input type="checkbox"/> Alley Load	yes
<input type="checkbox"/> Side Drive	no

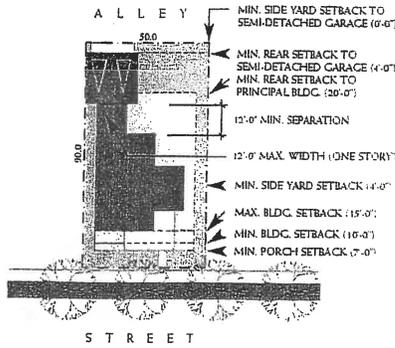
PERCENTAGE OF SEMI-DETACHED & DETACHED

<input type="checkbox"/> Required (Per Block Face)	60% min
<input type="checkbox"/> When Mixed with Village Lots	50% min

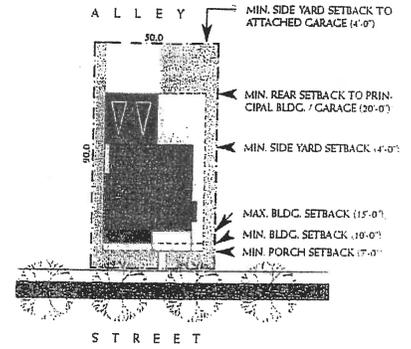
- NOTES:**
- Three car garages allowed only on detached garage or with a semi-detached tandem configuration.
 - The maximum size of an individual garage parking space footprint will not exceed 12 by 24 feet.
 - Attached garages and the connectors for semi-detached garages must meet Principal building setbacks.



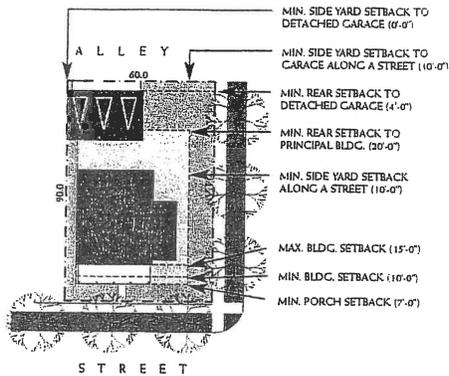
Alley Load - Detached



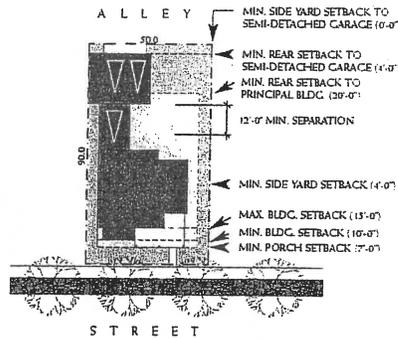
Alley Load - Semi-Detached



Alley Load - Attached



Alley Load - Detached (Corner or Alley)



Alley Load - Semi-Detached Tandem

FRONT PORCH

- Setback 7 min.
- Depth 7 min.
- Square Feet 96 s.f. min.
- Percentage of Homes Per Block Face Required to Have Porch 67% min.

NOTE:

■ Corner lots are encouraged to incorporate wrap-around porches.

CARRIAGE UNIT

- Location over alley loaded detached garages only
- Percentage Allowed Per Block Face 50% max.

BUILDING MASS

- Maximum Height 2 1/2-stories
- Unobstructed Open Space Required 35% min.

BUILDING SEPARATION

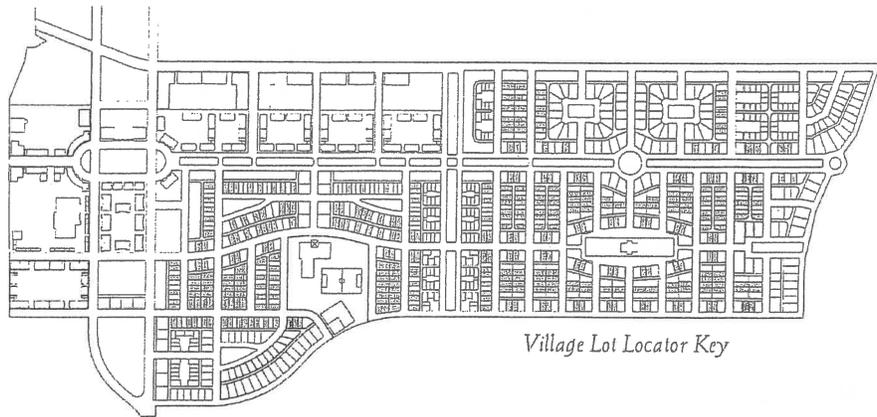
- Separation Between Structures 10 min.

NOTE:

■ Required separation applies to all detached buildings including detached garages.

VILLAGE

Village lots are typically 3,600 to 4,500 square feet and include homes from 1,800 to 2,500 square feet. Village lots are a volume segment oriented towards many household types. These lots are interspersed throughout the School and 29th Avenue neighborhoods.



Village Lot Locator Key

LOT CHARACTERISTICS

- Width 40 to 45'
- Depth 90' to 100'

BUILDING MASS

- Maximum Height 2-stories
- Unobstructed Open Space Required 35% min.

PRINCIPAL BUILDING

- SETBACK:**
- Front 10' min.
..... 15' max
 - Side 4' min
 - Side Yard Along a Street 10' min
 - Rear 20' min
 - Minimum Distance Between Principal Building and Garage 12'

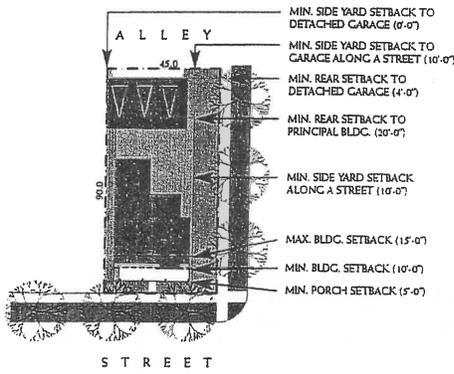
NOTE:
 ■ *Where alley-loaded lots exceed 90 feet in depth, additional depth must be added to front setback.

GARAGE (alley load)

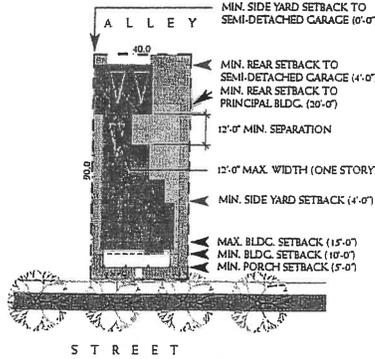
- SETBACK: (DETACHED AND SEMI-DETACHED)**
- Side 0' min
 - Side Along a Street 10' min
 - Rear 4' min
- SETBACK: (ATTACHED)**
- Side 4' min
 - Side Along a Street 10' min
 - Rear 20' min
- PERCENTAGE OF SEMI-DETACHED & DETACHED**
- Required (Per Block Face) 50% min.

NOTES:

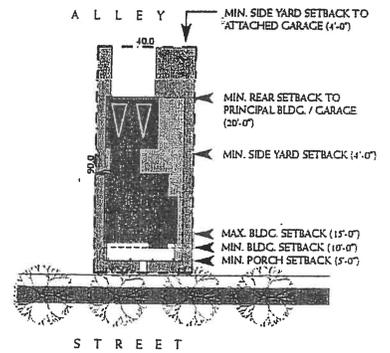
- Three-car garages are allowed only on alley-loaded lots 45 wide minimum or with semi-detached tandem configuration.
- The maximum size of an individual garage parking space footprint will not exceed 12 by 24 feet.
- Connectors for semi-detached garages must meet Principal Building setbacks.
- Alley-loaded models with attached garages shall not be placed adjacent to one another.



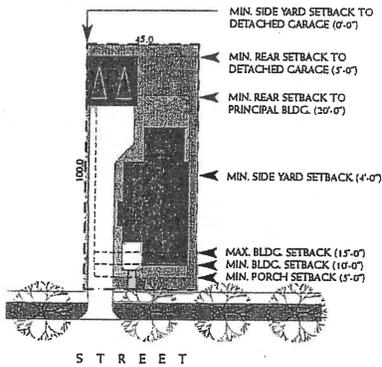
Alley Load - Detached (Corner)



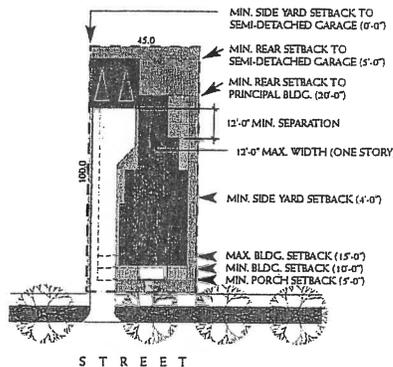
Alley Load - Semi-Detached



Alley Load - Attached



Side Drive - Detached



Side Drive - Semi-Detached

GARAGE (SIDE DRIVE)

- SETBACK: (DETACHED AND SEMI-DETACHED)**
- Side 0' min
 - Side Along a Street 10' min
 - Rear 5' min, 5' max

- PERCENTAGE OF DETACHED**
- Required (Per Block Face) 25% min

- NOTES:**
- Three-car garages are not allowed.
 - The maximum size of an individual garage parking space footprint will not exceed 12 x 24 feet.
 - Side loading is encouraged for corner lots with no alley at the rear.

FRONT PORCH

- Setback 5' min*
- Depth 6' min
- Square Feet 84 s.f. min.
- Percentage of Homes Per Block Face Required to Have Porch 75% min.

- NOTES:**
- Corner lots are encouraged to incorporate wraparound porches.
 - Where alley-loaded lots exceed 90 feet in depth, additional depth should be added to front setback.

CARRIAGE UNIT

- Location over alley loaded detached garages only
- Percentage Allowed Per Block Face 50% max

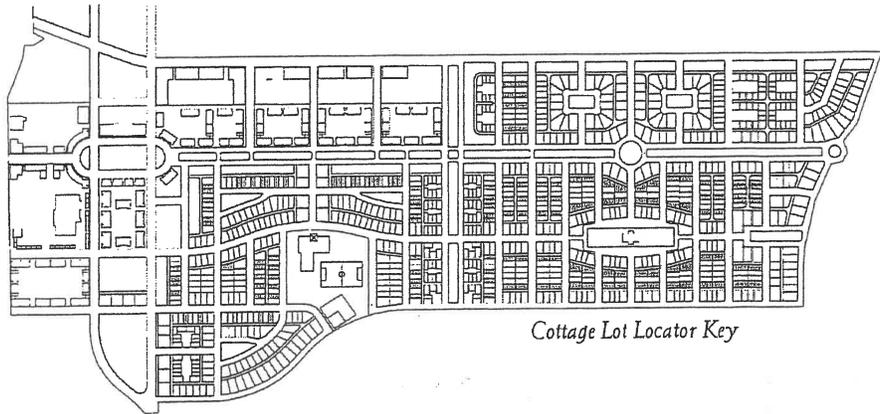
BUILDING SEPARATION

- Separation Between Structures 10' min

- NOTE:**
- Required separation applies to all detached buildings including detached garages.

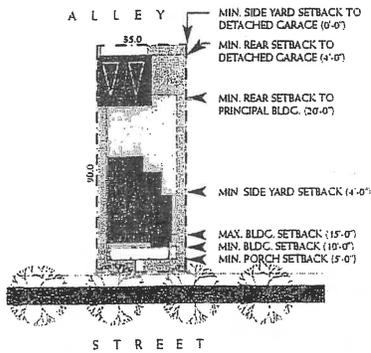
COTTAGE

Cottage lots are typically 3,150 to 3,600 square feet and include homes from 1,400 to 1,800 square feet. Cottage lots are a high absorption product oriented towards first-time buyers, young families, couples, and singles. Cottage lots are combined with Village lots, providing diversity within neighborhoods and variation along streetscapes.

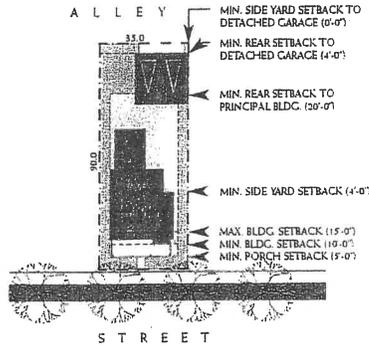


Cottage Lot Locator Key

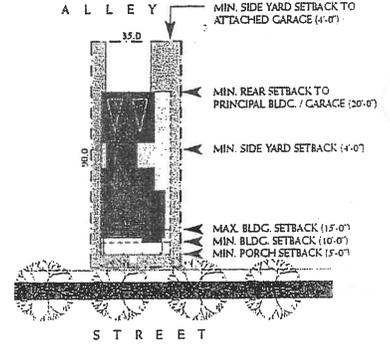
LOT CHARACTERISTICS	PRINCIPAL BUILDING	GARAGE
<input type="checkbox"/> Width 35' to 40'	SETBACK:	SETBACK: (DETACHED & SEMI-DETACHED)
<input type="checkbox"/> Depth 90'	<input type="checkbox"/> Front 10' min. 15' max.	<input type="checkbox"/> Side 0' min.
	<input type="checkbox"/> Side 4' min.	<input type="checkbox"/> Side Along a Street 10' min.
	<input type="checkbox"/> Side Yard Along a Street 10' min.	<input type="checkbox"/> Rear 4' min.
	<input type="checkbox"/> Rear 20' min.	PERMITTED ORIENTATION:
	<input type="checkbox"/> Minimum Distance Between Principal Building and Garage 12'	<input type="checkbox"/> Alley Load yes
		<input type="checkbox"/> Side Drive no
		<input type="checkbox"/> Side Load yes
		PERCENTAGE OF SEMI-DETACHED & DETACHED
		<input type="checkbox"/> Required (Per Block Face) 50% min.
		NOTES:
		■ Three-car garages are not allowed.
		■ The maximum size of an individual garage parking space footprint will not exceed 12 by 24 feet.
		■ Attached garages and connectors for semi-detached garages must meet Principal Building setback.



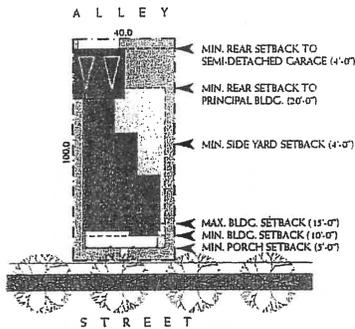
Alley Load - Detached



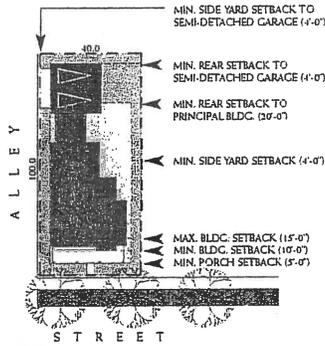
Alley Load - Detached (Offset)



Alley Load - Attached



Alley Load - Semi-Detached



Side Load - Semi-Detached

FRONT PORCH

- Setback 5 min
- Depth 6 min
- Square Feet 72 s.f. min
- Percentage of Homes Per Block Face Required to Have Porch 75% min

NOTE:
 ■ Corner lots are encouraged to incorporate wrap around porches.

CARRIAGE UNIT

- Percentage Allowed Per Block Face none allowed

BUILDING SEPARATION

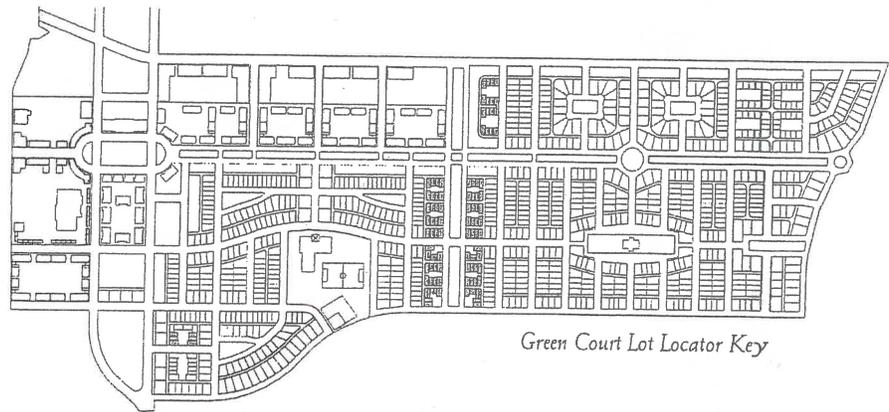
- Separation Between Structures 10' min
- NOTE:**
 ■ Required separation applies to all detached buildings including detached garages.

BUILDING MASS

- Maximum Height 2 stories
- Unobstructed Open Space Required 35% min

GREEN COURT

Green Court lots are typically 2,000 to 2,800 square feet and include homes from 1,200 to 1,600 square feet. Green Court lots are suitable for a wide range of households, including retirees, young families, couples, and singles looking for a low-maintenance, affordably priced, single-family home. These lots are near the Town Center, along Yosemite Parkway, and near the Stapleton Central Park.



Green Court Lot Locator Key

LOT CHARACTERISTICS

- Width 32' to 52'
- Depth 48' to 80'

PRINCIPAL BUILDING

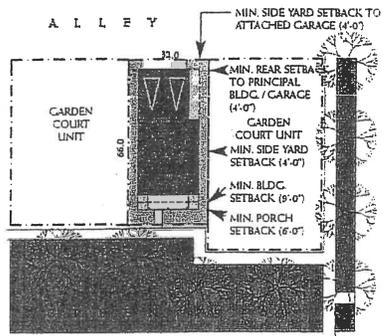
- SETBACK:**
- Front Along a Green 9' min.
 - Front Along a Street 13' min.
 - Side 4' min.
 - Side Yard Along a Street 10' min.
 - Rear 4' min.

GARAGE

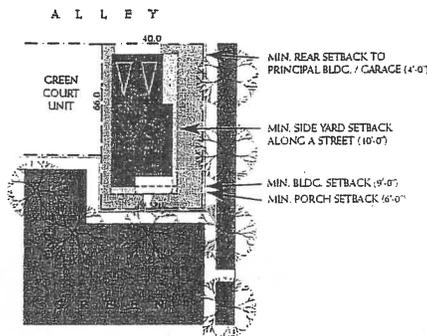
- SETBACK:**
- Side 4' min.
 - Rear 4' min.
- PERMITTED ORIENTATION:**
- Alley Load yes
 - Side Drive no
- PERCENTAGE OF SEMI-DETACHED & DETACHED**
- Required 0% min.

NOTES:

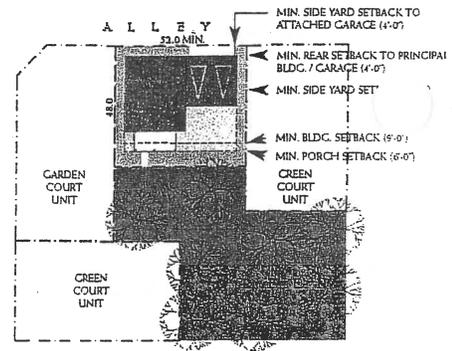
- Three-car garages are not allowed.
- The maximum size of an individual garage parking space footprint must not exceed 12 by 24 feet.



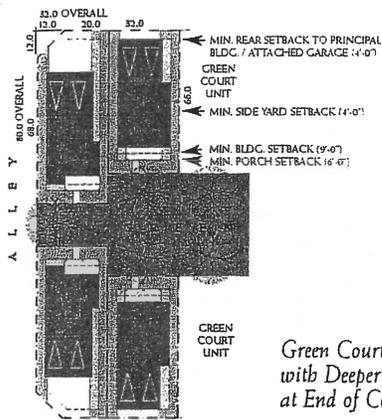
Green Court Standard Lot



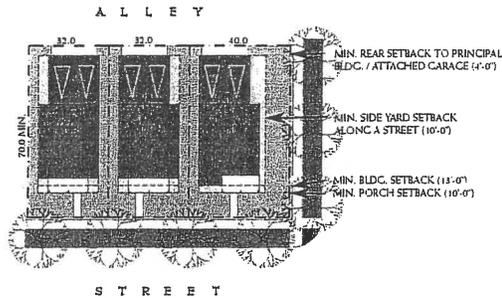
Green Court with Side Yard Along Street



Green Court Interior Lot



Green Court with Deeper Lot at End of Court



Green Court with Front Yard at Street

FRONT PORCH

- Setback Along a Green 6' min
- Setback Along a Street 10' min
- Depth 6' min
- Square Feet 96 sq ft min
- Percentage of Homes Per Block Face Required to Have Porch 100% min

CARRIAGE UNIT

- Percentage Allowed Per Block Face none allowed

BUILDING MASS

- Maximum Height 2 stories
- Unobstructed Open Space Required 30% min

NOTE:

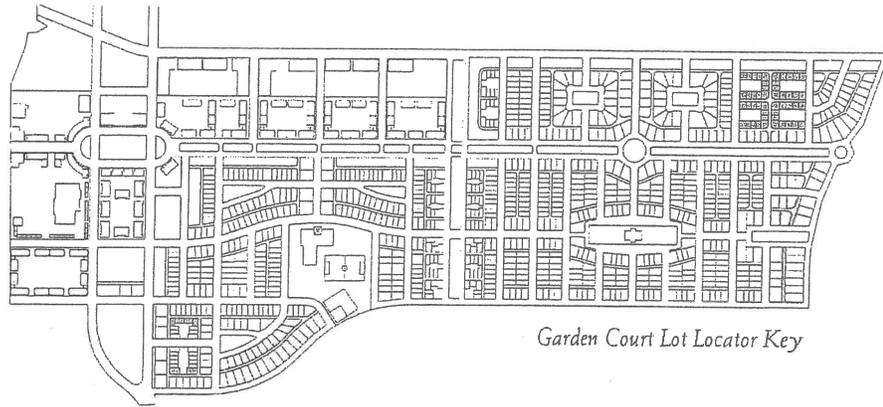
Corner lots and lots at the end of a green are encouraged to incorporate wraparound or corner porches.

NEIGHBORHOOD DESIGN

Green Court

GARDEN COURT

Garden Court lots are typically 3,000 to 3,500 square feet and include homes from 1,200 to 1,800 square feet. They are similar to Green Court lots, except they are wider to accommodate a first-floor master bedroom. These low-maintenance homes are especially well-suited for active adults and empty-nesters.



Garden Court Lot Locator Key

LOT CHARACTERISTICS

- Width 45' to 80'
- Depth 43' to 76'

PRINCIPAL BUILDING

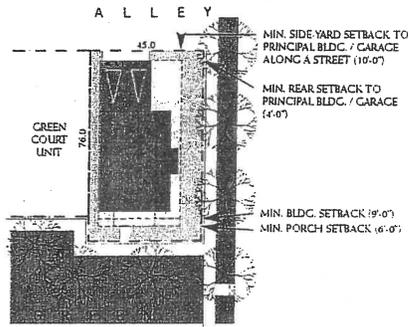
- SETBACK:**
- Front Along a Green 9' min.
 - Front Along a Street 13' min.
 - Side 4' min.
 - Side Yard Along a Street 10' min.
 - Rear 4' min.

GARAGE

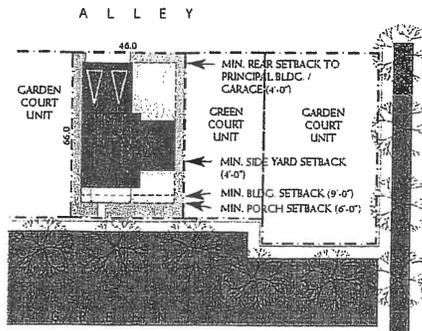
- SETBACK:**
- Side 4' min.
 - Rear 4' min.
- PERMITTED ORIENTATION:**
- Alley Load yes
 - Side Drive no
- PERCENTAGE OF SEMI-DETACHED & DETACHED**
- Required 0% min.

- NOTES:**
- Three-car garages are not allowed.
 - The maximum size of an individual garage parking space footprint must not exceed 12 by 24 feet.

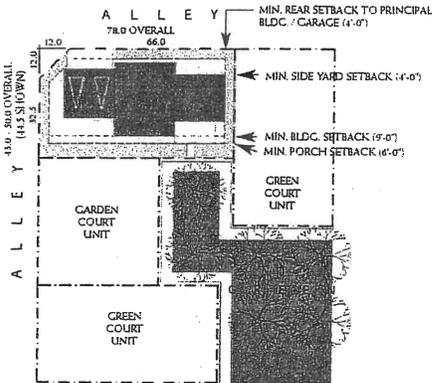
Garden Court NEIGHBORHOOD DESIGN



Garden Court with Side Yard Along Street



Garden Court Interior Lot



Garden Court Inside Corner Lot

FRONT PORCH

- Setback Along a Green 6' min
- Setback Along a Street 10' min
- Depth 6' min
- Square Feet 96 s.f. min
- Percentage of Homes Per Block Face Required to Have Porch 100%

CARRIAGE UNIT

- Percentage Allowed Per Block Face none allowed

BUILDING MASS

- Maximum Height 2-stories
- Unobstructed Open Space Required 30% min

NOTE:

- Corner lots and lots at the end of a green are encouraged to incorporate wraparound or corner porches.

ATTACHMENT 8

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
ADOPTING CEQA ADDENDUM #5 TO THE TURN OF THE CENTURY EIR
AND APPROVING AMENDMENT #3 TO THE SPRING LAKE SPECIFIC PLAN**

WHEREAS, on August 12, 2000, the City Council adopted Resolution No. 4215 certifying the Environmental Impact Report (EIR) (SCH #99022069) for the Spring Lake Specific Plan (SLSP);

WHEREAS, on December 18, 2001, the City Council adopted Resolution No. 4330 adopting EIR Addendum #1 to the certified EIR and approving the SLSP;

WHEREAS, on November 19, 2002, the City Council adopted Resolution No. 4399 adopting EIR Addendum #2 to the certified EIR and approving Amendment #1 to the SLSP;

WHEREAS, on December 17, 2002, the City Council adopted Resolution No. 4406 adopting EIR Addendum #3 to the certified EIR and approving Amendment #2 to the SLSP;

WHEREAS, on April 15, 2003, the City Council adopted EIR Addendum #4 for the proposed Williamson Act Rescission Agreement for the Russell Property;

WHEREAS, on August 19, 2003 the City Council adopted Resolution No. 4330; adopting Final Supplemental EIR to the certified EIR and approving Spring Lake Specific Plan Off-Site Infrastructure Facilities;

WHEREAS, on May 4, 2004 the City Council adopted Resolution No. 4537 adopting EIR Addendum #1 to the Supplement to the Turn of the Century Specific Plan EIR to address offsite infrastructure facilities;

WHEREAS, on September 16, 2004 the Planning Commission held a noticed public hearing to consider proposed EIR Addendum #5 and SLSP Amendment #3, and recommended approval to the City Council; and

WHEREAS on October 7, 2004 the City Council held a noticed public hearing to consider proposed EIR Addendum #5 and SLSP Amendment #3.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Woodland hereby takes the following actions:

- a) Affirms that EIR Addendum #5 is hereby included in or attached to the certified EIR as required by Section 15164 of the State CEQA Guidelines.
- b) Affirms that EIR Addendum #5 has been considered with the certified EIR as required by Section 15164 of the State CEQA Guidelines.

- c) Affirms the applicable Findings of Fact previously made in Resolutions No. 4215 (August 15, 2000) and 4330 (December 18, 2001).
- d) Adopts EIR Addendum #5 dated September 16, 2004.
- e) Adopts Amendment #5 to the SLSP as attached, subject to the following conditions:

Conditions of approval:

- 1. *Supply final cross-section for Farmers Central Road satisfactory to the Public Works Director that accurately accounts for all facilities, easements, landscaping, public space, maintenance access, and public trail.*
- 2. *Applicant is directed to prepare the final exhibits necessary to bring this item forward to Council for final action:*
 - *Revised Land Use Map (Figure 2.1 of the SLSP)*
 - *Final Layout and Cross-section for Farmers Central Road (Figure 4.6 of the SLSP)*

PASSED AND ADOPTED this 7th day of October, 2004, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Signed:

Matt Rexroad, Mayor

Attest:

Sue Vanucci, City Clerk

Approved as to Form:

Ann Siprelle, City Attorney

Attachments

**CEQA ADDENDUM #5 to the
TURN OF THE CENTURY SPECIFIC PLAN EIR
SCH #99022069
(certified August 15, 2000)**

**City of Woodland
Community Development Department
300 First Street
Woodland, Ca. 95695
(530) 661-5820**

September 16, 2004

SUMMARY

The City of Woodland has prepared this fifth Addendum to the Turn of the Century Specific Plan EIR (SCH #99022069) certified August 15, 2000, for various amendments to the Spring Lake Specific Plan requested by the applicant, Spring Lake Planning Group, LLC.

ADDENDA UNDER CEQA

This document has been prepared as an Addendum to the Turn of the Century Specific Plan EIR (SCH #99022069) in accordance with the CEQA Guidelines Section 15164. Section 15164 provides that the Lead Agency “shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred”. Pursuant to Section 15164(e) an analysis and explanation is provided herein documenting the City’s decision that preparation of a subsequent EIR is not required.

The Guidelines go on to state that: 1) the addendum need not be circulated, but can be included in or attached to the Final EIR (Section 15164(c)), and that 2) the City Council must consider the addendum with the Final EIR (Section 15164(d)).

Section 15164 was created in response to Public Resources Code Section 21166 which provides that no subsequent or supplemental EIR shall be required unless “substantial changes” in the project or the circumstances under which the project is being undertaken will necessitate “major revisions” of the EIR, or “new information” which was not known and could not have been known at the time the EIR was certified, becomes available.

The requirements of the Guidelines are described in more detail in the attachment. For the subject situation, use of an Addendum is not only justified, but also actually required by the PRC (Section 21166).

This document demonstrates that the circumstances, impacts, and mitigation requirements identified in the Turn of the Century Specific Plan EIR remain substantively applicable to the revised Specific Plan described herein, and supports the finding that the proposed project does not raise any new issues and does not cause the level of impacts identified in the previous EIR to be exceeded.

DESCRIPTION OF PROPOSED REVISIONS TO THE SPECIFIC PLAN

The staff report (Planning Commission, September 16, 2004) identifies the various amendments to the SLSP that are under consideration, for which the staff is in support:

1. Modify the cross-section for Farmers Central Road;
2. Revise the corner setback in the R-3 land use from 20 feet to 15 feet;

3. Revise the side setback for the R-3 land use density for lots along a greenbelt or trail from 20 feet to 15 feet;
4. Revise the open space trail system located along the north / south alignment west of the TOC 160 and Beeghly parcels from a "trail" to a "greenbelt";
5. Revise the required capped masonry columns from every 30-feet (minimum) to 60 feet (minimum);
6. Adopt the proposed setback standards for semi-attached and attached garage products for the R-15, R-8, R-5 and R-4 SLSP land use designations;
7. Amended SLSP Development Regulation 2.27 to reflect the interpretation that the 15% "Reservation of Lots for Public Sale" requirement for the 403 acre Turn of the Century LLC holdings is met through the Russell property custom home subdivision.

ANALYSIS

In order to assess whether additional CEQA review is required for the City to approve the revised project, an analysis of the applicability of Section 15162 of the CEQA Guidelines is relevant. The following analytical steps were taken:

1. Identify the differences between the SLSP as adopted and the proposed revisions.
2. Examine the range of impact analysis in the EIR to determine if the impacts of the proposed revisions would fall within the framework of the original analysis.
3. Determine whether the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred.

The text below examines each of these items.

Identification of Differences Between SLSP and Proposed Revisions

As summarized above, and specified in the staff report for September 16, 2004 Planning Commission meeting, the proposed revisions would convert 3.02 acres of land into greenbelt trail, but does not propose a reduction in the number of planned units. As such, the proposed revisions, including the additional greenbelt, are not expected to result in any new impacts, nor are they expected to cause the level of significance for any previously identified impacts to change. No new mitigation measures are required.

Applicability of EIR to Proposed Revisions

The potential environmental effects of the proposed revisions fit within the range of impact analysis contained in the original EIR.

Section 15162 Thresholds

The attachment provides verbatim wording from the State CEQA Guidelines and an analysis of the applicability of the particular language to the proposed revisions of the SLSP. The evidence supports, and the analysis concludes, that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred, and thus an Addendum is appropriate.

ATTACHMENTS

Comparison of 15162 CEQA Requirements and Project

ATTACHMENT – Comparison of 15162 CEQA Requirements and Project

COMPARISON OF 15162 CEQA REQUIREMENTS AND PROJECT	
CEQA Requirement (Section 15162)	Relationship to Request
<p>(a) <i>When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:</i></p>	<p>The Turn of the Century (TOC) Specific Plan (SP) Environmental Impact Report (EIR) was certified by the Woodland City Council on August 15, 2000 (Resolution No. 4215). Section 15090 findings were made at that time. Section 15091, 15092, and 15093 findings were subsequently made on December 18, 2001 in conjunction with adoption of the Spring Lake Specific Plan.</p> <p>The information provided in this Addendum identifies the substantial evidence in support of the City’s determination that the preparation of a subsequent EIR is not required for the subject project and that the preparation of an Addendum is appropriate.</p>
<p>(1) <i>Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;</i></p>	<p>The proposed changes to the project are identified within the body of the staff report for the September 16, 2004 Planning Commission meeting. These changes are not substantial. The addition of the greenbelt trail adds 3.02 acres to open space. This change is consistent with the SLSP, was contemplated by and required by the SLSP, and falls substantially within the scope of analysis of the prior CEQA review.</p> <p>No revisions of the previous EIR are required. No new environmental effects will result. The severity of previously identified impacts would not substantially increase</p> <p>This section does not apply.</p>

COMPARISON OF 15162 CEQA REQUIREMENTS AND PROJECT

CEQA Requirement (Section 15162)	Relationship to Request
<p>(2) <i>Substantial changes will occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or</i></p>	<p>The circumstances under which the project will be undertaken remain unchanged from the time of adoption.</p> <p>These changes are neutral or minutely beneficial in terms of the environmental analysis. There are no new significant environmental effects associated with the proposed revisions. There is no change in the severity of previously identified significant effects. The potential impacts from the project are less than or substantively equal to the original project, and thus fall within the range of impacts analyzed in the EIR.</p> <p>This section does not apply.</p>
<p>(3) <i>New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:</i></p>	<p>No new information has been identified. These changes involve minor amendments of the Plan.</p> <p>This section does not apply.</p>
<p>(A) <i>The project will have one or more significant effects not discussed in the previous EIR or negative declaration:</i></p>	<p>All impacts were analyzed in the certified EIR, the proposed revised project makes neutral or beneficial changes as compared to the project analyzed in the EIR. This section does not apply.</p>
<p>(B) <i>Significant effects previously examined will be substantially more severe than shown in the previous EIR.</i></p>	<p>The revised project will not result in the significance level of any impacts previously identified, being more severe than initially described in the EIR. This section does not apply.</p>

COMPARISON OF 15162 CEQA REQUIREMENTS AND PROJECT

CEQA Requirement (Section 15162)	Relationship to Request
<p>(C) <i>Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or</i></p>	<p>No mitigation measures or alternatives have been determined to be infeasible. No new mitigation measures have been identified that would substantially reduce one or more significant effects of the project. This section does not apply.</p>
<p>(D) <i>Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.</i></p>	<p>No new or different mitigation measures or alternatives have been identified beyond those analyzed in the EIR. The Settlement Agreement changes would serve to add further specificity to previously identified mitigations of the Plan. This has a beneficial result in terms of supporting no premature conversion of agricultural land, specifying more detailed timing for Swainson's hawk mitigation, specifying more details regarding the preferred location of Swainson's hawk mitigation, and specifying funding for monitoring.</p> <p>All mitigation measures of the SLSP are considered conditions of the approval and must be implemented by the City and developers.</p> <p>This section does not apply.</p>

COMPARISON OF 15162 CEQA REQUIREMENTS AND PROJECT

CEQA Requirement (Section 15162)	Relationship to Request
<p>b) <i>If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, and addendum, or no further documentation.</i></p>	<p>A negative declaration was not prepared or adopted for the project, therefore, this section does not apply.</p>
<p>c) <i>Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in Subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.</i></p>	<p>The SLSP was approved December 18, 2001. The adoption of these proposed amendments are subsequent discretionary actions for which a CEQA determination must be made. However, as noted herein, none of the conditions described in Subsection (a) have been triggered, hence a subsequent EIR is not required. Rather, the City has concluded that an Addendum is appropriate.</p>
<p>(d) <i>A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.</i></p>	<p>A subsequent EIR has been determined not to be required; therefore, this section is not applicable.</p>