

# Woodlake General Plan Draft Environmental Impact Report

## PROJECT DESCRIPTION

### 2.01 Project

The term "project" shall refer to the proposed General Plan for the City of Woodlake. The General Plan will contain three elements: land use element, circulation element, and the open space, parks, recreation and conservation element. A description of the General Plan's elements are provided below:

#### Land Use Element

The land use element will delineate the location of land uses within the planning area. The element will also establish population densities for the four residential designations mentioned in the Element. Exhibit No. 1 shows the location of existing and planned land uses within the planning area. Using population projections for the years 2018 and 2028 (see Table No. 1), estimates for land demand for various land use categories have been provided in the land use element. These estimated acreage demands for these land use categories are contained in Table No. 2 of this report. The location of these land use categories will be based on the goals and policies of the land use, circulation and open space, recreation and conservation elements of the General Plan.

The three "new growth" areas forwarded by the General Plan include land in three of Woodlake's four quadrants. All these areas are currently outside the city limits. A brief description of these areas is provided below:

#### Southwest Quadrant

There are four parcels, containing approximately 20 acres and located south of West Bravo Avenue and east of Antelope Creek, that are suitable for residential development. They are adjacent to existing residential development, sewer and water services are available to the parcels and roadway access is available from West Bravo and West Ropes avenues.

#### Northwest Quadrant

West of Woodlake there exists 320 acres of land that is currently under agricultural production and is adjacent the city's western city limits. The eastern 80 acres of this block of land lies between Antelope Creek and the Mulberry

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Street alignment. This area is contiguous to the city limits. Roadway access to this area would be provided by six city streets that currently terminate at the eastern edge of this block of land. Sewer and water lines are also available to this 80-acre corridor of land. These lines are contained within the right-of-way of the six streets previously mentioned.

### Northeast Quadrant

Situated between East Wutchumna and East Cajon avenues there exists 75 acres of land that currently is under agricultural production. Access to this area is provided by Cajon Avenue on the north, Wutchumna Avenue on the south, State Highway 245 from the west and the future extension of Castle Rock Street from the east. Sewer and water lines can be extended into this area from lines that already exist along Wutchumna Avenue.

This quadrant also contains 40 acres of land that is zoned to the Urban Reserve district but could be reclassified to a residential zone. The property is north of Wutchumna Avenue and east of the northerly extension of Castle Rock Street. Development of this parcel will be expensive in that sewer, water and roadway improvements will be required to be extended up to a quarter mile in distance.

The future demand for retail/office, service commercial and industrial uses can be accommodated within Woodlake's existing city limits. There is enough vacant land within the city limits to provide for 20 years of growth for each of these land use categories.

The land use element also shows four major public facility designations - the Woodlake Water Treatment Plant (45 acres), the Woodlake Airport (82 acres), Bravo Lake (350 acres, operated by the Wutchumna Water Company) and the Sentinel Butte Mutual Water Company well field (70 acres). Each of these designations is designated either as open space or public facility.

The land use designations detailed in the Element are listed below. The population densities for the residential designations are also defined.

### Residential

**Very Low Density** - a maximum of two dwelling units per gross acre, or eight persons per acre. Development in this category may not be required to install sidewalks,

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curbs/gutters or street lights, or connect to the city's waste water collection system. It will be required to connect to the city's water system.

**Low Density** - a maximum of 5 dwelling units per gross acre, or 14 persons per acre. Development in this category shall be required to install sidewalks, curbs, gutters, sidewalks and street lights, and connect to the city's sewer, storm drain and water systems.

**Medium Density** - a maximum of 15 dwelling units per gross acre, or 58 persons per acre. Development in this category shall be required to install all the same improvements that are required in the low density residential designation. Medium density development could encompass a mix of single family and multi-family uses, including duplex, triplex, four-plex units and mobile home parks.

**High Density** - a maximum of 29 dwelling units per gross acre, or 112 persons per acre. Development in this category could encompass apartment complexes, senior citizen projects or single family condominiums.

**Office** - An office designation shall be reserved for lands located along Valencia and Naranjo Boulevards in or near the downtown. Some of the parcels within these two areas contain single family dwellings.

### **Commercial**

**Neighborhood commercial** designations shall be located within or adjacent to a residential neighborhood located on the fringe of the community. This designation shall provide local residents with nearby commercial uses that would be used on a frequent basis.

**Central commercial** designations shall be reserved for properties generally located on Valencia and Naranjo Boulevards and for specific blocks just off these boulevards. This designation shall provide for shopping centers, highway commercial uses, retail uses, and offices.

**Service commercial** designations shall be reserved for properties generally located in Woodlake's two industrial parks, and to a lesser extent, the Woodlake Airport. This designation shall provide for uses that include a mix of light industrial and heavy commercial uses.

**Industrial** development will be restricted to Woodlake's two industrial parks and the

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Woodlake Airport. The larger of the two parks is situated on the south side of Naranja Boulevard between Road 196 and Antelope Creek. The smaller of the two industrial parks is situated along south Acacia Street between Ropes and Deltha Avenues. This designation will provide for uses that are involved in manufacturing, processing, warehousing, and certain service commercial uses. Industrial uses adjacent to the Woodlake Airport will most likely be related to airport uses.

### **Public Facilities**

This designation is reserved for facilities that are frequented by the public, including schools, airport, the post office, and city hall. Development with this designation will have the following distinguishing features - the subject site will be landscaped, off-street parking will be required and signs shall be regulated. All new public facilities shall undergo site plan review. Schools will receive special attention in regards to pedestrian, bike and bus circulation.

### **Open Space**

This designation is applied to lands that will remain generally free of buildings. Uses that would receive this designation would include parks, agricultural land, playing fields, open space along waterways, such as the St. Johns River and Antelope Creek, Bravo Lake, Bravo Lake Botanical Garden, and properties on steeply sloping lands.

### **Urban Reserve (Agriculture)**

This designation is applied to lands that are being, or have the capacity to be, actively farmed but are within the planning area and proposed to be eventually developed. Further, this designation could also be applied to lands that contain agriculturally-related uses, such as packing houses, cold storage operations or agriculturally-related businesses.

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### Circulation Element

The circulation element will show the type and location of circulation routes in the planning area, which range from bike paths to arterial roadways. The element will also illustrate a typical cross-section of each identified route. Exhibit No. 2 shows the alignment of planned and future circulation routes. The circulation designations detailed in the element are listed below.

#### **Arterials**

Two state highways traverse the City of Woodlake - State Route 245 and State Route 216. SR 245 connects Woodlake with State Route 198 to the south and State Route 180 to the north. These are the two primary access routes into Sequoia and Kings Canyon National Parks, respectively. These highways provide for through traffic movement on continuous routes through Woodlake. In Woodlake, these routes are 2-lane, undivided roadways that have rights-of-way widths that range from 60 to 80 feet. Parking is generally provided on both sides of the roadway. In Woodlake, the two state highways are classified as truck routes. Most of the trucks operating on these routes are transporting agricultural goods (citrus, olives, tree fruit) or live stock (cattle).

In 2004, State Route 216 had an average daily traffic volume of 4,550 vehicles per day while State Route 245 carried 3,250 vehicles per day. The Level of Service (LOS) rating for these routes were C and B, respectively.

Road 196, located on the western fringe of the community, is also a designated arterial roadway. This roadway links State Route 216 with State Highway 198. This roadway is also a designated truck route. In 2004, Road 196 carried 3,970 vehicles per day; operating at a LOS of B.

#### **Collectors**

Collectors provide traffic movement around and through Woodlake. Woodlake's collectors provide traffic movement through neighborhoods and link them to the city's arterial roadway system. Collectors generally contain two travel lanes and two parking lanes, contained within a rights-of-way that range from 50 to 60 feet. Collector roadways in Woodlake are as follows:

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## North/South Collectors

<u>Roadway</u>	<u>Connections</u>
Road 204	Ropes Avenue to Cajon Avenue
Cypress Road	State Route 216 to Cajon Avenue
Castle Rock Rd.	State Route 216 to Wutchumna Avenue

## East/West Collectors

<u>Roadway</u>	<u>Connections</u>
Riverside Avenue	State Route 245 to St. Johns Road
Ropes Avenue	State Route 245 to Road 204
Lakeview Avenue	Cypress St. to Castle Rock Road
Sierra Avenue	State Route 245 to Castle Rock Road
Wutchumna Ave.	State Route 245 to Castle Rock Road
Cajon Avenue	State Route 245 to Millwood Drive

## **Local Roadways**

Local roadways provide for internal traffic movement within residential neighborhoods. Adjacent property has direct access to these types of roadways. Local roadways contain two travel lanes and two parking lanes. They have rights-of-way widths that range from 52 to 60 feet.

## **Alleys**

Alleys provide rear access to residential dwellings in older neighborhoods and to commercial buildings in the downtown area. Typically, many alleys contain above- (electricity and CATV) and below-ground utilities (sewer and water lines). They also serve as a route for trash pickup. Woodlake has an extensive alley system. Most of the alleys are 20 feet wide and are unpaved.

## **Bike Paths**

Woodlake has a Class I bike path that extends 6,000 feet from Magnolia Street to St. Johns Street through the abandoned Visalia Electric Railroad right-of-way. In addition,

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there exists a Class I bike path on top of the bank that surrounds Bravo Lake. This pathway runs around the northwest corner of the lake from State Route 245 to Pomegranate Street, a distance of 5,000 feet.

Both bike paths are 10 feet wide and composed of asphalt. The two systems are linked at the Bravo Lake Botanical Garden, which fronts onto State Route 216.

### **Sidewalks**

Woodlake has an extensive system of sidewalks. Each year the City installs sidewalks in neighborhoods where this improvement is lacking as well as accessory improvements like crosswalks, lighting and signage to improve “safe-routes-to-school”.

### **Public Transportation**

Two public transportation systems are available to residents of Woodlake. The City’s Dial-A-Ride system provides a 17-passenger bus that transports people to destinations within the city limits, including doctor’s offices, school and shopping centers. The system operates between the hours of 8:30 am and 4:30 pm, Monday through Friday.

The Tulare County Transit System operates Monday through Friday and provides bus service to surrounding cities, including Lindsay, Exeter, Porterville, Tulare and Visalia. The present schedule provides two locations in Woodlake where persons can connect with the county bus system. Pick-up and drop-off are available five times daily.

### **Air Service**

Woodlake is served by the Woodlake Airport, which is a small airport that attracts small, private plane traffic. During the winter months, when fog has prevented flights from landing at the Visalia Airport, small transport planes off-load their cargo in Woodlake and then drive the cargo to Visalia.

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## Open Space, Parks, Recreation and Conservation Element

The **open space** portion of this Element identifies lands that are appropriate for open space, which includes parks, farmland, floodplains, gardens and Lake Bravo. The Element establishes goals, policies, action programs and standards for the conservation and treatment of open space.

Specific requirements of the **conservation** portion of the Element are identified in Government Code Section 65302 (d). This portion of the element includes "the conservation, development and utilization of natural resources, including water, forests, soils, rivers and other waters, wildlife, and other natural resources." Items that are addressed in this category include the conservation of:

- o Agricultural lands
- o Soils
- o Air and water quality
- o Mineral resources
- o Wildlife habitat
- o View opportunities
- o Flood plains

The Parks and Recreation Element is an optional element of the General Plan. This Element identifies existing and potential recreational opportunities within the community, including the location of passive and active parks and open space amenities. Since it is closely related to the City's open space system, integration of the four documents into one element makes good planning sense.

The Open Space, Parks, Recreation and Conservation Element is one of the seven mandatory elements of the General Plan. Exhibit No. 3 shows the general location of parks, open space and recreation facilities for the planning area. The Element contains the following sections:

- 1) Introduction;
- 2) Existing conditions;
- 3) Population and park land need projections;
- 4) Goals, policies and action plans;
- 5) Quimby Act Calculations; and
- 6) Open Space, Parks, Recreation and Conservation map.

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## 2.02 Project Description

This section of the EIR details the specific amounts of land that population growth within Exeter over the planning period will demand. Land demand projections outlined in the General Plan are based on the following population projections.

**Table No. 1  
Population Projections**

	2008	2018	2028
<b>Low Population Projection (1.59 %)</b>	7,524	8,809	10,315
<b>High Population Projection (2.15 %)</b>	7,524	9,307	11,514

Source: U.S. Census Bureau; State Department of Finance; Collins & Schoettler, 2007

In the Land Use Element, the above population projections were used to calculate the demand for land in various land use categories over the 20-year planning period. The Circulation Element provides for an expanded roadway system to serve these new growth areas as well as new improvements within the already urbanized portions of Woodlake, like sidewalks, paved alleys, and crosswalks. The Parks, Open Space, Recreation and Conservation Element uses the above population projects to determine the amount of future parkland needs for the community as well as future recreation programs.

### Total Land Demand Projections

Table No. 2 provides the land demand projections for the Land Use Element for the years 2018 and 2028. The Table also delineates the amount of parkland that will be required by the community by the years 2018 and 2028. These future land use acreages are provided for on the Land Use Element map (see Exhibit No. 1 ). Other planning considerations, such as access, land use compatibility, infrastructure availability and aesthetics, also influenced the amount of acreage for each land use category depicted on the Map.