

Woodlake General Plan Draft Environmental Impact Report

HUMAN IMPACTS

Impacts in this section of the draft environmental impact report describe the project's potential impact on the human environment, such as services, infrastructure, and land use

4.09 LAND USE CONFLICTS

Land use conflicts are created when one land use causes occupants of another land use to be exposed to hazards or inconveniences, such as dust, pollutants, noise, safety hazards, traffic congestion, and visual blight. Some land uses are not as sensitive to the aforementioned conditions as others. Uses which are very sensitive are residential dwelling units, schools, hospitals, and parks.

The most common example of a land use conflict is where an industrial use generates noise and pollution that disrupts occupants in an adjacent residential development. These residents will often complain to city officials, the county health department or the industry itself. If residents do not receive satisfaction from these complaints, the residents can bring a civil suit. The courts then attempt to resolve these conflicts between the two uses.

Uses in Woodlake that generate significant amounts of noise and/or traffic include packing houses, Bradford Steel and Dryvit Industry.

4.091 Existing Conditions

Land contained within the 2,552-acre planning area is composed the built-environment and land that is generally maintained free of development, which includes agricultural land, parks, right-of-way, school grounds, and vacant land. Most of the built-environment is located inside Woodlake's city limits while most of the land that is free of development is located outside the city limits.

Within the planning area there is the 1,689-acre city limits, the use of which is delineated in Table No.1 of the Land Use Element. The use of land within the city limits is dominated by residential development, 333 acres; rights -of-way, 266 acres; and vacant and agricultural land, 295 acres. Between the city limits and the planning area line, the use of land is dominated by citrus groves and olive orchards, open fields, scattered rural residences, the Wells Tract and road rights-of-way.

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4.092 Environmental Impacts

The Woodlake General Plan will not in itself generate land use conflicts. However, urban development facilitated by the implementation of the General Plan could cause conflicts, depending on the location, type and density of future land uses. Possible land use conflicts could fall into several categories:

Agricultural Land Use Conflicts

Urban development that is adjacent to intensive agricultural operations creates potential land use conflicts. For the farmer, certain operations may have to be stopped or curtailed due to regulations or complaints from the adjoining neighbors. Complaints can involve dust, noise and odor; regulatory restrictions can involve application of pesticides or other types of chemicals.

Complaints are not just restricted to residents that live next to a farming operation. The farmer can also lodge complaints, such as vandalism and trespassing, against neighboring residents.

An example of this type of conflict in the Woodlake area involves residential development and citrus groves. The residents complain about spray drift and noise from picking operations and wind machines while the farmer complains about illegal fruit picking or vandalism of the wind machine or irrigation well.

Industrial Land Use Conflicts

Where existing or proposed industrial uses are in close proximity to lands designated for residential uses or other sensitive land uses, certain land use conflicts can arise. These conflicts can include competition for on-street parking, noise, odor and excessive truck traffic. The proposed industrial areas in Woodlake are along the south side of the State Route 216 from Road 196 to Antelope Creek, both sides of Acacia Street south of Ropes Street, and the west side of State Route 245 just north of the Woodlake Airport. In general, these lands are either downwind from residential development; can be served by trucks without posing conflicts for residential neighborhoods; and do not emit odors, vibrations or contaminants. There are, however, exceptions. These are discussed and listed as follows:

1. South Acacia Street

South Acacia Street was recently extended southward to connect with Deltha Avenue. With the construction of this street segment, traffic can exit this area by traveling either north or south. Presently, this street segment is occupied by a cabinet shop, Dryvit

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Industries and a couple of vacant service commercial building. Truck traffic entering this area is not significant. One or two trucks service Dryvit Industries on a daily basis.

A row of residential dwellings backup to the industrial uses that are located on the east side of Acacia Street. Noise, off-site illumination or odor emanating from the existing and future can adversely impact the residents that live along the Woodlake's site plan review process, issues such as noise, odor, and off-site lighting, can be mitigated through this design process. As an example, when a site plan is reviewed for a new industrial use, planning staff insures that on-site lighting, usually mounted on poles, is directed away adjacent residential dwellings. Also any noisy activities associated with the new industrial user is conducted inside the build and and generally only during daytime hours. If noise is generated during the nightttime, it is not allowed to exceed the noise level standards contained in the City's Noise Ordinance.

2. Ropes Street

Land on the north side of Ropes Street between Antelope Creek and Acacia Street contains or is proposed for residential development. Conversely, land on the south side of Ropes between these two features is designated for industrial uses. Residential uses on the north side of Ropes could be adversely impacted by industrial users on the south side of the street. By separating industrial uses from residential uses using a roadway or creek, the impacts of noise, light, or odor is somewhat minimized because of the distance (separation) between the two uses. When one factors in right-of-way widths and setback distances, distance between buildings residential and industrial buildings could exceed 100 feet. This distance will mitigate potential impacts such as noise, light and odor. Through Woodlake's site plan review process, which is applied to all new industrial and residential uses, these potential impacts are generally resolved through the City's design process.

One issue that may pose a conflict for residents living north of Ropes would be truck traffic traveling along Ropes between State Route 245 and Road 204. Noise from this traffic could disrupt the lives of persons living along Ropes Street. To mitigate this potential conflict, the City require a number of measures that will reduce this impact to a less than significant level. There are: 1) Ropes Street will be reconstructed, adding a new travel surface and a wider travel way, 2) residential development will require the construction of a solid block wall that is 6 to 7 feet high, and 3) industrial uses fronting onto Ropes Street will be setback from the street, placing parking and landscaping areas between the industrial building and the road right-of-way line. These conditions will significantly reduce any noise generated by truck traffic.

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Commercial Land Use Conflicts

Lands that contain or are proposed for commercial uses can adversely impact residential uses and other sensitive land uses by creating excessive traffic congestion in the immediate area, as in the case of general commercial uses; visual blight and excessive noise with service commercial uses; and off-site illumination with neighborhood commercial uses. These impacts can disrupt residential neighborhoods by increasing traffic congestion and creating traffic safety problems, cause loss of sleep or concentration when noise or light is excessive, and reduce property values if adjacent commercial operations are significant enough to reduce the livability of a neighborhood.

The General Plan proposes that commercial uses be located generally along both sides of State Highway 216 and 245 as they pass through Woodlake. Fortunately, in most cases where commercial land abuts residential properties, an alley separates the two uses. Walls and fences are usually constructed along the rear property lines of the residential uses. Impacts posed by these commercial uses on adjacent residential uses can be mitigated through the City's site plan review process. Design strategies used by Woodlake to reduce impacts between these two types of land uses include the construction of 6-foot walls along the property lines that run along the alley, directing lighting away from adjacent properties, placing parking at the rear of properties to insure separation between the two types of buildings, installation of landscaping to soften the appearance of the commercial use and finally, insuring that the commercial use complies with Woodlake's Noise Ordinance.

Residential Land Use Conflicts

Often times conflicts can arise between persons living in owner-occupied residential dwellings and persons living in rental units. These conflicts can involve noise, property maintenance, parking, and off-site illumination. Smaller apartment complexes that are not managed by a professional property maintenance company will sometimes forego yard maintenance, building renovations or client screening. When one or more of these conditions surfaces, apartments can become a "problem" for the immediate neighborhood, especially for adjacent owner-occupied dwellings. The City's police and code enforcement departments will receive complaints from surrounding residents and will expect the situation to be resolved. If these types of conditions persist and go unresolved, property values can be adversely impacted. Persons living next to poorly managed apartment complexes can experience a depreciation in their property values due to the fact that nobody wants to live next to a residential complex that creates problems.

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4.093 Mitigation Measures and Monitoring

As mentioned previously, the proposed General Plan will not in itself directly generate significant land use conflicts. However, future growth facilitated by the Plan could generate land use conflicts if growth is not carefully implemented. The General Plan contains numerous policies and actions that are designed to mitigate any potential land use conflicts. In addition, through the development standards contained in Woodlake's Zoning Ordinance and its site plan review process, many of the impacts described above will be avoided. Policies and actions contained in the General Plan that will mitigate land use impacts are provided below. They will, through location strategies or design, reduce the impacts discussed above to a less than significant level.

Growth Management

- **Maintain Woodlake as a small, agriculturally-oriented city surrounded by farmland and open space features.**
 1. Insure that Woodlake is surrounded by agricultural land that is zoned for large parcel agriculture (e.g. AE-20).
 - a. The City shall notify the County of Tulare that all agricultural land that is within its Sphere of Influence (SOI) and outside its city limits should be zoned to the AE-20 zone district.
 - b. The City shall protest any division of land requests within its Sphere of Influence that would create nonviable agricultural parcels.
- **Use natural barriers as a means of delineating the urbanized portion of Woodlake, including the St. Johns River, Antelope Creek, Bravo Lake and foothill lands.**
 1. The City of Woodlake shall establish the southern alignment of its Sphere of Influence (SOI) along the St. Johns River and Friant-Kern Canal.
 2. Woodlake's urban development boundary line (20- year growth line) shall follow Antelope Creek between Naranjo Boulevard and Cajon Avenue.
 3. Woodlake's urban development boundary line (20-year growth line) and Sphere of Influence shall align with St. Johns Street, a street that separates foothill and agricultural lands from lands that can be potentially urbanized.

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- **Promote Smart Growth planning principals in order to discourage urban sprawl and the premature urbanization of agricultural land.**
1. The City shall amend its Zoning Ordinance to add Smart Growth planning principles to its Planned Unit Development (PUD) zone district.
 - a. The Smart Growth planning principles shall potentially include reduced yard standards, passive solar orientation, narrower streets, unique architectural dwelling designs, and water and energy conservation measures.
 2. The City shall promote mixed-use development where appropriate.
 - a. The City shall amend its Zoning Ordinance to provide for a mixed-use zone district.
 - b. The City should identify sites in the downtown core where mixed-use development would be appropriate.
- **Encourage the County of Tulare to upzone properties that surround the City of Woodlake so as to avoid future land use conflicts.**
1. Insure that Woodlake is surrounded by agricultural land that is zoned for large parcel agriculture (e.g. AE-20).
 - a. The City shall notify the County of Tulare that all agricultural land that is within its Sphere of Influence and outside its city limits should be zoned to the AE-20 zone district.
 - b. The City shall protest any division of land requests within its Sphere of Influence that would create nonviable agricultural parcels.

Community Image

4. The City should actively enforce the State Housing Code, which provides a procedure for abating or rehabilitating unsafe, dilapidated residential structures.
 - a. The Woodlake Building Department shall report to the City Council on an annual basis their progress on rehabilitating or removing unsafe residential structures.
 - b. The Planning Department shall maintain a city map that identifies the location of unsafe residential dwellings.

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c. The Woodlake Redevelopment Agency shall explore the use of state or federal funds to promote infill residential development while concurrently facilitating the removal of unsafe residential structures.

d. The Woodlake Fire District should implement a program wherein property owners who have properties that have accumulated junk, litter, vehicles, etc. should be required to clear their properties so that the material does not become a fire hazard.

- **A community that is free of land use conflicts**

1. Legal, non-conforming land uses should not be allowed to be enlarged physically or operationally.

2. The city shall actively enforce existing zoning and building regulations that preclude or eliminate uses of land or buildings that present conflicts for adjacent properties.

3. The city shall insure that commercial uses do not operate in residential neighborhoods unless the operator of the commercial use has secured a home occupation permit from the city.

Resources (see Open Space, Parks, Recreation and Conservation Element)

Agriculture

- **Preserve agricultural land that lies outside the planning area.**

1. Encourage Tulare County to apply large-lot agricultural zoning (20-acre minimum) to land within Woodlake's Sphere of Influence.

2. The City shall oppose any county development within its Sphere of Influence, including agriculturally-related industries and small-lot agricultural parcels.

- a. When the City receives such a request from the County of Tulare, the planning department will send a letter indicating that they do not support the approval of the proposed land use.

3. The City shall encourage the county to place lands around Woodlake, outside its urban area boundary line, into an agricultural preserve.

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a. The City shall send a letter to the County indicating that they support the formation of agricultural preserves outside the City's sphere of influence.

- **Discourage land uses outside the planning area of the general plan that conflict with existing agricultural operations.**

1. Encourage the county to apply large-lot agricultural zoning to land within Woodlake's Urban Development Boundary line.

a. Send a letter to the Tulare County Resources Management Agency requesting that all land within this portion of the planning area be zoned to the AE-20 (exclusive agriculture, 20 acre minimum) zone district.

2. Apply an agricultural designation to land within the planning area that is not slated for urban development within the next 20 years.

a. Adoption of the Land Use Element and Land Use Map will implement this policy.

Residential Neighborhoods

- **Revitalize blighted neighborhoods using redevelopment and CDBG funds.**

1. Remove substandard homes from residential neighborhoods.

a. The City shall abate or rehabilitate residential dwellings through the process described in the State Housing Code.

b. The Redevelopment Agency should explore the purchase of substandard housing in order to clear the property for new, low to moderate income housing.

c. The City shall work with Self-Help Enterprises to identify substandard homes that can be demolished and replaced with new residential units. Self-Help could use HELP or CDBG funds to purchase substandard dwellings.

2. Rehabilitate homes that have deteriorated.

a. The City should contract with Self-Help Enterprises to rehabilitate homes that have deteriorated.

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3. Upgrade public improvements in blighted neighborhoods, including sidewalks, alleys, street trees, roadways, parkways and street lights.
 - a. Establish an annual objective for repairing or replacing broken curbs, gutters and sidewalks.
 - b. Replant vacant parkways with street trees.
 - c. Identify alleys that can be abandoned and initiate the process consistent with the Streets and Highways Code.
 - d. Upgrade alleys with pavement, where possible.
4. Encourage residential infill development in neighborhoods that are blighted.
 - a. Consider increasing the allowable underlying density on land that will support a residential infill project by utilizing Woodlake's PD (planned development) zone district.
 - b. Utilize state housing grants that can mitigate blight in neighborhoods by removing dilapidated housing and replacing it with new, standard housing. Woodlake has recently used the state's HELP program to promote new infill housing.
5. Continue to enforce sections of Woodlake Municipal Code that prohibit certain activities in Woodlake's residential zone districts. This section reads as follows:

Prohibited Uses

The outside placement, parking, storage or stockpiling of equipment, materials, vehicles, furnishings or commodities, not associated with the normal use, maintenance or repair of a residential dwelling or its accessory structures, and including but not limited to farm equipment, port-potties, picking ladders, agricultural produce, produce boxes and bins, trucks larger than one ton, scrap materials, inoperable vehicles and appliances or furniture.

- **Protect existing neighborhoods from incompatible land uses.**
 1. Insure that the city's zoning ordinance regulations do not permit uses that will be incompatible with residential neighborhoods. Persons wishing to conduct a business in a residential district shall be required to comply with Woodlake's Home Occupation

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regulations, which serves to minimize the impact of the business on the residential neighborhood.

2. The planning and building department will work together to insure that building and zoning code violations are corrected and/or eliminated.

a. The city on a monthly basis will send out correction letters to persons who are in violation of planning or building code regulations.

b. The planning and building department will work with the Police Department's code enforcement officer to insure that zoning and building codes are enforced.

3. The city will annually seek state grant and loan funds that can assist in the elimination of blight in residential neighborhoods.

a. The City should work with Self-Help Enterprises and the Tulare County Housing Authority to develop a residential in fill program that will replace dilapidated housing with new housing, using state funds.

4. The Woodlake Redevelopment Agency will use its low to moderate housing income (LMI) funds to eliminate conditions of blight in residential neighborhoods.

- **Promote neighborhoods that are quiet, visually pleasing, and cool.**

1. The City should discourage land uses that are incompatible with residential neighborhoods.

a. Adoption of the Land Use Element and Land Use Map will implement this policy.

b. New development should be required to install street trees to improve the aesthetics of the site and also reduce summer temperatures.

- **Promote attractive, well-maintained and designed residential neighborhoods.**

2. The City should continue to utilize its Planned Development Combining District which promotes:

a. Tree-lined streets.

b. Neighborhood parks.

c. Dwellings that are architecturally interesting.

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- d. Common areas that are maintained by Landscaping and Lighting Districts.
 - e. Narrow streets.
3. Encourage residential developments and adjacent land uses to be pedestrian-oriented.
- a. All residential developments with walls should provide openings for pedestrian and bike traffic.
 - b. Land uses adjacent to residential developments should provide for pedestrian access between the two types of developments.
- **Large multi-family projects should incorporate design features that insure that the project is compatible with adjacent properties and the larger neighborhood.**
1. Apartment/condominium development should utilize architectural styles that are native and traditional to Woodlake.
- a. Regardless of size or number of units, apartment/condominium projects should be designed to integrate into the surrounding neighborhood.
 - b. Dwelling units should be "pulled forward" on the lot, towards the street, with parking to the rear. This helps apartment / condominium projects better harmonize with the existing streetscape and surrounding neighborhood.
 - c. Dwelling units fronting the street should include a front door facing the street.
 - d. Dwelling units with doors facing streets should include a front porch with a minimum of six feet of depth and a minimum of eight feet of width.
2. All apartments/condominium development should incorporate the following elements:
- a. Varied front setbacks within the same structure with staggered unit plans.
 - b. Varied roof lines (especially where the building exceeds 20 feet in height). Roof lines of large buildings should be varied to reduce apparent scale and mass. Use of overhanging eaves, parapet wall details and three dimensional cornice treatments can enhance character of the roof line area.
 - c. Use reverse building plans to add variety.

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- d. A maximum of two adjacent units with identical exterior colors.
 - e. Exterior walls on single story dwelling units that face a street should contain a base treatment and a wall of a contrasting material; exterior walls of a two-story dwelling shall be constructed of two different building materials and/or painted with two different colors.
 - f. Stairways should be designed as an integral part of the overall structure and should incorporate materials used in the main building. Exposed "Motel-style" prefabricated stairways composed of concrete and open wrought-iron railing is discouraged. Common stairways should be designed to serve a limited number of units.
 - g. Accessory structures such as club houses, equipment buildings, and trash enclosures should be architecturally treated to be consistent with main buildings.
 - h. Large roof mounted equipment is prohibited except in select in-fill type projects where space is critical. Where necessitated such equipment should be screened from view through the use of parapets or screening that complement the architectural character of the building.
 - i. Exterior lighting should be designed to complement the overall architectural character of the site and should be shielded from neighboring properties. Utilitarian light fixtures are discouraged.
3. Apartment/condominium developments should be well landscaped, ideally incorporating an appropriate combination of turf, shrubs and shade trees. Not more than fifty percent of the landscaped area should be composed of turf; xerophytic shrubs should be utilized as well as tree species where possible.

4.094 Residual Impact

Implementation of the above mitigation measures (policies and actions) will reduce potential land use conflicts concerning industrial, commercial and residential development to an insignificant level.

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4.10 WATER SUPPLY AND DISTRIBUTION

4.101 Existing Conditions

The City of Woodlake provides water service to all developed areas within the city limits and the unincorporated county service area called Wells Tract, which contains approximately 50 residential dwellings.

Woodlake's water system is composed of water lines, water wells and two, 500,000 gallon storage tanks. The water lines range in size from 4 to 12 inches in diameter. Water supply is provided by five wells, which are connected to turbine pumps. These pumps are backed up with diesel engines in case there is an electrical mishap. These wells draw water from a depth of about 80 feet.

Water is supplied to the planning area by five wells that are located in the southern portion of the city; adjacent to the St. Johns River. The yield of city wells ranges from 350 to 1,500 gallons per minute. Pressure regulation and storage for the system is provided by two 500,000 gallon storage tanks situated on Castle Rock Street in the northeast quadrant of the city.

The City utilizes groundwater for its source of domestic water. The City currently has five wells in production. These wells draw from depths that range from 80 to 90 feet. Over the years, some wells have been abandoned due to contamination (nitrates and total dissolved solids) that exceeded California's Safe Drinking Water Standards.

In 2008, there were 2,136 connections to the City's water system. Approximately 95 percent of the connections are residential users. The non-residential connections include commercial and industrial users, churches and governmental buildings.

The City reported that the current water demand ranges from 23 million gallons per month in the winter (January) to 157 million gallons per month in the summer (July). The higher water demand in the summer months is a result of outdoor irrigation.

4.102 Environmental Impact

The proposed General Plan, which consists of a series of land use actions to accommodate the growth of Woodlake, will not in itself impact the city's water supply and distribution system. However, urban development facilitated by the General Plan will increase demands on the water system.

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The current maximum water pumping capacity of the city's well system is about 2.0 million gallons per day. This compares to a current demand of between 778,000 thousand gallons per day in January to 5.23 million gallons per day in July. Using a maximum demand ratio of 695 gallons per person per day (2008) and the maximum 2028 projected population of 11,514 persons, the city will be required to generate up to 8 million gallons per day to meet the city's peak demand for water. This increased demand will require Woodlake to construct additional wells and new water lines. This future demand will have a fiscal impact on Woodlake as well as an impact on local ground water resources.

The cost of developing new wells and installing new water lines will be covered by development impact fees, state and federal grants/loans, monthly water bill payments and developers of property. Policies and actions contained in the General Plan state that the City shall periodically review its development impact fees to insure that its fee structure keeps pace with the cost of installing various types of infrastructure, including domestic water improvements. These policies and actions will reduce the project's impact the fiscal costs associated with Woodlake's domestic water system to a less than significant level.

Additional pumping of the ground water for domestic purposes will have an adverse impact on ground water resources in the Woodlake area. Although an acre of agriculture often uses as much water for irrigation as an acre of urban uses, agricultural lands will sometimes utilize surface water thereby avoiding the use of ground water. Conversely, most urban uses in the Woodlake area totally dependent on ground water for domestic uses. As a result of these water use patterns, the project will have an adverse impact on ground water resources in the Woodlake area. This decline in groundwater levels mirrors what is occurring in other parts of Tulare County. This overdraft condition will have serious long-term implications for Tulare County and its cities. As groundwater levels decline the cost of domestic water will increase due to higher pumping costs. In addition, existing wells can run dry thereby requiring a user to dig another well or extend the depth of the well that has run dry. In both cases, the cost of new well improvements increases dramatically.

4.112 Mitigation Measures and Monitoring

In order to respond to future water demands, the General Plan has included policies and actions that will mitigate the impact of the city's growth on its domestic water system. These policies and actions are contained in the Land Use and Open Space, Parks, Recreation and Conservation Elements.

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Land Use Element

Infrastructure

- **Adequately finance infrastructure systems.**

1. The City shall install water, sewer and storm drainage improvements that correct existing infrastructure deficiencies.

- a. Woodlake's water, sewer and storm drainage master plans shall be reviewed in order to insure that they can properly and efficiently serve future development provided for by the Land Use Element.

- b. The City's water, sewer and storm drainage development impact fees shall be reviewed on an annual basis. This review should focus on the relationship between the amount of fees being collected for each of the accounts and the future capital needs of each system based on development trends in Woodlake.

- c. The modification of the City's development impact fees should be processed consistent with AB 1600.

2. The City should continue to seek state and federal grants for the upgrading and expansion of its infrastructure systems.

- **Insure infrastructure master plans and the general plan are in concert with each other.**

1. The Land Use Element shall identify where development will occur in Woodlake over the next 20 years. The Element will be fashioned so that it is generally in concert with existing master plans.

- **Maintain, rebuild and upgrade infrastructure systems.**

1. The City shall update its 5-Year Capital Improvement Program to insure that its infrastructure system can accommodate the urban growth provided for by the Land Use Element.

2. The Redevelopment Agency shall prepare a 5-Year Capital Improvement Program to assist in the maintenance, rebuilding and upgrading of Woodlake's infrastructure system.

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3. The City should work with the private sector to participate in the upgrading of the infrastructure system when it is developing in the City.
 - a. From time to time, the City may wish to work with a developer to upgrade a part of the infrastructure or street system that is not part of the project being developed.

Open Space, Parks, Recreation and Conservation Element

1. Promote a community awareness program that will educate the community in water-saving methodologies at the home and the work place.
 - a. The Public Works department will provide the community with information brochures containing water-saving techniques. Further the department should prepare a Water Conservation Ordinance for adoption by the City Council.
2. Promote the use of native and drought-tolerant new landscaping in existing and future parks.
 - a. The City shall stress the use of native and drought-tolerant species in private and public landscaping areas.
3. Allow for adequate groundwater recharge by developing storm ponding and retention basins where feasible. In some areas these ponds or basins can be incorporated into a recreational area or used as wildlife habitat area.
 - a. The Engineering Department shall implement the policies of this Element with regard to locations of future park/pond basins.

Mitigation Monitoring

Implementation of the above policies and actions will be the responsibility of Woodlake staff including the public works director, city engineer, and city planner. The implementation of these measures will be ongoing, however, most of them should be implemented within the first 5 years of the planning period.

4.104 Residual Impacts

With the implementation of the above mitigation measures (policies and actions), the General Plan will have less than a significant impact on the city's water system.

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4.11 WASTEWATER TREATMENT PLANT AND COLLECTION SYSTEM

The City of Woodlake owns, operates and maintains its own wastewater treatment plant and collection system. Currently, the city's system serves developed areas within the city limits, as well as Wells Tract, a county service area located east of the city.

4.111 Existing Conditions Collection System

The City's sewage collection system includes a network of "collection" lines that range in size from 6 to 18 inches in diameter. Many of these lines are connected to larger diameter main lines, which in turn are connected to the city's 18-inch trunk line in Valencia Boulevard. This trunk line conveys sewage to the City's waste water treatment plant, located at the south end of Woodlake just north of the Woodlake Airport.

A 1994 study conducted on Woodlake's collection system by Walter Bricker, Consulting Engineer, identified two major deficiencies in the system: 1) the capacity of the South Valencia line between Laguna Street and Hermosa Avenue would be exceeded in 2003 and 2) the capacity of the 15-inch line that leads to the treatment plant would be exceeded in 2003. Since this report was completed, the City of Woodlake has replaced these two lines identified in this study.

Treatment Plant

Wastewater is collected from individual parcels through a network of sewer lines running underneath streets and alleys. These lines connect to an 18-inch trunk line that runs south to the wastewater treatment plant.

Woodlake's wastewater treatment plant has a rated capacity of .91 million gallons per day. The plant is currently running at 80 percent of capacity.

Presently the City is under a Cease and Desist Order from the San Joaquin Regional Water Quality Control Board. The City is being required to upgrade and expand the plant to come into compliance with the portion of the Clean Water Act that regulates the disposal of treated wastewater.

The City has prepared preliminary designs that will expand the capacity of the plant to 1.8 million gallons per day. The cost of this expansion will be paid for by a combination of development impact fees, a federal loan, and monthly service charges paid by

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residents of Woodlake. The first phase of the expansion of the treatment plant will increase the plant's capacity to 1.2 million gallons per day. The treated effluent will be stored in engineered ponds to insure that the groundwater system is not contaminated.

4.112 Environmental Impact

The proposed General Plan, which consists of a series of land use actions to accommodate the growth of Woodlake, will not in itself impact the city's wastewater treatment and collection system. However, urban development facilitated by the implementation of the General Plan will increase the pressure on the City's collection and treatment system.

Presently, the peak discharge to the plant has reached .8 million gallons per day, just below the plant's current capacity of .91 MGD. Using the per capita effluent volume of 106 gallons per person per day (2008), the projected flow in 2028 (projected population of 11,514 persons) will be 1.22 million gallons per day. This volume exceeds the plant's current capacity of .91 MGD. Given that the City is in the process of expanding the capacity of the treatment plant, the implementation of the General Plan will not have a significant impact on the City's treatment plant.

The City's sewage collection system has been upgraded over the years so that there are few deficiencies in the system. The major deficient were eliminated after the Bricker Report was adopted. Any minor deficiencies in the system will be resolve through the City's capital improvement program or by persons developing property near an existing sewer line that has a deficiency. For example, if there is a broken collection line or one that is undersized that is near a development project, the City will work with the developer to replace the deficient line as well as completing their own sewer line installation. Under this scenario, the City simple reimburses the developer for the cost of eliminating the deficiency in the sewer line system.

4.113 Mitigation Measures and Monitoring

Because the Woodlake Wastewater System Master Plan identifies the necessary improvements and financing strategies to expand the treatment plant, the impact that the General Plan will have on the collection and treatment system will be less than significant. The City intends to begin the upgrade of the plant in the next one or two years. This upgrade will bring the plant into compliance with the Water Quality Control Board's standards as well as increase the plant's capacity to accommodate future population growth.

In addition to the implementation of Wastewater System Master Plan, policies and actions contained in the General Plan will also assist in reducing its impact on the

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wastewater treatment plant and collection system. These policies and actions are as follows:

- **Insure that development impact fees pay for public improvements required by the general plan and infrastructure master plans.**

1. A new fee schedule shall be developed for Woodlake's development impact fees.
 - a. The City Engineer shall review Woodlake's sewer, water and storm drainage impact fees and forward a recommendation to the City Council regarding any modification.
 - b. The City Planner shall review Woodlake's park impact fees and forward a recommendation to the City Council regarding any modification.
 - c. The City Planner shall identify any new impact fees that would be appropriate for financing public improvements delineated by the General Plan.
2. The cost of the General Plan shall be collected through building permit fees.
 - a. The fee schedule for building permits in Woodlake shall be amended to include a fee for the cost of preparing and maintaining the General Plan
3. The fees for Woodlake's planning, subdivision and zoning applications should be reviewed and amended every two years.
 - a. These fees should be developed consistent with AB 1600.

- **Adequately finance infrastructure systems.**

1. The City shall install water, sewer and storm drainage improvements that correct existing infrastructure deficiencies.
 - a. Woodlake's water, sewer and storm drainage master plans shall be reviewed in order to insure that they can properly and efficiently serve future development provided for by the Land Use Element.
 - b. The City's water, sewer and storm drainage development impact fees shall be reviewed on an annual basis. This review should focus on the relationship between the amount of fees being collected for each of the accounts and the future capital needs of each system based on development

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trends in Woodlake.

c. The modification of the City's development impact fees should be processed consistent with AB 1600.

2. The City should continue to seek state and federal grants for the upgrading and expansion of its infrastructure systems.

• **Insure infrastructure master plans and the general plan are in concert with each other.**

1. The Land Use Element shall identify where development will occur in Woodlake over the next 20 years. The Element will be fashioned so that it is generally in concert with existing master plans.

• **Maintain, rebuild and upgrade infrastructure systems.**

1. The City shall update its 5-Year Capital Expenditure Program to insure that its infrastructure system can accommodate the urban growth provided for by the Land Use Element.

2. The Redevelopment Agency shall prepare a 5-Year Capital Improvement Program to assist in the maintenance, rebuilding and upgrading of Woodlake's infrastructure system.

3. The City should work with the private sector to participate in the upgrading of the infrastructure system when it is developing in the City.

a. From time to time, the City may wish to work with a developer to upgrade a part of the infrastructure or street system that is not part of the project being developed.

4.114 Residual Impacts

With the implementation of the above mitigation measures (policies and actions) and the Woodlake Wastewater System Master Plan, the General Plan will not have a significant impact on the city's waste water treatment and collection system.

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4.12 STORMWATER COLLECTION AND DISPOSAL

4.121 Existing Conditions

The City of Woodlake is responsible for the planning, engineering, construction and management of the storm drainage system that accepts urban water runoff generated by lands within the city limits. These improvements are to be designed and installed consistent with the Woodlake Storm Drainage Master Plan, prepared by QUAD Engineering in 1997.

Woodlake's storm drainage system is composed of surface drainage facilities, underground gravity flow pipelines and detention basins (storm drainage ponds). Within the Planning Area most of the urban storm drainage is diverted to either Little Bravo Lake or Bravo Lake. For parcels of land that are without curbs and gutters and storm drainage lines, urban runoff is retained on the parcel itself.

The Master Plan identified eight subarea drainage zones, all of which, had storm drainage deficiencies. The Plan detailed these deficiencies and many of them have been resolved using funding in Woodlake's storm drainage development impact fees. These funds are programed in Woodlake's 5-year capital improvement program.

4.122 Environmental Impact

As Woodlake's population grows over the planning period and more impervious surfaces are created, storm water runoff will increase. Development will be required to manage its storm water runoff consistent with Woodlake's Storm Drainage Master Plan. In that Plan, developers will be required to install curb and gutters, drop inlets, storm drainage pipes and either retention or detention ponds.

Recently, property that has been developed in Woodlake has utilized detention facilities. In the case of the Woodlake School District, a retention basin has been fashioned into a soccer field. A multi-family project that is currently under construction has utilized an underground vault as a retention facility. In both these cases, once the storm event has passed, water contained in the soccer field or vault is pumped into Antelope Creek or the Antelope Creek Overflow. Antelope Creek empties into Little Bravo Lake while Antelope Creek Overflow empties into Bravo Lake.

4.123 Mitigation Measures and Monitoring

Individual development projects will be required to install improvements consistent with the requirements of the Storm Drainage Master Plan. As such, the project is not

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expected to generate a significant impact on the city's stormwater collection and disposal system. In addition, however, the General Plan provides policies and actions that further mitigate the General Plan's fiscal impact on the city's storm drainage system.

In addition to complying with the City's Master Plan, the policies and actions contained in the General Plan will also serve to mitigate the impact on the City's storm drainage system. These policies and actions are as follows:

Land Use Element

Infrastructure

- **Adequately finance infrastructure systems.**

1. The City shall install water, sewer and storm drainage improvements that correct existing infrastructure deficiencies.

- a. Woodlake's water, sewer and storm drainage master plans shall be reviewed in order to insure that they can properly and efficiently serve future development provided for by the Land Use Element.

- b. The City's water, sewer and storm drainage development impact fees shall be reviewed on an annual basis. This review should focus on the relationship between the amount of fees being collected for each of the accounts and the future capital needs of each system based on development trends in Woodlake.

- c. The modification of the City's development impact fees should be processed consistent with AB 1600.

2. The City should continue to seek state and federal grants for the upgrading and expansion of its infrastructure systems.

- **Insure infrastructure master plans and the general plan are in concert with each other.**

1. The Land Use Element shall identify where development will occur in Woodlake over the next 20 years. The Element will be fashioned so that it is generally in concert with existing master plans.

- **Maintain, rebuild and upgrade infrastructure systems.**

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1. The City shall update its 5-Year Capital Improvement Program to insure that its infrastructure system can accommodate the urban growth provided for by the Land Use Element.
2. The Redevelopment Agency shall prepare a 5-Year Capital Improvement Program to assist in the maintenance, rebuilding and upgrading of Woodlake's infrastructure system.
3. The City should work with the private sector to participate in the upgrading of the infrastructure system when it is developing in the City.
 - a. From time to time, the City may wish to work with a developer to upgrade a part of the infrastructure or street system that is not part of the project being developed.

4.124 Residual Impacts

With the implementation of the above mitigation measures (policies and actions) and Woodlake's Storm Drainage Master Plan, the General Plan will not have a significant impact on the city's storm drainage system.

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4.13 TRAFFIC/CIRCULATION

4.131 Existing Conditions

Information on existing conditions related to Woodlake's circulation system is provided in the Circulation Element. Additional information is contained in the County's 2001 Regional Transportation Plan Environmental Impact Report, prepared for the Tulare County Association of Governments by VRPA Technologies.

4.132 Environmental Impact

The proposed General Plan, which consists of a series of land use and circulation actions, will facilitate urban growth in Woodlake. As Woodlake grows, traffic volumes on local streets and state highways will increase, additional turning movements will occur at selected intersections, and use of alternative modes of transportation will evolve, including buses, bikes, and walking. As traffic increases, congestion occurs and traffic safety is jeopardized. Congestion leads to more air pollution and traffic safety problems, placing persons at risk that use Woodlake's roadways.

Roadway Segments

Tables Nos. 11 and 12 show existing and projected traffic volumes for selected roadways in the planning area. Presently, there is only one roadway in the planning area operating at a Level of Service (LOS) of C or below - State 245 from State Route 216 to Cajon. This stretch of roadway has traffic volumes approaching 9,000 cars per day. It is a two lane roadway with a right-of-way of 80 feet. All other roadways in Woodlake are operating at a LOS of B and above.

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**Table No. 11
Existing Traffic Volumes**

<u>Roadway</u>	<u>Roadway Type</u>	<u>Segment</u>	<u>Daily Traffic Vol</u>	<u>LOS</u>
SR 245	N/S arterial	SR 198 to SR 216	6,600 peak month	A
SR 245	N/S arterial	SR 216 to Cajon	9,200	C
SR 245	N/S arterial	Cajon to A. 360	2,300	A
SR 216	E/W arterial	Road 196 to St. Johns	3,250	A
Road 196	N/S arterial	SR 216 to SR 198	3,970	A

Traffic volume projections for the year 2028 (see Table No. 4) indicate that two roadway segments will experience high traffic volumes, LOS of C or below. This condition could result in fluctuating traffic speeds and intermittent to heavy queuing. These segments are State Route 216, west of State Route 245, and State Route 245, from Cajon to Avenue 360.

**Table No. 12
Projected Traffic Volumes, 2028**

<u>Roadway Segment</u>	<u>Existing Average Daily Traffic Volumes*</u>	<u>Projected ADT Volumes**</u>	<u>Proj. LOS</u>
East/West			
SR 216, e/o of SR 245	5,100	7,729	B
SR 216, w/o SR 245	7,100	10,976	D
North/South			
SR 245, SR 198 to SR 216	5,500	8,502	B
SR 245, SR 216 to Cajon	7,400	11,440	C
SR 245, Cajon to A. 360	2,300	3,555	A
Road 196, SR 216 to SR 198	3,970	6,137	A

* 2004 TCAG traffic counts

** Projected traffic counts are based on an annual increase of 2 percent.

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Roadways operating at a LOS of E or F pose traffic safety hazards for persons traveling along these routes. Further, because they are congested, they generate greater amounts of air emissions as compared to roadways where traffic is moving smoothly - without fluctuation of speeds or frequent stops. Fortunately, Woodlake will not have any roadways operating at a LOS of E or F in 2028. The one roadway that will be somewhat congested, LOS of D, will be Naranjo Boulevard (State Route 216) west of Valencia Boulevard (State Route 245).

This segment of the state roadway will be programmed for widening by the City of Woodlake as development occurs along the south side of this highway. The north side of this roadway has been widened consistent with CALTRAN's design standards, however, because the south side of this roadway was part of the now abandoned Visalia Electric Railroad, it was never widened to its ultimate roadway width. This railroad right-of-way has been sold to various private parties but to date remains undeveloped. As the owners of land along the south side of Naranjo Boulevard request development, the City of Woodlake will enforce a condition that requires the roadway to be widened. This road improvement condition should mitigate any congestion that would occur along Naranjo Boulevard during the planning period.

Intersections

Based on projected traffic counts and roadway types, the Circulation Element identifies which intersections would require signalization or an upgrade of an existing signal. These intersections are Valencia Boulevard (State Route 216) and Naranjo Boulevard (State Route 245); and Valencia Boulevard (State Route 216) and Whitney Avenue. An LOS analysis, using afternoon peak-hour counts, was conducted at these intersections by OMNI-MEANS, Inc. in 2004. The analysis concluded that the two Valencia Boulevard intersections were operating at an LOS of B and did not warrant a signal at the time. It is unlikely that during the planning period, these intersections will deteriorate to an LOS of D or worse (see Table 5).

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**Table No. 13
Level of Service Definitions for Signalized Intersections**

Stopped Delay (seconds per vehicle)	Level of Service	Comment
<5.0 seconds	A	Very low delay
5.1 to 15.0	B	Occurs with good progression and/or short cycle lengths.
15.1 to 25.0	C	Individual cycle failures may begin to appear
25.1 to 40.0	D	Congestion and individual cycle failures become more noticeable
40.1 to 60.0	E	Individual cycle failures are frequent occurrences. Generally considered the capacity of the intersection.
>60 seconds	F	Flow rates exceed the capacity of the intersection. Intersection congested with frequent stop-and-go conditions.

Connectivity

There are various neighborhoods in Woodlake that would benefit from the extension of a particular roadway. Persons living in these neighborhoods would be able to travel to other parts of Woodlake using a more direct route. By enhancing roadway connectivity in Woodlake, emergency and service vehicles are better able to access certain neighborhoods. This enhanced connectivity insures a more effective service delivery system and a circulation pattern that affords a faster response time by public safety vehicles.

Connectivity also mitigates air quality impacts that are associated with lengthy travel trips. In other words, the shorter the travel distance, the less air pollution generated. There are a number of roadways in Woodlake that could be extended to enhance roadway connectivity. They include: N. Mulberry Street between N. Cajon and W. Kaweah Avenues; N. Mulberry Street between W. Sequoia and W. Sierra Avenues; and Parkwood Drive between E. Wutchumna and E. Sierra Avenues.

The Circulation Element proposes that the above streets be extended to resolve road connectivity problems in Woodlake. This improvement strategy will also mitigate existing problems associated with air emissions due to poor circulation patterns as well as mitigating issues with public safety access.

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New Roadways

The Circulation Element proposes new roadways that will open up lands adjacent to the city limits for new development. These roadways would be constructed by the developer consistent with the roadway development standards detailed in the Circulation Element.

New roadways that run east and west include: West Bravo Avenue extension from South Acacia Street to the Mulberry Street alignment; West Deltha Avenue westward from South Acacia Street to the South Mulberry Street alignment; West Bravo Avenue extension from the Bradford Steel property westward to Road 196; Lakeview Avenue extension eastward to St. Johns Street; East Sierra Avenue extension eastward from Castle Rock Road eastward to the St. Johns Street alignment, and East Cajon Avenue extension from State Route 216 to the Castle Rock Street alignment.

The future development of parcels of land between Cajon Avenue and Naranjo Boulevard (SR 216) west of the city limits will require the westerly extension of many of Woodlake's existing roadways, such as Antelope, Lakeview, Whitney, Sierra, Wutchumna and Kaweah Avenues.

New roadways that run north and south include: Road 200 extension from State Route 245 to the West Bravo Avenue alignment; Mulberry Street extension from West Kaweah Street to West Cajon Avenue; Parkwood Drive extension from East Sierra Avenue to East Wutchumna Avenue.

These new roadways will open up land for development. This new system of roads will generate additional storm water runoff as well as more traffic. These two impacts are discussed in other sections of the EIR. These roadways have a positive impact on the environment in that they provide access for public safety vehicles as well as other public service vehicles.

4.133 Mitigation Measures and Monitoring

The proposed Circulation Element of the Woodlake General Plan contains numerous policies and actions that will mitigate the traffic and circulation impacts outlined above. In addition, the Element contains actions that provide a funding mechanism to pay for the improvements that will mitigate these impacts. These policies and actions will be implemented by the City of Woodlake over a 20 year time period. These policies and actions are as follows:

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Traffic

- **Insure that streets in Woodlake are not congested.**
 1. A level of service C will be the desirable minimum service level in Woodlake at which highway, arterial and collector segments will operate. A level of service of B will be the desirable minimum service level in Woodlake at which intersections will operate.
 - a. The City will program into its 5-year capital budget, street improvements that will insure the specified LOS is not exceeded in the city limits. Funds for these street improvement projects will come from gas tax and transportation funds.
 - b. The City shall develop a traffic impact fee for new development in Woodlake. Said fee shall be consistent with the requirements of AB 1600.
 - c. The City, working with Caltrans, will periodically check traffic warrants at the intersection of State Route 216 and State Route 245.
- **Insure that traffic on Woodlake's streets operates in an efficient and safe manner.**
 2. Substandard streets and streets that are not fully built-out or lack proper connection to adjacent streets shall be upgraded.
 - a. The City will program into its 5-year capital budget, street improvements that will implement the above goal.
 - b. The City shall develop a traffic impact fee for new development in Woodlake. Said fee shall be consistent with the requirements of AB 1600.
 - c. The City shall purchase the necessary right-of-way either along or adjacent to substandard roadways to allow for the upgrade or extension of the roadway.
- **Provide for long-term financing for street construction and maintenance, signal installation and upgrades of streets that crossed the abandoned Visalia Electric Railroad.**
 1. The City shall amend its development impact fee schedule to generate funds for upgrading railroad crossings and signaling certain intersections that warrant the installation of signals.

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- **Maximize roadway connectivity throughout the community.**
1. The Circulation Element map shall delineate new roadways that enhance connectivity throughout the community.

Arterials

- **Arterial roadways shall be constructed to include two travel lanes with left- and right-hand turn pockets, sidewalks, on-street parking and tree-lined parkways or tree wells.**
1. Driveways that intersect with arterials should be kept to a minimum and, if possible, eliminated when redevelopment occurs along an arterial roadway.
 - a. Through the site plan review process, the Planning and Engineering Departments will discourage development designs that create this condition.
 2. Left turn lanes shall be constructed on arterials where they intersect with other arterials or collectors.
 - a. The Public Works Department will coordinate with Caltrans to insure that left turn lanes are constructed along State Highways 216 and 245.
- **Woodlake shall encourage the full build-out of State Highways 216 and 245**
1. Study redesigning State Highways 216 and 245 to install curb and gutter, sidewalks, street trees and lighting.
 - a. The City should contract with a traffic consultant to prepare a preliminary road design for these two roadways.
 - b. The City should seek state or federal funds to construct improvements along these roadways, including sidewalks, signalization and left-turn pockets.
 - c. Arterial roadways will be constructed consistent, where possible, with street cross-section illustrations contained in Appendix A of the Circulation Element.
 2. New driveways constructed onto State Highways 216 and 245 shall meet Caltran's construction specifications.

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- a. Through Woodlake's site plan review process, Caltrans will review all new construction projects along State Highways 216 and 245.
3. Curbing at the intersections of arterial and collector streets should be painted red at least 50 feet in all directions from the corner curb radius in order to provide sufficient sight-line for traffic pulling into the intersection.
- a. The Public Works Department will coordinate with Caltrans to identify which curbs at the aforementioned intersections should be red-curbed.

Collectors

- **New collector roadways shall be constructed to include two travel lanes, sidewalks, on-street parking and tree-lined parkways.**
1. Collector roadways should contain sufficient right-of-way for two travel lanes, sidewalks and parkways, and two parking lanes.
 - a. Collector roadways will be constructed consistent with street cross-section illustrations contained in Appendix A of the Circulation Element.
- **Woodlake shall utilize redevelopment funds, or Measure R or gas tax funds to install curbs, gutters or sidewalks, where lacking.**
1. Collector roadways that are substandard or require extension to provide better connectivity shall be listed in Woodlake's 5-Year Capital Improvement Program.
 - a. The Public Works Department will compile a list of collector roadway projects that will implement the above policy.
 2. The City of Woodlake shall adopt a circulation impact fee, consistent with AB 1600, to pay for some of costs associated with the construction of collector roadways in Woodlake.
 - a. Staff shall prepare a AB 1600 Report detailing the formulation of circulation impact fees. This Report will be required to establish a nexus between the circulation impact fee and the cost of arterial and collector circulation costs.

Local Roadways

- **Local roadways shall be constructed to include two travel lanes, sidewalks,**

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on-street parking and tree-lined parkways.

1. Local roadways shall be constructed to insure proper connection with surrounding roadways as well as promoting safe and efficient vehicular movement within a new development.

a. Woodlake's Subdivision Design Committee will insure that the above policy is implemented.

• **Woodlake shall utilize redevelopment funds, or Measure R or gas tax funds to install curbs, gutters or sidewalks, where lacking.**

1. Where lacking, curbs, gutters and sidewalks shall be installed along local roadways.

a. The Public Works Department shall prepare a list of roadways that require curbs, gutters or sidewalks. The City will incorporate this list of roadway improvements into its 5-Year Capital Improvement Program.

b. Where possible, the City will utilize CDBG Program Income funds to pay for these improvements.

• **Where possible, dead-end local roadways shall be extended to connect with nearby roadways.**

1. Dead-end local roadways shall be connected with adjacent roadways using either redevelopment funds, Measure R funds or gasoline tax monies.

a. The Public Works Department shall prepare a list of roadways that require extension. The Department will facilitate the completion of these roadway extensions by securing the necessary right-of-way, preparing plans and bidding the project.

2. The Circulation Element map shall delineate new roadways that enhance connectivity throughout the community.

School Routes

• **Woodlake shall continue to utilize Safe-Route-To-Schools funds to improve the travel routes of school-aged children, including the installation of sidewalks, and street crossings upgrades, which include blinking lights, painted crosswalks or**

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flashing lights mounted on the surface of the street.

1. Working with Woodlake's two school districts, Woodlake should identify streetscape projects that will improve safety conditions for school-aged children walking or riding to school.

a. The City should budget funds from its transportation, gas tax, Measure R, and state Safe-Route-To-Schools grants to install streetscape improvements identified by the three agencies.

Street Design

- **Develop streets that are well designed and visually attractive.**

1. Single family residential subdivisions may have local streets that have a minimum right-of-way width of 56 feet, 32 feet paved width. Tree-line parkways shall be installed in this right-of-way. The parkway shall have a width of 7 feet; the sidewalk 5 feet.

2. Single family residential subdivisions may have cul-de-sac streets that have a minimum right-of-way width of 52 feet, 28 feet paved width. Tree-line parkways shall be installed in this right-of-way. The parkway shall have a width of 7 feet; the sidewalk 5 feet. All cul-de-sac streets shall provide for a pedestrian opening at the end of the street.

3. Alleys are permitted within residential subdivisions. Alleys shall have a rights-of-way of 24 feet and a paved width of 20 feet. A concrete vee gutter is required in the middle of the alley. The non-paved portion of the right-of-way shall be landscaped and provided with irrigation. Garbage pickup shall not be permitted in the alleys.

- **Provide an adequate source of funding for the construction of streets.**

1. The City of Woodlake shall adopt a circulation impact fee, consistent with AB 1600, to pay for some of costs associated with the construction of roadways in Woodlake.

a. Staff shall prepare a AB 1600 Report detailing the formulation of circulation impact fees. This Report will be required to establish a nexus between the circulation impact fee and the cost of circulation costs.

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- **Apply for state and federal grants to upgrade streets in Woodlake.**
1. The City shall have prepared a streetscape design plan that will establish a 5-year capital improvement program for the construction of specific roadways in Woodlake. This Plan should include details for lighting, landscaping, signing and road widening.
 - a. The Engineering and Planning Departments will prepare the streetscape design plan. Funds will come from tax increment, gas tax, transportation funds and the state grant programs.
 - b. The City shall apply for urban forestry grants to assist in the funding of installing street trees.

Intersections

- **Insure that busy intersections are properly signalized thereby insuring safe and effective traffic maneuvers.**

1. The City shall adopt a development impact fee that finances the signalization of intersections. This fee shall be incorporated into Woodlake's Circulation Impact fee.

- a. The City will periodically review the levels of service ratings at major intersections in Woodlake to determine if signals should be installed.

- b. The City will calculate and implement development impact fees for signalization that are consistent with the Circulation Element map and Assembly Bill 1600 (legislation that requires a nexus, or connection, between the fee being required and the improvement to be installed).

- **Seek innovative methods of controlling traffic at busy intersections within the Woodlake planning area.**

1. The City's public works department shall periodically review major intersections in Woodlake to determine signalization or stop signs are warranted at any of the corners.

2. The public works department shall review intersections in the downtown to determine if opportunities exist to install traffic calming improvements.

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4.134 Residual Impacts

With with the implementation of foregoing mitigation measures (policies and actions), the traffic and circulation impacts caused by the proposed Woodlake General Plan should be reduced to an insignificant level.

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4.14 SCHOOLS

4.141 Existing Conditions

Woodlake Union School and Woodlake High School Districts operate six schools in the Woodlake area. They are: Castle Rock Elementary (3-5), Francis J. White Elementary (K-2), Woodlake Valley Middle School (6-8), Woodlake High School (9-12), Continuation High School, and Community Day School. Each District serves the Greater Woodlake area. In the case of the high school district, its boundaries extend into the Three Rivers area as well as Elderwood, Badger and Lindcove.

For the 2007/08 school year, Woodlake's school districts reported the following enrollments: Castle Rock Elementary (3-5), 537 students; Francis J. White Elementary (K-2), 507 students; Woodlake Valley Middle School (6-8), 521 students; Woodlake High School (9-12), 714 students; Continuation High School, 52 students; and Community Day School, 17 students.

The General Plan, Land Use Element, projects that by 2028, three new elementary schools will be required based on population projections and the ratio to school-aged children to population. These three elementary schools will include a K-2 school, a 3-5 school and a middle school, grades 6-8. To avoid purchasing land and constructing any or all of the above elementary schools, the Woodlake Union School District may elect to install portables on each of the school sites. In implementing this strategy, the need for the elementary school district to construct future schools could be delayed for a number of years, depending upon the number of portables installed on each site.

4.142 Environmental Impact

The proposed General Plan, which consists of a series of land use actions to accommodate the growth of Woodlake, will not in itself impact local school districts. However, urban development facilitated by the General Plan will increase the number of school children attending schools in the Woodlake districts.

According to the 2028 projections contained in the General Plan for school-aged children, Woodlake Union Elementary School District will require three elementary school sites by 2028; a new high school site will not be required. This growth in school-aged children over the planning period may cause classrooms or school sites to become overcrowded thereby creating a poor learning environment.

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4.143 Mitigation Measures and Monitoring

The Woodlake School Districts have effectively mitigated the impacts of future growth on their schools through their recent passage of a school bond. In addition, both school districts are currently collecting school impact fees on new residential development, \$2.63 per square foot for residential development. This square foot fee is divided between the two districts. In addition, the districts collect \$.42 per square foot on new commercial and industrial development.

The General Plan also contains policies and actions that will facilitate an effective and responsive school system and a good learning environment. These policies and actions are as follows:

- **Schools that are easily accessible and free from land use and circulation conflicts.**

1. Schools should be located in areas of the community where they are easily accessible for school-aged students.

- a. Schools should be designed so that they can be accessed from adjacent residential developments.

- b. Schools should be designed so that students can be easily dropped off by their parents.

- c. Bus drop-off zones should be separate from where parents drop off their children.

- d. Roadways adjacent to schools should be provided with sidewalks, properly striped crosswalks and signage.

2. The location of schools should not be on roadways that attract other types of traffic (e.g. commuter, industrial or commercial traffic).

- a. Schools should not front onto major collector or arterial roadways.

- b. Sidewalks should be installed on all streets around a school site.

- c. Schools should be connected to bike path systems.

3. To the best extent possible, schools should be centrally located.

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- a. Existing, centrally located schools should buy adjacent property for future expansion.
 - b. The Woodlake Elementary School District should investigate the purchase of a future elementary school site.
- **Schools that have adequate land for future expansion.**
 1. When schools are purchasing land for future expansion, additional land should be purchased in case other types of school facilities are required.
 - **Encourage the schools to forge partnerships with other public entities.**
 1. The City and Woodlake Schools should work on projects jointly, including recreation building, a joint cooperation yard and playing fields.
 2. The Woodlake High School District should forge a working relationship with College of Sequoias as it pertains to agricultural, technical and mechanical training courses.
 - **Work with educational institutions to fashion a training program that teaches skills that mirror local industrial sectors, including equipment repair, irrigation technology, food processing, nurseries, and agricultural technology.**
 1. The Woodlake High School District should develop training and vocational programs for students that wish to be employed in the above sectors.
 - a. The School District should develop programs in cooperation with Proteus Inc., C-Set, and the Tulare County Private Industry Council.
 - b. The high school district should develop vocational programs for the citrus industry.
 - **Encourage college courses to be taught in the Woodlake area.**
 1. The Woodlake High School District should provide classroom space for College of Sequoias classes.
 2. The Woodlake High School District should make its facilities available to other institutions that wish to provide instruction, training, or certification.

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4.144 Residual Impacts

With financing (school impact fees) in place and the passage of a recent school bond, both districts should be able to fund new school facilities over the planning period. Also the implementation of the Land Use Element's policies and actions over the next 20 years, will further reduce the General Plan's impact on Woodlake schools. These measures will reduce this impact to a less than significant level.

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4.15 SOLID WASTE

4.151 Existing Conditions

Solid waste collection in the planning area is provided by the City of Woodlake through a contract with Sunset Waste from Visalia for the collection of domestic solid wastes. Service is provided once a week. The collection and disposal of the solid waste is financed by monthly fees paid by the residents of Woodlake.

Wastes are then transported to the Visalia Landfill, located on Road 80, north of Visalia. The Visalia Landfill is currently receiving about 150,000 tons of solid waste per year. The landfill has a life expectancy of about five years. Tulare County is currently exploring other options for disposal after the Visalia Landfill closes. The most likely candidate would be the Woodville Landfill southeast of Tulare. This site has an expected life of about 50 years.

The city's Source Reduction and Recycling Element estimated that in 2006, Woodlake generated 5,774 tons of solid waste, or 4.2 pounds per person per day. Assembly Bill 939 requires cities to reduce their solid waste volumes by 25 percent by 1995 and 50 percent by the year 2000. To achieve this reduction in volume, AB 939 requires local entities to devise a materials recovery facility by composting organic materials; recycling paper, metal, glass, and plastic; and by diverting household hazardous waste to the Kettleman Hills waste facility.

The implementation of this legislation was facilitated by the City's adoption of the Woodlake Source Reduction and Recycling Element. The Element establishes policies and implementation strategies that will reduce the volume of solid waste that is currently being disposed of at the Visalia landfill.

4.152 Environmental Impact

The proposed General Plan, which consists of a series of land use actions to accommodate the growth of Woodlake, will not in itself impact the city's solid waste system. However, urban development facilitated by the General Plan will increase the solid waste generated in Woodlake.

The State of California requires that all cities and counties reduce the amount of waste going to landfills by 25% in 1995 and 50% by the year 2000. In 1995, Woodlake was diverting about 17 percent of its waste stream; in 2006 about 48 percent. These

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waste stream diversions were achieved through the implementation of the Source Reduction and Recycling Element.

4.162 Mitigation Measures and Monitoring

No mitigation measures are required because the General Plan is not expected to have significant impacts on solid waste resources given the city's implementation of its Source Reduction and Recycling Element.

4.163 Residual Impacts

Insignificant.

4.17 FIRE PROTECTION

4.171 Existing Conditions

Fire protection in the project area is provided by the Woodlake Fire Protection District. The District was established in 1928 and is one of only two such districts in Tulare County. The district headquarters and station are located at the northeast corner of Naranjo Boulevard and Magnolia Street.

The station is staffed by three full-time firefighters, including a captain and two fire engineers. At least one of these personnel is on duty at any given time. This staff is complemented by 15 volunteer firefighters. The full-time firefighters are also trained to administer basic medical aid. The station is equipped with three Class-A fire engines, including a 1,250 gallons per minute (gpm) pumper, a 1,000 gpm pumper and a 750 gpm pumper. Each of these engines has an on-board 500-gallon water tank.

The fire department is generally able to respond to emergency calls in Woodlake within two to three minutes. Backup response is provided by a county fire station located in Lemon Cove, five miles east of Woodlake.

Interviews with fire district personnel indicate that most developed areas of the city are connected to the city's water system and water pressure is sufficient in all areas for fire fighting purposes. The Insurance Service Office (ISO) rating for Woodlake is 6 (on a scale of 1-best rating to 10-lowest rating). Areas immediately outside the city limits have a rating of 7.

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4.172 Environmental Impacts

Development in the planning area will increase the demand for additional fire services in Woodlake. This could require the Woodlake fire District to hire more firemen and purchase additional equipment.

The need for more sophisticated fire protection services comes with various types of development - large apartment complexes and certain industrial uses. Enhanced fire services can include training for multistory fires, hazardous waste handling, and medical training. These new demands for fire services can have a fiscal impact on the District. However, these costs should occur gradually and the revenue provided by the District should be able to cover these costs. In addition, the District will periodically apply for state and federal grants in order to purchase various types of fire fighting or emergency medical equipment. In the past, the City of Woodlake has also assisted in paying for the purchase of various types of fire suppression equipment.

The urbanized portion of the planning area is within a 5-minute response time of the fire station. In addition, secondary fire protection coverage is provided by the Tulare County Fire Department's Lemon Cove station, located about eight miles east of the planning area, and its Ivanhoe station, located five miles to the west.

Certain uses (particularly industrial) may be required to provide additional on-site fire suppression facilities such as water tanks, sprinklers, etc. Individual projects shall be reviewed by the Fire District to ensure fire safety concerns are mitigated, including upgrading water lines and installing fire hydrants.

4.173 Mitigation Measures and Monitoring

It is expected that the General Plan will not have an adverse impact on fire protection in Woodlake given the above facts and the District's ability to require certain mitigation measures, including installation of fire hydrants and extension of water lines, installation of sprinklers, and requiring vehicular access for fire engines. The General Plan also contains policies and actions that will facilitate an effective and responsive fire protection system.

Public Safety

- **A community that is free of crime and fire hazards**

1. Through Woodlake's site plan review process, new developments should be

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designed so that that crime and fire safety are considered in the design.

- a. Insure that all new uses have water available to the site and that proper water pressure is also available.
 - b. Buildings larger than 5,000 square feet in size should be equipped with sprinklers.
 - c. Insure that all new uses are properly equipped with on-site lighting to promote safety.
2. The City will continue to upgrade its water system to insure that adequate water pressure is maintained throughout the system.
- a. The City should amend its development impact fee schedule to provide funds for replacement of older water lines.
 - b. The City should amend its development impact fee schedule to provide funds for the construction of new water wells and water storage tanks.
3. Residential development should be designed so that two points of access are provided.
- a. The Site Plan Review Committee will insure that new developments provide proper access for public safety vehicles.

Emergency Medical Services and Health Care

- **An efficient medical emergency delivery system**

1. The City should work with the Exeter Ambulance District to insure that persons in the Woodlake area are well served in regards to response time by ambulances.

4.174 Residual Impacts

Insignificant.

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4.18 POLICE PROTECTION

4.181 Existing Conditions

Police protection is provided by the Woodlake Police Department, with offices at City Hall. The Department is staffed by a chief, one lieutenant, two sergeants, seven full-time officers, a provisional officer, and two clerical personnel. The force is complemented by 10 reserve officers. The current ratio of officers to population is one officer per 611 persons. At a minimum, there is one unit on patrol at any given time.

The Police Department at City Hall, houses a holding cell which is used for temporary detention of arrested persons. These persons are then transported to the Tulare County Jail in Visalia. Woodlake has a mutual aid agreement with the Tulare County Sheriff's Department. The closest Sheriff station is at the County Civic Center in Visalia, 15 miles southwest of Woodlake.

4.182 Environmental Impacts

Future growth will likely require increases in staffing and equipment of the Woodlake Police Department. If the City is to maintain the same ratio of officers to residents as presently exists, 4 to 6 additional officers must be hired by the year 2028.

This hiring need will have a fiscal impact on the City's general fund. Some of the funds for these additional officers will come from increases in Woodlake's property tax base and additional sales tax. Because the increase in demand for new officers should occur gradually, it is expected that revenue sources should keep pace with increasing demands. It is expected that the General Plan will not have an adverse impact on police protection in Woodlake given the above facts and the Department's ability to require certain mitigation measures, including applying for state and federal grants.

4.183 Mitigation Measures and Monitoring

It is expected that the General Plan will not have an adverse impact on police protection in Woodlake given the above facts and the Department's ability to require certain mitigation measures, including increasing staffing to keep pace with the growth in the community and attracting state and federal grants to fund certain programs within the department. The General Plan also contains policies and actions that will facilitate an

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effective and responsive police department.

- **Adequately financed public safety departments**
 1. The City should apply for state and federal grants that can provide money to supplement the city's police department revenue.
 2. The City should collect a development impact fee that can be used for capital improvements.
 - a. Consistent with AB 1600, the City of Woodlake should create a development impact fee for public safety for public safety improvements, including buildings, equipment or grounds.
 3. The Police Department should implement innovative programs that promote an efficient delivery system, such as:
 - a. Volunteer program
 - b. Take-Home Car Program
 - c. K-9 Unit Program

4.184 Residual Impacts

Insignificant.