

# **RECORD OF DECISION**

## **SPRING LAKE SPECIFIC PLAN**

**CITY COUNCIL FINAL HEARING DECEMBER 18, 2001**

On December 18, 2001 the City Council took the following final action regarding the Spring Lake Specific Plan:

1. Accepted the following reports:
  - November 16, 2001 Spring Lake Specific Plan Fiscal Impact Study
  - September 20, 2001 Spring Lake Specific Plan Phasing Feasibility Analysis
  - June 12, 2001 Spring Lake Specific Plan Financial Feasibility Analysis
  - November 9, 2000 Review of Fire Department Requirements, Spring Lake Specific Plan
2. Adopted Resolution No. 4330 (attached) making findings of fact (Exhibit A), issuing a statement of overriding considerations (Exhibit B), adopting a CEQA Addendum (Exhibit C), adopting a Mitigation Monitoring Plan (Exhibit D), making a determination of General Plan consistency, and approving the Spring Lake Specific Plan (June 2001, as amended) with identified final edits (Exhibit E).
3. Authorized the following tasks:
  - Preparation of a "SLSP Allocation Ordinance" to implement an allocation process incorporating the applicant's requests to the extent feasible and appropriate. The Council directed that the ordinance come back directly to Council.
  - Application to LAFCO for amendment of the Sphere of Influence (SOI), annexation, and pre-zoning.
  - Establishment of financing mechanisms, including mechanisms for addressing the projected fiscal deficit.
  - Negotiation of Development Agreements, including mechanisms for addressing the projected fiscal deficit.
  - Amendment of the Major Projects Financing Plan and various infrastructure master plans to be consistent with the Spring Lake Specific Plan as adopted.
  - Amendment of the Zoning Ordinance, Subdivision Ordinance, and Affordable Housing Ordinance to refer to the authority of the Specific Plan in areas where the Plan contains different standards or procedures.
4. Directed staff to immediately file a Notice of Determination documenting the Council's action.

5. Directed staff to immediately prepare and make publicly available the final adopted version of the SLSP.
6. Directed staff to immediately calculate costs due from the applicant pursuant to paragraph 3g of the master Agreement for Advance of Funds executed November 18, 1998.

RESOLUTION NO. 4330

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND  
MAKING FINDINGS OF FACT; ISSUING A STATEMENT OF OVERRIDING  
CONSIDERATIONS; ADOPTING A CEQA ADDENDUM; ADOPTING A MITIGATION  
MONITORING PLAN; MAKING A DETERMINATION OF CONSISTENCY WITH THE  
GENERAL PLAN; AND APPROVING THE SPRING LAKE SPECIFIC PLAN

WHEREAS, pursuant to the 1996 Woodland General Plan, the City is processing an application for the Spring Lake Specific plan (formally known as the Turn of the Century Specific Plan) ("the Plan" or "the Project");

WHEREAS, the Project would establish land use designations and development regulations for ±1,097 acres of new growth area south of Gibson Road, including approximately 4,037 dwelling units on 665 acres, 11 acres of neighborhood commercial uses, over 290 acres of public and quasi-public land uses, about 34 acres of park land, and over 100 acres of other land uses including easements and roadways;

WHEREAS, the specific plan process commenced in January of 1998 with the submittal of an application from Turn of the Century, LLC (TOC, LLC) and was followed in February of 1999 by the submittal of two alternate Specific Plans from TOC, LLC;

WHEREAS, on July 15, 1999 the Planning Commission and City Council held a joint public workshop on the proposed specific plans;

WHEREAS, the Planning Commission commenced hearings on the plans in November of 1999;

WHEREAS, the Planning Commission held ten public hearings (November 4, 18, 30, December 2, 16, 21, 2000; March 9, 16, May 18, June 1, 2001) and one additional public meeting (June 8, 2000) to deliberate the Project and the EIR;

WHEREAS, two design workshops were held February 12 and 14, 2000 facilitated by an independent urban designer/community planner, and attended by almost 200 participants;

WHEREAS, as a result of the workshops a "Community Concept Plan" was developed and presented to the Planning Commission on March 9, 2000, and this version of the Plan became the basis for the June 2001 Specific Plan currently before the Council for tentative approval;

WHEREAS, during these hearings and meetings oral and documentary evidence was received by the Planning Commission for use in deliberating the Project;

WHEREAS, on April 18, 2000, the City Council adopted Resolution No. 4180 in support of rescission of the Williamson Act contract on northern 162-acres of Assessor Parcel No. 042-003-03 which comprises a portion of the SLSP area known as the "Russell Property";

WHEREAS, on June 8, 2000 the Planning Commission recommended to the City Council, certification of the EIR and approval of the June 2000 Specific Plan;

WHEREAS, the City Council held two public hearings (June 26 and 27, 2000) and two public meetings (July 20 and August 15, 2000) to deliberate the Project and the EIR;

WHEREAS, during these hearings and meetings oral and documentary evidence was received by the City Council for use in deliberating the Project;

WHEREAS, the City Council reviewed the EIR, related staff reports, the record of the Planning Commission, and all evidence including testimony and correspondence received at the Planning Commission and City Council hearings, all of which documents and evidence are hereby incorporated by reference into this Resolution;

WHEREAS, the four volume Final Turn of the Century Specific Plan Environmental Impact Report (SCH #99022069) (the "EIR) was prepared pursuant to the California Environmental Quality Act (CEQA, Public Resources Code, Section 21000 et seq.) to analyze the environmental impacts of the Project;

WHEREAS, on August 15, 2000 the City Council certified the project EIR (Resolution No. 4215) as adequate pursuant to Section 15090 of the CEQA Guidelines, tentatively approved the June 2000 Specific Plan with some modifications (Resolution No. 4216), and directed that staff commence with analysis of financial feasibility of the Plan among other tasks;

WHEREAS, as a result of the City Council actions, the tentatively approved August 2000 Draft Spring Lake Specific Plan was released;

WHEREAS, on December 21, 2000 the City Council heard a report regarding the feasibility of the Specific Plan, gave direction to staff to make specific modifications that would improve feasibility, and established a Sub-committee of two Council members, key staff members, the applicant, and property owner representatives to identify additional Plan modifications with the goal of achieving Plan feasibility;

WHEREAS, the subcommittee met from January 2001 through May 2001, and in June of 2001 authorized release of the June 2001 Spring Lake Specific Plan;

WHEREAS, the Planning Commission met on July 5 and July 9, 2001 to discuss and receive public testimony on the June 2001 Draft Plan;

WHEREAS, on July 19, 2001 the Planning Commission approved Planning Commission Resolution No. 2001-1 recommending to the City Council specified changes to the June 2001 Specific Plan, finding the Plan to be consistent with the City General Plan, and recommending approval of the Plan;

WHEREAS, on July 24, 2001 the City Council took action to adopt Resolution No. 4302 rescinding Resolution No. 4216 tentatively approving the prior August 2000 Draft Plan, finding the June 2001 Spring Lake Specific Plan (as amended) to be consistent with the General Plan, finding the Plan to represent community consensus and Planning Commission support, and tentatively approving the June 2001 Spring Lake Specific Plan (as amended);

WHEREAS, on November 13, 2001 the City Council and Planning Commission held another public workshop to deliberate issues relating to phasing of development within the SLSP area;

WHEREAS, a CEQA Addendum was prepared by the City and is included herein as Exhibit C (CEQA Addendum) verifying the applicability of the EIR to the revised SLSP and demonstrating that additional CEQA analysis is not necessary pursuant to Section 15162 of the CEQA Guidelines; and

WHEREAS, on December 18, 2001 the City Council held a final hearing on the Plan to receive the record, receive final oral and written testimony, contemplate oral and documentary evidence, and deliberate the recommendations of the Planning Commission and staff.

WHEREAS, the Final EIR identified certain significant and potentially significant adverse effects on the environment caused by the Project;

WHEREAS, the City Council is required pursuant to CEQA, to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant environmental effects;

WHEREAS, the Council desires, in accordance with CEQA, to declare that, despite the occurrence of significant environmental effects that can not be substantially lessened or avoided through the adoption of feasible mitigation measures or feasible alternatives, there exist certain overriding economic, social, and other considerations for approving the project that the Council believes justify the occurrence of those impacts;

WHEREAS, the City Council specifically finds that where more than one reason for approving the Project and rejecting alternatives is given in its findings or in the record, and where more than one reason is given for adopting the Statement of Overriding Considerations, the Council would have made its decision on the basis of any one of those reasons;

WHEREAS, in Resolution No. 4215 adopted August 15, 2000 the City Council made the findings required under Section 15090 of the CEQA Guidelines for certification of the final EIR; and

WHEREAS, the City Council has considered the EIR, including the CEQA Addendum, in making a final decision on the project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodland as follows:

1. Exhibit A, Exhibit C, and Exhibit D of this Resolution provide findings required under Section 15091 of the CEQA Guidelines for significant effects of the project. The City Council hereby adopts these various findings of fact attached hereto as Exhibits A, C, and D.

2. Exhibit B of this Resolution provides the findings required under Section 15093 of the CEQA Guidelines relating to accepting adverse impacts of the project due to overriding considerations. The City Council has balanced the economic, legal, social, technological, and other benefits of the project against the unavoidable environmental risks that may result, and finds that the specific economic, legal, social, technological, and other benefits outweigh the unavoidable adverse environmental effects. The City Council, therefore, finds the adverse environmental effects of the project to be "acceptable". The City Council hereby adopts the Statement of Overriding Considerations attached hereto as Exhibit B (Statement of Overriding Considerations).

3. After considering the EIR and in conjunction with making these findings, the City Council hereby finds that pursuant to Section 15092 of the CEQA Guidelines that approval of the SLSP will result in significant effects on the environment, however, the City eliminated or substantially lessened these significant effects where feasible, and has determined that remaining significant effects are found to be unavoidable under Section 15091 and acceptable under Section 15093.

4. The Council has considered two equal-weight Specific Plan alternatives (Plan A and Plan B) and 8 additional alternatives and finds based on substantial evidence in the record that only the SLSP (June 2001, as amended) can be feasibly implemented in light of relevant economic, legal, social, technological, and other reasons, as discussed herein.

5. These findings made by the City Council are supported by substantial evidence in the record, which is summarized herein.

6. The Mitigation Monitoring Plan attached hereto as Exhibit D (Mitigation Monitoring Plan) is hereby adopted to ensure implementation of feasible mitigation measures identified in the EIR. The City Council finds that these mitigation measures are fully enforceable as policies, development regulations, permit conditions, agreements, or other measures, and shall be binding upon the City and affected parties.

7. The City Council hereby adopts the CEQA Addendum and finds that has been appropriately prepared pursuant to Section 15164 of the CEQA Guidelines, that it supports the decision not to prepare a Subsequent EIR pursuant to Section 15162 of the CEQA Guidelines, and that it is supported by substantial evidence. The Addendum identifies appropriate minor changes and additions to the EIR, and documents that none of the conditions (substantial changes in the project, substantial changes in circumstances, and/or new information of substantial importance) described in Section 15162 calling for the preparation of a subsequent EIR have occurred.

8. The City Council finds that the SLSP is consistent with the General Plan (including all elements), and that adoption of the SLSP is in the public interest and is necessary for the public health, safety, and welfare.

9. The City Council hereby recognizes that the November 16, 2001 Spring Lake Specific Plan Fiscal Impact Study projects a fiscal deficit for the project. General Plan policies 4.B.1 and 4.B.3; EIR mitigations 4.13-1(d), 4.13-6, 4.14-1(c), and 4.14-8(a); SLSP Development Regulations 5.7, 6.23, 6.30, 6.31, 6.42, and 6.45; and SLSP Objectives I-3 and I-5, support approval of such projects when a significant public benefit will result and when alternative sources of funding can be obtained to offset foregone revenues. The City Council finds that the project will result in significant public benefit as identified in Exhibit B. The City Council also finds that approval of the Plan is contingent on putting into place alternative sources of funding to substantively offset foregone revenues.

10. The City Council hereby adopts the June 2001 Spring Lake Specific Plan, as amended by Council July 24, 2001 and as further amended based on Exhibit E (SLSP Final Edits), subject to securing alternative sources of funding to substantively offset foregone revenues.

11. The City Council hereby directs that execution of a Development Agreement between the City and each developer within the Spring Lake Specific Plan area is required prior to each development within the Plan area. Each Development Agreement shall require that: 1) the developer make "best efforts" to acquire necessary property for required off-site improvements; and 2) provide conclusive written evidence, to the satisfaction of the City Attorney, of such efforts to the City Manager for acceptance by the City.

Execution of the Development Agreement between the City and the Plan sponsor (TOC, LLC) or the first developer in the area is required prior to submittal to the Yolo County Local Agency Formation Commission (LAFCO) for annexation and/or prior to any subsequent discretionary action by the City Council in the Spring Lake Specific Plan area. This first Development Agreement shall address mechanisms for resolving the SLSP fiscal deficit, to the satisfaction of the City Finance Director and consistent with the General Plan. The draft of this first Development Agreement shall be brought back to the City Council for authorization to execute, at which time the City Council will verify that the General Plan fiscal policies are satisfied by the terms of the Development Agreement.

Prior to execution of the first Development Agreement, the project sponsor (TOC, LLC) shall have paid the deferred staff costs and interest as addressed in paragraph 3g of the November 18, 1998 master Agreement for Advance of Funds or the Development Agreement shall address the payment of the deferred costs, pursuant to the terms of paragraph 3g.

12. The City Council hereby modifies the General Plan Land Use Diagram (Figure 1-4) and any other figures where applicable, to refer to the Spring Lake Specific Plan.

12.1 The City Council hereby reaffirms their support of the rescission of the Williamson Act contract on the 162-acre portion of Assessor Parcel No. 042-003-03 that falls within the SLSP, subject to the terms of Resolution No. 4180.

12.2 The City Council hereby declares their support for a "unit allocation program" to be subsequently adopted as a regulatory ordinance for implementation of the SLSP, that will ensure that the City will maintain an average annual growth rate of 1.7 percent citywide yet provide certainty regarding initial development within the SLSP so as to meet the needs of the bonding requirements for initial development. This program shall meet the requirements identified in the SLSP, as adopted.

13. A Notice of Determination documenting these decisions shall be filed immediately.

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PASSED AND ADOPTED by the City Council of the City of Woodland this 18th day of December 2001, by the following vote:

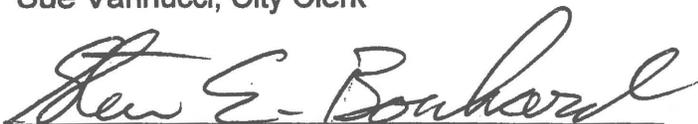
AYES: Council Members Dote, Flory, Monroe, Peart, Borchard

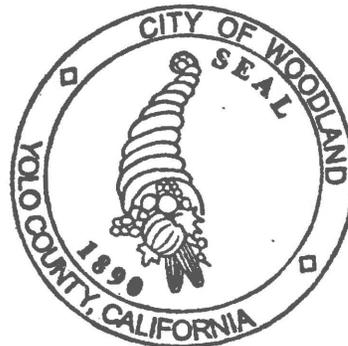
NOES: None

ABSTAIN: None

ABSENT: None

  
Sue Vannucci, City Clerk

  
Steve Borchard, Mayor



Exhibits Attached:

- A. CEQA Findings of Fact
- B. Statement of Overriding Considerations
- C. Mitigation Monitoring Plan
- D. CEQA Addendum
- E. SLSP Final Edits

Adopt Reso.doc



**SLSP RESOLUTION OF APPROVAL  
EXHIBIT A**

**CEQA FINDINGS OF FACT for  
the CITY OF WOODLAND SPRING LAKE SPECIFIC PLAN**



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**CEQA FINDINGS OF FACT for  
the City of Woodland Spring Lake Specific Plan**

**SECTION A.**

**INTRODUCTION**

The purpose of these findings is to satisfy the requirements of Sections 15091, 15092, and 15093 of the California Environmental Quality Act (CEQA) Guidelines, associated with approval of the City of Woodland Spring Lake Specific Plan dated June 2001, as revised (SLSP or Plan).

The CEQA Statutes (Public Resources Code Sections 21000, et seq.) and Guidelines (Code of Regulations Sections 15000, et seq.) state that if it has been determined that a project may or will have significant impacts on the environment, then an Environmental Impact Report ("EIR") must be prepared. Prior to approval of the project, the EIR must be certified pursuant to Section 15090 of the CEQA Guidelines. When an EIR has been certified which identifies one or more significant environmental impacts, the approving agency must make one or more of the following findings, accompanied by a brief explanation of the rationale pursuant to Section 15091 of the CEQA Guidelines, for each identified significant impact:

- a) Changes or alterations have been required in, or incorporated into, such project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.
- b) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency, or can and should be adopted by such other agency.
- c) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

Section 15092 of the CEQA Guidelines states that after consideration of an EIR, and in conjunction with making the Section 15091 findings identified above, the lead agency may decide whether or how to approve or carry out the project. A project shall not be approved if it would result in a significant environmental impact or, if feasible mitigation measures or feasible alternatives can avoid or substantially lessen the impact.

Only when there are specific economic, legal, social, technological, or other considerations outweigh the unavoidable adverse environmental effects, can a project

with unmitigated significant impacts be approved. Section 15093 requires the lead agency to document and substantiate any such determination in "statements of overriding considerations" as a part of the record.

On August 15, 2000 the City Council certified the EIR entitled "*Turn of the Century Specific Plan Environmental Impact Report*" (SCH #1999022069), pursuant to the requirements of Section 15090 of the CEQA Guidelines. That action is embodied in Resolution No. 4215.

## SECTION B.

### PROJECT LOCATION

Unincorporated area of Yolo County south of the City limits (Gibson Road) and the developing Sycamore Ranch area. The boundaries are Gibson Road on the north, County Road (CR) 102 on the east, CR 25A on the south, and (generally) CR 101 on the west. There is a portion of the Plan area immediately north of the easterly extension of CR 24C, that extends west over State Route (SR) 113.

### PROJECT DESCRIPTION

The Plan will guide development of 1,097 acres located primarily south of Gibson Road and east of SR 113, immediately south of the City limits. The Plan establishes specific development policies, land use designations, and development regulations for development of the subject area. Build-out is assumed to occur over a 15-year period.

Proposed development will be comprised of approximately 4,037 dwelling units on +/-665 net acres, 11 acres of neighborhood commercial uses, over 280 acres of public and quasi-public land uses, about 34 acres of parkland, and over 100 acres of major streets and roads. Overall residential density will equate to about 6.1 units per acre.

The Plan will result in build-out of about 11,270 people. Of the total units, about 29 percent will be multi-family units under the City's definition. In the City of Woodland, multi-family units are defined by density as opposed to unit type. Densities of over 8 dwelling units per acre are considered multi-family.

Table 1.1 (Specific Plan Land Use Summary) and Table 1.2 (Specific Plan Density and Unit Type) of the SLSP provide a more detailed breakdown of land use information. A Land Use Plan is provided in Section 2.0 of the Plan.

The SLSP document is organized as follows:

- Section 1.0, Introduction
- Section 2.0, Land Use Element
- Section 3.0, Housing Element

Section 4.0, Circulation Element  
 Section 5.0, Parks and Recreation  
 Section 6.0, Public Facilities and Services  
 Section 7.0, Environmental Resources  
 Section 8.0, Implementation  
 Section 9.0, Administration  
 Acknowledgements  
 Appendices

Each section contains relevant goals and policies, and development regulations, that will be applied to each development within the Plan area. The Plan also contains a Land Use Map, and establishes Plan-level land use designations and roadway cross-sections.

Actions required of the City in order to adopt the SLSP include the following:

- Approval of CEQA Addendum document.
- Acceptance of Fiscal Impact Report.
- Finding of consistency with the General Plan.
- Amendment of the General Plan maps to refer to the SLSP.
- Approval of the SLSP with detailed findings of fact.
- Authorization to pursue amendment of Sphere of Influence (SOI), annexation and pre-zoning.
- Authorization to establish financing mechanisms.
- Authorization to negotiate Development Agreements.
- Amendments to the City's Major Projects Financing Plan (MPFP) and various Infrastructure Master Plans.

Subsequent actions required of the City to implement the SLSP include the following:

- Amendment of SOI, annexation and pre-zoning (for generic land use).
- Acceptance of the SLSP Financing Plan and establishment of financing mechanisms.
- Acceptance of SLSP Infrastructure Plans and amendment to the City's MPFP and various infrastructure master plans as necessary.
- Adoption of SLSP Affordable Housing Program.

- Adoption of SLSP Design Standards.
- Adoption of SLSP Master Illustrative Site Plan.
- Adoption of the SLSP Unit Allocation Program
- Adoption of the SLSP Agricultural Land Mitigation Program
- Amendment of Zoning Ordinance, Subdivision Ordinance, and Affordable Housing Ordinance to refer to the authority of the Specific Plan in areas where the Plan contains different standards or procedures.
- Project-Level Approvals:
  - o Determination of project-level CEQA compliance
  - o Execution of Development Agreements
  - o Site Plan/Design Review
  - o Approval of Tentative Subdivision Maps
  - o Rezoning (for precise land use).

Other approvals from other agencies that will/may be required include the following:

- U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, State Department of Fish and Game – Various habitat/species permits
- State Department of Conservation – Rescission of Williamson Act Contract on APN 042-030-03
- State Water Resources control Board – Stormwater Discharge Permits
- Caltrans and Yolo County - Encroachment permits
- Yolo County Local Area Formation Commission – Amendment of Sphere of Influence and Annexation

## PROJECT OBJECTIVES

The objectives for the project, as established by the City, are taken from the Guiding Principles set forth in the City's General Plan:

1. To retain and enhance Woodland's quality of life, its separate identity, and small-town characteristics.
2. To achieve an orderly pattern of community development consistent with economic, social and environmental needs.
3. To provide for a diversified economic base with a range of employment opportunities for all residents.

4. To preserve and protect prime agricultural lands and their uses in the areas between the Urban Limit Line and the boundary of the General Plan Area.
5. To revitalize the Downtown district as the heart of the City.
6. To promote the provision of adequate housing including a variety of housing sizes and types for all persons in the community regardless of income, age, gender, race, or ethnic background.
7. To coordinate land and transportation planning measures to foster reduced dependence on the automobile and increased opportunities for alternative modes of travel.
8. To provide adequate levels of public service.
9. To promote a wide range of parks and recreational facilities and activities.
10. To plan for diverse educational opportunities and adequate school facilities.
11. To preserve and enhance the historical and cultural resources of the Woodland area.
12. To protect and improve the quality of the natural environment.
13. To prevent loss of life, injury, and property damage due to natural and manmade hazards.
14. To ensure that Woodland remains a safe place to live.
15. To foster increased cooperation and coordination among governmental entities.

In addition the SLSP proposes the following planning principles:

1. Plan, develop and maintain a comprehensive, balanced, integrated, safe and efficient transportation system to ensure mobility for all residents.
2. Promote efficient traffic patterns and effective levels of transit service, which connect the project area to surrounding neighborhoods while minimizing congestion on residential streets.
3. Prepare a storm drainage master plan to mitigate the threat of flooding within the project area.
4. Provide and maintain an adequate level of public services to the project area, including water, sewer, parks, schools, police, fire, and library services.

5. Create an overall pattern of planned orderly development. Ensure that land uses are adequately served by a balanced system of transportation and community service facilities.
6. Plan and develop a central focal area that combines commercial, civic, cultural, and recreational uses.
7. Provide a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within the area.
8. Encourage housing production to mix the sizes, types and price range of units and allow for innovative housing construction technologies to provide amenities requested by area residents, including larger estate-style homes.
9. Provide a well-defined urban edge that serves as an agricultural transitional area or buffer.
10. Plan for an ample supply of specialized open space in the form of parks, mini parks, pathways, subdivision trails, and greenbelts. Encourage frequent use through placement and design.
11. Provide opportunities for open space, recreation and visual relief by planning for parks, pathways, subdivision trails, and greenbelts. Establish a system of greenbelts, pathways, and subdivision trails that link key land uses in the Plan area.
12. Locate as many activities as possible within easy walking distance of transit stops.
13. Incorporate crime prevention techniques into the urban design. Development plans shall address crime prevention measures including increased visibility and interaction between uses.
14. Encourage the concentration of employment and activity centers, particularly in relation and proximity to higher density residential areas, in order to facilitate shorter travel distances and the use of non-auto modes of travel.
15. Organize streets, pedestrian paths and bike paths to contribute to a system of fully connected routes to all destinations.
16. Establish development standards that foster compatible design solutions that are aimed at improving how new development projects will fit into the area with the overall intent of defining the area's character.

17. Ensure that a Public Facilities Financing Plan and Capital Improvement Plan is adopted prior to the commencement of any new urban development within the area.
18. Create neighborhoods and lot design consistent with neo-traditional qualities.

## SECTION C.

### BACKGROUND AND HISTORY

The City's updated General Plan was adopted February 27, 1996, and guides growth in the City through 2020. The General Plan identifies that future residential growth will occur in a 1,748-acre "master plan" area south of the existing City limits at Gibson Road. This is shown in Figure 1.1 (Master Plan Boundary) of the June 2001 SLSP (as revised).

In August of 1997, a development group called Turn of the Century Limited Liability Company (TOC, LLC) petitioned the City Council to initiate the specific plan process in a portion of the master plan area. The City received no other petitions. The Council approved the petition on December 2, 1997 and ultimately approved the subject Plan boundary, which comprises 1,097 acres of the 1,748-acre master plan area. This is shown in Figure 1.2 (Specific Plan Boundary) of the SLSP. It was anticipated that the 651-acre "remainder area" in the master plan area would be separately planned in a future specific plan effort.

The specific plan process commenced in January of 1998. Pursuant to the City's Procedures Guide, a Technical Advisory Committee (TAC) was formed comprised of key staff members from the City, the County, and a number of special districts. The TAC began reviewing preliminary land use plans provided by the applicant in the spring of 1998.

In October of 1998, the City Council directed that two Plans should be analyzed and compared throughout the process. In February of 1999, two alternative Specific Plans (Plan A and Plan B) were formally submitted by TOC, LLC.

Plan A proposed approximately 3,770 dwelling units on +/-598 gross acres, about 44 acres of commercial uses, over 280 acres of public and quasi-public land uses, about 65 acres of parkland, and over 100 acres of major streets and roads. Overall residential density as proposed was about 6.3 units per acre. Plan A was projected to result in a population of about 10,348 people. Of the total units, about 39 percent would have been multi-family units.

Plan B proposed approximately 3,745 dwelling units on +/-628 gross acres, 26 acres of commercial uses, over 280 acres of public and quasi-public land uses, about 65 acres of parkland, and over 100 acres of major streets and roads. Overall residential density as proposed was about 6.0 units per acre. Plan B was projected to result in a population

of about 10,616 people. Of the total units, about 33 percent would have been multi-family units.

Plans A and B were substantively similar in terms of land use and density. There were three main differences between the plans:

- Plan A proposed a grid-like pattern for arterial and collector streets. Plan B proposed a curvi-linear pattern.
- Plan A included a new crossing of State Route (SR) 113 midway between the two existing interchanges. Plan B included the right-of-way for such a crossing, but proposed a street pattern specifically designed to preclude the need for an overcrossing.
- Plan A included a proposed commercial town center. Plan B proposed a town center within future development in the remainder area of the Master Plan, but not within the Specific Plan.

On July 15, 1999 the City held a joint workshop between the Planning Commission and the City Council. At this meeting the Specific Plan submittals were introduced to the public by staff. A second group of property owners from within the Plan area presented two alternate plan concepts, which were later refined and submitted as one alternate land use plan, Plan C. Plan C proposed a grid-like street pattern and included a crossing over SR 113. Land uses were more evenly distributed over the Plan area. Neighborhoods were laid out to emphasize neighborhoods using combined elementary schools and neighborhood parks as focal points. The Plan included a greater range of densities and smaller areas for multi-family housing spread more evenly throughout the Plan area.

A Final Environmental Impact Report (FEIR) examining Plan A and B at an equal weight, and examining Plan C qualitatively, was released October 20, 1999. Planning Commission hearings on the Plans commenced in November of 1999. Six hearings were held at the Planning Commission on November 4, 18, 30 and December 2, 16, and 21. At the sixth hearing the Commission directed that community design workshops be held to solicit input from the public regarding the neighborhood design proposed for the Specific Plan area. These two workshops were held February 12 and 14, 2000 and were facilitated by an independent urban designer and city planner. As a result of the workshops a Community Concept Plan emerged and was presented to the Planning Commission on March 9, 2000. On March 16, the Commission voted to have the staff rewrite the Specific Plan text and prepare a detailed land use plan based on the Community Concept Plan and other direction given by the Commission. On June 8, 2000 the Commission recommended to the City Council, adoption of the Specific Plan reflected herein, and renamed the Plan, the Spring Lake Specific Plan.

On August 15, 2000 the City Council certified the project EIR (Resolution No. 4215) and tentatively approved the Planning Commission's Specific Plan with some corrections and modifications (Resolution No. 4216). The City Council also directed the following work tasks: revision of the traffic and circulation analysis; revision of the infrastructure plans; revision of the Plan text and exhibits; confirmation of consistency of the EIR with the revised Plan; revision of the fiscal analysis; revision of the financing plan; securing or property owner commitments (including financial participation and indemnification); and preparation of a final approval package (including appropriate resolutions, ordinances, and findings of fact).

A revised version of the Plan, as tentatively approved by the City Council was released dated August 2000 comprised of approximately 3,948 dwelling units on +/-704 gross acres, 11 acres of neighborhood commercial uses, 290 acres of public and quasi-public land uses, 32 acres of parkland, and 60 acres of other land uses (easements and roadways). Overall residential density was about 5.6 units per acre. Build-out population was projected at about 11,023 people. Of the total units, about 25 percent would have been multi-family units.

In September of 2000 the staff had the tentatively adopted land use map converted to electronic format at which time some modifications to the land use layout were made to accommodate the more accurate acreage determinations. The consultant incorporated proposed street rights-of-way and proper street alignments into the digitized land use exhibit. Precise calculations of net acreage by density and dwelling unit yield were developed. The net yield at that time was determined to be 3,710 units, with 2,732 (74 percent) single family units and 978 (26 percent) multi-family units. Another 334 multi-family units were identified for construction outside of the Plan area, in order to achieve 35 percent multi-family units overall.

In September through December 2000 staff, the applicant and their consultants, and other property owner representatives developed infrastructure cost estimates for major ("backbone") infrastructure, performed a number of financial feasibility assessments for the Specific Plan, and identified Plan modifications that would improve financial feasibility. On December 21, 2000 the City Council heard a report regarding the feasibility of the Plan, concurred that the Plan was infeasible, and gave direction to staff to make specific modifications that would improve feasibility. The Council also established a subcommittee of two Council members, key staff members, the applicant, and property owner representatives to identify additional Plan modifications with the goal of improving Plan feasibility.

The subcommittee and later technical committees met from January through March. The result of that effort was the following major modifications to the August 2000 version of the Plan (in no order):

- Total net dwelling units of 4,037;
- Change in ratio of required parkland from 10 acres per 1,000 population to 5 acres per 1,000 population;
- Elimination of segments of previously planned collector roadways;
- Narrowing of proposed roadway cross-sections including decreases in planned roadside landscaping;
- Identification of an on-site 5-acre detention pond;
- Assumption of a force main sewer system rather than a gravity sewer system;
- Decrease in the size of central park from 8 acres to 4 acres;
- Various modifications to development regulations;
- Various modifications to land use designations;
- Revisions to the text and maps in the Plan including revisions to the land use map, and
- Changing the timing of certain improvements (e.g. SR 113 overpass and sport park).

The subject revised Specific Plan dated June 2001 was subsequently released for public review. On July 5, 9, and 19, 2001 the Planning Commission considered the modified Plan. On July 19<sup>th</sup> the Commission approved Planning Commission Resolution No. 2001-1 recommending to the City Council specified changes to the June 2001 Specific Plan, finding the Plan to be consistent with the City General Plan, and recommending approval of the Plan.

On July 24, 2001 the City Council considered the revised Plan and Planning Commission recommendations, and again tentatively approved the Plan (Resolution No. 4302) with some changes as recommended by the Planning Commission and staff. These changes were compiled in a separate document entitled "Addendum to the June 2001 Spring lake Specific Plan".

On November 13, 2001 the City Council and Planning Commission held a joint workshop to discuss phasing of development. The City Council determined that the following factors were relevant in their deliberations:

- General Plan cap of 60,000 population at 2015.
- City policy to maintain 1.7 percent average annual growth citywide.

- Need for estate lots.
- Property owner financial commitment and participation.
- Shortfall in bond financing needed for first-house infrastructure.
- Need to create near-term development certainty in order to secure bond financing.
- Need to create equity between property owners in order to secure cooperation.
- Logical path for extension of utilities and services.

In light of these considerations, the staff was directed to modify the Plan to do the following:

1. Eliminate the phase line.
2. Eliminate the neighborhood sequencing (90 percent build-out) requirement.
3. Require that the neighborhood parks be triggered at 60 percent build-out of each neighborhood.
4. Require that the central park be constructed at the same time as the fire station.
5. Institute an allocation system for single-family residential units that would ensure 1.7 percent average annual growth for all residential units citywide, yet provide a greater measure of certainty for development within the SLSP.

On December 18, 2001 the SLSP went to final hearing before the City Council.

## **SECTION D.**

### **THE FINAL EIR**

The Final EIR for the project includes the following items:

- 1) Draft EIR (SCH #99022069), dated July 1999;
- 2) Draft EIR Volume II -- Appendices, dated July 1999;
- 3) Draft EIR Volume III -- Traffic Appendices, dated July 1999;
- 4) Response to Comments on the Draft EIR, dated October 1999;

## THE CEQA ADDENDUM

As part of the final approval package for the SLSP, the City has prepared a "CEQA Addendum" to the original EIR (see Exhibit C). Pursuant to Sections 15162 and 15164 of the CEQA Guidelines, this CEQA Addendum demonstrates that the circumstances, impacts, and mitigation requirements identified in the Turn of the Century Specific Plan EIR remain substantively applicable to the June 2001 SLSP (as revised). The CEQA Addendum supports the finding that the revised Plan does not raise any new issues and does not cause the level of impacts identified in the original EIR to be exceeded.

The City Council hereby finds that the potential impacts from the SLSP all fit within the range of impact analysis contained in the EIR for Plans A and B, and the alternatives. There are no substantial changes in the project or the circumstances under which the project is being undertaken, that will necessitate major revisions of the EIR. Nor has new information become available, which was not known or could not have been known at the time the EIR was certified. The CEQA Addendum demonstrates that the circumstances, impacts, and mitigation requirements identified in the EIR remain substantively applicable to the revised SLSP, and supports the finding that the proposed project does not raise any new issues and does not cause the levels of impacts identified in the EIR to be exceeded.

The SLSP does not result in any new impacts, nor does it cause the level of significance for any previously identified impacts to change. No new mitigation measures are required, though some rewording and revisions are appropriate. These are identified, along with others, in under Section B (Final Disposition of Mitigation Measures) in Exhibit B. The City Council hereby determines, based on the CEQA Addendum analysis, that preparation of a subsequent or supplemental EIR is not required.

Of 179 mitigation measures identified in the EIR, the CEQA Addendum concludes that 96 are no longer required, primarily because the SLSP includes them as requirements of the Plan thus making it "self-mitigating". The other 83 measures have been identified as remaining applicable, primarily because they contain more specific performance standards that were not included in the SLSP text. Of the remaining 83 measures, the CEQA Addendum identifies minor modifications or revisions to 11 of them to make them more applicable to the SLSP.

As required, this document is hereby "attached" to the Final EIR and will be considered by the City Council with the Final EIR, in taking final action on the project.

## THE RECORD

For the purposes of CEQA and the findings hereinafter set forth, the administrative record for the Project consists of those items listed in Section 21167.6(e) of the Public Resources Code.

The following background documents are also considered a part of the record:

- General Plan Policy Document, February 1996
- General Plan Background Document, February 1996
- General Plan Final EIR, February 1996
- Review of Fire Department Requirements, November 9, 2000
- Financial Feasibility Analysis, June 12, 2001
- Phasing Feasibility Analysis, June 12, 2001
- Transportation Impact Analysis Update, October 15, 2001
- Fiscal Impact Study, November 15, 2001

Pursuant to the requirements of CEQA Guidelines Section 15091(e) the location and custodian of the documents and other materials which constitute the record of proceedings upon which these decisions are based is as follows:

Steve Harris, Director  
 Community Development Department  
 300 First Street  
 Woodland, CA 95695  
 (530) 661-5820

## SECTION E.

### DISCRETIONARY ACTIONS

The discretionary actions for approval of this project are identified as follows:

- Acceptance of the following reports:
  - November 16, 2001 Spring Lake Specific Plan Fiscal Impact Study (Attachment 2)
  - September 20, 2001 Spring Lake Specific Plan Phasing Feasibility Analysis (Attachment 3)
  - June 12, 2001 Spring Lake Specific Plan Financial Feasibility Analysis (Attachment 4)
  - November 9, 2000 Review of Fire Department Requirements, Spring Lake Specific Plan (Attachment 5)
- Adoption of Resolution (December 18, 2001) Making Findings of Fact, Issuing a Statement of Overriding Considerations, Adopting a CEQA Addendum, Adopting a Mitigation Monitoring Plan, Making a Determination of General Plan consistency, and Approving the Spring lake Specific Plan (June 2001, as amended).

consistency, and Approving the Spring lake Specific Plan (June 2001, as amended).

- Authorization for the following tasks:
  - Application to LAFCO for amendment of the Sphere of Influence (SOI), annexation, and pre-zoning;
  - Establishment of financing mechanisms;
  - Negotiation of Development Agreements;
  - Amendment of the Major Projects Financing Plan and various infrastructure master plans to be consistent with the Spring Lake Specific Plan as adopted.
  - Amendment of Zoning Ordinance, Subdivision Ordinance, and Affordable Housing Ordinance to refer to the authority of the Specific Plan in areas where the Plan contains different standards or procedures.

## SECTION F.

### RELATIONSHIP TO STATE LAW

Preparation of a specific plan is authorized by Section 65450 et seq. of the Government Code. Government Code Section 65451 mandates that a "specific plan include a text and a diagram or diagrams which specify all of the following in detail:

- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

This information is provided primarily in Section 2.0 of the SLSP entitled "Land Use Element".

- (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

Section 4.0 entitled "Circulation Element" addresses roadways, circulation, and mobility. Section 5.0 entitled "Public Facilities and Services" addresses sewage, water, drainage, and solid waste among other topics. Section 6.0 entitled "Environmental Resources" addresses energy and other issues.

- (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

Standards and criteria by which development will proceed, and specific development standards are addressed primarily in Section 2.0, Land Use Element. Conservation and utilization of natural resources are addressed in Section 7.0, Environmental Resources.

- (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

Development regulations for each section are provided in each section of the Plan. Specific measures and programs for implementation are addressed primarily in Section 8.0, Implementation. Section 9.0 entitled "Administration" establishes procedures for administering the Plan.

- (5) The specific plan must also contain a statement of relationship of the specific plan to the general plan. Consistency with the General Plan is mandated. Furthermore, no zoning, tentative maps, parcel maps, or public works projects can be approved, adopted, or undertaken unless they are consistent with the adopted specific plan.

Section 1.0 entitled "Introduction" contains a sub-section addressing the relationship between the SLSP and the General Plan. These findings also verify and attest to the City's determination that the SLSP is consistent with the General Plan. Section 9.0 entitled "Administration" identify the procedures for ensuring consistency between subsequent applications and the SLSP.

## RELATIONSHIP TO OTHER PLANS AND REGULATIONS

The City has a number of plans and regulations in place that are relevant to the SLSP. Adoption of the SLSP will result in the need for the following modifications to these documents:

- Zoning Ordinance -- The City's Zoning Ordinance will remain the underlying land use regulatory authority for the Specific Plan. To the extent that a component or regulation of the Specific Plan differs from a requirement of the Ordinance, the Specific Plan will take precedence. Where the Specific Plan is silent or vague, the Zoning Ordinance will be used for the purposes of interpretation, and/or directly applied as appropriate. Amendment is required to refer to the authority of the Specific Plan.
- Subdivision Ordinance -- The City's Subdivision Ordinance will regulate individual requests for land divisions within the Specific Plan area, unless otherwise

addressed in the SLSP. To the extent that a component or regulation of the Specific Plan differs from a requirement of the Ordinance, the Specific Plan will take precedence. Where the Specific Plan is silent or vague, the Subdivision Ordinance will be used for the purposes of interpretation, and/or directly applied as appropriate. Amendment is required to refer to the authority of the Specific Plan.

- **Standard Specifications and Details** -- The City's Standard Specifications and Details establish basic standards and detail sheets for construction of public infrastructure. These standards and specifications apply to all construction within the Plan area, unless otherwise addressed herein. To the extent that a component or regulation of the Specific Plan differs from a requirement of the Standards, the Specific Plan will take precedence. Where the Specific Plan is silent or vague, the Standards will be used for the purposes of interpretation, and/or directly applied as appropriate. No amendment is required.
- **Community Design Guidelines** -- The City's Community Design Guidelines are directly applicable to the Specific Plan. They were prepared in response to General Plan policies that emphasize the design of new neighborhoods that preserve and enhance the qualities that make Woodland a unique and desirable place. A key focus is to promote walking, bicycling, and transit use and access. The Guidelines were required to be in place prior to processing of the proposed Specific Plan so that they could set the tone for the development regulations and design standards identified herein, and subsequently be used to evaluate the design merit of development in the new area. No amendment is required.

Prior to acceptance of the first tentative map or prior to issuance of a building permit for any development, separate and distinct Specific Plan Design Guidelines for development within the Plan area shall be prepared to implement the vision described in this Plan. These guidelines shall describe in more detail architectural methods for achieving the desired community form and aesthetics.

- **Street Master Plan** -- Upon adoption of the SLSP, the City Public Works staff will determine whether there are any substantive differences between the SLSP and this document. If there are, the City will take action to amend the master plan to be consistent with the SLSP and incorporate the approved SLSP infrastructure systems. Property owners and/or developers within the SLSP area will be responsible for the cost of this process. Amendment will be required.
- **Parks Recreation and Community Services Master Plan** -- The SLSP is consistent with this master plan. No amendment is required.
- **Bikeway Master Plan** -- Upon adoption of the SLSP, the City Public Works staff will determine whether there are any substantive differences between the SLSP and this document. If there are, the City will take action to amend the master

plan to be consistent with the SLSP and incorporate the approved SLSP infrastructure systems. Property owners and/or developers within the SLSP area will be responsible for the cost of this process. Amendment will be required.

- Residential Street Standard Report -- The SLSP establishes its own standards and cross-sections for streets within the Plan area, including local residential streets. These standards would supersede this report for the SLSP. No amendment is required.
- Affordable Housing Ordinance -- The SLSP (Development Regulation 3.6) requires that the title for affordable for-sale units built by the applicant not transfer to the Yolo County Housing Authority pursuant to Section 6A-3-50.B.1 of the City Code, but rather, the unit shall remain on the open market, with deed restrictions and income qualifications to preserve affordability for the longest feasible period. Sales of these units are to be overseen by the City of Woodland or its designee.

The City's Affordable Housing Ordinance will regulate affordable housing within the Specific Plan area unless otherwise addressed in the SLSP or Specific Plan Affordable Housing Program. To the extent that a component or regulation of the Specific Plan or Affordable Housing Program differs from a requirement of the Ordinance, the Specific Plan and/or Affordable Housing Program will take precedence. Where the Specific Plan is silent or vague, the Affordable Housing Ordinance will be used for the purposes of interpretation, and/or directly applied as appropriate. Amendment is required to refer to the authority of the Specific Plan.

- Major Project Financing Plan - Based on the improvements and infrastructure timing identified in the SLSP Capital Improvement Plan (CIP) and Public Facilities Financing Plan (PFFP), the City will take action to amend the MPFP to incorporate necessary infrastructure within the SLSP area. Amendment will be required.
- Storm Drainage Facilities Master Plan -- Upon adoption of the SLSP, the City Public Works staff will determine whether there are any substantive differences between the SLSP and this document. If there are, the City will take action to amend the master plan to be consistent with the SLSP and incorporate the approved SLSP infrastructure systems. Property owners and/or developers within the SLSP area will be responsible for the cost of this process. Amendment may be required.
- Water System Master Plan -- Upon adoption of the SLSP, the City Public Works staff will determine whether there are any substantive differences between the SLSP and this document. If there are, the City will take action to amend the master plan to be consistent with the SLSP and incorporate the approved SLSP

infrastructure systems. Property owners and/or developers within the SLSP area will be responsible for the cost of this process. Amendment may be required.

- Wastewater Collection System Master Plan -- Upon adoption of the SLSP, the City Public Works staff will determine whether there are any substantive differences between the SLSP and this document. If there are, the City will take action to amend the master plan to be consistent with the SLSP and incorporate the approved SLSP infrastructure systems. Property owners and/or developers within the SLSP area will be responsible for the cost of this process. Amendment may be required.

## SECTION G.

### TERMINOLOGY OF FINDINGS

For purposes of these findings, the term "mitigation measures" shall constitute the "changes or alterations" discussed in the Introduction. The term "avoid or substantially lessen" will refer to the effectiveness of one or more of the mitigation measures or alternatives to reduce an otherwise significant environmental effect to a less than significant level. Although Section 15091, read literally, does not require findings to address environmental effects that an EIR identifies as "potentially significant," these findings will nevertheless account for all such effects identified in the EIR. When an impact remains significant or potentially significant assuming implementation of the mitigation, the findings will generally find that the impact is "significant and unavoidable."

In the process of adopting mitigation, the City Council has also made a determination regarding whether the mitigation proposed in the EIR is "feasible." Pursuant to the CEQA Guidelines, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. In some cases, modifications were made in the DEIR and to proposed mitigations in the DEIR to update, clarify, streamline, correct, or revise the measure.

In the process of considering the EIR for certification, the Council has recognized that impact avoidance is not possible in some instances. To the extent that significant adverse environmental impacts will not be reduced to a less-than-significant level with the adopted mitigation, the Council has found that specific economic, social, and other considerations support approval of the Project. Those findings are reflected herein in Section O (Findings on Impacts and Mitigation Measures) below, and in Exhibit B (Statement of Overriding Considerations).

## SECTION H.

### LEGAL EFFECT OF FINDINGS

Pursuant to Section 15091(d) of the CEQA Guidelines, all feasible mitigation measures that avoid or substantially lessen the significant effects of the project and that are adopted in these Findings shall become binding on the City at the time of approval as conditions on the project.

## SECTION I.

### MITIGATION MONITORING PLAN

As required by Public Resources Code Section 21081.6, and Sections 15091(d) and 15097 of the CEQA Guidelines, the City, in adopting these findings, also adopts a Mitigation Monitoring Plan (MMP). The monitoring and reporting plan is designed to ensure that, during all phases of the project, the City and any other responsible parties, implement the adopted mitigation measures. This plan is contained in Exhibit C (Mitigation Monitoring Plan).

## SECTION J.

### PROJECT BENEFITS

The City Council finds that the proposed project will create the following benefits for the City of Woodland and City residents (in no relative order):

- The SLSP will guide and control systematic development of the area.
- The SLSP will create a desirable extension of Woodland's existing character and traditional neighborhoods.
- Upon adoption of the SLSP, all individual development projects (including the issuance of any discretionary land use entitlement) within the Plan area will be subject to the requirements of the Plan.
- The SLSP is consistent with and carries out the vision of the General Plan for this portion of the City's new growth area.
- The SLSP meets the requirements of Section 65450 of the Government Code which authorizes and governs the preparation of specific plans.

- The SLSP requires that subsequent developers enter into development agreements with the City which will ensure specific performance obligations.
- The SLSP requires the subsequent preparation of SLSP Design Guidelines that will describe in more detail architectural methods for achieving the desired community form and aesthetics.
- The land use concept for the SLSP replicates the ambiance and neighborhood feeling of the City's best original residential areas. The Plan incorporates traditional neighborhood design that has not been seen comprehensively in development since the early 1900's including tree canopy requirements, pedestrian scale lighting, neighborhood centers, shortened block lengths, houses oriented to the street with porches and similar features, de-emphasized garages, and primarily grid-pattern streets.
- The SLSP will have attractive tree-lined streets, with curb-side planting strips. The Plan includes wider landscaping and medians along the major streets than is required in City standards and than exists anywhere else in the City.
- The SLSP will have distinct neighborhood focal points at planned elementary school/neighborhood park nodes.
- The SLSP will have a town center with neighborhood-serving commercial uses and a central park.
- The SLSP will have 35-foot landscaped parkway corridors framing the Plan area.
- The SLSP has tree canopy requirements and tree preservation policies.
- The SLSP includes an overpass of SR 113 at Parkway Drive.
- The SLSP has houses oriented to the street and neighborhood, with subordinate garages.
- The SLSP sets maximum block sizes related to density.
- The SLSP focuses density near centers and along arterials.
- The SLSP average net density on residential lands is 6.1 du/ac.
- The average net residential lot size  $\pm 7,175$  square feet.
- The average net single family lot size  $\pm 9,100$  square feet.
- Within the SLSP, 29 percent of the units are multi-family (greater than 8 du/ac).

- Within the SLSP, 19 percent of the units are estate-style lots (R-3 and R-4).
- Within the SLSP, 71 percent of the units are typical single family detached lots (R-3 to R-8).
- Within the SLSP, 16 percent of the units are "affordable". This increases to 17.6 percent when you include the required 74 off-site units. This is a higher percentage of affordable housing than has been required or actually achieved in any other development area in the City (16 percent overall; 10 percent single-family and 30 percent of multi-family).
- The SLSP incorporates affordability by design (e.g. second units and corner duplexes).
- The SLSP includes a 1:1 acreage mitigation requirement for loss of habitat and a 1:1 acreage agricultural land. This is a higher requirement for mitigation than has been required or actually achieved in any other development area in the City.
- The SLSP includes requirements for energy efficiency, conservation, and protection of air quality.
- The SLSP avoids repetition of facades within subdivisions and abrupt changes in facades between builders.
- The SLSP includes a requirement for front porches, courtyards, and porticoes which increases the private investment in the front-facing facade, makes the streetscape more desirable, increases public and private property values, keeps the eyes of the neighborhood on the street, improves neighborhood security, increases neighborhood interaction, serves as a deterrent to crime, decreases police service calls, encourages front yard activity, adds to street life, encourages social interaction among neighbors, and encourages pedestrian activity.
- All development within the SLSP (including residential and non-residential, is required to conform with neo-traditional design principles in terms of both site layout and architectural design.
- Street landscaping is required to reflect a scale in keeping with planned traffic capacity and street lighting is required to be pedestrian oriented.
- The SLSP includes shorter block lengths and a more dense roadway network than contemporary suburban design, to replicate Woodland's traditional neighborhoods.
- The SLSP is a primarily residential community that includes a wide range of housing types, densities, sizes, and affordability, including very high end estate-style housing.

- The SLSP has well defined residential neighborhoods served by parks, schools, greenbelts, and trails.
- The SLSP has small neighborhood commercial nodes that will provide retail and small office opportunities for neighborhood residents with the goal of accommodating routine daily needs within walking distance of most residents.
- The SLSP has a strong component of new schools, including the existing Woodland Community College, a high school, middle school, elementary schools, and a K-12 private school.
- The SLSP has parks and other public open space that enhance the sense of community dispersed throughout the Plan area to serve both active and passive recreational needs.
- The SLSP has an extensive system of parks, greenbelts, pathways, and trails that don't exist for any other development in the City.
- The SLSP has a modified grid street network that provides safe and efficient travel throughout the Plan area, with multiple connections to existing streets beyond the Plan area.
- The SLSP has land uses organized to support the pedestrian and bikeway system.
- The SLSP has safe, pedestrian/bicycle-friendly access to parts of town outside of the Plan area across SR 113, Gibson Road, and CR 102.
- The SLSP has development regulations and design standards that will result in traditional neighborhood form and function.
- The SLSP offers housing for all segments of the population. Included are high end estate lots, market rate rental opportunities, and affordable home ownership opportunities.
- The SLSP offers a true mix of types of housing product and density of housing. Housing of all sizes, types, architectural variety and price ranges integrated to create more mixed neighborhoods.
- The SLSP achieves an average net residential density across the Plan area of over six dwelling units per acre.
- The SLSP requires subdivisions and homes to be designed to be energy saving and pedestrian friendly.

- The SLSP provides both for-sale detached, and rental units for restricted income households.
- The SLSP requires that all available government housing programs be used to broaden and deepen the housing and income mix.
- The SLSP requires 10 percent of the single family and multi-family units to be affordable to low income families, and 20 percent of the multi-family units to be affordable to very low income families.
- The SLSP includes seven density categories that range from 1 du/ac to 25 du/ac that enables a variety of housing products from one-acre estate-style homes to small homes and apartments.
- The SLSP includes a requirement that second units be allowed by right in all single family density categories (R-3, R-4, R-5, and R-8). This is the equivalent of a 100 percent density bonus in all single family categories.
- The SLSP includes a requirement that 50 percent of the corner lots in the R-5 category be duplexes or half-plexes. This is the equivalent of a 50 percent density bonus for corner lots in the R-5 category which comprises over 37 percent of all the housing in the Plan.
- The SLSP includes a requirement that attached R-15 density units must be designed to appear like single family housing from the street. "Garden apartment" style design is not allowed in this density range.
- The SLSP includes a restriction that holds the maximum number of attached units in a project to 125.
- The SLSP land use plan locates density near neighborhood centers, the Spring Lake Center, neighborhood commercial services, bus routes, and the pedestrian/bicycle loop pathway system thus increasing non-vehicular mobility within the Plan area, and into the downtown.
- The SLSP includes development regulations that result in a variety of lot sizes and product sizes.
- The SLSP has decreasing lot size and setback requirements as density categories increase.
- The regulatory language within the SLSP ensures a more seamless integration of affordable units into market rate housing and neighborhoods in general. Examples include deed disclosure, lot posting, and by-right construction.

- The SLSP requires that 5.8 percent of all units be affordable for very low incomes families (0 to 50 percent of the mean family income).
- The SLSP requires that 10 percent of all units be affordable for low income families (51 to 80 percent of mean).
- The SLSP includes an additional 74 off-site affordable multi-family rental units.
- The SLSP requires the preparation of an Affordable Housing Program to indicate how the affordable housing requirements will be implemented on a subdivision basis.
- Multi-family, affordable, second unit, and density bonus housing are allowed by right, subject only to design review.
- The SLSP supports a modified grid street pattern which is more supportive of pedestrian movement than a typical, cul-de-sac based suburban subdivision pattern, by providing more intersections for mobility, and therefore spreading out congestion.
- A key focus of the SLSP is to disperse and calm traffic, and to support alternative modes.
- The SLSP will result in the safe and efficient movement of people and goods, protect residential areas from high-volume and high-speed traffic, promote walking and bicycling, and provide and promote viable bus service.
- The street network is designed with multiple connections and direct routes.
- Major streets (arterials and collectors) are spaced no more than one half-mile apart.
- Traffic calming measures are used and encouraged throughout the Plan.
- Streets in excess of four-lanes are prohibited.
- Transit stops are located as close as possible to, and no more than one-quarter mile from, neighborhood commercial sites and concentrations of housing.
- The number of cul-de-sacs in a subdivision can not exceed 50 percent of the local roadways.
- Residential subdivisions are required to include trail connections to other subdivisions, and to adjacent existing or planned greenbelts and bicycle pathways.

- Parks are provided at a ratio of 5 acres per 1,000 population. This is almost double the amount of parkland current City residents enjoy.
- Parks will be designed to fully integrate with the off-street bicycle loop system.
- Parks will be designed and developed cooperatively with the School District in order to ensure the successful sharing of space, particularly joint use of parking and fields.
- Design of the park facilities will recognize and provide for the needs of all ages and special interests of the residents being served.
- Parks must be constructed concurrently with the neighboring residential development intended to be served.
- The neighborhood parks include small neighborhood commercial nodes that create a focal point for each neighborhood.
- The Central Park and Spring Lake Center commercial land shall be creatively and fully integrated to create a community focal point.
- The SLSP requires that adequate facilities and services be available to serve new development within the plan area, or the new development can not be approved.
- The SLSP requires compact urban form.
- The SLSP requires permanent protection of off-site mitigation lands.
- The SLSP uses pedestrian-oriented and transit-friendly design to minimize congestion and improve air quality.
- The SLSP requires the use of drought-tolerant landscaping to help conserve water.
- The SLSP requires that run-off be detained with open, naturalized drainage systems that improve storm water quality.
- The SLSP requires energy saving site design and construction techniques.
- The SLSP creates ecological value with use of open space and greenbelts in drought-tolerant plantings.
- The SLSP requires protection of cultural resources.

- Existing street trees along East Street and CR 101 would be protected by cross-sections contained in the SLSP.
- The SLSP includes controls on residential front-yard landscaping to be drought-tolerant and use grass only as an accent.
- The SLSP will provide needed housing that will stimulate new and expanding business opportunities citywide.
- The SLSP will result in housing for all segments which will enable the City to meet the obligations of the General Plan Housing Element and fair share of regional housing needs.
- The Plan includes significant funding of the 34-acre sports park, an overpass of SR 113, the City's fourth fire station, and the Gibson Road pedestrian/bicycle overcrossing.
- The SLSP requires that a variety of implementing documents be in place before development can proceed, including infrastructure plans, the affordable housing program, Specific Plan design standards, the Capital Improvement Plan, the Financing Plan, the master illustrative site plan, and the allocation program.
- The SLSP requires that a variety of special studies be conducted for each property, prior to development, including biological surveys, project-specific traffic and circulation analyses, noise assessments, cultural resource studies, environmental site assessment (hazardous materials/toxics), transit service studies, and drainage analyses.
- The SLSP requires a variety of deed and buyer disclosures to ensure that potential future residents fully understand the plans for the area.
- The SLSP is financially feasible.
- The SLSP is required to be fiscally neutral.
- The SLSP will provide construction jobs throughout build-out and beyond.
- The SLSP will result in indirect economic benefit through purchases of goods, materials, and fuel for construction, and through secondary purchases by new homeowners for home and garden improvements.

**SECTION K.****FINDINGS ON ALTERNATIVES**

The TOC EIR examines the two project alternatives, Plan A and Plan B, equally throughout Chapters 1, 2, 3, 4, and 6 of the Draft EIR. Pursuant to Section 15126.6 of the CEQA Guidelines, the DEIR also examines 8 additional alternatives in Chapter 5. Five of these 8 were rejected from further analysis after initial consideration, and 3 were subsequently comprehensively analyzed at a comparative level of detail, consistent with the requirements of CEQA. Another alternative, Specific Plan C, that was submitted to the Planning Commission during public testimony of the DEIR, was addressed comparatively in the Response to Comments document commencing on page 4-113. The final alternative, the June 2001 SLSP (as revised), which is now before the City Council for final approval, evolved from the process as the preferred alternative. The CEQA Addendum, attached as Exhibit C, was prepared to document the finding that the June 2001 SLSP (as revised) does not raise any new issues not already addressed in the TOC EIR and does not cause the level of impacts identified in the previous EIR to be exceeded.

In summary, the alternatives that were analyzed are as follows:

- Specific Plan A
- Specific Plan B
- Single-Use Alternative
- Reduced Acreage Alternative (High-Density Residential)
- Reduced Acreage Alternative (Reduced Housing)
- Reduced Multi-Family Alternative
- Offsite Alternative
- Alternative 1, No Project/No Development
- Alternative 2, Reduced Density/No Overpass
- Alternative 3, Traditional Neighborhood
- Specific Plan C
- June 2001 Spring Lake Specific Plan (as amended)

The examination of this broad range of alternatives was intended to enable the City Council to select between land use options, craft a hybrid option, or combine components of several options. The alternatives provide a kind of "menu" from which to build a final specific plan. These alternatives are meant to cover a comprehensive range of reasonable possibilities for the City Council's final action.

Based on impacts identified in the EIR, and other reasons documented below, the City Council finds that adoption and implementation of the June 2001 SLSP (as revised) as approved is the most desirable, feasible, and appropriate Plan, and rejects other alternatives and other combinations and/or variations of alternatives as infeasible.

### Specific Plan A

Specific Plan A includes approximately 3,770 dwelling units on +/-598 gross acres, about 44 acres of commercial uses, over 280 acres of public and quasi-public land uses, about 65 acres of parkland, and over 100 acres of major streets and roads. Overall residential density as proposed was about 6.3 units per acre. Plan A was projected to result in a population of about 10,348 people. Of the total units, about 39 percent would have been multi-family units.

In contrast to Plan B, Plan A proposed a grid-like pattern for arterial and collector streets, included a new crossing of SR 113 midway between the two existing interchanges, and included a proposed commercial town center.

This alternative was analyzed as an equal-weight project option throughout the Draft EIR. Impacts associated with this alternative are summarized in the revised Summary of Impacts and Mitigation Measures (Table 3-1) in Chapter 3 of the Response to Comments document. The differences between this alternative and the preferred alternative (June 2001 SLSP, as revised) are identified in the CEQA Addendum attached as Exhibit C.

The preferred project, the June 2001 SLSP (as amended) is a variation of this alternative. The City Council, based on the information and deliberation in the record as summarized herein, and pursuant to Section 15126.6(f)(1), hereby rejects this alternative as infeasible for the reasons given below.

*Project Objectives:* Plan A does not include a variety of housing sizes and types, and thus fails to achieve Objective #6 and Planning Principles #7 and 8. Plan A does not include the necessary number of elementary schools to meet educational needs of the resulting education, and thus fails to achieve Objective #10. Plan A has a lower density of street centerline miles, less efficient traffic pattern with greater congestion, and does not include a coordinated greenbelt/trail/bikeway system for alternative mobility. Plan A thus fails to achieve Planning Principles #1, 2, 5, 10, 11, and 15. Plan A does not create planned neighborhoods with focal points that concentrate activity, and thus fails to achieve Planning Principle #14. Plan A does not include comprehensive development standards, and thus fails to achieve Planning Principle #16. Plan A does not create neighborhoods or regulate lot design consistent with neo-traditional qualities, and thus fails to achieve Planning Principle #18.

*Avoid or Substantially Lessen Significant Effects:* Plan A is not substantively "self mitigating" and thus would require a comprehensive set of mitigation measures identified in the EIR in order to mitigate impacts to the most feasible degree.

*General Plan Consistency:* Plan A is not consistent with the General Plan and would require modifications (as identified in the EIR) to achieve consistency.

*Other Plans or Regulatory Limitations:* Plan A is inconsistent with the Community Design Guidelines regarding garage design.

*Other Reasons for Rejecting as Infeasible:* Plan A contains 34.4 more acres of commercially designated property than the SLSP, which the City has determined to be in excess of the amount that can be feasibly absorbed under build-out conditions.

Plan A contains no provisions for library services. Plan A would result in development beyond the City's 4-minute response time for fire protection. Plan A contains no analysis of financial feasibility, fiscal impact, funding, or timing of construction for infrastructure. Plan A allows unlimited use of cul-de-sacs for local streets. Plan A does not identify traffic signal locations, timing, or funding.

### Specific Plan B

Plan B proposed approximately 3,745 dwelling units on +/-628 gross acres, 26 acres of commercial uses, over 280 acres of public and quasi-public land uses, about 65 acres of parkland, and over 100 acres of major streets and roads. Overall residential density as proposed was about 6.0 units per acre. Plan B was projected to result in a population of about 10,616 people. Of the total units, about 33 percent would have been multi-family units.

In contrast to Plan A, Plan B proposed a curvi-linear street pattern; included the right-of-way for an over-crossing of SR 113 with a street pattern specifically designed to preclude the need for an overcrossing; and proposed a town center outside of the specific plan area, within future development in the remainder area of the Master Plan.

This alternative was analyzed as an equal-weight project option throughout the Draft EIR. Impacts associated with this alternative are summarized in the revised Summary of Impacts and Mitigation Measures (Table 3-1) in Chapter 3 of the Response to Comments document. The differences between this alternative and the preferred alternative (June 2001 SLSP, as revised) are identified in the CEQA Addendum attached as Exhibit C.

The City Council, based on the information and deliberation in the record as summarized herein, and pursuant to Section 15126.6(f)(1), hereby rejects this alternative as infeasible for the reasons given below.

*Project Objectives:* Plan B does not include a variety of housing sizes and types, and thus fails to achieve Objective #6 and Planning Principles #7 and 8. Plan B does not include the necessary number of elementary schools to meet educational needs of the resulting education, and thus fails to achieve Objective #10. Plan B has a lower density of street centerline miles, less efficient traffic pattern with greater congestion, and does not include a coordinated greenbelt/trail/bikeway system for alternative mobility. Plan

**General Plan Consistency:** A single-use alternative would also be inconsistent with the City's General Plan, which assumes a mix of housing, commercial, and public uses at the project site.

**Other Reasons for Rejecting as Infeasible:** Because it would not meet most of the project objectives, and would likely result in similar or more severe impacts than the proposed project, a single-use alternative was rejected from further consideration in the EIR. Alternatives that were considered further provided for a mix of residential, commercial, and public uses.

#### Reduced Acreage Alternative (High-Density Residential or Reduced Housing)

Substantially reducing the acreage developed in the project area would partially reduce the impacts resulting from conversion of farmland, primarily the loss of Important Farmland and wildlife habitat. A reduction in acreage could be accomplished in one of two ways, by increasing housing densities enough to provide the same number of units on fewer acres, or by reducing the number of housing units but retaining similar densities. This alternative assumes either of these approaches.

This alternative (both options) was given preliminary consideration in Chapter 5 of the Draft EIR and subsequently rejected from further comparative analysis. The City Council, based on the information and deliberation in the record as summarized herein, and pursuant to Section 15126.6(f)(1), hereby rejects this alternative as infeasible for the reasons given below.

**Project Objectives:** The "high-density" option under this alternative would be inconsistent with Objective #1 relating to small-town characteristics and Objective #6 relating to a variety in housing. High-density housing (e.g. greater than 25 dwelling units per acre) is not currently found in Woodland and would be more in character in a more urban location. The provision of only or mostly high density housing would fail to provide the range of housing between very low densities of 1 unit per acre to the upper range of 25 units per acre that the General Plan envisioned in this new growth area.

Depending on where the housing was located, the "reduced housing" option under this alternative could be inconsistent with Objective #2 regarding an orderly pattern of community development. This option may also be at odds with Objectives #1, 4, and 7 for the same reason.

**Avoid or Substantially Lessen Significant Effects:** Increasing densities or decreasing housing to reduce development acreage could result in traffic-related and land use compatibility impacts similar to the proposed project. Traffic impacts would be somewhat reduced if the densities were high enough to reduce trip generation rates and support efficient transit service, and if services and amenities were in close proximity to housing. However, the design of such an alternative would also affect its ability to reduce

environmental impacts. For example, if residential use were concentrated on the western portion of the project site, potential incompatibilities due to proximity of uses to the regional park site would be reduced, but the most productive farmland and most valuable foraging habitat, which occurs in the western portion of the project site, would be lost. In addition, it could increase exposure to noise sources from State Route 113. Conversely, concentrating development to the east would preserve productive farmland but impact the most valuable soils. Additionally, it would not reduce exposure to land use incompatibilities. These same impacts would apply to the reduced housing option, depending on where the housing was located.

*General Plan Consistency:* A high-density residential alternative was not considered for further analysis because conversion of the project site to a variety of housing types between Very Low Density Residential (1.0 to 4.0 units per gross acre) to Medium Density Residential (8.0 to 25.0 units per gross acre) had already been considered and approved by the City in this new growth area as part of the General Plan update.

*Other Reasons for Rejecting as Infeasible:* During the General Plan process, the community extensively debated the direction of growth. By failing to grow in this chosen direction under the reduced housing option, pressure to develop elsewhere could result. Additionally, it was seen as inconsistent with the will of the people to modify the direction of growth which was an element of the voter referendum on the General Plan.

#### Reduced Multi-Family Alternative

One comment on the Notice of Preparation suggested an alternative to reduce the total amount of multi-family units from 35 percent to 20 percent, with the difference in acreage designated for single-family units. The assumption was that the reduction in multi-family units would also reduce the total number of vehicle trips, public service impacts, and traffic related impacts.

Assuming Specific Plan A as a base, the proposed alternative would re-designate approximately 33.4 of 78.1 acres (including affordable and senior housing) from multi-family to single-family. The number of multi-family units would be reduced by 609 units. The number of single-family units would increase by 100 to 167 units. Using the City's traffic model trip rates (6.2 trips/multi-family unit and 10.25 trips/low-density unit) traffic trips would be reduced from approximately 2,067 to 2,754, or approximately 4.0 to 5.3 percent. Similarly, relative to Specific Plan B, the reduction in trips would be 3.7 to 4.9 percent.

This alternative was given preliminary consideration in Chapter 5 of the Draft EIR and subsequently rejected from further comparative analysis. The City Council, based on the information and deliberation in the record as summarized herein, and pursuant to Section 15126.6(f)(1), hereby rejects this alternative as infeasible for the reasons given below.

*Project Objectives:* This alternative would fail to achieve Objective #6 related to the provision of adequate housing for all persons and Planning Principle #7 regarding diversity in housing.

*Avoid or Substantially Lessen Significant Effects:* The calculated reduction in trips would not be substantial enough to reduce traffic impacts to a less-than-significant level. Impacts to farmland, Swainson's hawk foraging habitat, and cumulative air quality would remain unavoidable.

*General Plan Consistency:* In addition, Housing Element Policy C.3.1 and the Affordable Housing Ordinance require that 35 percent of all housing units be multi-family. This alternative would not substantially address this issue, and therefore, it was not considered further.

### Offsite Alternative

This alternative assumes an unspecified alternative location for the project.

This alternative was given preliminary consideration in Chapter 5 of the Draft EIR and subsequently rejected from further comparative analysis. The City Council, based on the information and deliberation in the record as summarized herein, and pursuant to Section 15126.6(f)(1), hereby rejects this alternative as infeasible for the reasons given below.

*Project Objectives:* During the 1996 General Plan process, the task of examining alternative directions for new growth led the City to conclude that the subject Plan area would be most contiguous and avoid conversion of the best soils. Therefore, this Alternative would not be consistent with Objective #2 relating to orderly growth or Objective #4 relating to preservation of prime agricultural land.

*Avoid or Substantially Lessen Significant Effects:* Based on the analysis from 1996 of alternative directions for growth, this alternative would not result in avoidance or substantial lessening of significant effects. Impacts would be similar or greater in virtually all areas of analysis because any alternative growth area would be on more valuable soils, or would be less contiguous and located further away from infrastructure.

*Site Suitability:* The proposed project is tiered from the City of Woodland General Plan EIR, which evaluated expansion of the City in locations other than the project site. The 1996 General Plan considered expansion beyond the City limits in several directions, and chose the project site as the most appropriate site for urban expansion. As discussed in the EIR prepared for the 1996 General Plan, land to the west of Road 98 was not considered feasible for development because a majority of the agricultural land in this area is considered Prime Farmland or is land under a Williamson Act contract. In addition, this area could not be served by the City's wastewater treatment plant infrastructure. Land to the north of the City's designated Urban Limit Line was determined not to be feasible for development because agricultural land in this area is

also designated Prime Farmland and is in an area that is subject to increased flooding risks. Land to the east was considered as a potential for future growth; however, designating land for development in this area would result in the creation of more land supply than needed to accommodate projected population growth, and could result in inefficient or growth-inducing development patterns. Through this process, the City determined in 1996 that land to the south of the City was the most feasible for development, because it would facilitate a more compact and contiguous land use pattern and would be a logical extension of the existing urban development.

As stated under section 15126.6(2) of the CEQA Guidelines, an Offsite Alternative is to be analyzed only if any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.

In the case of the proposed project, an offsite alternative would require a parcel of similar size to the project site (approximately 940 acres) in order to meet most of the project objectives and to provide for anticipated housing demand. As discussed above, there are no large vacant parcels within the City limits, so an offsite alternative site would need to be annexed to the City. As discussed previously, the General Plan EIR considered other areas for annexation and the City Council concluded that no feasible alternative to the project site existed.

There is no site large enough to accommodate the proposed project within the existing City boundaries. Because in the 1996 General Plan the City found that expansion beyond the existing City limits was only feasible to the south, and because expansion of the City to the east, west, or north would not lessen project impacts, an offsite alternative was not considered further in this analysis.

*Availability of Infrastructure:* Depending on the location of any alternative site, impacts related to the provision of public services and utilities would be similar or greater. Any site not contiguous to existing development would face increased infrastructure impacts and costs.

*General Plan Consistency:* Given the determination in the 1996 General Plan that the subject area is where the City's future growth should occur, any alternative site location would be inconsistent with the General Plan.

#### CEQA Alternative #1, No Project/No Development

This alternative assumes that no development occurs on the project site and the site remains in agricultural use with the existing college and County uses in the northeast portion of the site.

CEQA requires the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines Section 15126.6(e)). The No Project Alternative can be defined either as "no action taken on the proposed project" or "no development" on the project site.

A "no action" alternative would assume that future conditions would be what is reasonably expected to occur under current plans and consistent with available infrastructure and community services. This would be consistent with the City's General Plan. The 1996 General Plan assumed development of the project site with densities and uses similar to those proposed under Specific Plans A and B. The General Plan assumptions for the Planned Neighborhood Area (see Table 2-4 of the General Plan EIR) including the project site, provided for a total of 6,550 dwelling units, along with parks, schools and 30 acres of neighborhood commercial uses. The General Plan did not assume development of other types of commercial uses. Because it would have more housing, an alternative based on General Plan assumptions would generate more vehicle trips and demand for services, and would not reduce any of the significant impacts of the proposed project. Therefore, the "no action" option of this alternative was not considered further in the alternative analysis.

The "no development" alternative assumes no new development on the project site. The project site is in the County and is zoned for agriculture, public services and service commercial. Under current zoning, the project site would be likely to continue in its existing uses, which include agricultural operations on productive soils and some rural residences. The site-specific impacts of the "No Development" alternative are best described by the existing conditions presented in the setting sections of Chapter 4 of the DEIR. The impacts of the No Development Alternative in comparison to Plans A and B are described in Chapter 5 of the DEIR commencing with page 5-9.

The No Development alternative was comprehensively analyzed on a comparative level of detail in Chapter 5 of the Draft EIR. The City Council, based on the information and deliberation in the record as summarized herein, and pursuant to Section 15126.6(f)(1), hereby rejects this alternative as infeasible for the reasons given below.

*Project Objectives:* The No Development Alternative would not provide a range of employment opportunities (Objective #3), affordable housing (Objective #5), measures to reduce dependence on the automobile (Objective #6), public services (Objective #7), parks and recreation facilities (Objective #8), or schools (Objective #9). Because it would not aid the City in meeting future housing demand, this alternative could create pressure for growth in other areas of the County that have more valuable farmland and/or habitat, thereby contradicting Objectives #4 and #11. If growth did occur outside of the City limits, or resulted in leapfrog development, Objective #2, calling for an orderly pattern of development, would not be met.

*Avoid or Substantially Lessen Significant Effects:* This alternative would not create any direct new significant adverse impacts or result in new cumulative impacts. However, it could result in indirect impacts on farmland and biological resources if growth occurs

elsewhere in response to demand. This could also result in adverse effects related to population growth that is not adjacent to urban areas (e.g. air pollution, more expensive infrastructure, etc.). Table 5-2 starting on page 5-98 of the DEIR provides a comparison of the impacts of this alternative with Plan A and Plan B.

*Site Suitability:* This alternative would be inconsistent with the prior 1996 determination of the City that the subject new growth area is the most suitable area in which to grow. Other areas examined for growth would have resulted in greater impacts to agricultural land, flood hazard, and potential biological resources.

*Economic Viability:* If, as a result of this alternative, no new growth occurs within the City, pressure for housing will start to drive up home prices and have an adverse effect on the provision of housing for all economic segments.

*Availability of Infrastructure:* This alternative would be inconsistent with the City's infrastructure master plans which anticipate growth in the Plan area.

*General Plan Consistency:* This alternative would be inconsistent with the General Plan land use element, policies related to protection of agriculture, and policies related to the provision of housing. This is the City's only identified growth area.

*Other Plans or Regulatory Limitations:* This alternative would be inconsistent with the City's infrastructure master plans and the Parks and Recreation Master Plan, all of which anticipate growth in the Plan area.

*Jurisdictional Boundaries:* By not growing where planned, the result could be to cause growth pressures elsewhere which could result in pressures to expand the City's boundaries in an inefficient manner or where greater environmental impact will occur.

#### CEQA Alternative #2, Reduced Density/No Overpass

This alternative assumes the southern and eastern portions of the project site would be developed as low density, rural residential and the remaining single-family residential areas would have a slightly reduced density of 3-4 du/acre. The other land uses would be similar to the proposed project, although reduced in scale to match the lower population.

Under the Reduced Density Alternative (Alternative 2), the residential designations within the project site would be reduced in order to attain development levels that would not require a new overcrossing of SR 113 at CR 24A. This alternative would provide a 500-foot open space buffer from active agricultural uses on the southern portion of the project site. This alternative would also provide 1/2-acre rural residential uses north of the open space buffer and on the eastern boundary of the project site, to buffer the more densely developed uses at the core.

The circulation system on the site would be based upon a grid, similar to that presented for Specific Plan A. In addition, with the exception of those related to the number of residential units in the project, it is assumed that the policies contained in the proposed project, such as those for site design, would be carried over into this alternative.

Residential densities on the eastern portion of the project site (approximately 1,300 feet west of County Road 102) and the southern portion of the property (north of the open space) would be changed to allow residences with a minimum lot size of 1/2 acre. These areas would be designated Planned Neighborhood and the zoning district would be designated as a Planned Development Overlay Zone. The uses in these areas would be restricted to residential. The intent of this designation is to provide less dense development on the project boundaries, which could provide a transition from the existing agricultural uses to the east and south of the area. The remainder of the residential designations in the project site would be reduced to 3 dwelling units per acre (du/ac). Multi-family residential acreage would also be reduced to account for approximately 35 percent of the total housing units provided by the project (including affordable and senior housing).

A more detailed description of this alternative is provided in the DEIR starting on page 5-35. Specific land use acreages and unit counts are shown in Table 5-1 on page 5-7.

This alternative was comprehensively analyzed on a comparative level of detail in Chapter 5 of the Draft EIR. The City Council, based on the information and deliberation in the record as summarized herein, and pursuant to Section 15126.6(f)(1), hereby rejects this alternative as infeasible for the reasons given below.

*Project Objectives:* This alternative would be inconsistent with Objectives #4 and 12 related to preservation of agricultural lands and protection of the natural environment. By not maximizing density (the General Plan envisions up to 7 units per acre in this area) more land will be needed over time to accommodate the same levels of growth. This would result in sprawl and adversely affect the preservation of farmland and habitat. This alternative would not provide a complete range of housing types per Objective #6. Also, because of the low densities, this alternative would be unlikely to reduce dependence on the automobile (Objective #7). The lower densities may make it difficult to efficiently provide adequate levels of public service and utilities per Objective #8 and Planning Principles #4, #5, and #14.

The purposeful avoidance of an overcrossing of the freeway in this growth area is inconsistent with Planning Principles #1 and 2 related to an efficient transportation system. This overcrossing is mandated in the General Plan to ensure neighborhood connectivity, convenient circulation for alternative modes (pedestrian, bicycle, and bus), economic viability of the downtown and mall, access to other north/south corridors, and better routing to future community facilities including the high school, middle school, sports park, and regional park.

Densities would be too low to support transit which typically requires a minimum density of 6 units per acre. This would be inconsistent with Planning Principles #1, 2, 5, 12, and 14. This alternative would not be dense enough to exhibit neo-traditional qualities required by Planning Principle #18.

*Avoid or Substantially Lessen Significant Effects:* Though potentially less severe in some cases, this alternative would result in the same range and type of impacts as the project, with less benefit to the community. Table 5-2 starting on page 5-98 of the DEIR provides a comparison of the impacts of this alternative with Plan A and Plan B.

*Site Suitability:* This alternative would not provide enough housing to meet projected demand or regionally assigned fair share needs. This would result in pressures elsewhere for housing, potentially on less suitable and that would result in additional impacts to agricultural land and habitat.

*Economic Viability:* The alternative has not been tested for financial feasibility or fiscal impact.

*Availability of Infrastructure:* Given the high cost of front end infrastructure, this alternative would not generate enough units to pay for the municipal infrastructure.

*General Plan Consistency:* This alternative would not result in a level of housing consistent with the zoning and General Plan assumptions for the site. This alternative would not be consistent with General Plan requirements for a variety of housing to serve all income levels and types of families. This alternative would be inconsistent with the General Plan regarding density, range of housing, street density, and overcrossing of SR 113.

*Other Plans or Regulatory Limitations:* This alternative would not provide enough housing to meet regionally assigned fair share housing needs. This alternative would not result in the variety of housing or affordability by design that will ensure market-induced options for moderate-income households.

*Other Reasons for Rejecting as Infeasible:* This alternative is identified on page 5-97 of the DEIR as the "environmentally superior" alternative pursuant to Section 15126(d)(2) of the CEQA Guidelines. The EIR reaches this conclusion because some site-specific impacts of the project would likely be less than for Plan A or Plan B. However, the DEIR also points out that the lower density alternative could result in greater cumulative impacts by not meeting housing demand which would cause pressure to develop elsewhere resulting in the same level of impacts to occur elsewhere. The cumulative effects are potentially greater as a result because instead of one area of new development that can be concentrated and master planned, two or more result. Efficiencies for circulation, public services, utilities, and community amenities are foregone when this occurs.

Parkland requirements are based on population which is generated by units. This alternative would result in development of the same geographical area, but less parkland and public open space.

### CEQA Alternative #3, Traditional Neighborhood

This alternative is assumed development of the project site would maximize consistency with specific direction provided in the General Plan for new development to reflect the older, historic Woodland neighborhoods.

The purpose of this alternative would be to develop the project site in a manner that emphasizes the direction and policies of the General Plan with respect to community character. The primary policies considered in developing this alternative are Policies 1.A.10, 1.B.7, 1.B.9, 1.C.2, 1.C.5, 1.C.6, and 1.C.7. A major focal point embodied in many of the policies in the General Plan is for new development to reflect the scale, character, and positive qualities of Woodland's existing residential neighborhoods. Under this alternative, the project site would be developed consistent with these General Plan Policies.

This alternative would provide residential units from 3 du/ac up to 25 du/ac, with densities not included in the proposed project, including 8, 10, and 12 du/ac. Because this alternative includes a greater mix of higher density residential uses, less land is needed to achieve the same number of dwelling units as the proposed project. Consistent with the General Plan requirements for Planned Neighborhood, the overall average density for the project site would be 7 dwelling units per gross acre, the maximum density allowed in the Planned Neighborhood designation. Similar to older neighborhoods in the City, lot sizes for this alternative would be between 5,000 and 7,500 square feet. The residential uses on the project site would be developed on approximately 541 acres, almost 57 acres fewer than the proposed project. The remaining acreage that was designated for residential uses under the proposed project would be used to increase the size of the schoolyards and amount of parkland.

A more detailed description of this alternative is provided in the DEIR starting on page 5-66. Specific land use acreages and unit counts are shown in Table 5-1 on page 5-7.

This alternative was comprehensively analyzed on a comparative level of detail in Chapter 5 of the Draft EIR. Table 5-2 starting on page 5-98 of the DEIR provides a comparison of the impacts of this alternative with Plan A and Plan B. The preferred project, the June 2001 SLSP (as amended), is a variation of this alternative. Among the primary differences is that under the SLSP, the "extra" acreage is shown developed with additional housing, rather than being allocated to schoolyards or parks. Additionally, the SLSP has more R-5 and less R-4, and has less commercial.

The City Council, based on the information and deliberation in the record as summarized herein, and pursuant to Section 15126.6(f)(1), hereby rejects this alternative as infeasible for the reasons given below.

*Avoid or Substantially Lessen Significant Effects:* This Plan would not avoid or substantially lessen significant effect. This alternative would result in similar impacts as Plan A. While there would be some variation in a few issue areas, for the most part, the level of impact would be identical between these two plans.

*Economic Viability:* Based on financial feasibility analyses done for various versions of the SLSP, this alternative would not have enough units to be financially feasible and to support required infrastructure and services. Given the requirements of the City for a certain percentage of multi-family housing and for affordable housing, and given the constraints of the area such as the high percentage of public/quasi-public land that does not contribute to property tax, over 4,000 units are necessary to ensure financial viability.

*Other Reasons for Rejecting as Infeasible:* This alternative was devised for analytical purposes and does not represent community consensus. The preferred project is a variation of this alternative. No site plan was ever devised to depict the actual distribution and organization of land uses.

### Specific Plan C

This alternative assumes 3,692 residential units on 689 acres. Housing densities would include a mix of 3 du/acre, 4 du/acre, 5 du/acre, 7 du/acre, 10 du/ac, 18 du/ac, and 25 du/ac. This Alternative includes 19.5 acres of commercial uses, and approximately 32 acres of parks. The sports park is shown in the Master Plan remainder area. A middle school, high school, and 3 elementary schools are proposed. This Plan concept has a greater distribution of residential land uses over the Plan area, as well as a greater range of proposed densities of residential land uses. It has a slightly lower overall gross residential density and a lower percentage split between multi-family and single-family units overall. This alternative has less retail and general commercial, however a business park is shown in the Master Plan remainder area. This Plan has two more east/west outlets on CR 102, and a more developed backbone grid pattern of circulation. Under this alternative, Phase One development would include everything east of SR 113 and north of Parkway Drive.

This alternative was proposed in comments on the DEIR and was subsequently qualitatively analyzed starting on page 4-113 in the Response to Comments document (Volume 4 of the EIR). The preferred alternative, June 2001 SLSP (as amended) is a variation of this alternative that represents community consensus.

The City Council, based on the information and deliberation in the record as summarized herein, and pursuant to Section 15126.6(f)(1), hereby rejects this alternative as infeasible for the reasons given below.

*Avoid or Substantially Lessen Significant Effects:* This plan would not avoid or substantially lessen significant effects. Most project-specific and cumulative effects and the level of significance for the impacts would be the same or similar to those identified for the proposed project.

*Economic Viability:* Based on financial feasibility analyses done for various versions of the SLSP, this alternative would not have enough units to be financially feasible and to support required infrastructure and services. Given the requirements of the City for a certain percentage of multi-family housing and for affordable housing, and given the constraints of the area such as the high percentage of public/quasi-public land that does not contribute to property tax, over 4,000 units are necessary to ensure financial viability.

*General Plan Consistency:* This alternative does not satisfy the General Plan Housing Element related to the objective of 35 percent multi-family housing, and is silent regarding affordable housing.

*Other Reasons for Rejecting as Infeasible:* A variation of this plan was ultimately adopted by Council, however, this alternative was presented as a land use plan only, with no accompanying text.

#### June 2001 Spring Lake Specific Plan (as amended)

This alternative is described earlier under "project description".

This alternative evolved from the process as the preferred alternative. It is comprehensively analyzed in the CEQA Addendum document attached as Exhibit C.

The City Council, based on the information and deliberation in the record as summarized herein, has adopted this Alternative as amended by Exhibit E. These Findings of Fact and the approval package for the City Council's approval action provide the justification and documentation for this action.

*Project Objectives:* This alternative is consistent with each of the project objectives and planning principles.

*Avoid or Substantially Lessen Significant Effects:* This alternative does not result in any new areas of impact nor worsen the impact conclusion for any impact area. This alternative incorporates many Plan A mitigation measures and thus results in a determination of "less than significant" in many areas of impact previously identified as "significant".

*Site Suitability:* The project site is the most suitable for new growth, as determined by the City Council and voters in 1996.

*Economic Viability:* Several prior versions of the project were tested for financial feasibility and found to be infeasible. This alternative was been subjected to financial feasibility testing (EPS, June 12, 2001) and been found to be feasible given the balance of infrastructure requirements and numbers and types of units.

*General Plan Consistency:* This alternative is substantially consistent with all aspects of the General Plan.

## **SECTION L.**

### **GROWTH INDUCEMENT**

Chapter 6 of the EIR provides a discussion of the growth inducing impacts of the various project alternatives. The 1996 General Plan identified the 1,748-acre Master Plan area as the future growth area for the City. With the exception of some off-site infrastructure, which will be subject to separate CEQA clearance once determined, the SLSP development is completely contained within the Master Plan area. Roads and infrastructure are being designed to handle build-out of the SLSP, or Master Plan area where appropriate, but no greater area.

Therefore, this project would eliminate obstacles to growth within the SLSP and Master Plan area, but not outside of it. Additionally, the project would stimulate economic activity in the region, but not beyond the expectation of the City at the time the land was designated in the General Plan for new growth. The potential for growth inducement is, therefore, determined to be less-than-significant.

## **SECTION M.**

### **CUMULATIVE IMPACTS**

The cumulative analysis for the SLSP is based on the City's adopted 1996 General Plan and associated certified EIR. Cumulative impacts are analyzed in each section of Chapter 4 of the TOC EIR. Chapter 6 of the EIR summarizes cumulative impacts. Of 15 identified cumulative impacts, 6 are identified as significant and unavoidable. Section O of these findings addresses each impact individually.

**SECTION N.****SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Chapter 6 of the EIR examines "significant irreversible environmental changes". Build-out of the SLSP will likely result in or contribute to the irreversible environmental changes. These would include:

- Conversion of open vistas and undeveloped land.
- Increased air emissions.
- Increased ambient noise.
- Adoption of noise walls along CR 102 and SR 113.

Adoption of the SLSP would avoid the following identified significant and irreversible environmental effects:

- Low density suburban development that likely precludes transit service.

The SLSP achieves densities above 6 units per acre which is considered to be the threshold for transit service. Furthermore, the SLSP locates higher densities and activity areas along major roadways where transit service can more easily be provided. Finally, the SLSP includes a grid-based street system which also more easily accommodates bus service.

- Curvi-linear street pattern as opposed to a more grid-like street pattern.

The SLSP includes a grid-based street system for all major streets. No more than 50 percent of local streets can be cul-de-sacs.

- Noise walls along collectors and arterials.

The SLSP generally precludes noise walls except in two locations: along CR 102 and along SR 113.

**SECTION O.****FINDINGS REGARDING IMPACTS AND MITIGATION MEASURES**

The Final EIR (as modified by the CEQA Addendum) sets forth environmental impacts of the project that would be significant in the absence of mitigation measures. These effects (or impacts) are restated below as they relate to the June 2001 SLSP (as amended), along with final applicable mitigation measures (including any changes or alterations) as adopted by the City Council, that will avoid or substantially lessen those potentially significant or significant effects.

Also set forth are any significant effects that cannot be avoided or reduced to a less-than-significant level even with the adoption of all feasible mitigation measures proposed in the Final EIR. In adopting these findings, the City is also adopting a Statement of Overriding Considerations setting forth the economic, social, and other benefits of the Project that will render these significant effects acceptable. See Exhibit B (Statement of Overriding Considerations).

In the "Findings of Fact" column, the City's determination is provided regarding environmental impacts that remain significant or are reduced to a less-than-significant level given the implementation of adopted feasible mitigation, and also whether certain other measures which were proposed, but not adopted, are infeasible for social, economic, or other reasons.

Pursuant to Section 15126.4 of the CEQA Guidelines, the City is not required to adopt mitigation measures for impacts that are less-than-significant. The City Council hereby determines that the conclusions in the Final EIR regarding impacts that are identified as less-than-significant are appropriate and correct.

Pursuant to Section 15091 of the CEQA Guidelines, the table below provides findings of fact concerning each of the impacts and mitigation measures identified in the EIR, as related to the June 2001 SLSP (as amended). It is the City's expectation regarding the off-site improvements (e.g. drainage ponds that occur outside of the master plan area) that subsequent site-specific CEQA analysis will be prepared at such time as development is proposed.

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<b>4.1 Land Use and Planning</b>			
4.1-1 The proposed project could be incompatible with existing surrounding land uses.	LS	4.1-1 (A/E) Consistent with Specific Plan Policy N.2., all residential units within 500-feet of active (interim or long-term) agricultural uses shall be provided with a deed disclosure regarding the proximity and nature of neighboring agricultural uses. This disclosure shall be applied at the tentative map stage to the affected properties. The text of the disclosure language shall be approved by the City Attorney.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.1-2 The proposed project could be incompatible with planned surrounding land uses.	LS	4.1-2 (A/E) All residential units within 500 feet of the regional park shall be provided with a deed disclosing the Regional Park and planned future development. This disclosure shall be applied at the tentative map stage to the affected properties. The text of the disclosure language shall be approved by the City Attorney.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.1-3 The proposed project could be incompatible with existing internal land uses.	LS	4.1-3 (A/E) (a) Implement Mitigation Measures 4.12-6 (a) through (d) from Section, 4.12, Public Health and Safety, which would ensure proper building height and distance be observed in the design of residential uses near the existing airstrip, or require closure of the airstrip by revocation of the conditional use permit or amortization/abatement of the use as non-conforming.  (b) The Specific Plan shall be amended to include fencing and landscaping to screen residential areas from adjacent existing commercial uses.	Regarding 4.1-3(a), see 4.12-6(a-d).  Regarding 4.1-3(b), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.1-4 Under the proposed project, the mix of internal land uses could be considered incompatible.</p>	<p>LS</p>	<p>4.1-4 (A/B) (a) Development of the Sports Park shall require a Conditional Use Permit with special attention given to the design and operation of this facility.</p> <p>(b) Implement Mitigation Measure 4.8-8(a), (b), and (c) from Section 4.8, Noise.</p> <p>(c) School facilities shall be designed to be compatible with surrounding land uses and shall include: ingress and egress shall be designed to not impede traffic flow on local arterials; the noise generating components shall be placed away from residential use (e.g., sports fields, parking lots); and directional lighting, planting, fences, or other barriers shall be used to shield neighboring land uses from school activities.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
	<p>LS</p>	<p>(B) (d) The middle school site depicted in Plan B shall be moved to the south of the sports park site, and the elementary school site shall be moved to the west to the proposed park site to reduce traffic impacts on these uses.</p> <p>(e) Implement Mitigation Measure 4.8-8(e) from Section 4.8, Noise.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.1-5 Under the proposed project, development may be inconsistent with some of the City's General Plan goals and polices and land use ordinances.</p>	<p>LS</p>	<p>4.1-5 (A/B) (a) (i) Implement mitigation measures identified in Sections 4-6, 4-13, and 4-14 related to circulation, implementation of a financing plan, implementation of a capital improvement program, and parkland.</p> <p>Implement Policy 1.C.2 by consolidating and expanding the proposed 5.1 acres of mini parks into two additional neighborhood parks to serve the proposed residential areas.</p> <p>(ii) Find that the proposed project is consistent with the General Plan, with implementation of identified measures.</p> <p>OR</p> <p>(iii) Reject relevant mitigation measures, and find that the proposed project is in substantial conformance with the General Plan as proposed.</p> <p>(b) For Policy 1.A.2, find that the proposed project is consistent with General Plan regarding development within Urban Limit Line boundaries.</p>	<p>Regarding 4.1-5(a), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p> <p>Regarding 4.1-5(b), the City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
	<p>LS</p>	<p>(B) (c) (i) Establish a focal point within the Specific Plan area.</p> <p>OR</p> <p>(ii) Find that the proposed project is consistent with the General Plan.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
<p>4.1-6 The proposed project would include zoning designations that could result in development of land uses other than those identified in the Specific Plan, resulting in unforeseen incompatibilities between land uses.</p>	<p>LS</p>	<p>4.1-6 (A/B) (a) The parcel depicting mini-storage in Plan A and Plan B shall be restricted to that use through available mechanisms in the Specific Plan.</p> <p>(A) (b) The parcel depicting convalescent care in Plan A shall be restricted to that use through available mechanisms in the Specific Plan.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.1-7 The proposed project may allow development that would be inconsistent with the City's Zoning Ordinance.	LS	4.1-7 (A/B) (a) (i) The Specific Plan shall be revised to reconcile the zoning inconsistency for the proposed mini-storage use by modifying the proposed Specific Plan land use designation from C-2 to C-3.  OR  (ii) The Specific Plan shall be revised to specify the mini-storage use as allowed by Conditional Use Permit in the C-2 zone within the Specific Plan area only.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
		(b) (i) The Specific Plan shall be revised to reconcile the lot area inconsistency for SF5 lots by modifying the proposed Specific Plan land use designation to be consistent with existing citywide zoning designations.  OR  (ii) The Specific Plan shall be revised to clarify the intent to have different standards for the SR5 designation.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
		(c) (i) Other inconsistencies with the City's zoning requirements shall be identified and reconciled by making modifications to the Specific Plan to ensure consistency.  OR  (ii) The Specific Plan shall be revised to specify standards intended to be different.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.1-8 The proposed project could result in residential densities that are inconsistent with the proposed zoning.	LS	4.1-8 (A/B) The Specific Plan policy on the transfer of development shall be revised to restrict the transfer of development to the maximum density of any given zoning district.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.1-9 The proposed project includes land use designations that differ from adopted General Plan land use designations.</p>	<p>LS</p>	<p>4.1-9 (A/B) (a) The Specific Plans shall be modified to include Tables 4.1-2 and 4.1-3 in order to ensure the Specific Plans are consistent with the City's General Plan land use designations and associated zoning.</p> <p>(b) The Specific Plans shall be modified to include the City's land use designation of Service Commercial and Public Service on the portion of the project site which includes Yuba College and land owned by the County, as shown on the City's Land Use Diagram.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
<p>4.1-10 The proposed project may be inconsistent with LAFCO Agricultural Conservation policies.</p>	<p>LS</p>	<p>4.1-10 (A/B) (a) The annexation of the Specific Plan shall be staged to match the proposed phasing of the Specific Plan.</p> <p>OR</p> <p>(b) The annexation of the Specific Plan shall be staged to include all of the project site, except the acreage that remains under Williamson Act contract.</p> <p>OR</p> <p>(c) LAFCO shall determine that the applicable facts and circumstances support a finding of substantial conformity with LAFCO Policy IV.D, which would allow for annexation of the entire site.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<b>4.2 Agricultural Resources</b>			
<p>4.2-1 Development of the proposed project would result in the loss of 940 acres of Important Farmland.</p>	<p>SU</p>	<p>4.2-1 (A/B) The project applicant shall set aside in perpetuity an equal amount (940 acres of the Plan Area plus Important Farmland converted for offsite infrastructure) of contiguous, active agricultural acreage elsewhere in Yolo County through the purchase of development rights and execution of an irreversible conservation or agricultural easement. These soils shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis, already experiencing, or likely to experience, growth pressures shall be targeted. Soils and farming conditions shall be equivalent or superior to the project area. Protected acreage equal to the total acreage of any particular development shall be, set aside prior to commencement of any development activity within that development.</p> <p>Acreage set aside required by Mitigation Measure 4.5-4 for loss of Swainson's hawk foraging habitat (see Section 4.5, Biological Resources) may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures can not be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.</p>	<p>This measure requires modification to clearly make the measure applicable to the Sports Park which is located off-site in the SLSP. Modification is also needed to clarify that the mitigation is triggered each time a piece of land within the SLSP (or land outside it that is used for services or improvements to serve the SLSP) is converted from its current agricultural land use to the uses planned under the SLSP.</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is not a substantive change and would not change the conclusion that Impact 4.2-1 remains significant and unavoidable even after mitigation:</p> <p><del>4.2-1 Each The project applicant shall set aside in perpetuity an equal amount (940 acres of the Plan Area plus Important Farmland converted for offsite infrastructure) of contiguous, active agricultural acreage elsewhere in Yolo County through the purchase of development rights and execution of an irreversible conservation or agricultural easement. Total mitigation required at build-out is 940 acres for conversion of farmland within the Plan Area plus Important Farmland converted for offsite infrastructure (e.g. drainage basins) and other associated land uses (e.g. sports park). These soils shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis, already experiencing, or likely to experience, growth pressures shall be targeted. Soils and farming conditions shall be equivalent or superior to the project area. Protected acreage equal to the total acreage of any particular development shall be set aside prior to commencement of any development construction activity within that development. Protected acreage equal to the total acreage of offsite improvements shall be set aside prior to development of the improvement. Protected acreage equal to the total acreage of the sports park shall be set aside prior to the commencement of grading of the sports park.</del></p> <p>The City Council also hereby finds that this measure ensures that as the SLSP builds out an equivalent amount of agricultural land will be set aside. Because an equivalent amount of agricultural land will have to be set aside before the City approves each tentative map, the pace of development and the amount of land set aside will remain proportionate throughout the build-out of the Plan and the amount of development will never exceed the amount of agricultural land that is set aside.</p> <p>The City Council finds that increasing the ratio to 2:1 or to some other ratio is infeasible. The 1:1 ratio applied to the project is proportionate to the impact caused by the project, and consistent with or in excess of practice in the region and the State.</p>

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
			<p>Acreage set aside required by Mitigation Measure 4.5-4 for loss of Swainson's hawk foraging habitat (see Section 4.5, Biological Resources) may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures can not be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.</p> <p>The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible. The City further finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>
4.2-2 Development of the proposed project would conflict with or result in the cancellation of Williamson Act contracts.	SU	4.2-2 (A/B) A Williamson Act contract and conservation easement shall be established on 62 acres of land outside of the project site, or greater if land is removed from Williamson Act contract for the required detention/retention basin, to the satisfaction of the City.	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible. The City further finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>
4.2-3 Development of the proposed project could result in incompatibilities between active agricultural uses and future residential uses.	LS	4.2-3 (A/B) (a) Implement Mitigation Measure 4.1-1.  (b) The City of Woodland shall consider adopting a Right to Farm Ordinance to address interim land use conflicts that could occur between new development and planned growth areas that may remain in agricultural uses until future conversion.	<p>Regarding 4.2-3(a), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p> <p>Regarding 4.2-3(b), the City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.2-4 Development of the proposed project could adversely affect agricultural viability.</p>	<p>SU</p>	<p>4.2-4 (A/B) The Specific Plan shall be revised to require a 500-foot buffer within the project site adjacent to active agricultural uses to the south of Road 25A.</p>	<p>This measure removes development potential from the adopted growth area, which is not acceptable for at least two reasons: 1) it could result in greater impacts to agriculture if more land conversion (50 acres per calculations below) is required later to serve growth; and 2) the financial feasibility analysis has shown that all the proposed units are needed in order to support the features of the entire Plan (e.g. multi-family ratio, affordable housing, parks and services, etc.), and this buffer would result in the loss of approximately 50 acres of developable land along CR 25A (5,280 ft x [500 - 83] ÷ 43,560 = 50.5 ac) which is the equivalent of over 300 units (50.5 ac x 6.1 du/ac = 308) or 7.6 percent of the units in the Plan. Because this mitigation could result in the need for over 300 units of additional growth elsewhere, presumably on agricultural land; and because this mitigation would render the SLSP financially infeasible, the City Council hereby rejects Mitigation Measure 4.2-4, and accepts the 83-foot right-of-way for CR 25A as the most feasibly achievable mitigation for this impact. Rejection of this measure will result in only partial mitigation for Impact 4.2-4, and therefore it remains significant and unavoidable.</p> <p><del>4.2-4 The Specific Plan shall be revised to require a 500-foot buffer within the project site adjacent to active agricultural uses to the south of Road 25A. None available.</del></p> <p>The City Council finds that there are no feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.2-5 The proposed project may be inconsistent with General Plan policies.	LS	4.2-5 (A/B) (a) Implement Mitigation Measures 4.2-1, 4.2-2, and 4.2-4.  AND  (b) For General Plan Policies 1.1.4 and 1.1.6, the City shall implement one of the following measures:  (i) Find that the proposed project is essentially consistent with the direction of the General Plan Policies.  OR  (ii) Amend the General Plan Policies to conform with the inconsistencies identified.	This measure requires modification because amendment of the General Plan is not required by the SLSP, but a finding of consistency is required.  The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:  4.2-5(b) For General Plan Policies 1.1.4 and 1.1.6, the City shall <del>implement one of the following measures:</del>  (i) Find that the proposed project is essentially consistent with the <del>direction of the</del> General Plan Policies.  OR  (ii) Amend the General Plan Policies to conform with the inconsistencies identified.  The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.
4.2-6 Development of the proposed project, in combination with other cumulative development, would contribute to the loss of Important Farmland.	SU	4.2-6 (A/B) Implement Mitigation Measure 4.2-1 and/or 4.2-2.	See Mitigation Measure 4.2-1 and 4.2-2.
4.2-7 Development of the proposed project, in combination with other cumulative development, could adversely affect agricultural viability.	SU	4.2-7 (A/B) Implement Mitigation Measure 4.2-4.	See Mitigation Measure 4.2-4.
<b>4.3 Geology, Soils, and Seismicity</b>			
4.3-1 People and property could be subject to seismic hazards such as groundshaking, lurch cracking, liquefaction, or settlement.	LS	4.3-1 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.3-2 Structures would be situated in locations underlain by expansive soils.	LS	4.3-2 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.3-3 The proposed project would alter site topography, which could affect the rate or extent of erosion.	LS	4.3-3 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.3-4 Underground pipeline installation could result in unstable soils or pipes could be exposed to excessively wet soil conditions, which could affect pipeline integrity.	LS	4.3-4 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.3-5 Groundwater withdrawal due to operation of project water supply wells could incrementally contribute to localized land subsidence, which could affect structures on the project site.	LS	4.3-5 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.3-6 The proposed project would have no impact on mineral resources.	LS	4.3-6 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.3-7 The proposed project may be inconsistent with the City of Woodland General Plan policies regarding geotechnical issues.	LS	4.3-7 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.3-8 The proposed project, in combination with buildout under the General Plan, would expose a greater number of people and property to seismic hazards such as groundshaking, lurch cracking, liquefaction, or settlement; hazards associated with expansive soils; and potential effects of erosion.	LS	4.3-8 No mitigation measures would be required to reduce or avoid cumulative significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.3-9 The proposed project, in combination with buildout under the General Plan, could contribute to increased land subsidence that could affect soil stability.	LS	4.3-9 No mitigation measures would be required to reduce or avoid cumulative significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<b>4.A Hydrology, Drainage, and Water Quality</b>			
<p>4.4-1 The proposed project would increase the rate and amount of stormwater runoff from newly created impervious surfaces, which could contribute to localized or downstream flooding.</p>	<p align="center">LS</p>	<p>4.4-1 (A/E) (a) Prior to the first tentative map approval, the Specific Plan storm drainage plan shall be completed. The drainage plan shall identify specific storm drainage design features to control increased runoff from the project site. This may be achieved through one or more of the following: onsite conveyance and detention facilities, offsite detention or retention facilities, channel modification, or equally effective measures to control the rate and volume of runoff. To demonstrate the effectiveness of the proposed system to prevent additional flooding at offsite (downstream) locations, all necessary hydrologic and hydraulic calculations and assumptions and design details shall be submitted to the City Public Works Department for review and approval. The design of all features proposed by the project applicant shall be consistent with the most recent version of the City's Storm Drainage Guidelines and Criteria, and standard design and construction specifications and details.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
		<p>(b) Prior to the first tentative map approval, the project applicant shall demonstrate to the City Public Works Department that development of either Specific Plan A or Specific Plan B will not preclude future installation and operation of Storm Drainage Facilities Master Plan improvements anticipated in the project site and that facility improvements will be consistent with the Storm Drainage Facilities Master Plan.</p> <p>(c) Prior to the first tentative map approval, the project applicant shall demonstrate that an appropriately sized and located storm drainage system shall be installed or adequately financed (through fair-share payment of fees or other means).</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.4-2 Stormwater runoff from areas under construction could affect receiving water quality.	LS	4.4-2 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.4-3 Runoff from new impervious surfaces would contain urban contaminants that could affect receiving water quality.	LS	4.4-3 (A/B) Prior to each tentative map approval, the applicant shall identify proposed urban stormwater runoff Best Management Practices (BMPs) that will be incorporated into project design. The BMPs shall be selected based on and consistent with the City's planning and design criteria set forth in the "Phase A Storm Drainage Facilities Master Plan Storm Water Quality Regulations and Control Measures".	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.4-4 Dewatering would be necessary during trenching to install underground utility lines.	LS	4.4-4 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.4-5 The proposed project would require the use of groundwater, which could result in changes in groundwater levels or groundwater areas of influence or induce subsidence.</p>	<p>SU</p>	<p>4.4-5 (A/B) (a) Prior to approval of the first tentative map, the applicant shall identify specific steps to be taken to minimize project effects on groundwater levels that could affect agricultural wells. The program shall establish site-specific and local baseline groundwater levels, existing and proposed wells, uses and rates, and areas of influence. The program shall also establish criteria that will be used to determine whether the effect on non-project wells may be considered adverse (e.g., groundwater levels shall not fall below a specific elevation during the irrigation season). This information shall be used to appropriately site and design project wells throughout project buildout to minimize the effects on wells and locations that could be affected by groundwater pumping associated with the proposed project.</p> <p>OR</p> <p>(b) If project wells cannot be sited to reduce effects on agricultural wells that could be adversely affected by project pumping, the City shall establish a mechanism to relocate the agricultural wells to ensure that groundwater pumping for irrigation purposes is maintained at baseline levels for the affected well.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible. The City further finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>
<p>4.4-6 The conversion of agricultural land to urban uses could affect groundwater recharge.</p>	<p>LS</p>	<p>4.4-6 No mitigation measures would be required to reduce or avoid significant environmental effects.</p>	<p>Less-than-significant impact is confirmed by the City Council. Additional findings are not required.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.4-7 If the revised FEMA Flood Insurance Rate Maps are adopted, portions of the project site would be situated in the 100-year floodplain and would be subject to increased risk of flooding.</p>	<p>LS</p>	<p>4.4-7 (A/B) (a) If the FEMA maps are adopted and development occurs in the area delineated as Zone AE, structures placed in the floodplain shall be sited and designed so they do not impede or restrict flood flows. The results of site-specific hydrologic and hydraulic studies shall be used to quantify baseline and post-development conditions to identify development recommendations.</p> <p>(b) If the FEMA maps are adopted and flood control features such as levees or floodwalls are proposed to protect future development, the applicant shall quantify the potential effects of loss of floodplain storage on areas that could be affected by increased flooding. The applicant shall coordinate with the City to identify and implement feasible options for replacing the loss of floodplain storage.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
<p>4.4-8 Portions of the project site could be subject to flooding from dam failure inundation.</p>	<p>LS</p>	<p>4.4-8 No mitigation measures would be required to reduce or avoid significant environmental effects.</p>	<p>Less-than-significant impact is confirmed by the City Council. Additional findings are not required.</p>
<p>4.4-9 The proposed project, in combination with future development that would occur with General Plan buildout, would increase the rate and amount of stormwater runoff from newly created impervious surfaces.</p>	<p>LS</p>	<p>4.4-9 (A/B) Implement Mitigation Measures 4.4-1(a) through 4.4-1(c).</p>	<p>See Mitigation Measure 4.4-1(a) through 4.4-1(c).</p>
<p>4.4-10 The proposed project, in combination with other development that could occur with General Plan buildout, would affect groundwater levels, groundwater recharge, and subsidence rates.</p>	<p>LS</p>	<p>4.4-10 No mitigation is necessary to avoid or reduce this impact.</p>	<p>Less-than-significant impact is confirmed by the City Council. Additional findings are not required.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.4-11 Construction and occupancy of the proposed project, in combination with other development that could occur with General Plan buildout, could affect receiving water quality.	LS	4.4-11 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

**4.5 Biological Resources**

4.5-1 The proposed project would convert agricultural lands to urban uses, which could result in the loss of the alkali sink type special-status plant species listed in Table 4.5-1.	LS	<p>4.5-1 (A/B) (a) In accordance with Fish and Game Code Section 1900 et seq., DFG shall be given a minimum of 10-day notice prior to site grading or development on the TOC property within the project site to allow for salvage of any San Joaquin saltbush plant materials.</p> <p>(b) Prior to development of the alkali sink habitat in the Yolo County and the Yuba Community College properties, shown in Figure 4.5-1, a rare plant survey shall be conducted by qualified biologists in accordance with the most current DFG/USFWS guidelines or protocols. Survey timing for the various plant species is dependent in part on yearly rainfall patterns and is determined on a case-by-case basis.</p> <p>(c) Based on the results of the survey in the Yolo County and the Yuba Community College properties, prior to new design approval, the County and Yuba Community College shall, in consultation with DFG and/or USFWS, determine whether the project would substantially affect special-status plant species dependent upon alkali sink habitat. If special-status plants are identified, measures shall be incorporated to ensure no net loss of the species. Evaluation of impacts to plant species shall consider the following:</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. Mitigation Measure 4.5-1(a) is within the responsibility and jurisdiction of the City. Mitigation Measure 4.5-1(b) and (c) are within the responsibility of Yolo County and the Woodland Community College and within the jurisdiction of CDFG and USFWS. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact. The Council concludes that Yolo County and the Woodland Community College can and should implement 4.5-1(b) and (c), and hereby so recommends.</p>
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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<ul style="list-style-type: none"> <li>■ the status of the species in question (e.g., officially listed by the State or Federal Endangered Species Acts, candidate species, CNPS list);</li> <li>■ the relative density and distribution of the onsite occurrence versus typical occurrences of the species in question; and</li> <li>■ the habitat quality of the onsite occurrence relative to historic, current or potential distribution of the population.</li> </ul> <p>(d) If the surveys on the Yolo County and the Yuba Community College lands reveal no occurrences of any species, or if the County and/or Yuba Community College in consultation with DFG or USFWS determines that no significant impacts on any special-status plant species would result from project implementation, then no further mitigation would be required.</p>	See above.
<p>4.5-2 The proposed project could result in the loss of potential habitat for the valley elderberry longhorn beetle (VELB).</p>	LS	<p>4.5-2 (A/B) Prior to approval of a tentative map for any property with shrubbery and/or onsite drainage ways that will not be preserved/avoided, the project applicant shall:</p> <ul style="list-style-type: none"> <li>(i) Conduct a project-specific survey of the tentative map area for all potential VELB habitat, including a stem count and an assessment of historic or current VELB use;</li> <li>(ii) Avoid and protect all potential VELB habitat within a natural open space area where feasible; and</li> <li>(iii) Where avoidance is infeasible, develop and implement a VELB mitigation plan in accordance with the most current USFWS mitigation guidelines for unavoidable take of VELB habitat pursuant to either Section 7 or Section 10(a) of the Federal Endangered Species Act.</li> </ul>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City and the jurisdiction of the USFWS. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact. The Council finds that the USFWS can and should oversee this measure, and hereby so recommends.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.5-3 The proposed project could result in the take of Swainson's hawk individuals (eggs, nestlings or juveniles) and other nesting raptors (birds-of-prey).</p>	<p align="center">LS</p>	<p>4.5-3 (A/B) (a) For each individual development project the project applicant, in consultation with the DFG, shall conduct a pre-construction or pre-tree pruning or removal survey of trees greater than 30 feet tall (proposed activity) during the raptor breeding-season (approximately March 1 through September 15). This survey shall be conducted for a half mile radius around the project site at which any construction activity is proposed. The survey shall be conducted by a qualified raptor biologist during the same calendar year that the proposed activity is planned to begin to determine if any nesting birds-of-prey would be affected. Prior to grading of fallow fields with ruderal vegetation, surveys for ground nesting raptors such as northern harrier and burrowing owl shall be conducted.</p> <p>If phased construction procedures are planned for the proposed activity, the results of the above survey shall be valid only for the season when it is conducted.</p> <p>If the above survey does not identify any nesting raptor species within the area affected by the proposed activity, then no further mitigation would be required. However, should any nesting raptor species be found, then the following mitigation measure shall be implemented.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City and the jurisdiction of the CDFG. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact. The Council finds that CDFG can and should oversee this measure, and hereby so recommends.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<p>(b) If an active Swainson's hawk nest is identified within one half mile of the project site, then CDFG shall be contacted to determine if consultation is required. A limited operating period shall be implemented within a (0.25) mile radius of the nest tree. No construction activities shall be initiated during the Swainson's hawk nesting period (March 1 – September 15) without the approval by DFG.</p> <p>For other raptors, compliance with Fish and Game code for the particular species shall be implemented.</p> <p>The project applicant shall continue to conduct annual surveys to determine the location of nesting Swainson's hawks and other raptors in the project site. If nesting hawks or other raptors are found during the survey at a previously unknown location within one-half mile of the project site and not within 100 yards of a previously documented site, the project applicant shall contact the DFG prior to project construction. Consultation shall be initiated to determine the potential for disturbance to nesting hawks and other raptors and the project applicant shall implement feasible changes in the construction schedule or other appropriate adjustments to the project in response to the specific circumstances.</p> <p>(d) If, after five years, a previously recorded nest site remains unoccupied by a Swainson's hawk, it will no longer be considered as a Swainson's hawk nest site subject to this mitigation.</p>	<p>See above.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.5-4 The proposed project would result in the loss of foraging habitat for Swainson's hawks and other raptors.</p>	<p>SU</p>	<p>4.5-4 (A/B) (a) Prior to approval of the first tentative map, the project applicant shall develop a plan in consultation with CDFG to compensate for loss of Swainson's hawk foraging habitat resulting from development of the project site. This agreement shall set aside in perpetuity, an equivalent amount (939 acres of the Specific Plan Area plus Important Farmland converted for offsite infrastructure) of contiguous, Swainson's hawk foraging land elsewhere in Yolo County through the purchase of development rights and execution of irreversible conservation or agricultural easement. This acreage shall be permanently protected from future development via enforceable deed restrictions. Protected acreage equal to the total acreage of any particular phase shall be, set aside prior to commencement of any development activity within that phase.</p> <p>Acreage set aside required by Mitigation Measure 4.2-1 (4.2, Agricultural Resources) for loss of agricultural land may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures can not be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.</p> <p>OR</p>	<p>This measure requires modification to make the measure applicable to the Sports Park which is located off-site in the SLSP. Modification is also needed to clarify that the mitigation is triggered each time a piece of land within the SLSP (or land outside it that is used for services or improvements to serve the SLSP) is converted from its current agricultural land use to the uses planned under the SLSP. The language regarding phasing is removed due to the City Council's determination (November 13, 2001) that previously proposed phasing within the SLSP is infeasible. The City Council based this determination on evidence in the record regarding the amount of land needed to bond upfront utilities, the location of the properties that have executed agreements to proceed, and the known direction of utility extensions (south down CR 102).</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is not a substantive change and would not change the conclusion that Impact 4.5-4 remains significant and unavoidable even after mitigation:</p> <p>4.5-4(a) Prior to approval of the first tentative map, the project applicant shall develop a plan in consultation with CDFG to compensate for loss of Swainson's hawk foraging habitat resulting from development of the project site. This agreement shall set aside in perpetuity, an equivalent amount (939 acres of the Specific Plan Area plus Important Farmland converted for offsite infrastructure) of contiguous, Swainson's hawk foraging land elsewhere in Yolo County through the purchase of development rights and execution of irreversible conservation or agricultural easement. Total mitigation required at build-out is 939 acres for conversion of foraging land within the Plan Area plus foraging habitat converted for offsite infrastructure (e.g. drainage basins) and other associated land uses (e.g. Sports Park).</p> <p>The City Council also hereby finds that this measure ensures that as the SLSP builds out an equivalent amount of foraging habitat will be set aside. Because an equivalent amount of habitat will have to be set aside before the City Council approves each tentative map, the pace of development and the amount of land set aside will remain proportionate throughout the build-out of the Plan and the amount of development will never exceed the amount of habitat that is set aside.</p> <p>The City Council finds that increasing the ratio to 2:1 or to some other ratio is infeasible. The 1:1 ratio applied to the project is consistent with CDFG standards and requirements for habitat mitigation (Final EIR, Volume 4, Appendix D) and is proportionate to the impact caused by the project.</p>

FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		(b) If adopted, the project applicant shall participate in the Yolo County Habitat Conservation Plan (HCP).	<p>This acreage shall be permanently protected from future development via enforceable deed restrictions. Protected acreage equal to the total acreage of any particular phase development shall be, set aside prior to commencement of any development construction activity within that phase development. Protected acreage equal to the total acreage of onsite improvements shall be set aside prior to development of the improvement. Protected acreage equal to the total acreage of the sports park shall be set aside prior to the commencement of grading on the sports park.</p> <p>Acreage set aside required by Mitigation Measure 4.2-1 (4.2, Agricultural Resources) for loss of agricultural land may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures can not be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.</p> <p>OR</p> <p>(b) If adopted, the project applicant shall participate in the Yolo County Habitat Conservation Plan (HCP).</p> <p>The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City and the jurisdiction of the CDFG. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible. The Council finds that the CDFG can and should oversee this measure, and hereby so recommends. The Council further finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>
4.5-5 The proposed project could require the removal of heritage oak trees or landmark trees.	LS	4.5-5 No mitigation measure would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.5-6 The proposed project would convert approximately one acre of wetland to urban uses.</p>	<p>LS</p>	<p>4.5-6 (A/EI) (a) Prior to approval of a tentative map for the area immediately west of Road 102 (see Figure 4.5-1, as revised), the project applicant shall prepare a wetland delineation and seek a verification from the U.S. Army Corps of Engineers to determine where jurisdictional wetlands are present in the project site.</p> <p>(b) If jurisdictional wetlands are verified, the project applicant shall provide for no net loss of wetland acreage through the federal permitting process. If the total acreage of the jurisdictional wetland is less than 1/3 of an acre, then the project applicant shall obtain a nationwide permit to fill the wetlands, and provide for a minimum 1:1 mitigation ratio. If the total area exceeds 1/3 of an acre then the project applicant shall obtain a individual permit through the U.S. Army Corps of Engineers.</p> <p>(c) If wetlands are delineated in project site that exceed 1/3 of an acre, then the project applicant shall mitigate the filled amount in a 2:1 ratio at an onsite or 3:1 ratio at an offsite location;</p> <p>OR</p> <p>(d) If adopted, the project applicant shall participate in the Yolo County Habitat Conservation Plan (HCP).</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City and the jurisdiction of the USACOE. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact. The Council finds that the USACOE can and should oversee this measure, and hereby so recommends.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.5-7 The proposed project would require offsite infrastructure (wastewater and storm drainage), which would result in conversion of additional agricultural land and the loss of general wildlife habitat.</p>	<p align="center">LS</p>	<p>4.5-7 (A/B) (a) If the construction of offsite roadway, sewer, water or drainage infrastructure occurs in undeveloped areas, the City shall ensure that surveys have been conducted that are appropriate to the habitats where the infrastructure will be located. Construction of offsite infrastructure shall not begin until such surveys have been completed, the appropriate agencies have been consulted, mitigation measures outlined and permits (e.g. 404, 1603) have been obtained, as necessary. Mitigation for these potential impacts could include preservation, onsite construction, or the purchase of mitigation credits through the HCP or an agency-approved mitigation bank or in lieu fee program, e.g., Wildlands Inc. This measure may be implemented through the proposed project, or the expansion of the City's infrastructure systems.</p> <p>(b) Implement Mitigation Measures 4.5-1(a), 4.5-2, 4.5-3, 4.5-4 and 4.5-6.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City and the jurisdiction of the CDFG, USFWS, and USACOE. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact. The Council finds that the CDFG, USFWS, and USACOE can and should oversee this measure, and hereby so recommends.</p>
<p>4.5-8 The proposed project may be inconsistent with General Plan goals and policies for the protection of biological resources.</p>	<p align="center">LS</p>	<p>4.5-8 (A/B) Implement Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6 and 4.5-7.</p>	<p>See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6 and 4.5-7.</p>
<p>4.5-9 The proposed project, in combination with other cumulative development, would convert undeveloped land to urban uses, resulting in the loss of general wildlife habitat for resident and migratory species.</p>	<p align="center">SU</p>	<p>4.5-9 (A/B) Implement Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6, and 4.5-7.</p>	<p>See Mitigation Measures 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-6 and 4.5-7.</p> <p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible. The City further finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<b>4.6 Traffic and Circulation</b>			
<p>4.6.1 The proposed project would cause an increase in a.m. and p.m. peak hour traffic volumes at study intersections, resulting in unacceptable levels of service and warranting the installation of traffic signals.</p>	<p>LS</p>	<p>4.6-1 (A/B) (a) A traffic signal shall be installed at the E. Gum Avenue/Matmor Road intersection and each approach shall be widened to include one exclusive left-turn lane, one through lane, and one right-turn lane. These improvements were warranted by previously approved development and are included in the City of Woodland Major Projects Financing Plan (MPFP) as being funded by development fees. However, the proposed project could require implementation of the improvements prior to their programmed installation in the MPFP. Therefore, the project applicant shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. If this intersection requires signalization and widening prior to the programmed installation of these improvements in the MPFP, then the project applicant shall be required to install the improvements and shall be reimbursed by development fees.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>

FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<p>(A/B) (b) A traffic signal shall be installed at the Pioneer Avenue/E. Gum Avenue intersection and each approach shall be widened to include an exclusive left-turn lane and a shared through/right-turn lane. These improvements were warranted by previously approved development and are included in the City of Woodland Major Projects Financing Plan (MPFP) as being funded by an assessment district. However, the proposed project could require implementation of the improvements prior to their programmed installation in the MPFP. Therefore, the project applicant shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. If this intersection requires signalization and widening prior to the programmed installation of these improvements in the MPFP, then the project applicant shall be required to install the improvements and shall be reimbursed by the assessment district.</p>	<p>See above.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<p>(A/B) (c) The project applicant shall install geometric design features to prohibit left-turn movements at the Gibson Road/Road 101 intersection. These improvements shall be completed prior to the issuance of building permits.</p> <p>(A/B) (d) A traffic signal shall be installed at the Gibson Road/Ogden Street intersection and the northbound and southbound approaches shall be widened to include an exclusive left-turn lane and a shared through/right-turn lane. These improvements were warranted by previously approved development and are included in the City of Woodland Major Projects Financing Plan (MPFP) as being funded by an assessment district. However, the proposed project could require implementation of the improvements prior to their programmed installation in the MPFP. Therefore, the project applicant shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. If this intersection requires signalization and widening prior to the programmed installation of these improvements in the MPFP, then the project applicant shall be required to install the improvements and shall be reimbursed by the assessment district.</p>	<p>See above.</p>
		<p>(B) (e) The project applicant shall install a traffic signal at the I-5 Northbound Ramps/Road 102 intersection. In addition, the project applicant shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.6-2 The proposed project may be inconsistent with roadway-related policies of the City of Woodland General Plan and design standards contained in the City of Woodland Standard Specifications and Details.</p>	<p>LS</p>	<p>4.6-2 (A/B) (a) The project applicant shall modify the Estate Street design to include a minimum width of 35 feet and the Road 25A design to include a minimum width of 64 feet. The project applicant shall also modify Plan A/Plan B to include provisions for minimizing potential conflicts between new development and agricultural uses as it relates to the potential conflicts between automobiles, pedestrians, bicyclists, trucks, and tractors on Road 25A and Road 102. This modification would result in consistency of Plan A and Plan B with the General Plan policies.</p> <p>(b) Offsite roadways needed to serve the project site (e.g., Road 101, Road 25A) shall be improved to meet City design standards. The specific segments that must meet the standard are:                      -Road 101 from Gibson Road to Road 25A.                      -Road 25A from SR113 to Road 101.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
	<p>LS</p>	<p>(A) (c) (i) The project applicant shall modify Plan A to include an enhanced roadway network that reflects a denser pattern of arterial and collector streets, consistent with existing Woodland residential neighborhoods. The average street density for arterials and collectors within the modified plan should be approximately nine centerline miles per square mile and the maximum block length shall be 1,320 feet. The enhanced roadway system shall consider potential consequences on residential neighborhoods and the need to incorporate traffic calming measures consistent with General Plan Policy 3.B.6.</p> <p>OR</p> <p>(ii) Find that the proposed project is consistent with the General Plan.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
	LS	<p>(B) (d) (i) The project applicant shall modify Plan B to include an enhanced roadway network that reflects a denser pattern of arterial and collector streets, consistent with existing Woodland residential neighborhoods. The average street density for arterials and collectors within the modified plan should be approximately nine centerline miles per square mile and the maximum block length shall be 1,320 feet. The enhanced roadway system shall consider potential consequences on residential neighborhoods and the need to incorporate traffic calming measures consistent with General Plan Policy 3.B.6.</p> <p>(ii) With regard to the overcrossing of SR 113, the City shall find that the proposed project is consistent with the General Plan by preserving right-of-way for a future overcrossing should one be desirable.</p> <p>(iii) Grid-pattern local streets shall be required to complement the proposed curvilinear arterials and collectors, to provide more effective connections to parks, schools, and commercial uses for bicyclists and pedestrians.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
<p>4.6-3 The proposed project would increase demand for public transit service to an area that is not currently served by YCTD.</p>	LS	<p>4.6-3 (A/B) All development within the Specific Plan shall contribute a fair-share of the capital and operating costs associated with providing public transit service to the Plan Area. It is anticipated that new transit vehicles would be required to provide the additional service within the project site. However, the final determination of additional capital equipment or other costs shall be determined by the City of Woodland and YCTD. The fair-share cost or a plan for providing the fair-share cost over time shall be submitted to the City of Woodland prior to the issuance of building permits.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.6-4 The proposed project would increase demand for public transit and create inconsistencies with transit-related policies in the City of Woodland General Plan.</p>	<p>LS</p>	<p>4.6-4 (A/B) (a) The project applicant shall modify the proposed project to identify (or require with each development the identification of) the specific locations of sheltered transit stops with bus turnouts. The City of Woodland and YCTD shall approve the location, design, and implementation timing of the sheltered transit stops and bus turnouts prior to the issuance of building permits.</p> <p>(B) (b) Implement Mitigation Measure 4.6-2(d)(ii).</p>	<p>Regarding 4.6-4(a), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p> <p>Regarding 4.6-4(b), the City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
<p>4.6-5 The proposed project would disrupt existing bikeway facilities and create inconsistencies with bicycle- and pedestrian-related policies of the City of Woodland General Plan and the City of Woodland Bikeway Master Plan.</p>	<p>A=LS B=SU</p>	<p>4.6-5 (A/B) (a) (i) The Specific Plan shall be modified to include the following:</p> <ul style="list-style-type: none"> <li>■ Class II bike lanes on both sides of Road 102 from Road 25A to Gibson Road (these facilities must be depicted in street sections and on the circulation plan);</li> <li>■ Class I bike path on the north side of Road 25A from Road 102 to SR 113 (these facilities must be depicted in street sections and on the circulation plan);</li> <li>■ Realign the Road 101 Parkway Class I bike path to provide direct access to the retail shopping and employment center of Plan A and Plan B (these changes must be depicted in street sections and on the circulation plan);</li> <li>■ Class II bike lanes on all collectors and arterials;</li> <li>■ Class I bike path grade separations of collectors and arterials at the time Class I facility is installed; and</li> <li>■ Standards for requiring secure and convenient bicycle parking and other support facilities at schools, commercial centers, and employment centers.</li> </ul>	<p>Regarding 4.6-5(a) first 5 bullets, the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p> <p>Regarding 4.6-5(a) 6th bullet, this measure requires modification to eliminate all measures that are already identified in the SLSP as development regulations.</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:</p> <p>4.6-5(a)(i) 6th bullet:</p> <p><del>■ Standards for requiring secure and convenient bicycle parking and other support facilities at schools, commercial centers, and employment centers.</del></p> <p><del>■ Development Regulations 2.25, 2.35, and 2.47 shall be modified to specify the provision of other bicycle support facilities such as showers and lockers.</del></p> <p>The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		OR  (ii) The City shall find that the proposed project is consistent with the General Plan.	See above.
	LS	(B) (b) (iii) Implement Mitigation Measure 4.6-2(d)(i) to provide a street system and pedestrian walkway system that is more conducive to walking.	The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.6-6 The proposed project, in conjunction with cumulative development, would increase cumulative a.m. and p.m. peak hour traffic volumes at study intersections, causing unacceptable levels of service and warranting the installation of traffic signals.	LS	4.6-6 (A/B) (a) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair-share cost to modify the traffic signal at the East Street/E. Main Street intersection and widen the eastbound approach to include an exclusive left-turn lane, two exclusive through lanes, and one exclusive right-turn lane. This improvement was previously identified in the East Street Corridor Specific Plan, City of Woodland, May 19, 1998. The City of Woodland shall determine the method and timing of the contribution for this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
	LS	(b) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair share cost to modify the traffic signal at the Gibson Road/East Street intersection and widen the northbound and southbound approaches to include two exclusive left-turn lanes, one exclusive through lane, and one shared through/right-turn lane. These improvements were previously identified in the East Street Corridor Specific Plan, City of Woodland, May 19, 1998. The City of Woodland shall determine the method and timing of contribution for this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.
	LS	(c) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair share cost to modify the traffic signal at the Gibson Road/Matmor Road intersection and widen the northbound and southbound approaches to include one exclusive left-turn lane, one through lane, and one right-turn lane. The City of Woodland shall determine the method and timing of contribution for this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
	<p>LS</p> <p>LS</p>	<p>(d) Implement Mitigation Measure 4.6-1(c).</p> <p>(A) (e) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair share cost to install a traffic signal at the Road 25A/East Street intersection and widen the northbound, southbound, and eastbound approaches to include an exclusive left-turn lane and a shared through/right-turn lane. The westbound approach shall be widened to include one exclusive left-turn lane, one through lane, and one right-turn lane. The City of Woodland shall determine the method and timing of contribution for this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
	<p>LS</p>	<p>(B) (e) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair share cost to install a traffic signal at the Road 25A/East Street intersection and widen the northbound, southbound, and eastbound approaches to include an exclusive left-turn lane and a shared through/right-turn lane. The westbound approach shall be widened to include one exclusive left-turn lane, one through lane, and one right-turn lane. The City of Woodland shall determine the method and timing of contribution for this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
	LS	(A) (f) A traffic signal shall be installed at the Road 25A/SR 113 Southbound Ramps intersection. The City of Woodland shall determine the timing of this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.
	LS	(A) (g) A traffic signal shall be installed at the Road 25A/SR 113 Northbound Ramps intersection. The City of Woodland shall determine the timing of this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
	LS	<p>(B) (f,g) Based on the Specific Plan-wide CIP and financing plan required by Mitigation Measure 4.6-8, each development shall contribute its fair share to the modification of the Road 25 A/SR 113 interchange. The design modification to the interchange shall be based on the outcome of the Caltrans Project Study Report (PSR) conceptual approval process. The four lanes on Road 25A shall extend from East Street to Parkway Drive. The southbound and northbound off-ramp approaches to Road 25A shall include a minimum of two exclusive left-turn lanes and an exclusive right-turn lane. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. Should the Parkway Drive overcrossing be constructed, further traffic study is required to determine the extent of additional improvements to the Road 25A/SR 113 interchange if needed.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

12/6/01

FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
	LS	<p>(A) (h) A traffic signal shall be installed at the Pioneer Avenue/A Street intersection and the eastbound and westbound approaches to include an exclusive left-turn lane and a shared through/right-turn lane shall be constructed. Pioneer Avenue shall be constructed to its ultimate four-lane width as identified in the Specific Plan prior to 2020 and additional signalized access shall be provided to the proposed high school.</p> <p>The westbound approach to this intersection would serve the proposed high school. The level of traffic generated by the high school during the a.m. peak hour will likely be sufficient to warrant another signalized access and potentially require additional improvements at the Pioneer Avenue/A Street intersection. Traffic operations in this location could also be adversely affected by the middle school, which is proposed directly south of the high school. The close proximity of these two schools would not be desirable given the a.m. peak hour traffic volume characteristics for schools. This issue would also apply to the Gibson Road/Pioneer Road intersection in both plans and the Pioneer Avenue/B Circle North intersection in Plan B.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<p>The proposed Sports Park in the vicinity of these intersections also has the potential to create adverse traffic operations impacts. The location of the schools and Sports Park need to be carefully considered in relation to their access and circulation needs. These potential issues need to be addressed on a more detailed level no later than the time at which a site plan for the high school, middle school, or Sports Park is developed.</p> <p>The City of Woodland shall determine the timing of this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation improvements and timing that are required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>	<p>See above.</p>
	<p>LS</p>	<p>(A) (i) A traffic signal shall be installed at the Parkway Drive/D Street intersection and the northbound and southbound approaches shall be constructed to include an exclusive left-turn lane and a shared through/right-turn lane. In addition, the eastbound and westbound approaches shall be constructed to include an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane. The City of Woodland shall determine the timing of this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>	<p>This measure requires revision under Item "i" requires revision because "D Street" under Plan A is "Collector 2" under the SLSP.</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is not a substantive change, but merely corrects and/or adds more specificity to the measure:</p> <p>4.6-6(i) A traffic signal shall be installed at the Parkway Drive/D Street <del>Collector 2</del> intersection and the northbound and southbound approaches shall be constructed to include an exclusive left-turn lane and a shared through/right-turn lane. In addition, the eastbound and westbound approaches shall be constructed to include an exclusive left-turn lane, <del>an</del> <del>two</del> exclusive through lanes, and <del>an</del> <del>exclusive</del> a shared through/right-turn lane. The City of Woodland shall determine the timing of this mitigation measure. The City of Woodland shall determine the timing of this measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
	LS	(B) (j) A traffic signal shall be installed at the Parkway Drive/Road 25A intersection and the northbound approach to include one exclusive left-turn lane and one exclusive right-turn lane shall be constructed. The City of Woodland shall determine the timing of this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.	The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
	LS	(B) (k) A traffic signal shall be installed at the Pioneer Avenue/B Circle North intersection and the eastbound and westbound approaches shall be constructed to include an exclusive left-turn lane and a shared through/right-turn lane. Mitigation Measure 4.6-6(A)(h) shall be implemented as it relates to intersection improvements associated with school access. The City of Woodland shall determine the timing of this mitigation measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.	The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
			<p>Measure 4.6-6 is hereby further revised to add the intersection of CR 25A/CR 101 (Item "l") and the intersection of Parkway Drive/Collector 2 (Item "m") to the list of intersections for which a signal and approach widening will likely be required under the SLSP. The list identifies all potential signals for the Plan area at build-out. It is unlikely that all identified signals on the list will be needed.</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is not a substantive change, but merely corrects and/or adds more specificity to the measure:</p> <p><del>4.6-6(l) The intersection of CR 25A/ CR 101 (north) shall be signalized and shall provide for an exclusive left-turn lane and a shared through/right-turn lane on all approaches. Signalization of this intersection may also require access control modification at the CR 25A/CR 101 (south) intersection due to its close proximity. This issue will be addressed as a part of subsequent traffic impact studies for new development in this area.</del></p> <p><del>4.6-6(m) The intersection of Parkway Drive and CR 24C shall be identified as a potential signal location and the intersection with Pioneer should be shifted northward approximately 400 feet.</del></p> <p>The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.6-7 The proposed project, in combination with cumulative development, would create inconsistencies with roadway-related policies of the City of Woodland General Plan.</p>	<p>LS</p>	<p>4.6-7 (A) (a) (i) Plan A shall be modified to comply with the functional classification system of the General Plan.</p> <p>OR</p> <p>(ii) Find that the proposed project is consistent with the General Plan.</p> <p>(B) (b) (i) Plan B shall be modified to comply with the functional classification system of the General Plan.</p> <p>OR</p> <p>(ii) Find that the proposed project is consistent with the General Plan.</p> <p>AND</p> <p>(iii) With regard to the overcrossing of SR 113, the City shall find that the proposed project is consistent with the General Plan by preserving right-of-way for a future overcrossing should one be desirable.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.6-8 Development of the proposed project would generate 48,690 to 52,200 daily vehicle trips under the specific plan portions of Plan B or Plan A (respectively) and 115,330 to 127,240 daily vehicle trips under full build out of Plan A and Plan B (respectively).</p>	<p>LS</p>	<p>4.6-8 (A/B) (a) Development within the new growth area shall be assessed its fair share of offsite and onsite roadway improvement costs based on its use of existing and proposed facilities and consistent with General Plan Policy 3.A.6. A fee mechanism shall be established to fund necessary roadway/freeway improvements prior to approval of any tentative map or issuance of a building permit within the boundaries of the specific plan. These fees shall subsequently be charged of all development that proceeds in the area.</p> <p>(b) Every development within the new growth area shall be required to submit an acceptable traffic impact study to confirm existing conditions and identify roadway and intersection improvements required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2. These project level traffic studies will determine the timing of local improvements (such as traffic signals) to be implemented with each development. The analysis shall take into account proposed lotting, site design, local street pattern, access, traffic calming, and other pertinent factors including consistency with General Plan Policies 3.B.1, 3.B.5, and 3.B.6. If a project-level study identifies a needed improvement prior to the collection of sufficient fees to fund the improvement, the developer shall install the improvement prior to occupancy and receive credit against future fees or be reimbursed.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<p>(c) A plan for financing public facilities shall be finalized and shall identify the means to fully fund all improvements wholly or partially triggered by the Turn of the Century Specific Plan. These mechanisms shall be put into place prior to the approval of the first tentative map within the plan area. Fees shall be collected with final maps or building permits, whichever occurs first.</p> <p>(d) A capital improvement program (CIP) shall be finalized and shall identify and cost-out all improvements wholly or partially triggered by the Turn of the Century Specific Plan. This plan shall provide a schedule for implementation of identified improvements, in coordination with the existing citywide Major Projects Financing Plan and the Specific Plan public facilities financing plan. This CIP shall be updated on a regular basis, based on the results of the monitoring of traffic volumes and based on project-specific traffic impact studies.</p> <p>(e) Each development shall be required to pay appropriate traffic mitigation fees or contractually bind themselves to voluntarily do so, prior to acceptance of final maps, or issuance of building permits, where a map is not required.</p>	<p>See above.</p>
<b>4.7 Air Quality</b>			
<p>4.7-1 Project-related construction activity would generate criteria air pollutants.</p>	<p>LS</p>	<p>4.7-1 (A/B) In addition to Specific Plan Policies 11.13.Q, 11.13.R and 11.13.S, the Specific Plan shall be revised to require the contractor to implement the following:</p> <p>(a) Trucks hauling dirt and debris shall be adequately covered to prevent visible dust emissions.</p> <p>(b) On dry days, dirt or debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction related dirt in dry weather.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<p>(c) Exposed soils and onsite stockpiles of excavated materials shall be covered, stabilized or watered to prevent dust emissions from creating a nuisance in the vicinity or to surrounding properties.</p> <p>(d) Onsite vehicle speeds shall be operated on unpaved surfaces at speeds that will not create dust emissions that would cause a nuisance in the project vicinity or to surrounding properties.</p> <p>(e) Soils shall not be exposed nor grading shall occur during periods when wind speeds would cause dust emissions to create a nuisance in the vicinity or to surrounding properties.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
<p>4.7-2 Project-related traffic would contribute to local CO emissions.</p>	<p>LS</p>	<p>4.7-2 No mitigation measures would be required to reduce or avoid significant environmental effects.</p>	<p>Less-than-significant impact is confirmed by the City Council. Additional findings are not required.</p>

FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.7-3 Operational emissions resulting from project-related energy consumption and motor vehicle trip generation could exceed ROG, NO<sub>x</sub> and CO standards.</p>	<p>SU</p>	<p>4.7-3 (A/B) The Specific Plans shall be revised to include the following residential design features to be incorporated in the project development regulations and required for all residential development:</p> <p>(a) Solar water heaters, in conjunction with low-NO<sub>x</sub> gas fired water heaters shall be provided in 50 percent of the units.</p> <p>(b) All new wood burning appliances, such as wood stoves, shall be certified (EPA Phase II) by the US EPA.</p> <p>(c) Only high efficiency gas or electric appliances shall be installed in each unit.</p> <p>(d) A separate electric outlet shall be provided in each garage to allow for the convenient recharging of cordless electric lawn mower and gardening equipment.</p> <p>(e) One cordless electric lawnmower shall be provided with each single-family residential unit.</p> <p>(f) Light colored roofing materials shall be used on all structures in order to reduce energy demand.</p>	<p>Regarding 4.7-3(a), this measure relates to a requirement for 50 percent of the units within the Plan area to have solar or low-emissions gas water heaters. Development Regulations 2.25(i) and 7.21.1 of the SLSP, both of which were modified in response to August 7, 2000 correspondence from the YSAQMD, require Energy Star appliances to the "greatest feasible extent" and "strongly encourage" the special water heaters in at least 50 percent of the units. This final language does not make the measure mandatory but does create a policy framework for the City's review of all development in the area. Applicants would have the burden of proving that they have met these guidelines, how, and why. This more flexible language was part of a negotiation among parties regarding the language throughout the Plan and is necessary to provide flexibility to builders, recognize limits and changes in technology, and make the development more feasible. The City Council hereby modifies this measure as follows:</p> <p><del>4.7-3(a) Solar water heaters, in conjunction with low-NO<sub>x</sub> gas fired water heaters shall be provided in 50 percent of the units. 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-NO<sub>x</sub> (as defined by the AQMD) gas-fired water heaters are strongly encouraged in a least 50 percent of the units.</del></p> <p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible. The City further finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p> <p>Regarding 4.7-3(b,c,d, and f), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City.</p>
			<p>The City further finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
			<p>Regarding 4.7-3(e), this measure relates to a requirement for an electric lawnmower to be provided with each unit. The final version of the SLSP does not include this requirement. The YSAQMD has documented (November 18, 1999 memo from YSAQMD) that this measure is not consistent with and to some extent overlaps the existing "Mow Down Air Pollution" program. The existing program requires participants to exchange their gasoline-powered lawnmower for a sizable coupon towards an electric mower. The District then recycles/scraps the gasoline-powered mowers resulting in a net decrease in air-emissions regionwide. Without a method of ensuring that gasoline-powered mowers are exchanged, the City Council finds that this measure will not be effective. The Council has also determined that this measure would place an extra burden on home construction that could affect overall feasibility and places these Woodland units at an economic disadvantage with other units in the market area that do not have this burden, but rather rely on the existing mower exchange program. The City Council hereby rejects this measure as ineffective and unnecessary in light of the existing regional program, and directs instead that future residents be made aware of, and encouraged to participate in, the "Mow Down Air Pollution" program and any other applicable programs or information from the District.</p> <p><del>4.7-3(e) One cordless electric lawnmower shall be provided with each single-family residential unit. 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.</del></p> <p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible. The City further finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>
<p>4.7-4 Existing agriculture operations, industrial uses such as sugar processing facilities, and the City's wastewater treatment plant could produce odors that could be experienced by future residents of the project site.</p>	<p>LS</p>	<p>4.7-4 (A/B) Implement Mitigation Measure 4.1-1 from Section 4.1, Land Use.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.7-5 The proposed project may be inconsistent with the City of Woodland General Plan policies regarding air quality.	LS	4.7-5 No mitigation measures would be required to reduce or avoid significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.7-6 Project emissions, in combination with other development in the air basin, could interfere with achievement of Attainment Plan goals.	SU	4.7-6 (A/B) Implement Mitigation Measures 4.7-1 and 4.7-2.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The City Council finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.
4.7-7 Project-generated traffic, in combination with other cumulative development, would increase CO levels at local intersections.	LS	4.7-7 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
<b>4.8 Noise</b>			
4.8-1 The proposed project would increase traffic noise on roadways in the vicinity of the project site.	LS	4.8-1 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.8-2 Noise-sensitive uses within the project site could be exposed to traffic noise in excess of City standards.	LS	4.8-2 (A/B) Prior to approval of each tentative map, the project applicant shall demonstrate that exterior and interior noise levels will not exceed the levels shown in Table 4.8-2. The noise standards may be achieved through a combination of site design, sound attenuation measures (interior and exterior) and/or noise barriers.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.8-3 Construction noise could exceed City of Woodland noise standards, and/or expose future residents within the project site to substantial short-term increases in ambient noise levels.	LS	4.8-3 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.8-4 Although the project site is located well beyond the noise impact zone (60 dB L <sub>dn</sub> contours) for the Sacramento International Airport, occasional overflights by commercial aircraft may disturb project residents.	LS	4.8-4 (A/B) A disclosure statement shall be provided to all prospective buyers of properties within the project site notifying that Sacramento International Airport Commercial Aircraft overflights of the project site at relatively low altitudes currently occur and will continue to occur in the future.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.8-5 If the private airstrip remains in use, occasional small aircraft arrivals, departures and overflights at the private airstrip could disturb project residents.	LS	4.8-5 (A/B) A disclosure statement shall be provided to all prospective buyers of properties within the project site notifying that the Hollman Field may continue to exist and operate small aircraft following commencement of development within the project site.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.8-6 Noise from agriculture operations, including crop-dusting, could disturb project residents.	LS	4.8-6 (A/B) Implement Mitigation Measure 4.1-1 from Section 4.1, Land Use and Planning.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.8-7 The Regional Park east of the southeast corner of the project site could result in clearly audible noise levels at the proposed low-density residential uses.	LS	<p>4.8-7 (A/B) (a) A disclosure statement shall be provided to all prospective buyers or tenants of properties within 300 feet of the Regional Park site notifying of the presence of existing and future noise-producing model airplane, rodeo, and playing field activities. Notification of prospective tenants shall be the property-owners responsibility.</p> <p>(b) If the operation of the model airplanes is shown to exceed City standards at noise-sensitive land uses within the project site, additional noise mitigation measures shall be implemented as necessary and appropriate. Such measures could include limiting the allowable flight patterns, limiting operations to muffled airplanes, restricting the loudest engine types, and limiting hours of operation of the model aircraft operations.</p>	<p>Regarding 4.8-7(a), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p> <p>Regarding 4.8-7 (b), the City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.8-8 Noise-producing aspects of certain land uses developed within the project site could exceed the City of Woodland General Plan noise standards or expose future residents within the project site to substantial short-term increases in ambient noise levels.</p>	<p>SU</p>	<p>4.8-8 (A/B) (a) The Specific Plan shall specify that active recreation areas of school playgrounds and neighborhood parks shall be located as far as possible from residential property lines and solid noise barriers shall be constructed at the interfaces of such playgrounds and residential areas. Noise barrier heights shall be sufficient to intercept line of sight from the play areas,( including elevated play structures) to the center of adjacent back yards at a height of 5 feet. In most cases, a barrier height of 6 feet would be sufficient. Noise barriers shall be constructed of solid materials such as masonry or precast concrete, rather than wood, or shall be earthen berms or a combination of berm and wall.</p> <p>(b) The Specific Plan shall specify that loading dock areas shall be located as far as possible from residential property lines and consideration shall be given to constructing solid noise barriers at the interfaces of loading docks and residential areas. In addition, to the extent possible, truck deliveries shall be limited to daylight hours.</p> <p>(c) The Specific Plan shall specify that car washes associated with new gas stations are to be conditionally allowed uses only. Each car wash facility shall demonstrate that site design and proposed operations would not result in noise levels above the applicable City of Woodland noise standards. Specific attention shall be paid to the locations of dryers and vacuums relative to nearby residential areas.</p>	<p>Regarding 4.8-8(a), the City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p> <p>Regarding 4.8-8(b-e), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City.</p> <p>The City further finds that there are no additional feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<p>(d) Implement Mitigation Measure 4.1-4, which requires that the Sports Park be subject to a conditional use permit. Active areas, such as diamonds and bleachers, shall be located a minimum of 100 feet from the eastern boundary of the park site.</p> <p>(e) The following measures shall be implemented for the sports park:</p> <p>(i) Park maintenance activities shall be limited to the hours of 7 a.m. to 10 p.m. on weekdays.</p> <p>(ii) All park equipment using internal combustion engines shall be properly muffled in accordance with manufacturers specifications.</p> <p>(iii) The public address system shall be designed and tested so as not to generate noise levels in excess of 50 dB Leq during the day or 45 dB Leq between 10 p.m. and 7 a.m., at the park property boundaries. Consideration should be given to increasing the number of speakers and using lower volume settings, focusing the speakers on the spectator areas (away from residential uses).</p> <p>(iv) Earth berms and or solid noise barriers shall be erected at the interface of all residential uses located adjacent to the park site to a sufficient height to intercept line of sight from park activities (including parking lots) to the adjacent residential back yards or outdoor activity areas.</p> <p>(v) Implement Mitigation Measure 4.1-4(d) for Plan B.</p>	<p>See above.</p>
		<p>(B) (f) The fire station in Plan B shall be relocated so that it is not immediately adjacent to residential or other land uses which have a high sensitivity to noise.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.8-9 Future cumulative plus project traffic noise levels could exceed the 60 dB L <sub>dn</sub> exterior noise level standard of the City of Woodland at proposed residential uses located within the project site.	SU	4.8-9 (A/B) Implement Mitigation Measures 4.8-1 and 4.8-2.	See mitigation measure 4.8-1 and 4.8-2.  The City Council finds that there are no feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.
<b>4.9 Visual Resources</b>			
4.9-1 The proposed project may be inconsistent with the General Plan goals and policies related to visual character and the City's Community Design Guidelines.	LS	4.9-1 (A/B) (a) Figures 5.5.A and 5.5.B of the Specific Plan and associated text shall be modified to show garages subordinate to the main living area, pursuant to the City's Community Design Guidelines, Guidelines for Single-Family Development, Site Planning for Single-Family Residences.  (b) Figure 5.5.C of the Specific Plan and associated text shall be modified to show 5-foot minimum sidewalks and 20-foot minimum front yard setbacks, pursuant to the Community Design Guidelines, Neighborhood Design Standard 6.  (B) (c) If Plan B is adopted, the City shall amend the Community Design Guidelines to allow for the Plan B street pattern.	Regarding 4.9-1(a,b) the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.  Regarding 4.9-1(c), the City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.9-2 The proposed project would alter the visual character of the project site, and could intrude into major view corridors.	LS	4.9-2 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.9-3 The proposed project could be visually incompatible with surrounding land uses.	LS	4.9-3 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.9-4 The proposed project could substantially increase artificial light in the project site.	LS	4.9-4 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.9-5 Development of the proposed project, in combination with other cumulative development, would contribute to alteration of the City's visual character.	LS	4.9-5 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
<b>4.10 Cultural Resources</b>			
4.10-1 The proposed project could damage or destroy unidentified prehistoric and historic cultural resources.	LS	<p>4.10-1 (A/B) In addition to Specific Plan Policy 5.5.P., the Specific Plan shall be amended to include the following measures which shall be implemented during project construction:</p> <p>(a) If a Native American site is discovered, then the evaluation process shall include consultation with the appropriate Native American(s).</p> <p>(b) If human remains are discovered, California law requires that work must stop immediately and the County Coroner must be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are Native American, the coroner shall notify the Native American Heritage Commission, which in turn shall inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods which may include in-situ reinterment of the remains and any associated artifacts and capping the site or relocation and reinterment.</p>	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.
4.10-2 The proposed project could substantially alter a potentially significant historic resource and/or its context.	LS	4.10-2 (A/B) The Specific Plan shall be amended to require that, prior to modification or removal of any potentially historic existing structures, the project applicant submit a report from a professional architectural historian assessing the historical significance of the structure/resource. If significant historic structures are identified, mitigation pursuant to Sections 15064.5 and 15126.4 of the CEQA Guidelines, as identified and applied in the architectural historian's recommendations, shall be followed.	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.10-3 Construction of offsite infrastructure could damage or destroy undiscovered archeological and/or historic resources.	LS	<p>4.10-3 (A/B) The Specific Plan shall be amended to include the following:</p> <p>(a) Phase I archaeological surveys (archival research and visual surface inspections) shall be required for all offsite infrastructure, prior to final design. If potentially significant cultural resources are identified during the Phase I archaeological survey(s), mitigation pursuant to Section 21083.1 of the Public Resources Code and Sections 15064.5 and 15126.4 of the CEQA Guidelines and any other applicable regulations, as identified and applied in management recommendations made by a qualified expert, shall be followed.</p> <p>(b) In the event that cultural resources are uncovered during project construction (e.g., foundations, historic tools, refuse/trash piles, shell deposits, arrowheads, chip stone, objects that appear to be out of place are observed), implement Mitigation Measures 4.10-1 (a) and (b).</p>	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.
4.10-4 The proposed project may be inconsistent with the City of Woodland General Plan policies regarding cultural resources.	LS	4.10-4 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.10-5 Cumulative development in the City of Woodland, in conjunction with the development of the proposed project, could contribute incrementally to the regional loss of cultural resources in Yolo County.	LS	4.10-5 (A/B) Implement Mitigation Measures 4.10-1 (a) and (b), 4.10-2 and 4.10-3(a) and (b).	See Mitigation Measures 4.10-1 (a) and (b), 4.10-2 and 4.10-3(a) and (b).
<b>4.11 Population, Employment and Housing</b>			
4.11-1 The proposed project would increase the City's population over existing conditions.	LS	4.11-1 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.11-2 The proposed project would increase demand for affordable housing.</p>	<p>LS</p>	<p>4.11-2 (B) (a) (i) Specific Plan B shall be amended to provide that 35% of total dwelling units are multifamily.</p> <p>OR</p> <p>(ii) The City shall find that Specific Plan B is consistent with the Housing Element.</p>	<p>This measure requires modification to clarify that a finding of consistency with the General Plan is required.</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:</p> <p><del>4.11-2(a)(i) Specific Plan B shall be amended to provide that 35% of total dwelling units are multifamily.</del></p> <p>OR</p> <p><del>(ii) The City shall find that Specific Plan B is consistent with the Housing Element.</del></p> <p>(ii) The City shall find that <del>Specific Plan B</del> <del>the Spring Lake Specific Plan</del> is consistent with the Housing Element.</p> <p>The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
		<p>(A/B) (b) Prior to approval of the first tentative map, an Affordable/ Special Needs Housing Plan shall be prepared for the Specific Plan and submitted to the City for review and approval. The Housing Plan shall indicated how a fair-share of the affordable/special needs housing obligations of the City will be implemented within the Specific Plan on a subdivision basis. The Plan shall demonstrate compliance with the policies of the City Housing Element including:</p> <ul style="list-style-type: none"> <li>■ Identification of areas for land donations and/or other sites for construction of affordable housing under various programs or as proposed by the developer. Specific sites for multiple units within each phase shall be identified in advance and disclosed on deeds and in real estate documents for underlying and adjoining subdivisions, marketing brochures, and via signage posted at the sites.</li> </ul>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<ul style="list-style-type: none"> <li>■ Achievement of the requirements shown in Table 4.11-5. Methods shall be identified shall be identified by which these units will be proportionately required within each of the Phases on a subdivision by subdivision basis, so that affordable housing of all types keeps pace with construction of single family market rate housing as development within the Plan Area occurs.</li> <li>■ Criteria for individual subdivisions to ensure that affordable housing/special needs housing is integrated within all single family subdivisions including requirements for duplexes on corner lots, second units on single-family lots, senior housing, congregate care facilities, single rooms/studios in non-residential areas, and other types of projects.</li> </ul>	See above.
		<ul style="list-style-type: none"> <li>■ Mechanisms for ensuring that permanent affordability be incorporated into the Plan.</li> <li>■ Provisions for ensuring compliance with the inclusionary housing provisions of the ordinance (Section 6A-3-60).</li> <li>■ Mechanisms for reservation, protection, and disclosure of lots for affordable projects.</li> </ul>	See above.
4.11-3 The proposed project would result in a citywide jobs/housing ratio of 0.81.	LS	4.11-3 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.11-4 The proposed project may be inconsistent with the City of Woodland General Plan policies.</p>	<p>LS</p>	<p>4.11-4 (A/B) (a) (i) The Specific Plan shall be amended to incorporate a greater range of densities;</p> <p>(ii) Proposed large blocks of multi-family units shall be more evenly distributed throughout the Plan Area; and</p> <p>(iii) The Specific Plan shall identify and incorporate varying types of multi-family and affordable housing, such as co-op housing, corner duplexes, and senior facilities.</p> <p>OR</p> <p>(b) For any rejected measure, the City shall make a finding of substantial conformity with the General Plan.</p> <p>(c) RECOMMENDATION: The Specific Plan shall be revised to require that no more than 100 multi-family units be located in any one area.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
<p>4.11-5 The proposed project, in combination with future buildout in the City of Woodland, would increase the City's population.</p>	<p>LS</p>	<p>4.11-5 (A/B) (a) The City shall regulate growth in the Master Plan Remainder Area so that the City of Woodland population does not exceed 60,000 by the Year 2015.</p> <p>OR</p> <p>(b) Find that the proposed project is consistent with the General Plan.</p> <p>OR</p> <p>(c) Amend the General Plan to allow for growth beyond 60,000 by 2015.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
<p>4.11-6 The proposed project, in combination with future buildout of the City of Woodland, would increase demand for affordable housing.</p>	<p>LS</p>	<p>4.11-6 No mitigation measures would be required to reduce or avoid a significant environmental effect.</p>	<p>Less-than-significant impact is confirmed by the City Council. Additional findings are not required.</p>

FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.11-7 The proposed project, in combination with future buildout in the City of Woodland, would result in a balanced mix of employment and residential use.	LS	4.11-7 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
<b>4.12 Public Health and Safety</b>			
4.12-1 The proposed project could expose future occupants and construction workers to localized soil or groundwater contamination due to prior site uses.	LS	<p>4.12-1 (A/B) (a) Prior to tentative map approval for each development within the project site, the applicant shall complete an Environmental Site Assessment (Phase 1) in accordance with professional standards to determine the potential for past or current uses within the project site to have resulted in soil or groundwater contamination at any location that will be developed under the proposed project, or for releases from offsite locations (e.g., the former City landfill) to have adversely affected groundwater under the project site. Results of the site assessment shall be provided to the City of Woodland Planning Department and Yolo County Environmental Health Department.</p> <p>(b) If contamination is suspected, the applicant shall proceed with additional investigation (Phase 2), including, but not limited to, soil and groundwater testing. A work plan for and results of the investigation shall be submitted to the City of Woodland Community Development Department and Yolo County Environmental Health Department for review and concurrence. The results of the study shall identify recommended measures to reduce potential risks, if any, to individuals and the environment that could occur during site development or future occupancy.</p>	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
		<p>(c) If risk management measures are determined to be necessary, the applicant shall develop a plan for use prior to, during, and after site development that identifies requirements for soil management (e.g., excavation, re-use, or disposal), construction dewatering, and air monitoring to protect construction workers, current and future onsite occupants and visitors, and offsite populations. The plan shall also identify contingency measures in the event previously unidentified hazards are encountered during site development. Contract specifications shall reflect identified risk management measures.</p> <p>(d) The applicant shall obtain necessary agency approvals prior to implementing any identified measures in the risk management plan. The results of additional testing, monitoring, tank removal, soil or groundwater cleanup, or other equally effective risk management measures shall be submitted to the regulatory agency/agencies with jurisdiction over the particular risk management activity prior to, during, or after development, as appropriate for the type of activity. Agencies that could require notification would include, but would not be limited to, Woodland Fire Department, Yolo County Environmental Health Department, Yolo-Solano Air Pollution Control District, Central Valley Regional Water Quality Control Board, or California Department of Toxic Substances Control. All activities shall comply with applicable federal, State, and local laws and regulations pertaining to hazardous materials management.</p>	See above.
4.12-2 The proposed project could increase the number of people exposed to potential hazards associated with crop dusting on adjacent farmland.	LS	4.12-2 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.12-3 The proposed project could increase the number of people who could be exposed to accidental release of hazardous materials at the WWTP.	LS	4.12-3 No mitigation measures would be required to reduce or avoid significant environmental effects	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.12-4 The proposed project could expose future residents and construction workers to nuisance pests (black gnats).</p>	<p>SU</p>	<p>4.12-4 (A/B) Prior to each construction season, each landowner or developer with a project under construction shall consult with the Sacramento-Yolo Mosquito Vector Control District to identify safe, effective, and feasible means to reduce onsite Valley black gnat populations during construction activities that take place during the active season. Such methods could include physical controls, such as watering, or the use of chemical insecticides. The applicant's contractor shall use only those methods for site insect control that it has developed through consultation with the District.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The City Council finds that there are no feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.12-5 Detention basins and other storm drainage system water features could increase mosquito and other vector populations.</p>	<p>LS</p>	<p>4.12-5 (A/B) (a) Prior to final design of storm drainage system features that convey or store water, the City shall ensure compliance with applicable vector control standards as adopted by the Sacramento-Yolo Mosquito and Vector Control District. Vector control measures shall include, but would not be limited to:</p> <ul style="list-style-type: none"> <li>■ Adequate drainage shall be incorporated to drain minor flows and prevent ponding;</li> <li>■ Detention/retention facilities shall be designed to minimize mosquito production and shall be capable of being completely drained;</li> <li>■ Adequate access and clearance for motorized vector and weed control equipment shall be provided; and</li> <li>■ Project design shall incorporate features to minimize the amount of surface runoff carrying nutrients into slow-moving channels or standing water.</li> </ul> <p>(b) During project operation, the City shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to ensure onsite open drainages, channels, and detention/retention facilities are monitored and managed to control mosquitoes and other vectors. If the District determines additional controls are necessary, the City shall ensure implementation of the controls.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.12-6 If the private airstrip remains operational, development of the proposed project could expose people and property to aircraft hazards.</p>	<p>LS</p>	<p>4.12-6 (A/B) (a) As long as the airstrip remains operational, the project applicant shall ensure that the placement and height of structures east of the airstrip runway achieve the 20:1 approach surface criterion. This may be accomplished by limiting the height of structures and selection of appropriately sized landscape trees, or providing adequate distance separation where limiting the height is not practical or feasible. At no time shall the distance between the east end of the runway and the nearest project feature be less than 200 feet.</p> <p>(b) Prior to occupancy of any structure where height or siting design standards have been imposed to meet the 20:1 approach surface criterion, the applicant shall provide proper notification to the Caltrans Division of Aeronautics and/or Federal Aviation Administration, as appropriate. The notification shall provide required details of proposed development in accordance with agency regulations (FAR Part 77).</p> <p>(c) If warranted by safety and/or nuisance concerns, the City shall require closure of the airstrip by revocation of the use permit, or amortization/abatement of the use as non-conforming.</p> <p>(d) Implement Mitigation Measure 4.8-5.</p>	<p>Regarding 4.12-6(a), (b), and (c), The City Council hereby directs that the stated mitigation measure(s) be adopted. These mitigation measures are within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that these measures are appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p> <p>Regarding 4.12-6(d), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
<p>4.12-7 The proposed project, in combination with development that could occur with General Plan buildout, would increase the number of people who could be exposed to potential hazards associated with hazardous materials (including agricultural operations), vectors (primarily mosquitoes), and aircraft operations.</p>	<p>LS</p>	<p>4.12-7 (A/B) (a) Implement Mitigation Measure 4.12-1(a) through 4.12-1(d) (Contaminated Sites).</p> <p>(b) Implement 4.12-5(a) through 4.12-5(b) (Mosquitoes and Vectors).</p> <p>(c) Implement 4.12-6(a) through 4.12-6(d) (Private Airstrip Operations).</p>	<p>See Mitigation Measure 4.12-1(a) through 4.12-1(d) (Contaminated Sites).</p> <p>See Mitigation Measure 4.12-5(a) through 4.12-5(b) (Mosquitoes and Vectors).</p>

FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.12-8 The proposed project, in combination with development of other projects that could occur with General Plan buildout, would increase the number of people who could be exposed to nuisance pests (black gnats).</p>	<p>SU</p>	<p>4.12-8 (A/B) Implement Mitigation Measure 4.12-4 (Black Gnats).</p>	<p>See mitigation measure 4.12-4.</p> <p>The City Council finds that there are no feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological and other considerations identified in the Statement of Overriding Considerations support approval of the Project as modified, despite unavoidable residual impacts.</p>

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FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.13 Public Services and Facilities			
<p>4.13-1 The proposed project would increase demand for fire protection services.</p>	<p>LS</p>	<p>4.13-1 (A/B) (a) Prior to the first tentative map approval, the Specific Plan Public Facilities Financing Plan and Capital Improvements Plan shall demonstrate that fire station locations and operations will be adequate to service the new development according to City fire standards and policies.</p> <p>(b) The Specific Plan shall be amended to provide for the construction of Fire Station Four in the project site when one of the following project elements is constructed beyond the four minute response time from an existing Woodland Fire Station:</p> <p>(i) Two light commercial or planned unit developments with a fire flow of 2,500 gpm are constructed;</p> <p>OR</p> <p>(ii) One educational occupancy with a combined fire flow of 2,500 gpm for use with grades 12 and under is constructed for year-round scheduling;</p> <p>OR</p> <p>(iii) One-hundred dwelling units.</p> <p>(c) Per the Woodland Fire Department requirements, all new construction built prior to the construction and staffing of the fire station shall be supplied with a disclosure notice informing the owner or tenants of the delayed level of response.</p>	<p>Regarding 4.13-1(a,c), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p> <p>Regarding 4.13-1(b), this measure is revised to reflect that the SLSP programs the station to be operational no later than 2007, but that the 4-minute response time remains the trigger performance standard.</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is not a substantive change, but merely corrects and/or adds more specificity to the measure:</p> <p><del>4.13-1(b) The Specific Plan shall be amended to provide for the construction of Fire Station Four in the project site when one of the following project elements is constructed beyond the four minute response time from an existing Woodland Fire Station:</del></p> <p><del>(i) Two light commercial or planned unit developments with a fire flow of 2,500 gpm are constructed;</del></p> <p>OR</p> <p><del>(ii) One educational occupancy with a combined fire flow of 2,500 gpm for use with grades 12 and under is constructed for year-round scheduling;</del></p> <p>OR</p> <p><del>(iii) One-hundred dwelling units.</del></p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
			<p>The Fire Department shall monitor growth in SLSP via their standard review of all building permits in the City. Should the 4-minute threshold appear likely to be exceeded earlier than the planned 2007 occupancy date for the fire station would address, the station shall be brought online sooner, or growth in the plan area shall be otherwise controlled or stopped in order to avoid service or safety impacts.</p> <p>The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
		<p>(d) The Fiscal Impact Analysis for the Turn of the Century Specific Plan shall demonstrate that the identified increased demand for fire fighters, support personnel, and equipment will be adequately funded, on a phase basis, by general fund revenue generated by the proposed development on a phase basis. If the Fiscal Impact Analysis demonstrates a net deficiency, a mechanism for funding the projected gap, by phase, shall be proposed as a part of the Plan financing.</p> <p>(e) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to incorporate construction of the new fire station. This station (including the phase of development at which time it will be required) shall be described in greater detail in the Turn of the Century Specific Plan Public Facilities Financing Plan and Capital Improvements Plan. Individual projects proposed within the project site shall pay the appropriate capital facility fees to finance the construction of new fire protection capital facilities. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.</p>	<p>Regarding 4.13-1(d), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p> <p>Regarding 4.13-1(e), this measure requires modification to eliminate the portion of the measure already included in the revised SLSP.</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:</p> <p>4.13-1(e) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to incorporate construction of the new fire station. <del>This station (including the phase of development at which time it will be required) shall be described in greater detail in the Turn of the Century Specific Plan Public Facilities Financing Plan and Capital Improvements Plan. Individual projects proposed within the project site shall pay the appropriate capital facility fees to finance the construction of new fire protection capital facilities. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.</del></p> <p>The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.13-2 The proposed project would impede the ability of the fire department to efficiently access all portions the project site.</p>	<p>LS</p>	<p>4.13-2 (B) (a) Prior to the first tentative map approval, the project applicant shall demonstrate that the entire project site can be served within 4 minutes from existing and planned fire stations. The City's Fire Station Location Study Model shall be used to determine response time.</p> <p>OR</p> <p>(b) If response times cannot be met, the project applicant shall provide for an additional fire station or other acceptable mechanism, located to achieve the 4 minute response time standard.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected because it relates only to Plan B. Plan B has been rejected by the City Council. This decision is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>
<p>4.13-3 The proposed project would have adequate fire flow to service the project site.</p>	<p>LS</p>	<p>4.13-3 (A/B) The water distribution system installed for the proposed project shall meet the requirements of the City of Woodland fire hydrants and mains installed to meet current fire protection standards and the most current City design standards.</p>	<p>The City Council hereby directs that the stated mitigation measure shall be incorporated into the SLSP. The Council finds that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
<p>4.13-4 The proposed project may be inconsistent with the City of Woodland General Plan policies related to fire protection.</p>	<p>LS</p>	<p>4.13-4 (A/B) (a) Implement Mitigation Measure 4.13-1(a) through (e).</p> <p>(B) (b) Implement Mitigation Measure 4.13-2(a) or (b).</p>	<p>See Mitigation Measure 4.13-1(a) through (e).</p> <p>See Mitigation Measure 4.13-2(a) or (b).</p>
<p>4.13-5 The proposed project, in conjunction with future development in the City of Woodland, would create demand for additional fire protection services.</p>	<p>LS</p>	<p>4.13-5 Implement Mitigation Measures 4.13-1 and 4.13-2.</p>	<p>See Mitigation Measures 4.13-1 and 4.13-2.</p>
<p>4.13-6 The proposed project would increase the demand for police protection services.</p>	<p>LS</p>	<p>4.13-6 (A/B) The Fiscal Impact Analysis for the Specific Plan shall demonstrate that the identified increased demand for officers, non-sworn personnel, and equipment will be adequately funded, on a phase basis, by general fund revenue generated by the proposed development on a phase basis. If the Fiscal Impact Analysis demonstrates a net deficiency, a mechanism for funding the projected gap, by phase, shall be proposed as a part of the Plan financing.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p>

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.13-7 The proposed project may be inconsistent with the City of Woodland General Plan policies related to police protection.</p>	<p>LS</p>	<p>4.13-7 (A/B) (a) Implement Mitigation Measure 4.13-6.</p> <p>(b) Amend General Plan policy 4.H.1 to conform with the inconsistencies identified related to staffing ratios.</p> <p>OR</p> <p>(c) Find that the proposed project is consistent with General Plan policy 4.H.1.</p>	<p>Regarding 4.13-7(a), see Mitigation Measure 4.13-6.</p> <p>Regarding 4.13-7(b), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p> <p>Regarding 4.13-7(c), the City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
<p>4.13-8 The proposed project, in conjunction with cumulative development in the City of Woodland, would increase the demand for police protection services.</p>	<p>LS</p>	<p>4.13-8 (A/B) Implement Mitigation Measure 4.13-6.</p>	<p>See Mitigation Measure 4.13-6.</p>
<p>4.13-9 The proposed project would increase the demand for wastewater treatment.</p>	<p>LS</p>	<p>4.13-9 (A/B) Prior to approval of each tentative map, the applicant shall demonstrate that WWTP treatment capacity is adequate to serve the flows generated by new development covered by the tentative map.</p>	<p>The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
<p>4.13-10 The proposed project would require wastewater conveyance infrastructure.</p>	<p>LS</p>	<p>4.13-10 No mitigation measures would be required to reduce or avoid significant environmental effects.</p>	<p>Less-than-significant impact is confirmed by the City Council. Additional findings are not required.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.13-11 Groundwater infiltration into offsite wastewater infrastructure could affect WWTP capacity.	LS	<p>4.13-11 (A/B) (a) The Specific Plan shall require that the sewer collection system is designed to reduce the potential for groundwater infiltration. The design shall comply with criteria established by the City, when such criteria are adopted. If such criteria have not been adopted prior to the first tentative map, each individual project shall identify specific design features that will be incorporated into wastewater line design and installation to minimize groundwater infiltration so that conveyance line or WWTP is not adversely affected.</p> <p>(b) Offsite infrastructure connections to the WWTP shall be constructed at the start of project construction.</p>	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.13-12 The proposed project, in conjunction with cumulative development in the City of Woodland, would increase the demand for wastewater treatment.	LS	4.13-12 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.13-13 The proposed project would increase demand for domestic water.	LS	4.13-13 (A/B) (a) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to include the development of wells to serve project development. The location, number and phasing of wells shall be described in greater detail in the Specific Plan Public Facilities Financing Plan and Capital Improvements Plan. Individual projects proposed within the Plan Area shall pay the appropriate capital facility fees to finance the construction of new wells. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.	<p>This measure requires modification to delete the portion of the measure already included within the SLSP text.</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:</p> <p><del>4.13-13(a) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to include the development of wells to serve project development. The location, number and phasing of wells shall be described in greater detail in the Specific Plan Public Facilities Financing Plan and Capital Improvements Plan. Individual projects proposed within the Plan Area shall pay the appropriate capital facility fees to finance the construction of new wells. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.</del></p> <p>The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
4.13-14 The proposed project would require extension of the City's water distribution infrastructure.	LS	4.13-14 No mitigation measures would be required to avoid or reduce this impact.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.13-15 The proposed project may be inconsistent with the City of Woodland General Plan policies.	LS	4.13-15 No mitigation measures would be required to avoid or reduce this impact.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.13-16 The proposed project, in conjunction with future development of the General Plan, would increase demand for domestic water.	LS	4.13-16 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.13-17 The proposed project would increase the amount of solid waste disposed of at the Yolo County Landfill.	LS	4.13-17 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.13-18 The proposed project would generate construction debris.	LS	<p>4.13-18 (A/B) (a) RECOMMENDATION: At the beginning of each job, the construction contractor shall set up bins or other means of containment to hold separated scraps of recyclable material (i.e., cardboard, lumber, etc.). The contractor shall identify processors in the area that are interested in the materials. The paper, cardboard, and metal packaging that the building materials and major appliances come in shall also be separated and stored for future recycling.</p> <p>(b) RECOMMENDATION: The contractor shall work with the City of Woodland Recycling Coordinator to establish construction recycling measures to reduce the amount of construction waste disposed of at the landfill.</p>	Less-than-significant impact is confirmed by the City Council. Additional findings are not required. These measures are a "recommendations" only. Nevertheless, the City Council hereby directs that the stated recommendations be adopted. These measures are within the responsibility and jurisdiction of the City.
4.13-19 The proposed project may be inconsistent with the City of Woodland General Plan policies on solid waste.	LS	4.13-19 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.13-20 The proposed project, in conjunction with future buildout of the General Plan, would increase the amount of solid waste generated and disposed of at the Yolo County Landfill.	LS	4.13-20 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.13-21 The proposed project would increase the demand for natural gas.	LS	4.13-21 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.13-22 Installation of the offsite sewer pipeline could intercept the high-pressure natural gas line.	LS	4.13-22 (A/B) Prior to the installation of offsite wastewater infrastructure, all potential conflict locations with the existing PG&E high-pressure natural gas line shall be potholed and verified.	The City Council hereby directs that the stated mitigation measure shall be incorporated into the SLSP. The Council finds that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.
4.13-23 The proposed project would be consistent with the City of Woodland General Plan policies regarding natural gas.	LS	4.13-23 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.13-24 The proposed project, in conjunction with future buildout of the General Plan, would increase the demand for natural gas in the City of Woodland.	LS	4.13-24 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.13-25 The proposed project would increase the demand for electrical service.	LS	4.13-25 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.13-26 The proposed project may be inconsistent with the City of Woodland General Plan policies regarding provision of public utilities.	LS	4.13-26 (A/B) Pursuant to General Plan Policy 4.J.2, all utilities shall be undergrounded within the Specific Plan area unless an acceptable assessment of infeasibility is prepared by the applicant and adopted by the City.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.13-27 The proposed project, in conjunction with future buildout of the General Plan, would increase the demand for electricity in the City of Woodland.	LS	4.13-27 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<b>4.14 Recreational, Educational and Community Services</b>			
4.14-1 Implementation of the proposed project would increase the demand for parks and recreational facilities.	LS	<p>4.14-1 (A/B) (a) Individual projects proposed within the project site shall pay the appropriate park development fees to finance the construction of new parks and open space areas. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.</p> <p>(b) The City shall allow payment of in-lieu fees for a fair share portion of future community and regional parks, and consider providing credit toward underserved Special Use/Sports Parks for overserved neighborhood parks.</p> <p>(c) The Fiscal Impact Analysis for the Turn of the Century Specific Plan shall demonstrate that the identified increased demand for recreational programs, employees, equipment, and park maintenance will be adequately funded, on a phase-by-phase basis, by general fund revenue generated by the proposed development on a phase basis. If the Fiscal Impact Analysis demonstrates a net deficiency, a mechanism for funding the projected gap, by phase, shall be proposed as a part of the Plan financing.</p> <p>(d) Implement Mitigation Measure 4.1-5 requiring consolidation and expansion of mini parks into two additional neighborhood parks.</p>	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.14-2 The proposed project may be inconsistent with the City of Woodland General Plan and Parks Master Plan policies.	LS	4.14-2 (A/B) Find that the proposed project, as mitigated by Measure 4.14-1, is consistent with the General Plan Policies.	The City Council hereby directs that the stated mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.
4.14-3 The proposed project, in combination with the future buildout of the City of Woodland, would increase the demand for parks and recreational facilities, resulting in a shortfall of services.	LS	4.14-3 (A/B) Implement Mitigation Measure 4.14-1.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
4.14-4 The proposed project would increase the demand for school services.	LS	4.14-4 (A/B) The Specific Plan shall designate an additional public school site of at least 10 acres for the development of an elementary school. This school shall be sited in conjunction with one of the neighborhood parks required in Mitigation Measure 4.14-1.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.14-5 The proposed project may be inconsistent with General Plan policies regarding education.	LS	4.14-5 (A/B) (a) Implement Mitigation Measure 4.14-4.  (b) Find that the proposed project, as mitigated, is consistent with the General Plan.	The City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.
4.14-6 The proposed project would designate a school site on land under a current Williamson Act contract.	LS	4.14-6 No mitigation measures would be required to reduce or avoid significant environmental effects.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.
4.14-7 The proposed project, in combination with future buildout in the City of Woodland, would increase the demand for school facilities.	LS	4.14-7 (A/B) Implement Mitigation Measure 4.14-4.	See Mitigation measure 4.14-4.

**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Significance w/Mitigation <sup>1</sup>	Adopted Mitigation Measures	Findings of Fact <sup>2</sup>
<p>4.14-8 The proposed project would increase demand for the City of Woodland Library facilities.</p>	<p>LS</p>	<p>4.14-8 (A/B) (a) The Fiscal Impact Analysis for the Turn of the Century Specific Plan shall demonstrate that the identified increased demand for library services will be adequately funded, on a phase basis, by general fund revenue generated by the proposed development on a phase basis. If the Fiscal Impact Analysis demonstrates a net deficit, a mechanism for funding the projected gap, by phase, shall be proposed as a part of the Plan financing.</p> <p>(b) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to include lease or construction of ±5,300 square feet of additional space for the Woodland Library. This expansion (including the phase of development at which time it will be required) shall be described in greater detail in the Turn of the Century Specific Plan Public Facilities Financing Plan and Capital Improvement Plan. Individual projects proposed within the project site shall pay the appropriate capital facility fees to finance the lease or construction of expanded library space. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.</p> <p>As an alternative to expansion of the main library facility, a new neighborhood branch facility could be located within one of the public/quasi public land use designations on the Turn of the Century Specific Plan land use plan. If this alternative is chosen, the location of the facility shall be such that the greatest number of people in the area could walk, bicycle, or take public transit to the facility.</p>	<p>Regarding 4.14-8(a), the City Council hereby directs that the stated mitigation measure(s) be rejected based on modifications to the Plan text that substantively or precisely incorporate this measure into the plan. This change or alteration of the project is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that the SLSP as amended will avoid the identified significant environmental effect and therefore, preclude the need for the mitigation measure.</p> <p>Regarding 4.14-8(b), this measure requires modification to delete the portion of the measure already included within the SLSP text.</p> <p>The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:</p> <p><del>4.14-8(b) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to include lease or construction of ±5,300 square feet of additional space for the Woodland Library. This expansion (including the phase of development at which time it will be required) shall be described in greater detail in the Turn of the Century Specific Plan Public Facilities Financing Plan and Capital Improvement Plan. Individual projects proposed within the project site shall pay the appropriate capital facility fees to finance the lease or construction of expanded library space. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.</del></p> <p><del>As an alternative to expansion of the main library facility, a new neighborhood branch facility could be located within one of the public/quasi public land use designations on the Turn of the Century Specific Plan land use plan. If this alternative is chosen, the location of the facility shall be such that the greatest number of people in the area could walk, bicycle, or take public transit to the facility.</del></p> <p>The City Council hereby directs that the revised mitigation measure(s) be adopted. This mitigation measure is within the responsibility and jurisdiction of the City. The Council finds, based on substantial evidence in the record, that this measure is appropriate and feasible, and will lessen to a less-than-significant (acceptable) level, or avoid, the impact.</p>
<p>4.14-9 The proposed project may be inconsistent with the City of Woodland General Plan policies regarding library facilities.</p>	<p>LS</p>	<p>4.14-9 Implement Mitigation Measure 4.14-8.</p>	<p>See Mitigation Measure 4.14-8.</p>

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**FINDINGS OF FACT FOR SPRING LAKE SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES**

<b>Environmental Impact</b>	<b>Significance w/Mitigation<sup>1</sup></b>	<b>Adopted Mitigation Measures</b>	<b>Findings of Fact<sup>2</sup></b>
4.14-10 The proposed project, in combination with future buildout in the City of Woodland, would result in an increased demand for the City of Woodland Library facilities.	LS	4.14-10 No mitigation measures would be required to reduce or avoid a significant environmental effect.	Less-than-significant impact is confirmed by the City Council. Additional findings are not required.

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**TABLE NOTES:**

<sup>1</sup> Significance with mitigation. LS = Less-than-significant effect. SU = Significant and unavoidable effect. NI = No impact.

<sup>2</sup> The findings identified in this column rely for evidentiary support on the certified FEIR for this project (Turn of the Century Specific Plan EIR), and the CEQA Addendum prepared for the SLSP. The EIR and CEQA Addendum were found to have been completed in full compliance with the California Environmental Quality Act (CEQA), and the information in them was independently reviewed and evaluated by the Woodland City Council, in the course of reaching a decision regarding the subject project.

The EIR contains a Table of Contents that can be used to locate specific information about any particular topic or area of impact. Specifically Chapters 4 through 6 of the Draft EIR volume provide the most comprehensively detailed analyses about various relevant issues. Additionally, the Response to Comments document includes additional clarification and amplification of parts of the DEIR analysis.

The CEQA Addendum contains analysis that: 1) identifies differences between the SLSP and Plans A and B; 2) examines the range of impact analysis in the original EIR to determine whether the impacts of the SLSP would fall within the framework of the original analysis; and 3) determines whether the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred. Table 9 of the CEQA Addendum contains specific analysis regarding how each mitigation measure from the EIR relates to the SLSP.

As related to each specified numbered impact (column 1) and related mitigation measure(s) (column 3), the information provided in the Final EIR and CEQA Addendum, as well as other information that comprises the record for this project, were used to substantiate the identified findings of fact and provide an analytical route to reach the stated conclusion. The facts and analysis contained in the EIR and CEQA Addendum are not repeated in these findings of fact, but may be referenced in more detail using the EIR table of contents and/or CEQA Addendum table of contents.

FINDS.TBL

**SLSP RESOLUTION OF APPROVAL  
EXHIBIT B**

**CEQA STATEMENT OF OVERRIDING CONSIDERATIONS for  
the CITY OF WOODLAND SPRING LAKE SPECIFIC PLAN**



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# CEQA STATEMENT OF OVERRIDING CONSIDERATIONS for the CITY OF WOODLAND SPRING LAKE SPECIFIC PLAN

## SECTION A.

### GENERAL INTRODUCTION

In approving the project which is evaluated in the Final Environmental Impact Report ("EIR") and CEQA Addendum, the City makes the following Statement of Overriding Considerations in support of its findings of fact and in support of the project. The City Council has considered the information contained in the EIR and CEQA Addendum prepared to examine the project, and has fully reviewed and considered the public testimony and record in this proceeding.

The City Council has carefully balanced the benefits of the Project against the unavoidable adverse impacts identified in the EIR and CEQA Addendum. Notwithstanding the disclosure of impacts identified in the EIR and CEQA Addendum as significant and potentially significant, and which have not been eliminated or mitigated to a less-than-significant level, the City Council, acting pursuant to Section 15093 of the State CEQA Guidelines, hereby determines that the benefits of the project outweigh the significant unmitigated adverse environmental impacts.

### SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following areas of impacts would not be mitigated to a less-than-significant level if the SLSP is implemented with mitigation measures as modified herein. All other impacts are less-than-significant or fully mitigated. These impacts are listed below and briefly described by impact number.

- Impact 4.2-1, Project-level loss of farmland
- Impact 4.2-2, Impacts to Williamson Act contracts
- Impact 4.2-4, Impacts to Agricultural Viability
- Impact 4.2-6, Cumulative loss of farmland
- Impact 4.2-7, Cumulative Impacts to Agricultural Viability
- Impact 4.4-5, Impacts to groundwater levels
- Impact 4.5-4, Loss of raptor foraging habitat
- Impact 4.5-9, Cumulative loss of habitat
- Impact 4.7-3, Project-generated air emissions
- Impact 4.7-6, Cumulative air emissions
- Impact 4.8-8, Project-generated noise impacts
- Impact 4.8-9, Cumulative noise impacts
- Impact 4.12-4, Project-level exposure to nuisance pests (black gnats)
- Impact 4.12-8, Cumulative exposure to nuisance pest (black gnats)

No additional feasible mitigation measures have been determined to be available for these significant and unavoidable impacts. The City Council finds that there are no other available feasible mitigation measures or alternatives that the Council could adopt at this time which would reduce these impacts to a less-than-significant level. To the extent

that these adverse impacts will not be eliminated or lessened to an acceptable (less-than-significant) level, the City Council finds that specific economic, legal, social, technological, and other considerations identified herein support approval of the project despite these unavoidable impacts.

Plan B was found to have 6 additional significant and unavoidable impacts in three areas: 4.6-2(a) (Width of Estate Streets) and 4.6-2(b) (Density of Major Streets); 4.6-5(a) (Bicycle Facilities) and 4.6-5(b) (Pedestrian Facilities); and 4.6-6(a) (LOS at East/East Main) and 4.6-6(b) (LOS at Gibson/East). The City Council has rejected Plan B, thus avoiding these impacts.

## **SECTION B.**

### **SPECIFIC FINDINGS**

#### **Project Changes to Avoid or Reduce Impacts**

A number of changes or alterations have been made in the project which mitigate to the most feasible degree the significant environmental effects of the project, as identified in the Final EIR. These include the following:

- SLSP has a neighborhood orientation, focused around five future neighborhoods throughout the entire Master Plan area with individual central focal points created by an elementary school, neighborhood park, and small neighborhood commercial center. Plan A and Plan B did not take this approach.
- SLSP has a modified layout of residential uses with densities in the follows ranges: R-3 (1.0 to 3.0 du/ac); R-4 (>3.0 to 4.0 du/ac); R-5 (>4.0 to 5.0 du/ac); R-8 (6.0 to 8.0 du/ac); R-15 (10.0 to 15.0 du/ac); R-20 (18.0 to 20.0 du/ac); R-25 (>20.0 to 25.0 du/ac). SLSP also has multi-family housing dispersed in 12 locations through out the Plan area with no one location exceeding 125 units, and with a variety of types of units. Plan A and Plan B proposed densities in the following ranges: SFR-3; SFR-4; SFR-5; SFR-6; MFR-18; and MFR-20. Plan A and Plan B proposed multi-family housing in three locations of between 450 and 700 clustered apartment units.
- SLSP would result in 259 very low income units, and 453 low income units, for a total of 712 or 17.6 percent affordable units. Plan A includes 221 very low income units and 377 low income units, for a total of 598 or 15.9 affordable units. Plan B includes 186 very low income units and 375 low income units, for a total of 561 or 15.0 percent affordable units. The SLSP requires 5 percent more very low income multi-family units than Plan A or Plan B. The SLSP also includes the requirement for 74 off-site affordable apartments.

- The R-5 designation within the SLSP requires duplexes on 50 percent of the corner lot. Neither Plan A or Plan B have this requirement.
- SLSP includes an annual monitoring requirement to ensure that the GP growth cap is not exceeded. Neither Plan A or Plan B have this requirement.
- SLSP requires greenbelts, bicycle/pedestrian Class 1 looped system, and subdivision trails in a coordinated system throughout the Plan area. Construction is required as development occurs. The SLSP “loop” system links all parks, neighborhood commercial nodes, and schools in a coordinated system of off-street pathways, for which funding and timing have been specified.
- SLSP has three elementary schools. Plan A has two elementary schools. Three schools are necessary to meet expected student yield.
- SLSP includes funding for acquisition and development of the Sports Park, with initial development required by build-out of the SLSP and full development required by build-out of the Master Plan remainder area. Plan A and Plan B are silent regarding funding and timing.
- SLSP includes a central park integrated into a town center, plus three neighborhood parks, and the Sports Park. Plan A incorporates the Sports Park and one of the neighborhood parks into the town center and does not propose a separate central park. Plan B has no central park and no town center.
- SLSP has a more “direct” grid pattern and a higher density of streets. The SLSP would result in a major street density of just over 8 centerlane miles per square mile. Plan A would result in 7 centerlane miles per square mile. Plan B has a curvi-linear street pattern that purposefully funnels traffic to the south. This pattern is not consistent with the General Plan and results in the need for additional roadway and freeway ramp improvements. It is also confusing. Plan B would result in 6 centerline miles per square mile.
- SLSP establishes maximum block lengths (dependent on density and lot size) of 980 feet and a target of 400 to 600 feet with a goal of no more than 10 homes on one side of a street segment. Plan A and Plan B set no such parameters and propose some block lengths that would exceed the General Plan maximum of 1,320 feet.
- SLSP would result in 98,890 vehicle trips in the entire Master Plan at build-out. Plan A would result in 115,330 vehicle trips in the entire Master Plan at build-out. Plan B would result in 127,240 vehicle trips in the entire Master Plan at build-out.

- SLSP contains cross-sections for future expansion of CR 101 and East Street specifically designed to preserve existing tree canopy along these roadways. Plan A and Plan B do not make these accommodations.
- SLSP includes a cross-section for CR 25A that accommodates agricultural traffic and farm equipment in two 8-foot emergency/bicycle lanes. Plan A and Plan B do not.
- SLSP lists and identifies traffic signal locations throughout and outside of the Plan area. Plan A and Plan B do not identify signal locations.
- SLSP has different street standards that are substantially consistent with City standards and the General Plan requirements, but generally include more landscaping. Plan A and Plan B include local street standards that are not consistent with the General Plan.
- SLSP limits the use of cul-de-sacs to no more than 50 percent of the local streets. Plan A and Plan B establish no limit.
- SLSP incorporates an overpass of SR 113, including ROW and funding for construction. Construction is required no later build-out of the Master Plan remainder area. Plan A identifies the improvement but is silent on funding or timing for construction. Plan B reserves the right-of-way for this improvement, but the improvement itself is not proposed, and funding and timing are not addressed.
- SLSP contains three grade-separated bicycle pedestrian overcrossings. Plan A and Plan B contain two.
- SLSP requires construction of the fire station 8 to 9 years earlier (early in 2007) to ensure maintenance of four-minute response times. Plan A and Plan B propose the fire station after 2015.
- SLSP contains provisions for library services. Plan A and Plan B do not.
- SLSP has met all tests of financial feasibility. Plan A and Plan B do not.
- SLSP is “self-mitigating” in that it includes most relevant EIR mitigation measures within the text and meets or exceeds all minimum service ratios. Plan A and Plan B do not.
- SLSP has been tentatively determined by the City Council to be consistent with General Plan policies and requirements in their July 24, 2001 action. Plan A and Plan B require General Plan amendments.

- SLSP land use plan and text is substantially more refined and detailed, and is supported by community consensus. Plan A and Plan B are not.
- The SLSP substantively includes the following mitigation measures as development regulations or other requirements of the Plan (see also Summary of Table 9 Findings and Table 9, of the CEQA Addendum):

Land Use and Planning -- 4.1-1, 4.1-2, 4.1-3(b), 4.1-4(a-e), 4.1-5(a,c), 4.1-6(a,b), 4.1-7(a-c), 4.1-8, and 4.1-9(a,b).

Agricultural Resources -- 4.2-3(a).

Hydrology, Drainage, and Water Quality -- 4.4-1(b,c), 4.4-3, 4.4-7(a,b), and 4.4-9.

Traffic and Circulation -- 4.6-1(e), 4.6-2(a-d), 4.6-3, 4.6-4(a,b), 4.6-5(b), 4.6-6(h,j,k), 4.6-7(a,b), and 4.6-8(a-e).

Air Quality -- 4.7-1(a-e), 4.7-3(b-d,f), and 4.7-4.

Noise -- 4.8-2, 4.8-4, 4.8-5, 4.8-6, 4.8-7(a), 4.8-8(b-f), and 4.8-9.

Visual Resources -- 4.9-1(a-c).

Population, Employment, and Housing -- 4.11-2(b) and 4.11-4(a-c).

Public Health and Safety -- 4.12-4, 4.12-6(d), and 4.12-8.

Public Services and Facilities -- 4.13-1(a,c,d), 4.13-2(a,b), 4.13-6, 4.13-7(a,b), 4.13-8, 4.13-11(a,b), and 4.13-26.

Recreation, Education, and Community Services -- 4.14-1(a-d), 4.14-3, 4.14-4, 4.14-5(a,b), 4.14-7, 4.14-8(a), and 4.14-9.

The City Council hereby finds that because each of these measures has been substantively or precisely included in the SLSP, they are no longer needed for mitigation as they have become a part of the project description. These measures are therefore rejected from the EIR and Mitigation Monitoring Program, but included in the final SLSP as a part of the Plan.

### Final Disposition of Mitigation Measures

With the exceptions and modifications identified below, every mitigation measure identified in the EIR has either been incorporated into the SLSP (as discussed above) or is adopted by the Council as a part of the Mitigation Monitoring Plan (see Exhibit C)

applicable to all development within the SLSP. The City Council hereby modifies the following measures as noted:

- **Measure 4.2-1 (1:1 Mitigation for Loss of Farmland).** This measure requires modification to clearly make the measure applicable to the Sports Park which is located off-site in the SLSP. Modification is also needed to clarify that the mitigation is triggered each time a piece of land within the SLSP (or land outside it that is used for services or improvements to serve the SLSP) is converted from its current agricultural land use to the uses planned under the SLSP.

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is not a substantive change and would not change the conclusion that Impact 4.2-1 remains significant and unavoidable even after mitigation:

4.2-1 Each The project applicant shall set aside in perpetuity an equal amount (~~940 acres of the Plan Area plus Important Farmland converted for offsite infrastructure~~) of contiguous, active agricultural acreage elsewhere in Yolo County through the purchase of development rights and execution of an irreversible conservation or agricultural easement. ~~Total mitigation required at build-out is 940 acres for conversion of farmland within the Plan Area plus Important Farmland converted for offsite infrastructure (e.g. drainage basins) and other associated land uses (e.g. sports park).~~ These soils shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis, already experiencing, or likely to experience, growth pressures shall be targeted. Soils and farming conditions shall be equivalent or superior to the project area. Protected acreage equal to the total acreage of any particular development shall be set aside prior to commencement of any ~~development construction~~ activity within that development. ~~Protected acreage equal to the total acreage of offsite improvements shall be set aside prior to development of the improvement. Protected acreage equal to the total acreage of the sports park shall be set aside prior to the commencement of grading on the sports park.~~

Acreage set aside required by Mitigation Measure 4.5-4 for loss of Swainson's hawk foraging habitat (see Section 4.5, Biological Resources) may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures can not be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.

- **Measure 4.2-4 and 4.2-7 (500-Foot Buffer).** This measure removes development potential from the adopted growth area, which is not acceptable for at least two reasons: 1) it could result in greater impacts to agriculture if more land conversion (50 acres per calculations below) is required later to serve growth; and 2) the financial feasibility analysis has shown that all the proposed units are needed in order to support the features of the entire Plan (e.g. multi-family ratio, affordable housing, parks and services, etc.), and this buffer would result in the loss of approximately 50 acres of developable land along CR 25A ( $5,280 \text{ ft} \times [500 - 83] \div 43,560 = 50.5 \text{ ac}$ ) which is the equivalent of over 300 units ( $50.5 \text{ ac} \times 6.1 \text{ du/ac} = 308$ ) or 7.6 percent of the units in the Plan. Because this

mitigation could result in the need for over 300 units of additional growth elsewhere, presumably on agricultural land; and because this mitigation would render the SLSP financially infeasible, the City Council hereby rejects Mitigation Measure 4.2-4, and accepts the 83-foot right-of-way for CR 25A as the most feasibly achievable mitigation for this impact. Rejection of this measure will result in only partial mitigation for Impacts 4.2-4 and 4.2-7, and therefore Impacts 4.2-4 and 4.2-7 have significant and unavoidable residual impacts.

~~4.2-4 The Specific Plan shall be revised to require a 500-foot buffer within the project site adjacent to active agricultural uses to the south of Road 25A. None available~~

- **Measure 4.2-5(b) (Mitigation for General Plan Consistency).** This measure requires modification because amendment of the General Plan is not required by the SLSP, but a finding of consistency is required.

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:

4.2-5(b) For General Plan Policies 1.1.4 and 1.1.6, the City shall ~~implement one of the following measures:~~

~~(i) Find that the proposed project is consistent with the General Plan.~~

OR

~~(ii) Amend the General Plan Policies to conform with the inconsistencies identified.~~

- **Measure 4.5-4(a) or (b) (1:1 Mitigation for Loss of Swainson's Hawk Foraging Habitat).** This measure requires modification to make the measure applicable to the Sports Park which is located off-site in the SLSP. Modification is also needed to clarify that the mitigation is triggered each time a piece of land within the SLSP (or land outside it that is used for services or improvements to serve the SLSP) is converted from its current agricultural land use to the uses planned under the SLSP. The language regarding phasing is removed due to the City Council's determination (November 13, 2001) that previously proposed phasing within the SLSP is infeasible. The City Council based this determination on evidence in the record regarding the amount of land needed to bond upfront utilities, the location of the properties that have executed agreements to proceed, and the known direction of utility extensions (south down CR 102).

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is not a substantive change and would not change the conclusion that Impact 4.5-4 remains significant and unavoidable even after mitigation:

4.5-4(a) Prior to approval of the first ~~each~~ tentative map, the project applicant shall develop a plan in consultation with CDFG to compensate for loss of Swainson's hawk foraging habitat resulting from development of their project site. This agreement shall set aside in perpetuity, an equivalent amount ~~(939 acres of the Specific Plan Area plus Important Farmland converted for offsite infrastructure)~~ of contiguous, Swainson's hawk foraging land elsewhere in Yolo County through the purchase of development rights and execution of irreversible conservation or agricultural easement. ~~Total mitigation required at build-out is 939 acres for conversion of foraging land within the Plan Area plus foraging habitat converted for offsite infrastructure (e.g. drainage basins) and other associated land uses (e.g. sports park).~~ This acreage shall be permanently protected from future development via enforceable deed restrictions. Protected acreage equal to the total acreage of any particular ~~phase development~~ shall be, set aside prior to commencement of any ~~development construction~~ activity within that ~~phase development~~. Protected acreage equal to the total acreage of offsite improvements shall be set aside prior to development of the improvement. Protected acreage equal to the total acreage of the sports park shall be set aside prior to the commencement of grading on the sports park.

Acreage set aside required by Mitigation Measure 4.2-1 (4.2, Agricultural Resources) for loss of agricultural land may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures can not be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.

OR

(b) If adopted, the project applicant shall participate in the Yolo County Habitat Conservation Plan (HCP).

- **Measure 4.6-5(a)(i) (Mitigation for Bicycle Facilities) 6th bullet.** This measure requires modification to eliminate all measures that are already identified in the SLSP as development regulations.

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:

4.6-5(a)(i) 6th bullet:

~~■ Standards for requiring secure and convenient bicycle parking and other support facilities at schools, commercial centers, and employment centers.~~

~~■ Development Regulations 2.28, 2.38, and 2.47 shall be modified to specify the provision of other bicycle support facilities such as showers and lockers.~~

- **Measure 4.6-6 (Intersection Improvements for Cumulative Impacts).** This measure requires revision under Item "i" because "D Street" under Plan A is "Collector 2" under the SLSP. It also requires revision because the intersection of CR 25A/CR 101 (Item "i") and the intersection of Parkway Drive/Collector 2 (Item "m") should be added to the list of intersections for which a signal and

approach widening will likely be required under the SLSP. The list identifies all potential signals for the Plan area at build-out. It is unlikely that all identified signals on the list will be needed.

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is not a substantive change, but merely corrects and/or adds more specificity to the measure:

4.6-6(i) A traffic signal shall be installed at the Parkway Drive/D-Street Collector 2 intersection and the northbound and southbound approaches shall be constructed to include an exclusive left-turn lane and a shared through/right-turn lane. In addition, the eastbound and westbound approaches shall be constructed to include an exclusive left-turn lane, ~~an~~ ~~two~~ exclusive through lanes, and ~~an~~ ~~exclusive~~ ~~a~~ ~~shared~~ ~~through~~ right-turn lane. The City of Woodland shall determine the timing of this mitigation measure. The City of Woodland shall determine the timing of this measure. To assist the City in its determination, the developer shall prepare a traffic impact study for each tentative map as required by General Plan Policy 3.A.4 to confirm existing conditions and to determine the specific mitigation timing that is required to maintain the City's LOS thresholds identified in General Plan Policy 3.A.2.

4.6-6(i) The intersection of CR 25A/CR 101 (north) shall be signalized and shall provide for an exclusive left-turn lane and a shared through/right-turn lane on all approaches. Signalization of this intersection may also require access control modification at the CR 25A/CR 101 (south) intersection due to its close proximity. This issue will be addressed as a part of subsequent traffic impact studies for new development in this area.

4.6-6(m) The intersection of Parkway Drive and CR 24C shall be identified as a potential signal location and the intersection with Pioneer should be shifted northward approximately 400 feet.

- **Measure 4.7-3(a) and (e) (Air Emissions).** Item "a" relates to a requirement for 50 percent of the units within the Plan area to have solar or low-emissions gas water heaters. Development Regulations 2.25(i) and 7.21.1 of the SLSP, both of which were modified in response to August 7, 2000 correspondence from the YSAQMD, require Energy Star appliances to the "greatest feasible extent" and "strongly encourage" the special water heaters in at least 50 percent of the units. This final language does not make the measure mandatory but does create a policy framework for the City's review of all development in the area. Applicants would have the burden of proving that they have met these guidelines, how, and why. This more flexible language was part of a negotiation among parties regarding the language throughout the Plan and is necessary to provide flexibility to builders, recognize limits and changes in technology, and make the development feasible. The City Council hereby modifies this measure as follows:

4.7-3(a) ~~Solar water heaters, in conjunction with low-NO<sub>x</sub> gas-fired water heaters shall be provided in 50 percent of the units.~~ 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-NO<sub>x</sub> (as defined by the AQMD) gas-fired water heaters are strongly encouraged in a least 50 percent of the units.

Item "e" relates to a requirement for an electric lawnmower to be provided with each unit. The final version of the SLSP does not include this requirement. The YSAQMD has documented (November 18, 1999 memo from YSAQMD) that this measure is not consistent with and to some extent overlaps the existing "Mow Down Air Pollution" program. The existing program requires participants to exchange their gasoline-powered lawnmower for a sizable coupon towards an electric mower. The District then recycles/scraps the gasoline-powered mowers resulting in a net decrease in air-emissions regionwide. Without a method of ensuring that gasoline-powered mowers are exchanged, the City Council finds that this measure will not be effective. The Council has also determined that this measure would place an extra burden on home construction that could affect overall feasibility and places these Woodland units at an economic disadvantage with other units in the market area that do not have this burden, but rather rely on the existing mower exchange program. The City Council hereby rejects this measure as ineffective and unnecessary in light of the existing regional program, and directs instead that future residents be made aware of, and encouraged to participate in, the "Mow Down Air Pollution" program and any other applicable programs or information from the District.

~~4.7-3(e) One cordless electric lawnmower shall be provided with each single family residential unit. 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 emission through their own actions and choices.~~

- **Measure 4.11-2(a) (Mitigation for Multi-Family Ratio).** This measure requires modification to clarify that a finding of consistency with the General Plan is required.

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:

~~4.11-2(a)(i) Specific Plan B shall be amended to provide that 35% of total dwelling units are multifamily.~~

OR

~~(i)~~-(ii)-The City shall find that ~~Specific Plan B~~ the Spring Lake Specific Plan is consistent with the Housing Element.

- **Measure 4.13-1(b) (Fire Service Demand Mitigation).** This measure is revised to reflect that the SLSP programs the station to be operational no later than 2007, but that the 4-minute response time remains the trigger performance standard.

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is not a substantive change, but merely corrects and/or adds more specificity to the measure:

~~4.13-1(b) The Specific Plan shall be amended to provide for the construction of Fire Station Four in the project site when one of the following project elements is constructed beyond the four minute response time from an existing Woodland Fire Station:~~

~~(i) Two light commercial or planned unit developments with a fire flow of 2,500 gpm are constructed;~~

~~OR~~

~~(ii) One educational occupancy with a combined fire flow of 2,500 gpm for use with grades 12 and under is constructed for year-round scheduling;~~

~~OR~~

~~(iii) One hundred dwelling units.~~

The Fire Department shall monitor growth in SLSP via their standard review of all building permits in the City. Should the 4-minute threshold appear likely to be exceeded earlier than the planned 2007 occupancy date for the fire station would address, the station shall be brought online sooner, or growth in the plan area shall be otherwise controlled or stopped in order to avoid service or safety impacts.

- **Measure 4.13-1(e) (Fire Service Demand Mitigation).** This measure requires modification to eliminate the portion of the measure already included in the revised SLSP.

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:

~~4.13-1(e) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to incorporate construction of the new fire station. This station (including the phase of development at which time it will be required) shall be described in greater detail in the Turn of the Century Specific Plan Public Facilities Financing Plan and Capital Improvements Plan. Individual projects proposed within the project site shall pay the appropriate capital facility fees to finance the construction of new fire protection capital facilities. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.~~

- **Measure 4.13-13(a) (Water Demand Mitigation).** This measure requires modification to delete the portion of the measure already included within the SLSP text.

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:

~~4.13-13(a) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to include the development of wells to serve project development. The location, number and phasing of wells shall be described in greater detail in the Specific Plan Public Facilities Financing Plan and Capital Improvements Plan. Individual projects proposed within the Plan Area shall pay the appropriate capital facility fees to finance the construction of new wells. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.~~

- **Measure 4.14-8(b) (Library Facilities Mitigation).** This measure requires modification to delete the portion of the measure already included within the SLSP text.

The City Council hereby revises this mitigation measure as shown below. The City hereby determines that this revision is a minor clarification or amplification that makes insignificant modifications to this mitigation measure:

~~4.14-8(b) The City's existing Major Projects Financing Plan shall be amended and fee schedule revised to include lease or construction of ±5,300 ~~±5,700~~ square feet of additional space for the Woodland Library. This expansion (including the phase of development at which time it will be required) shall be described in greater detail in the Turn of the Century Specific Plan Public Facilities Financing Plan and Capital Improvement Plan. Individual projects proposed within the project site shall pay the appropriate capital facility fees to finance the lease or construction of expanded library space. Facilities required prior to build-out shall be advanced by the developer and be subject to later reimbursement or credit.~~

~~As an alternative to expansion of the main library facility, a new neighborhood branch facility could be located within one of the public/quasi-public land use designations on the Turn of the Century Specific Plan land use plan. If this alternative is chosen, the location of the facility shall be such that the greatest number of people in the area could walk, bicycle, or take public transit to the facility.~~

## **Project Benefits Outweigh Unavoidable Impacts**

The remaining unavoidable and irreversible impacts of the project are acceptable in light of the economic, legal, social, technological, and other considerations set forth herein because the benefits of the project (as described in Exhibit A, Section J) outweigh any significant and unavoidable or irreversible adverse environmental impact of the project.

## **Balance of Competing Goals**

The Council finds that it is imperative to balance competing goals in approving the project. Several significant environmental impacts have not been fully mitigated because of the need to meet competing concerns, and/or the need to recognize economic, legal, social, technological, and other issues as factors in decision-making. Accordingly, the Council has chosen to accept significant adverse environmental impacts because to eliminate them would unduly compromise important economic, legal, social, technological, and other goals. The City Council finds and determines, based on the EIR, the CEQA Addendum, testimony from the hearings, and other supporting information in the record, that the project will provide for a positive balance of the

competing goals and that the benefits to be obtained by the project outweigh the adverse environmental impacts of the project.

## SECTION C.

### OVERRIDING CONSIDERATIONS

The City Council has made a number of specific determinations regarding the remaining significant and unavoidable impacts that are relevant to the decision to approve the project:

- The SLSP lies within a new growth area already decided by the Council and ratified by the voters in the 1996 update of the General Plan.
- The SLSP is substantively consistent with the General Plan in all respects -- land use, density, neo-traditional design, neighborhood orientation, and provision of services.
- The SLSP is environmentally superior to Plans A and B, and incorporates over 50 percent of the mitigation measures identified in the EIR into the Plan text.
- The SLSP reflects a successful balancing of competing community goals including:
  - large amounts of parkland with connecting greenbelts and trails
  - greener and calmer streets
  - housing of all types, sizes, and densities
  - affordable housing
  - estate housing
  - traditional neighborhood design
  - land preservation for impacts to agriculture and habitat
- The SLSP reflects a consensus process in which the community has had extensive opportunity to participate.
- The SLSP is financially feasible, and as approved, fiscally neutral.

The Council specifically finds that although the identified significant adverse impacts have not been mitigated to a less-than-significant level, the benefits identified in Section J (Project Benefits) of Exhibit A and the considerations identified above, support approval of the SLSP.

The City Council has balanced these environmental benefits considerations against the unavoidable and irreversible environmental risks identified in the EIR and CEQA Addendum, and has concluded that those impacts are outweighed by these environmental benefits, among others. Upon balancing the environmental risk and countervailing environmental benefits, the City Council has concluded that the environmental benefits that the City will derive from the implementation of the Project, when combined with the other beneficial considerations discussed in this Section, outweigh those environmental risks.

### **Fiscal and Economic Considerations**

Substantial evidence in the record demonstrates various fiscal and economic benefits which the City would derive from the implementation of the Project. Included among these are (in no relevant order):

- The SLSP will provide needed housing that will stimulate new and expanding business opportunities citywide.
- The Plan includes significant funding of the 34-acre sports park, an overpass of SR 113, the City's fourth fire station, and the Gibson Road pedestrian/bicycle overcrossing.
- The SLSP is financially feasible.
- The SLSP is required to be fiscally neutral.
- The SLSP will provide construction jobs throughout build-out and beyond.
- The SLSP will result in indirect economic benefit through purchases of goods, materials, and fuel for construction, and through secondary purchases by new homeowners for home and garden improvements.

The City Council has balanced these fiscal and economic benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIR and has concluded that those impacts are outweighed by these fiscal and economic benefits, among others. Upon balancing the environmental risk and countervailing fiscal and economic benefits, the City Council concludes that the fiscal and economic benefits that the City will derive from the implementation of the Project, when combined with the other beneficial considerations discussed in this section, outweigh those environmental risks.

### **Legal and Regulatory Considerations**

Substantial evidence in the record demonstrates various legal and regulatory benefits which the City would derive from the implementation of the Project. Included among these are (in no relevant order):

- The SLSP will guide and control systematic development of the area.

- Upon adoption of the SLSP, all individual development projects (including the issuance of any discretionary land use entitlement) within the Plan area will be subject to the requirements of the Plan.
- The SLSP is consistent with and carries out the vision of the General Plan for this portion of the City's new growth area.
- The SLSP meets the requirements of Section 65450 of the Government Code which authorizes and governs the preparation of specific plans.
- The SLSP requires that subsequent developers enter into development agreements with the City which will ensure specific performance obligations.
- The SLSP requires the subsequent preparation of SLSP Design Guidelines that will describe in more detail architectural methods for achieving the desired community form and aesthetics.
- The regulatory language within the SLSP ensures a more seamless integration of affordable units into market rate housing and neighborhoods in general. Examples include deed disclosure, lot posting, and by-right construction.
- The SLSP requires that adequate facilities and services be available to serve new development within the plan area, or the new development can not be approved.
- The SLSP will result in housing for all segments which will enable the City to meet the obligations of the General Plan Housing Element and fair share of regional housing needs.
- The SLSP requires that a variety of implementing documents be in place before development can proceed, including infrastructure plans, the affordable housing plan, Specific Plan design standards, the Capital Improvement Plan, the Financing Plan, the master illustrative site plan, and the allocation program.
- The SLSP requires that a variety of special studies be conducted for each property, prior to development, including biological surveys, project-specific traffic and circulation analyses, noise assessments, cultural resource studies, environmental site assessment (hazardous materials/toxics), transit service studies, and drainage analyses.
- The SLSP requires a variety of deed and buyer disclosures to ensure that potential future residents fully understand the plans for the area.

The City Council has balanced these legal and regulatory benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIR and has concluded that those impacts are outweighed by these legal and regulatory benefits, among others. Upon balancing the environmental risk and countervailing legal and regulatory benefits, the City Council concludes that the legal and regulatory benefits that the City will derive from the implementation of the Project, when combined with the other beneficial considerations discussed in this section, outweigh those environmental risks.

### **Social Considerations**

Substantial evidence in the record demonstrates various social benefits which the City would derive from the implementation of the Project. Included among these are (in no relevant order):

- The SLSP will create a desirable extension of Woodland’s existing character and traditional neighborhoods.
- The land use concept for the SLSP replicates the ambiance and neighborhood feeling of the City’s best original residential areas. The Plan incorporates traditional neighborhood design that has not been seen comprehensively in development since the early 1900’s including tree canopy requirements, pedestrian scale lighting, neighborhood centers, shortened block lengths, houses oriented to the street with porches and similar features, de-emphasized garages, and primarily grid-pattern streets.
- The SLSP includes shorter block lengths and a more dense roadway network than contemporary suburban design, to replicate Woodland’s traditional neighborhoods.
- The SLSP has parks and other public open space that enhance the sense of community dispersed throughout the Plan area to serve both active and passive recreational needs.
- The SLSP offers a true mix of types of housing product and density of housing. Housing of all sizes, types, architectural variety and price ranges integrated to create more mixed neighborhoods.
- The SLSP reflects a successfully balancing of competing community goals including:
  - large amounts of parkland with connecting greenbelts and trails
  - greener and calmer streets
  - housing of all types, sizes, and densities
  - affordable housing
  - estate housing
  - traditional neighborhood design
  - land preservation for impacts to agriculture and habitat
- The SLSP reflects a consensus process in which the community has had an extensive opportunity to participate.

The City Council has balanced these social benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIR and has concluded that those impacts are outweighed by these social benefits, among others. Upon balancing the environmental risk and countervailing social benefits, the City Council has concluded that the social benefits that the City will derive from the implementation of the Project, when combined with the other beneficial considerations discussed in this Section, outweigh those environmental risks.

**Design Considerations**

Substantial evidence in the record demonstrates various design benefits which the City would derive from the implementation of the Project. Included among these are (in no relevant order):

- The SLSP will create a desirable extension of Woodland’s existing character and traditional neighborhoods.
- The SLSP is consistent with and carries out the vision of the General Plan for this portion of the City’s new growth area.

EXHIBIT B -- STATEMENT OF OVERRIDING CONSIDERATIONS

- The SLSP requires the subsequent preparation of SLSP Design Guidelines that will describe in more detail architectural methods for achieving the desired community form and aesthetics.
- The land use concept for the SLSP replicates the ambiance and neighborhood feeling of the City's best original residential areas. The Plan incorporates traditional neighborhood design that has not been seen comprehensively in development since the early 1900's including tree canopy requirements, pedestrian scale lighting, neighborhood centers, shortened block lengths, houses oriented to the street with porches and similar features, de-emphasized garages, and primarily grid-pattern streets.
- The SLSP will have attractive tree-lined streets, with curb-side planting strips. The Plan includes wider landscaping and medians along the major streets than is required in City standards and than exists anywhere else in the City.
- The SLSP will have distinct neighborhood focal points at planned elementary school/neighborhood park nodes.
- The SLSP will have a town center with neighborhood-serving commercial uses and a central park.
- The SLSP will have 35-foot landscaped parkway corridors framing the Plan area.
- The SLSP has tree canopy requirements and tree preservation policies.
- The SLSP includes an overpass of SR 113 at Parkway Drive.
- The SLSP has houses oriented to the street and neighborhood, with subordinate garages.
- The SLSP sets maximum block sizes related to density.
- The SLSP incorporates affordability by design (e.g. second units and corner duplexes).
- The SLSP avoids repetition of facades within subdivisions and abrupt changes in facades between builders.
- The SLSP includes a requirement for front porches, courtyards, and porticoes which increases the private investment in the front-facing facade, makes the streetscape more desirable, increases public and private property values, keeps the eyes of the neighborhood on the street, improves neighborhood security, increases neighborhood interaction, serves as a deterrent to crime, decreases police service calls, encourages front yard activity, adds to street life, encourages social interaction among neighbors, and encourages pedestrian activity.
- All development within the SLSP (including residential and non-residential, is required to conform with neo-traditional design principles in terms of both site layout and architectural design.
- Street landscaping is required to reflect a scale in keeping with planned traffic capacity and street lighting is required to be pedestrian oriented.
- The SLSP includes shorter block lengths and a more dense roadway network than contemporary suburban design, to replicate Woodland's traditional neighborhoods.
- The SLSP neighborhoods are sized to encourage residents and children to walk to school and to the park.

- The SLSP has small neighborhood commercial nodes that will provide retail and small office opportunities for neighborhood residents with the goal of accommodating routine daily needs within walking distance of most residents.
- The SLSP requires subdivisions and homes to be designed to be energy saving and pedestrian friendly.
- The SLSP includes a requirement that attached R-15 density units must be designed to appear like single family housing from the street. "Garden apartment" style design is not allowed in this density range.
- The SLSP has decreasing lot size and setback requirements as density categories increase.
- Residential subdivisions are required to include trail connections to other subdivisions, and to adjacent existing or planned greenbelts and bicycle pathways.
- Parks will be designed to fully integrate with the off-street bicycle loop system.
- Design of the park facilities will recognize and provide for the needs of all ages and special interests of the residents being served.
- The Central Park and Spring Lake Center commercial land shall be creatively and fully integrated to create a community focal point.
- The SLSP includes controls on residential front-yard landscaping to be drought-tolerant and use grass only as an accent.

The City Council has balanced these design benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIR and has concluded that those impacts are outweighed by these design benefits, among others. Upon balancing the environmental risk and countervailing design benefits, the City Council concludes that the design benefits that the City will derive from the implementation of the Project, when combined with the other beneficial considerations discussed in this section, outweigh those environmental risks.

### **Environmental Considerations**

Substantial evidence in the record demonstrates various environmental benefits which the City would derive from the implementation of the Project. Included among these are (in no relevant order):

- The SLSP includes a 1:1 acreage mitigation requirement for loss of habitat and a 1:1 acreage agricultural land. This is a higher requirement for mitigation than has been required or actually achieved in any other development area in the City.
- The SLSP includes requirements for energy efficiency, conservation, and protection of air quality.
- The SLSP requires subdivisions and homes to be designed to be energy saving and pedestrian friendly.
- The SLSP requires permanent protection of off-site mitigation lands.

- The SLSP uses pedestrian-oriented and transit-friendly design to minimize congestion and improve air quality.
- The SLSP requires the use of drought-tolerant landscaping to help conserve water.
- The SLSP requires that run-off be detained with open, naturalized drainage systems that improve storm water quality.
- The SLSP requires energy saving site design and construction techniques.
- The SLSP creates ecological value with use of open space and greenbelts in drought-tolerant plantings.
- The SLSP requires protection of cultural resources.
- Existing street trees along East Street and CR 101 would be protected by cross-sections contained in the SLSP.
- The SLSP includes controls on residential front-yard landscaping to be drought-tolerant and use grass only as an accent.
- The SLSP requires that a variety of special studies be conducted for each property, prior to development, including biological surveys, project-specific traffic and circulation analyses, noise assessments, cultural resource studies, environmental site assessment (hazardous materials/toxics), transit service studies, and drainage analyses.

The City Council has balanced these environmental benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIR and has concluded that those impacts are outweighed by these environmental benefits, among others. Upon balancing the environmental risk and countervailing environmental benefits, the City Council has concluded that the environmental benefits that the City will derive from the implementation of the Project, when combined with the other beneficial considerations discussed in this Section, outweigh those environmental risks.

### **Traffic and Circulation Considerations**

Substantial evidence in the record demonstrates various traffic and circulation benefits which the City would derive from the implementation of the Project. Included among these are (in no relevant order):

- The SLSP includes an overpass of SR 113 at Parkway Drive.
- The SLSP neighborhoods are sized to encourage residents and children to walk to school and to the park.
- The SLSP has small neighborhood commercial nodes that will provide retail and small office opportunities for neighborhood residents with the goal of accommodating routine daily needs within walking distance of most residents.
- The SLSP has an extensive system of parks, greenbelts, pathways, and trails that don't exist for any other development in the City.

EXHIBIT B – STATEMENT OF OVERRIDING CONSIDERATIONS

- The SLSP has a modified grid street network that provides safe and efficient travel throughout the Plan area, with multiple connections to existing streets beyond the Plan area.
- The SLSP has land uses organized to support the pedestrian and bikeway system.
- The SLSP has safe, pedestrian/bicycle-friendly access to parts of town outside of the Plan area across SR 113, Gibson Road, and CR 102.
- The SLSP land use plan locates density near neighborhood centers, the Spring Lake Center, neighborhood commercial services, bus routes, and the pedestrian/bicycle loop pathway system thus increasing non-vehicular mobility within the Plan area, and into the downtown.
- The SLSP supports a modified grid street pattern which is more supportive of pedestrian movement than a typical, cul-de-sac based suburban subdivision pattern, by providing more intersections for mobility, and therefore spreading out congestion.
- A key focus of the SLSP is to disperse and calm traffic, and to support alternative modes.
- The SLSP will result in the safe and efficient movement of people and goods, protect residential areas from high-volume and high-speed traffic, promote walking and bicycling, and provide and promote viable bus service.
- The street network is designed with multiple connections and direct routes.
- Major streets (arterials and collectors) are spaced no more than one half-mile apart.
- Traffic calming measures are used and encouraged throughout the Plan.
- Streets in excess of four-lanes are prohibited.
- Transit stops are located as close as possible to, and no more than one-quarter mile from, neighborhood commercial sites and concentrations of housing.
- The number of cul-de-sacs in a subdivision can not exceed 50 percent of the local roadways.
- Residential subdivisions are required to include trail connections to other subdivisions, and to adjacent existing or planned greenbelts and bicycle pathways.
- Parks will be designed to fully integrate with the off-street bicycle loop system.

The City Council has balanced these traffic and circulation benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIR and has concluded that those impacts are outweighed by these traffic and circulation benefits, among others. Upon balancing the environmental risk and countervailing traffic and circulation benefits, the City Council has concluded that the traffic and circulation benefits that the City will derive from the implementation of the Project, when combined with the other beneficial considerations discussed in this Section, outweigh those environmental risks.

## Recreation Considerations

Substantial evidence in the record demonstrates various recreation benefits which the City would derive from the implementation of the Project. Included among these are (in no relevant order):

- The SLSP has parks and other public open space that enhance the sense of community dispersed throughout the Plan area to serve both active and passive recreational needs.
- The SLSP has an extensive system of parks, greenbelts, pathways, and trails that don't exist for any other development in the City.
- Parks are provided at a ratio of 5 acres per 1,000 population. This is almost double the amount of parkland current City residents enjoy.
- Parks will be designed to fully integrate with the off-street bicycle loop system.
- Parks will be designed and developed cooperatively with the School District in order to ensure the successful sharing of space, particularly joint use of parking and fields.
- Design of the park facilities will recognize and provide for the needs of all ages and special interests of the residents being served.
- Parks must be constructed concurrently with the neighboring residential development intended to be served.
- The neighborhood parks include small neighborhood commercial nodes that create a focal point for each neighborhood.
- The Central Park and Spring Lake Center commercial land shall be creatively and fully integrated to create a community focal point.

The City Council has balanced these recreation benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIR and has concluded that those impacts are outweighed by these recreation benefits, among others. Upon balancing the environmental risk and countervailing recreation benefits, the City Council has concluded that the recreation benefits that the City will derive from the implementation of the Project, when combined with the other beneficial considerations discussed in this Section, outweigh those environmental risks.

## Housing Considerations

Substantial evidence in the record demonstrates various housing benefits which the City would derive from the implementation of the Project. Included among these are (in no relevant order):

- The SLSP average net density on residential lands is 6.1 du/ac.
- The average net residential lot size  $\pm$ 7,175 square feet.

- The average net single family lot size  $\pm$ 9,100 square feet.
- Within the SLSP, 29 percent of the units are multi-family (greater than 8 du/ac).
- Within the SLSP, 19 percent of the units are estate-style lots (R-3 and R-4).
- Within the SLSP, 71 percent of the units are typical single family detached lots (R-3 to R-8).
- Within the SLSP, 16 percent of the units are "affordable". This increases to 17.6 percent when you include the required 74 off-site units. This is a higher percentage of affordable housing than has been required or actually achieved in any other development area in the City (16 percent overall; 10 percent single-family and 30 percent of multi-family).
- The SLSP incorporates affordability by design (e.g. second units and corner duplexes).
- The SLSP is a primarily residential community that includes a wide range of housing types, densities, sizes, and affordability, including very high end estate-style housing.
- The SLSP offers housing for all segments of the population. Included are high end estate lots, market rate rental opportunities, and affordable home ownership opportunities.
- The SLSP offers a true mix of types of housing product and density of housing. Housing of all sizes, types, architectural variety and price ranges integrated to create more mixed neighborhoods.
- The SLSP achieves an average net residential density across the Plan area of over six dwelling units per acre.
- The SLSP provides both for-sale detached, and rental units for restricted income households.
- The SLSP requires that all available government housing programs be used to broaden and deepen the housing and income mix.
- The SLSP requires 10 percent of the single family and multi-family units to be affordable to low income families, and 20 percent of the multi-family units to be affordable to very low income families.
- The SLSP includes seven density categories that range from 1 du/ac to 25 du/ac that enables a variety of housing products from one-acre estate-style homes to small homes and apartments.
- The SLSP includes a requirement that second units be allowed by right in all single family density categories (R-3, R-4, R-5, and R-8). This is the equivalent of a 100 percent density bonus in all single family categories.
- The SLSP includes a requirement that 50 percent of the corner lots in the R-5 category be duplexes or half-plexes. This is the equivalent of a 50 percent density bonus for corner lots in the R-5 category which comprises over 37 percent of all the housing in the Plan.
- The SLSP includes development regulations that result in a variety of lot sizes and product sizes.
- The SLSP has decreasing lot size and setback requirements as density categories increase.
- The regulatory language within the SLSP ensures a more seamless integration of affordable units into market rate housing and neighborhoods in general. Examples include deed disclosure, lot posting, and by-right construction.

- The SLSP requires that 5.8 percent of all units be affordable for very low incomes families (0 to 50 percent of the mean family income).
- The SLSP requires that 10 percent of all units be affordable for low income families (51 to 80 percent of mean).
- The SLSP includes an additional 74 off-site affordable multi-family rental units.
- The SLSP requires the preparation of an Affordable Housing Program to indicate how the affordable housing requirements will be implemented on a subdivision basis.
- Multi-family, affordable, second unit, and density bonus housing are allowed by right, subject only to design review.
- The SLSP will result in housing for all segments which will enable the City to meet the obligations of the General Plan Housing Element and fair share of regional housing needs.

The City Council has balanced these housing benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIR and has concluded that those impacts are outweighed by these housing benefits, among others. Upon balancing the environmental risk and countervailing housing benefits, the City Council has concluded that the housing benefits that the City will derive from the implementation of the Project, when combined with the other beneficial considerations discussed in this Section, outweigh those environmental risks.

## SECTION D.

### CONCLUSION

The TOC EIR and subsequent CEQA Addendum were prepared pursuant to the CEQA Guidelines. The City Council independently certified the EIR and has determined that the EIR, as clarified by the CEQA Addendum, fully and adequately addresses the impacts and mitigations of the proposed SLSP.

The number of project alternatives identified and considered in the EIR meet the test of "reasonable" analysis and provide the Council with important information from which to make an informed decision.

Public hearings were held before the Planning Commission and the City Council. Substantial evidence in the record from those meetings and other sources demonstrates various benefits and considerations including economic, legal, social, technological, and other benefits which the City would achieve from the implementation of the Project.

The City Council has balanced these project benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIR and has concluded that those impacts are outweighed by the project benefits. Upon balancing the

environmental risk and countervailing project benefits, the City Council has concluded that the benefits that the City will derive from the implementation of the Project, as compared to the existing and planned future conditions, outweigh those environmental risks. The City Council believes that the above-described project benefits override the significant and unavoidable environmental impacts of the Project.

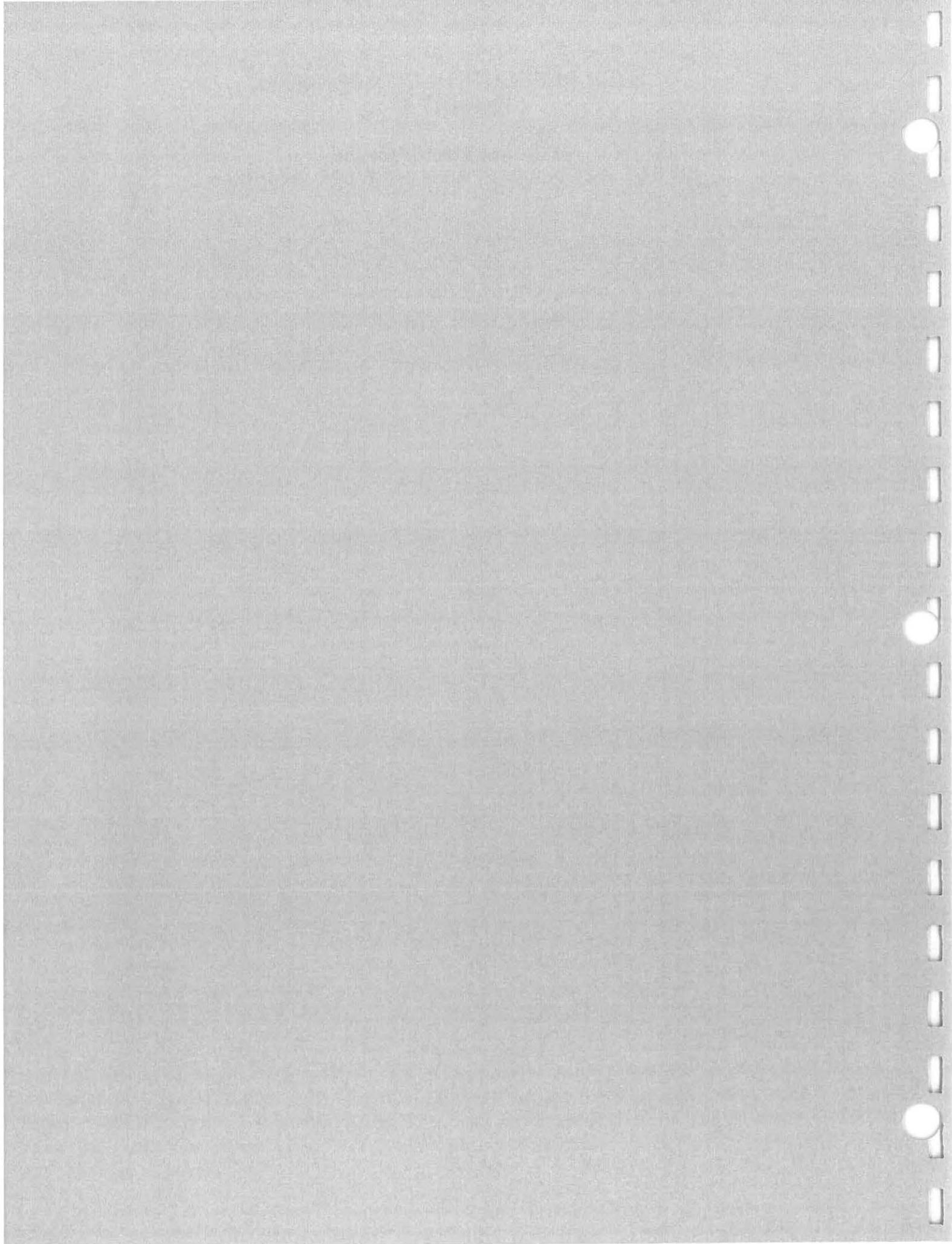
In conclusion, the City Council hereby adopts the mitigation measures identified in Exhibit C (Mitigation Monitoring Plan), modified from the EIR as described herein, and finds that any remaining (residual) effects on the environment attributable to the Project, which are found to be unavoidable in the preceding Findings of Fact, are acceptable due to the overriding concerns set forth in Sections B (Specific Findings) and C (Overriding Considerations) of this Statement of Overriding Considerations.

The Council concludes that final SLSP as modified in Exhibit E (SLSP Final Edits) should be adopted.



**SLSP RESOLUTION OF APPROVAL  
EXHIBIT C**

**CEQA ADDENDUM for the  
CITY OF WOODLAND SPRING LAKE SPECIFIC PLAN**



**CEQA ADDENDUM to the  
TURN OF THE CENTURY  
SPECIFIC PLAN EIR**

**City of Woodland**

**November 2001**



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

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November 2001



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## **SUMMARY**

The City of Woodland has prepared this Addendum to the Turn of the Century Specific Plan EIR (SCH #99022069) certified August 15, 2000, for the revised Spring Lake Specific Plan dated June 2001.

## **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 Table 2 (attached). 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 REVISED SPECIFIC PLAN**

The Specific Plan will guide development of 1,097 acres located primarily south of Gibson Road and east of SR 113, immediately south of the City limits. The Plan establishes specific development policies, land use designations, and development regulations for development of the subject area. Build-out is assumed to occur over a 15-year period.

Proposed development will be comprised of approximately 4,037 dwelling units on +/-665 net acres, 11 acres of neighborhood commercial uses, over 280 acres of public and quasi-public land uses, about 34 acres of parkland, and over 100 acres of major streets and roads. Overall residential density will equate to about 6.1 units per acre.

The Plan will result in a build-out population of about 11,270 people. Of the total units, about 29 percent will be multi-family units under the City's definition. In the City of Woodland, multi-family units are defined by density as opposed to unit type. Densities of over 8 dwelling units per acre are considered multi-family.

Table 1.1 (Specific Plan Land Use Summary) and Table 1.2 (Specific Plan Density and Unit Type) of the June 2001 Spring Lake Specific Plan provide a more detailed breakdown of land use information. A Land Use Plan is provided in Section 2.0 of the Plan.

Actions required of the City in order to adopt the SLSP include the following:

- Approval of this Addendum document.
- Acceptance of Fiscal Impact Report.
- Finding of consistency with the General Plan.
- Amendment of the General Plan maps to refer to the SLSP.
- Approval of the SLSP.
- Approval of findings of fact and statement of overriding considerations.
- Authorization to pursue amendment of Sphere of Influence (SOI), annexation and pre-zoning.
- Authorization to establish financing mechanisms.
- Authorization to negotiate Development Agreements.
- Amendments to the City's Major Projects Financing Plan, Capital Improvement Plan, and various Infrastructure Master Plans.

Subsequent actions required of the City to implement the SLSP include the following:

- Amendment of SOI, annexation and pre-zoning (for generic land use).
- Establishment of financing mechanisms.
- Acceptance of SLSP Infrastructure Plans.
- Adoption of SLSP Affordable Housing Plan.
- Adoption of SLSP Design Standards.
- Adoption of SLSP Master Illustrative Site Plan.
- Project-Level Approvals:
  - Determination of project-level CEQA compliance
  - Execution of Development Agreements
  - Site Plan/Design Review
  - Approval of Tentative Subdivision Maps
  - Rezoning (for precise land use).

Other approvals from other agencies that will/may be required include the following:

- U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, State Department of Fish and Game – Various habitat/species permits
- State Department of Conservation – Rescission of Williamson Act Contract on APN 042-030-03
- State Water Resources control Board – Stormwater Discharge Permits
- Caltrans and Yolo County - Encroachment permits
- Yolo County Local Area Formation Commission – Amendment of Sphere of Influence and Annexation

## **BACKGROUND**

The City's updated General Plan was adopted February 27, 1996, and guides growth in the City through 2020. The General Plan identifies that future residential growth will occur in a 1,748-acre "master plan" area south of the existing City limits at Gibson Road. This is shown in Figure 1.1 (Master Plan Boundary) of the June 2001 SLSP. In August of 1997, a development group called Turn of the Century Limited Liability Company (TOC, LLC) petitioned the City Council to initiate the specific plan process in a portion of the master plan area. The City received no other petitions. The Council approved the petition on December 2, 1997 and ultimately approved the subject Plan boundary, which comprises 1,097 acres of the 1,748-acre master plan area. This is shown in Figure 1.2 (Specific Plan Boundary) of the SLSP. It was anticipated that the 651-acre "remainder area" in the master plan area would be separately planned in a future specific plan effort.

The specific plan process commenced in January of 1998. Pursuant to the City's Procedures Guide, a Technical Advisory Committee (TAC) was formed comprised of key staff members from the City, the County, and a number of special districts. The TAC began reviewing preliminary land use plans provided by the applicant in the spring of 1998.

In October of 1998, the City Council directed that two Plans should be analyzed and compared throughout the process. In February of 1999, two alternative Specific Plans (Plan A and Plan B) were formally submitted by TOC, LLC.

Plan A proposed approximately 3,770 dwelling units on +/-598 gross acres, about 44 acres of commercial uses, over 280 acres of public and quasi-public land uses, about 65 acres of parkland, and over 100 acres of major streets and roads. Overall residential density as proposed was about 6.3 units per acre. Plan A was projected to result in a population of about 10,348 people. Of the total units, about 39 percent would have been multi-family units.

Plan B proposed approximately 3,745 dwelling units on +/-628 gross acres, 26 acres of commercial uses, over 280 acres of public and quasi-public land uses, about 65 acres of parkland, and over 100 acres of major streets and roads. Overall residential density as

proposed was about 6.0 units per acre. Plan B was projected to result in a population of about 10,616 people. Of the total units, about 33 percent would have been multi-family units.

Plans A and B were substantively similar in terms of land use and density. There were three main differences between the plans:

- Plan A proposed a grid-like pattern for arterial and collector streets. Plan B proposed a curvi-linear pattern.
- Plan A included a new crossing of State Route (SR) 113 midway between the two existing interchanges. Plan B included the right-of-way for such a crossing, but proposed a street pattern specifically designed to preclude the need for an overcrossing.
- Plan A included a proposed commercial town center. Plan B proposed a town center within future development in the remainder area of the Master Plan, but not within the Specific Plan.

On July 15, 1999 the City held a joint workshop between the Planning Commission and the City Council. At this meeting the Specific Plan submittals were introduced to the public by staff. A second group of property owners from within the Plan area presented two alternate plan concepts, which were later refined and submitted as one alternate land use plan, Plan C. Plan C proposed a grid-like street pattern and included a crossing over SR 113. Land uses were more evenly distributed over the Plan area. Neighborhoods were laid out to emphasize neighborhoods using combined elementary schools and neighborhood parks as focal points. The Plan included a greater range of densities and smaller areas for multi-family housing spread more evenly throughout the Plan area.

A Final Environmental Impact Report (FEIR) examining Plan A and B at an equal weight, and examining Plan C qualitatively, was released October 20, 1999. Planning Commission hearings on the Plans commenced in November of 1999. Six hearings were held at the Planning Commission on November 4, 18, 30 and December 2, 16, and 21. At the sixth hearing the Commission directed that community design workshops be held to solicit input from the public regarding the neighborhood design proposed for the Specific Plan area. These two workshops were held February 12 and 14, 2000 and were facilitated by an independent urban designer and city planner. As a result of the workshops a Community Concept Plan emerged and was presented to the Planning Commission on March 9, 2000. On March 16, the Commission voted to have the staff rewrite the Specific Plan text and prepare a detailed land use plan based on the Community Concept Plan and other direction given by the Commission. On June 8, 2000 the Commission recommended to the City Council, adoption of the Specific Plan reflected herein, and renamed the Plan, the Spring Lake Specific Plan.

On August 15, 2000 the City Council certified the project EIR (Resolution No. 4215) and tentatively approved the Planning Commission's Specific Plan with some corrections and modifications (Resolution No. 4216). The City Council also directed the following work tasks: revision of the traffic and circulation analysis; revision of the infrastructure plans; revision of the Plan text and exhibits; confirmation of consistency of the EIR with the revised Plan; revision of the fiscal analysis; revision of the financing plan; securing or property owner commitments (including financial participation and indemnification); and preparation of a final approval package (including appropriate resolutions, ordinances, and findings of fact).

A revised version of the Plan, as tentatively approved by the City Council was released dated August 2000 comprised of approximately 3,948 dwelling units on +/-704 gross acres; 11 acres of neighborhood commercial uses, 290 acres of public and quasi-public land uses, 32 acres of parkland, and 60 acres of other land uses (easements and roadways). Overall residential density was about 5.6 units per acre. Build-out population was projected at about 11,023 people. Of the total units, about 25 percent would have been multi-family units.

In September of 2000 the staff had the tentatively adopted land use map converted to electronic format at which time some modifications to the land use layout were made to accommodate the more accurate acreage determinations. The consultant incorporated proposed street rights-of-way and proper street alignments into the digitized land use exhibit. Precise calculations of net acreage by density and dwelling unit yield were developed. The net yield at that time was determined to be 3,710 units, with 2,732 (74 percent) single family units and 978 (26 percent) multi-family units. Another 334 multi-family units were identified for construction outside of the Plan area, in order to achieve 35 percent multi-family units overall.

In September through December 2000 staff, the applicant and their consultants, and other property owner representatives developed infrastructure cost estimates for major ("backbone") infrastructure, performed a number of financial feasibility assessments for the Specific Plan, and identified Plan modifications that would improve financial feasibility. On December 21, 2000 the City Council heard a report regarding the feasibility of the Plan, concurred that the Plan was infeasible, and gave direction to staff to make specific modifications that would improve feasibility. The Council also established a subcommittee of two Council members, key staff members, the applicant, and property owner representatives to identify additional Plan modifications with the goal of improving Plan feasibility.

The subcommittee and later technical committees met from January through March. The result of that effort was the following major modifications to the August 2000 version of the Plan (in no order):

- Total net dwelling units of 4,037;

- Change in ratio of required parkland from 10 acres per 1,000 population to 5 acres per 1,000 population;
- Elimination of segments of previously planned collector roadways;
- Narrowing of proposed roadway cross-sections including decreases in planned roadside landscaping;
- Identification of an on-site 5-acre detention pond;
- Assumption of a force main sewer system rather than a gravity sewer system;
- Decrease in the size of central park from 8 acres to 4 acres;
- Various modifications to development regulations;
- Various modifications to land use designations;
- Revisions to the text and maps in the Plan including revisions to the land use map, and
- Changing the timing of certain improvements (e.g. SR 113 overpass and sport spark)

The subject revised Specific Plan dated June 2001 was subsequently released for public review. On July 5, 9, and 19, 2001 the Planning Commission considered the modified Plan. On July 19<sup>th</sup> the Commission approved Planning Commission Resolution No. 2001-1 recommending to the City Council specified changes to the June 2001 Specific Plan, finding the Plan to be consistent with the City General Plan, and recommending approval of the Plan.

On July 24, 2001 the City Council considered the revised Plan and Planning Commission recommendations, and again tentatively approved the Plan with some changes as recommended by the Planning Commission and staff.

Among other work tasks directed by the Council was confirmation of the adequacy of the certified EIR for the purposes of approving the revised Plan.

## **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 are necessary:

1. Identify the differences between the SLSP as proposed and Plans A and B as proposed.

2. Examine the range of impact analysis in the original EIR to determine if the impacts of the SLSP 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.

Item 1 is addressed in the text below and in Attachment A, Project Comparison Tables and Exhibits (Tables 1 through 8, and Exhibits 1 through 3). Item 2 is addressed on an impact-by-impact and mitigation-by-mitigation basis in Attachment B, Detailed EIR Analysis (Summary of Table 9, and Table 9). Item 3 is addressed in Attachment C, Section 15162 Analysis (Table 10). Updated technical analyses are provided in Attachment D, Updated Technical Studies (Summary of Transportation Impact Analysis Update, and Transportation Impact Analysis Update).

A summary of the land uses for plan A, Plan B and the SLSP is provided below.

### **Identification of Differences Between SLSP and Plan A**

A review of the differences between the June 2001 SLSP and TOCSP Plan A is provided below. Where relevant, additional discussion is provided below each item

- SLSP has substantially the same proposed land uses, but in differing amounts.

The SLSP has 82.2 more acres of single family land, 15.1 fewer acres of multi-family land, 34.4 fewer acres of commercial land, 16.5 fewer acres of public/quasi-public land, 8.1 fewer acres of parkland, and 26 more acres of major streets right-of-way.

- Offsite infrastructure for the SLSP would convert 34 more acres of farmland to urban uses, due to the location of the Sports Park.
- SLSP would establish an 83-foot buffer between agricultural uses to the south, by virtue of the proposed right-of-way for CR 25A. Plan A proposed a 110-foot right-of-way for CR 25A.
- SLSP has no Office Commercial or General Commercial. Plan A has 25 acres and 7 acres, respectively.

The higher amount of commercial acreage was determined through the process to be unsustainable. This is evidenced by the undeveloped County Fair Mall expansion area and the Sycamore Ranch general commercial sites, both of which remain vacant. Development of these sites is awaiting the units in the SLSP. Without the added population, these sites are not viable for development and would remain vacant. SLSP has smaller and more dispersed (4 nodes) neighborhood-serving retail commercial (34.4 fewer total acres; 76 percent smaller total area).

SPRING LAKE SPECIFIC PLAN Land Use Comparison						
LAND USE	TOC PLAN A		TOC PLAN B		SLSP (6/01)	
	acres <sup>11</sup>	units	acres <sup>11</sup>	units	acres <sup>10</sup>	units
Single Family <sup>1</sup> ≤8 du/ac	516.7	2,296	559.2	2,508	598.9	2,866
Multi-Family <sup>1</sup> >8 du/ac	81.1 <sup>9</sup>	1,474 <sup>9</sup>	68.2 <sup>9</sup>	1,237 <sup>9</sup>	66.0	1,171
<i>Subtotal</i>	597.8	3,770	627.4	3,745	664.9	4,037
Commercial <sup>2</sup>	45.4		26.0		11.0	
Public/ Quasi-Public <sup>3</sup>	299.1		293.7		282.6	
Parks <sup>4</sup>	74.3		74.0 <sup>7</sup>		32.2 <sup>6</sup>	
Major Streets and Roads	80.3 <sup>5</sup>		75.8 <sup>5</sup>		106.3 <sup>8</sup>	
<i>Subtotal</i>	499.1		469.5		432.1	
<b>TOTAL</b>	1,096.9	3,770	1,096.9	3,745	1,096.9	4,037

<sup>1</sup> Eight (8) units or less per acre is considered single family; greater than 8 units is considered multi-family.  
<sup>2</sup> Includes general, retail, office, and neighborhood.  
<sup>3</sup> Includes schools, college, County property, fire station, detention basin, public utility easements, institutional and drainage facilities.  
<sup>4</sup> Includes neighborhood parks, central park, mini-parks, CR 101 parkway, and greenbelt loop.  
<sup>5</sup> Includes roadways and urban forest.  
<sup>6</sup> 34-acre Sports Park to be developed offsite, in the Master Plan remainder area.  
<sup>7</sup> Assumes 8.3 acres of triangle park in Specific Plan, 4.4 acres in remainder area.  
<sup>8</sup> Includes roadway rights-of-way ≥68 feet.  
<sup>9</sup> Includes affordable units, senior units, and convalescent units.  
<sup>10</sup> Net acres.  
<sup>11</sup> Gross acres.

Source: TSCHUDIN CONSULTING GROUP, September 2001. WOODLAND\SPECPLAN\REWRIT

- SLSP has a neighborhood orientation, focused around five future neighborhoods throughout the entire Master Plan area with individual central focal points created by an elementary school, neighborhood park, and small neighborhood commercial center. Plan A does not take this approach.
- SLSP has a modified layout of residential uses with densities in the follows ranges: R-3 (1.0 to 3.0 du/ac); R-4 (>3.0 to 4.0 du/ac); R-5 (>4.0 to 5.0 du/ac); R-8 (6.0 to 8.0 du/ac); R-15 (10.0 to 15.0 du/ac); R-20 (18.0 to 20.0 du/ac); R-25 (>20.0 to 25.0 du/ac). SLSP also has multi-family housing dispersed in 12 locations through out the Plan area with no one location exceeding 125 units, and with a variety of types of

units. Plan A proposes densities in the following ranges: SFR-3; SFR-4; SFR-5; SFR-6; MFR-18; and MFR-20. Plan A proposes multi-family housing in three locations of between 500 and 700 clustered apartment units.

The SLSP is substantively more consistent with the General Plan in this regard.

- SLSP has 570 more single family units and 303 fewer multi-family units. SLSP would result in 923 more people, and 1,048 fewer jobs.

The Plan A ratio of single family and multi-family units is 61/39. The SLSP ratio is 71/29, plus a requirement for the additional 74 affordable off-site units. The jobs/housing ratio would be substantively different at the Specific Plan level (0.07 for SLSP; 0.35 for Plan A), but substantially the same at the Master Plan level (0.24 for SLSP; 0.25 for Plan A).

- SLSP would result in 259 very low income units, and 453 low income units, for a total of 712 or 17.6 percent affordable units. Plan A includes 221 very low income units and 377 low income units, for a total of 598 or 15.9 affordable units.

The SLSP requires 5 percent more very low income multi-family units than Plan A. The SLSP also includes the requirement for 74 off-site affordable apartments.

- The R-5 designation within the SLSP requires duplexes on 50 percent of the corner lot. Plan A has no such requirement.
- SLSP has 267 (7.1 percent) more units overall. This is net of streets  $\geq$  68 feet in right-of-way width and based on a digitized map, so it is more precise. Plan A was not digitized and all break-downs were based on gross acres, so it is less precise.

A difference of up to 10 percent between gross and net calculations is not unusual. The City considers this difference well within the acceptable margin when converting from gross to net on a project of this magnitude.

- SLSP includes an annual monitoring requirement to ensure that the GP growth cap is not exceeded. Plan A included no such requirement.
- SLSP land use plan and text is more refined and detailed.
- SLSP requires greenbelts, bicycle/pedestrian Class 1 looped system, and subdivision trails in a coordinated system throughout the Plan area. Construction is required as development occurs. Plan A proposes a conversion of CR 101 to an exclusive bikeway at an unspecified point beyond 2020 and includes some greenbelt-like features in the "executive" housing area on the south end of the Plan only.

The SLSP "loop" system links all parks, neighborhood commercial nodes, and schools in a coordinated system of off-street pathways, for which funding and timing have been specified. The Plan A proposal for CR 101 provided no details and may not be feasible. Alternative vehicular circular after conversion is not addressed. Also funding and timing are not addressed.

- SLSP includes the high school and all property in the southeast quadrant of SR 113 and Gibson Road in Phase One. Plan A includes these properties in Phase Two.

Inclusion of these properties in Phase Two would serve to preclude contiguous growth. It would also preclude development of the high school which is necessary to serve the first development in the Plan area.

- SLSP has three elementary schools. Plan A has two elementary schools.

Three schools are necessary under either plan to meet expected student yield.

- Under the SLSP, the Sports Park would be located in the Master Plan remainder area which increases the area of impact by 34 acres. SLSP also includes funding for acquisition and development, with initial development required by build-out of the SLSP and full development required by build-out of the Master Plan remainder area. Plan A shows the Sports Park just south of the middle school, and is silent regarding funding and timing.
- SLSP includes a central park integrated into a town center, plus three neighborhood parks. In addition, the Sports Park will be developed offsite under the SLSP. Plan A incorporates the Sports Park and one of the neighborhood parks into the town center and does not propose a separate central park.
- SLSP includes 56.4 acres of parkland which equates to 5.0 acres per 1,000 population. Plan A includes 60.0 acres of parkland which equates to 6.3 acres per 1,000 population.

The SLSP satisfies the Park Master Plan minimum of 5 ac/1,000, and achieves 7.4 ac/1,000 or more with the inclusion of the greenbelts, and park areas on school grounds. Plan A achieves 6.3 ac/1,000, however this includes 5.1 acres of mini-parks, which are precluded in the SLSP and therefore are not counted. Both Plans satisfy the Parks Master plan minimum of 5 ac/1,000 and are substantially consistent with the General Plan requirement of 6 ac/1,000.

- SLSP has a more "direct" grid pattern, however, the street layout is substantially similar between the two. SLSP has a higher density of streets.

The SLSP would result in a major street density of just over 8 centerlane miles per square mile. Plan A would result in 7 centerlane miles per square mile. SLSP has a higher density of streets which is desirable given General Plan goals.

- SLSP establishes maximum block lengths (dependent on density and lot size) of 980 feet and a target of 400 to 600 feet with a goal of no more than 10 homes on one side of a street segment. Plan A sets no such parameters and proposes some block lengths that would exceed the General Plan maximum of 1,320 feet.
- SLSP would result in 56,450 daily vehicle trips (98,890 in the entire Master Plan at build-out). Plan A would result in 52,200 daily vehicle trips (115,330 in the entire Master Plan at build-out).

- SLSP contains cross-sections for future expansion of CR 101 and East Street specifically designed to preserve existing tree canopy along these roadways. Plan A does not make these accommodations.
- SLSP includes a cross-section for CR 25A that accommodates agricultural traffic and farm equipment in two 8-foot emergency/bicycle lanes. Plan A does not.
- SLSP lists and identifies traffic signal locations throughout and outside of the Plan area. Plan A does not identify signal locations.
- SLSP has different street standards that are substantially consistent with City standards and the General Plan requirements, but generally include more landscaping. SLSP proposes a 57-foot local street that can be reduced to a 54-foot right-of-way under specified circumstances. Both are consistent with the General Plan. Plan A proposes a 33-foot local street with a 28-foot street section that is inconsistent with the General Plan.
- SLSP limits the use of cul-de-sacs to no more than 50 percent of the local streets. Plan A establishes no limit.
- SLSP incorporates an overpass of SR 113, including ROW and funding for construction. Construction is required no later build-out of the Master Plan remainder area. Plan A identifies the improvement but is silent on funding or timing for construction.
- SLSP contains three grade-separated bicycle pedestrian overcrossings. Plan A contains two.
- SLSP requires construction of the fire station 8 to 9 years earlier (early in 2007) to ensure maintenance of four-minute response times. Plan A proposes the fire station after 2015.
- SLSP would generate 1,146,730 gallons of sewage per day. Plan A would generate 1,114,003.
- SLSP would utilize 3,733 acre-feet of water per year. Plan A would utilize 3,230 acre-feet of water per year.
- SLSP would generate 11.4 tons of solid waste per day. Plan A would generate 15.0 tons of waste per day.
- SLSP contains provisions for library services. Plan A does not.
- SLSP has met all tests of financial feasibility. Plan A does not.

- SLSP is “self-mitigating” in that it includes most relevant EIR mitigation measures within the text and meets or exceeds all minimum service ratios. Plan A is not.
- SLSP has been tentatively determined by the City Council to be consistent with General Plan policies and requirements. Plan A requires General Plan amendments.

### **Identification of Differences Between SLSP and Plan B**

A review of the differences between the June 2001 SLSP and TOCSP Plan B is provided below. Where relevant, additional discussion is provided below each item

- SLSP has substantially the same proposed land uses, but in differing amounts.

The SLSP has 39.7 more acres of single family land, 2.2 fewer acres of multi-family land, 15.0 fewer acres of commercial land, 11.1 fewer acres of public/quasi-public land, 7.8 fewer acres of parkland, and 30.5 more acres of major streets right-of-way.

- SLSP would result in conversion of 34 more acres of farmland to urban uses, due to the location of the Sports Park.
- SLSP would establish an 83-foot buffer between agricultural uses to the south, by virtue of the proposed right-of-way for CR 25A. Plan B proposed a 110-foot right-of-way for CR 25A.
- SLSP has no Office Commercial or General Commercial. Plan B has 19 acres and 7 acres, respectively.

The higher amount of commercial acreage was determined through the process to be unsustainable. This is evidenced by the undeveloped County Fair Mall expansion area and the Sycamore Ranch general commercial sites, both of which remain vacant. Development of these sites is awaiting the units in the SLSP. Without the added population, these sites are not viable for development and would remain vacant.

- SLSP has 11 acres of Neighborhood Commercial in four small nodes dispersed throughout the Plan area. Plan B has no Neighborhood Commercial.
- SLSP has a neighborhood orientation, focused around five future neighborhoods throughout the entire Master Plan area with individual central focal points created by an elementary school, neighborhood park, and small neighborhood commercial center. Plan B does not take this approach.
- SLSP has a modified layout of residential uses with densities in the follows ranges : R-3 (1.0 to 3.0 du/ac); R-4 (>3.0 to 4.0 du/ac); R-5 (>4.0 to 5.0 du/ac); R-8 (6.0 to 8.0 du/ac); R-15 (10.0 to 15.0 du/ac); R-20 (18.0 to 20.0 du/ac); R-25 (>20.0 to 25.0 du/ac). SLSP also has multi-family housing dispersed in 12 locations through out the Plan area with no one location exceeding 125 units, and with a variety of types of units. Plan B proposes densities in the following ranges: SFR-3; SFR-4; SFR-5; SFR-

6; MFR-18; and MFR-20. Plan B proposes multi-family housing in two locations of between 450 and 700 clustered apartment units.

The SLSP is substantively more consistent with the General Plan in this regard.

- SLSP has 358 more single family units and 66 fewer multi-family units. SLSP would result in 655 more people, and 546 fewer jobs.

The Plan B ratio of single family and multi-family units is 67/33. The SLSP ratio is 71/29, plus a requirement for the additional 74 affordable off-site units. The jobs/housing ratio would be substantively different at the Specific Plan level (0.07 for SLSP; 0.22 for Plan B), but substantially the same at the Master Plan level (0.24 for SLSP; 0.26 for Plan B).

- SLSP would result in 259 very low income units, and 453 low income units, for a total of 712 or 17.6 percent affordable units. Plan B includes 186 very low income units and 375 low income units, for a total of 561 or 15.0 percent affordable units.

The SLSP requires 5 percent more very low income multi-family units than Plan B. The SLSP also includes the requirement for 74 off-site affordable apartments.

- The R-5 designation within the SLSP requires duplexes on 50 percent of the corner lot. Plan B has no such requirement.
- SLSP has 292 (7.8 percent) more units overall. This is net of streets  $\geq$  68 feet in right-of-way width and based on a digitized map, so it is more precise. Plan B was not digitized and all break-downs were based on gross acres, so it is less precise.

A difference of up to 10 percent between gross and net calculations is not unusual. The City considers this difference well within the acceptable margin when converting from gross to net on a project of this magnitude.

- SLSP includes an annual monitoring requirement to ensure that the GP growth cap is not exceeded. Plan B included no such requirement.
- SLSP land use plan and text is more refined and detailed.
- SLSP requires greenbelts, bicycle/pedestrian Class 1 looped system, and subdivision trails in a coordinated system throughout the Plan area. Construction is required as development occurs. Plan B proposes a conversion of CR 101 to an exclusive bikeway at an unspecified point beyond 2020 and includes some greenbelt-like features in the "executive" housing area on the south end of the Plan only.

The SLSP "loop" system links all parks, neighborhood commercial nodes, and schools in a coordinated system of off-street pathways, for which funding and timing have been specified. The Plan B proposal for CR 101 provided no details and may not be feasible. Alternative vehicular circular after conversion is not addressed. Also funding and timing are not addressed.

- SLSP includes the high school and all property in the southeast quadrant of SR 113 and Gibson Road in Phase One. Plan B includes these properties in Phase Two.

Inclusion of these properties in Phase Two would serve to preclude contiguous growth. It would also preclude development of the high school which is necessary to serve the first development in the Plan area.

- SLSP has three elementary schools. Plan B has two elementary schools.

Three schools are necessary under either plan to meet expected student yield.

- Under the SLSP the Sports Park would be located in the remainder area which would increase the impact area by 34 acres. SLSP also includes funding for acquisition and development, with initial development required by build-out of the SLSP and full development required by build-out of the Master Plan remainder area. Plan B shows the Sports Park just south of the middle school, and is silent regarding funding and timing.
- SLSP includes a central park integrated into a town center, plus three neighborhood parks. In addition, the Sports Park would be developed offsite. Plan B moves the town center into the Master Plan remainder area and does not propose a separate central park.
- SLSP includes 56.4 acres of parkland which equates to 5.0 acres per 1,000 population. Plan B includes 60.3 acres of parkland which equates to 6.2 acres per 1,000 population.

The SLSP satisfies the Park Master Plan minimum of 5 ac/1,000, and achieves 7.4 ac/1,000 or more with the inclusion of the greenbelts, and park areas on school grounds. Plan B achieves 6.2 ac/1,000, however this includes 5.1 acres of mini-parks, which are not precluded in the SLSP and therefore are not counted. Both Plans satisfy the Parks Master Plan minimum of 5 ac/1,000 and are substantially consistent with the General Plan requirement of 6 ac/1,000.

- SLSP has a different street payout with a grid pattern. SLSP has a higher density of streets.

Plan B proposes a curvi-linear major street pattern that purposefully funnels traffic to the CR 25A/SR 113 freeway access. This curvi-linear pattern is not consistent with the General Plan and results in the need for additional roadway and freeway ramp improvements. It also results in a confusing street pattern. The SLSP would result in a major street density of just over 8 centerlane miles per square mile. Plan B would result in 6 centerlane miles per square mile. SLSP has a higher density of streets which is desirable given General Plan goals.

- SLSP establishes maximum block lengths (dependent on density and lot size) of 980 feet and a target of 400 to 600 feet with a goal of no more than 10 homes on one side of a street segment. Plan B sets no such parameters and proposes block lengths longer than the General Plan maximum of 1,320 feet.

- SLSP would result in 56,450 daily vehicle trips (98,890 in the entire Master Plan at build-out). Plan B would result in 48,240 daily vehicle trips (127,240 in the entire Master Plan at build-out).
- SLSP contains cross-sections for future expansion of CR 101 and East Street specifically designed to preserve existing tree canopy along these roadways. Plan B does not make these accommodations.
- SLSP includes a cross-section for CR 25A that accommodates agricultural traffic and farm equipment in two 8-foot emergency/bicycle lanes. Plan B does not.
- SLSP lists and identifies traffic signal locations throughout and outside of the Plan area. Plan B does not identify signal locations.
- SLSP has different street standards that are substantially consistent with City standards and the General Plan requirements, but generally include more landscaping. SLSP proposes a 57-foot local street that can be reduced to a 54-foot right-of-way under specified circumstances. Both are consistent with the General Plan. Plan B proposes a 33-foot local street with a 28-foot street section that is inconsistent with the General Plan.
- SLSP limits the use of cul-de-sacs to no more than 50 percent of the local streets. Plan B establishes no limit.
- SLSP incorporates an overpass of SR 113, including ROW and funding for construction. Construction is required no later build-out of the Master Plan remainder area. Plan B would preserve the right-of-way for this improvement, but the improvement itself is not proposed, and funding and timing are not addressed.
- SLSP contains three grade-separated bicycle pedestrian overcrossings. Plan B contains two.
- SLSP requires construction of the fire station 8 to 9 years earlier (early in 2007) to ensure maintenance of four-minute response times. Plan B proposes the fire station after 2015.
- SLSP would generate 1,146,730 gallons of sewage per day. Plan B would generate 1,100,283.
- SLSP would utilize 3,733 acre-feet of water per year. Plan B would utilize 3,282 acre-feet of water per year.
- SLSP would generate 11.4 tons of solid waste per day. Plan B would generate 12.9 tons of waste per day.
- SLSP contains provisions for library services. Plan B does not.

- SLSP has met all tests of financial feasibility. Plan B does not.
- SLSP is “self-mitigating” in that it includes most relevant EIR mitigation measures within the text and meets or exceeds all minimum service ratios. Plan B is not.
- SLSP has been tentatively determined by the City Council to be consistent with General Plan policies and requirements. Plan B requires significant General Plan amendments.

### **Applicability of EIR to SLSP**

As examined in Attachment B (Detailed EIR Analysis) the potential impacts from the SLSP all fit within the range of impact analysis contained in the original EIR. The SLSP does not result in any new impacts, nor does it cause the level of significance for any previously identified impacts to change. No new mitigation measures are required, though some rewording and revisions are appropriate. Of 179 mitigation measures identified in the EIR, 96 (54 percent) are no longer required, primarily because the SLSP includes them as requirements of the Plan thus making it “self-mitigating”. The other 83 measures have been identified as remaining applicable, primarily because they contain more specific performance standards that were not included in the SLSP text. Of the 83 remaining measures, minor modifications and revisions are proposed for 11 of them to make them more applicable to the SLSP. See Attachment B, Summary of Table 9 Findings.

- Measure 4.2-1 (1:1 Mitigation for Loss of Farmland) requires modification to make the measure applicable to the Sports Park which is located off-site in the SLSP.
- Measure 4.2-5(b) (Mitigation for General Plan Consistency) requires modification because amendment of the General Plan is not required by the SLSP, but a finding of consistency is required.
- Measure 4.5-4(a) or (b) (1:1 Mitigation for Loss of Swainsons Hawk Foraging Habitat) requires modification to make the measure applicable to the Sports Park which is located off-site in the SLSP.
- Measure 4.6-5(a)(i) 6<sup>th</sup> bullet (Mitigation for Bicycle Facilities) requires modification to eliminate all measures that are already identified in the SLSP as development regulations.
- Measure 4.11-2(a) (Mitigation for Multi-Family Ratio) requires modification to clarify that a finding of consistency with the General Plan is required.

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<sup>1</sup> Note: This number does not include 47 impacts identified as less-than-significant, for which no mitigation is required.

- Measure 4.13-1(e) (Fire Service Demand Mitigation) requires modification to eliminate the portion of the measure already included in the revised SLSP.
- Measure 4.13-13(a) (Water Demand Mitigation) requires modification to delete the portion of the measure already included within the SLSP text.
- Measure 4.14-8(b) (Library Facilities Mitigation) requires modification to delete the portion of the measure already included within the SLSP text.
- Measure 4.6-6 (Intersection Improvements for Cumulative Impacts) is revised (item "i") because "D Street" under Plan A is "Collector 2" under the SLSP.
- Measure 4.6-6 is also revised because the intersection of CR 25A and CR 101 (item "l") and the intersection of Parkway Drive and Collector 2 (item "m") should be added to the list of intersections for which a signal and approach widening will likely be required under SLSP. The list identifies all potential signals for the Plan area, at build-out. It should be noted that it is unlikely that all identified signals on the list will be needed.
- Measure 4.13-1(b) (Fire Service Demand Mitigation) is revised to reflect that the SLSP programs the station to be operational no later than 2007 but that the 4-minute response time remains the trigger performance standard.

In summary, as substantiated in Attachment B, the City concludes that the impacts of the SLSP do fall within the framework of the original analysis, and are addressed within the impacts analysis in the EIR.

### **Section 15162 Thresholds**

The matrix in Table 10 (Attachment C, Section 15162 Analysis) provides verbatim wording from the Guidelines and an analysis of the applicability of the particular language to the subject project. 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**

### **Attachment A (Project Comparison Tables and Exhibits)**

- Table 1 (Plan A Land Use Table)
- Exhibit 1 (Plan A Land Use Plan)
- Table 2 (Plan B Land Use Table)
- Exhibit 2 (Plan B Land Use Plan)
- Table 3 (SLSP Land Use Table)
- Exhibit 3 (SLSP Land Use Plan)
- Table 4 (Land Use Comparison)
- Table 5 (Comparison of Density and Unit Type)
- Table 6 (Population, Employment, and Housing Comparison)
- Table 7 (Comparison of Land Use By Plan)
- Table 8 (Affordable Housing Comparison)

### **Attachment B (Detailed EIR Analysis)**

- Summary of Table 9 Findings
- Table 9 (Applicability of TOCSP EIR Mitigation Measures to Revised SLSP)

### **Attachment C (Section 15162 Analysis)**

- Table 10 (Comparison of 15162 CEQA Requirements and Project)

### **Attachment D (Updated Technical Studies)**

- Summary of Transportation Impact Analysis Update
- Transportation Impact Analysis Update (October 15, 2001)