Appendix A

The following figures are found in the Alternative's Analysis (Feb 2023), Preferred Land Use Alternative (modified Alternative C: Hybrid, July 2023), or in the Preferred Alternative Study Session (July 2023)

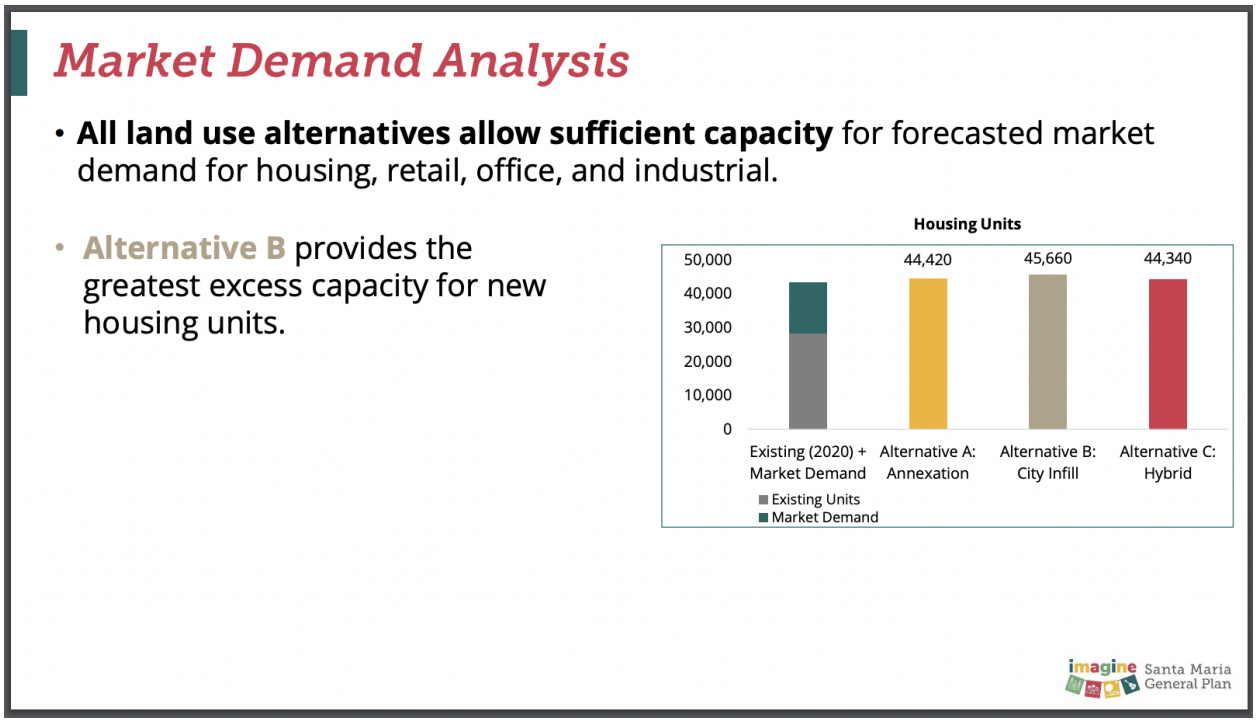

Figure A1 - Market Demand Analysis
Source: Preferred Alternative Study Session (July 2023), page 54

Walk Access to Retail and Transit

The UrbanFootprint Walk Access Module calculates the percent of residents within 10 minutes of retail destinations and within 5 minute of transit stops.

Results

- **Alternative B performs better than Alternative A and Alternative C** by increasing densities within existing city limits that are better served by commercial amenities and transit facilities.

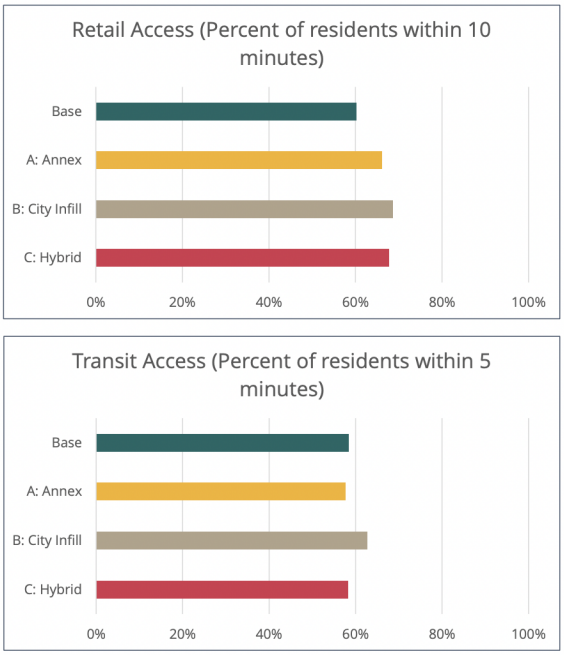

Figure A2 - Walk Access to Retail and Transit
Source: Alternative's Analysis (Feb 2023), page 11

Survey Findings

- Most important outcome (desired by almost 40% of survey respondents): **better walkability to destinations, followed by reduced traffic congestion.**
- 60% either strongly or somewhat supported **allowing more high-density buildings along Broadway and Main Street**
  - Respondents favored densities closer to those assumed in Alternative C: Hybrid
- Survey respondent preferences: evenly split between **Alternative B City Infill (41%)** and **Alternative C Hybrid (40%)**

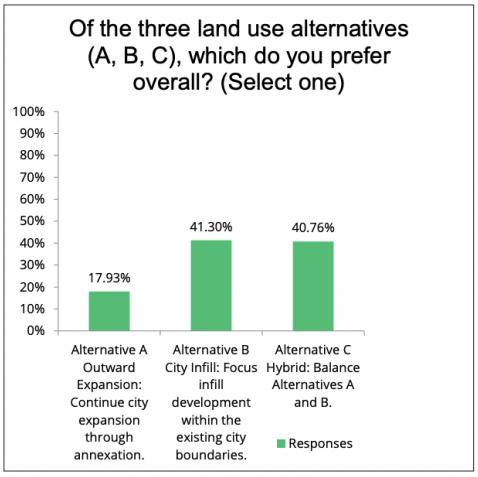

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Figure A3 - Survey Findings
Source: Preferred Alternative Study Session (July 2023), page 39

Recommendations from Mobility Analysis

Mobility Factor	Alternative A: Expansion	Alternative B: Infill	Alternative C: Hybrid
Vehicular Network	Requires new roadways		Requires new roadways
LOS & Congestion	Congestion mitigation required on SR 135, Main Street (SR 166), and Betteravia Road		
	LOS mitigation required	Slightly more LOS mitigation required	LOS mitigation required
VMT	Strive for jobs-housing balance, alternative commute modes, and CEQA VMT Threshold compliance		
	VMT mitigation required		VMT mitigation required
Active Transportation Network	Implement ATP		
	Network expansion required		Network expansion required
Transit System	New services required		New services required
Road Sections and Diets	Update roadway sections; implement road diet policy		
Emerging Technologies	Adopt appropriate technologies		

Figure A4 - Recommendations from Mobility Analysis
Source: Preferred Alternative Study Session (July 2023), page 53

Emissions per Capita

The UrbanFootprint Emissions Module calculates greenhouse gas emissions associated with passenger vehicle travel, building energy use, and water-energy use to calculate emissions per capita.

Results

- **Alternative A and Alternative C have higher emissions per capita** due to increased vehicle travel, building energy use, and water usage in the newly annexed lands outside the current city boundary.
- **Alternative B** takes advantage of existing infrastructure, including public transit, to reduce overall vehicle use.

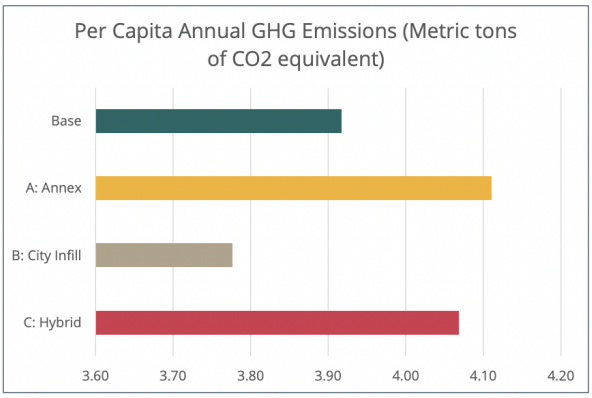

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Figure A5: Emissions per Capita
Source: Alternative's Analysis (Feb 2023), page 12

Fiscal Impact Analysis

All three alternatives are estimated to have a **positive fiscal impact:**

- On the City's General Fund **at full buildout** in 2050.
- During **each 5-year period** from 2020 to 2050.

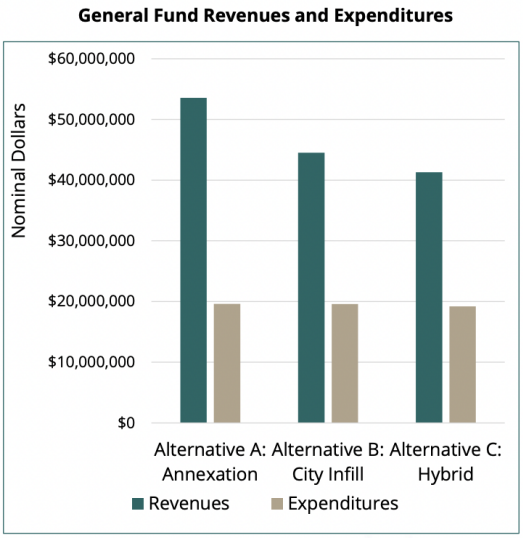

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Figure A6 - Fiscal Impact Analysis
Source: Preferred Alternative Study Session (July 2023), page 56

Development on Agricultural Land

The UrbanFootprint Agriculture Module measures the conversion of land to and from agricultural and non-agricultural uses. Urban lands expanding into agricultural lands can reduce agricultural production.

Results

- As expected, **Alternative A has the highest acreage of development on agricultural land** and will result in the greatest reduction in agricultural capacity.
- **Alternative B has the lowest acreage of development on agricultural land.**

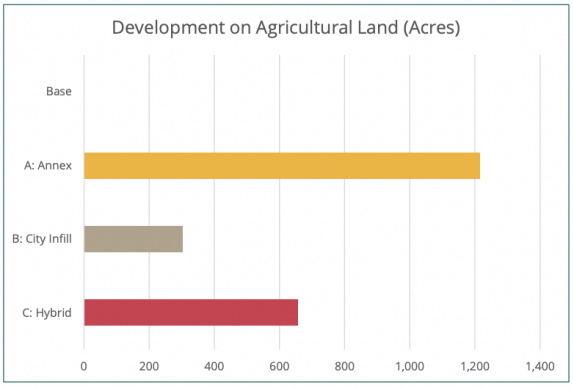

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Figure A7: Development on Agricultural Land
Source: Alternative's Analysis (Feb 2023), page 10

Agricultural Land Impacts

Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
Alternative 1 has a **higher potential** for impacts relative to alternative 2 and 3. • Large portions of land designated for preservation within the County's Agricultural Preserve program are in the annexation area. These lands are regulated under the Williamson Act, discussed further on the next slide. Cancellation of Williamson Act contracts requires County review and discretionary action by the Board of Supervisors and is regarded as an option available only under limited circumstances and conditions. Specific findings must be made to cancel a contract. This discretionary process constrains the opportunity for development of the annexation area. • Most of the Annexation area is also designated as Prime Farmland. Prime Farmland designation would require additional CEQA requirements at the General Plan EIR level. • Mitigation for agricultural conversion impacts would include a mix of avoiding the highest value soils and offsetting impacts through establishment/purchase of agricultural conservation easements (ACEs) on agricultural lands of equal value and equal threat of development.	Alternative 2 has a **lower potential** for impacts relative to alternative 1 and 3. • Limited impacts to agricultural land uses would occur.	Alternative 3 has a **moderate potential** for impacts relative to alternative 1 and 2. • Similar to Alternative 1, lands are within the County's Agricultural Preserve program and likely to be significantly constrained due to regulations under the Williamson Act. • Portions of land are designated as Prime Farmland, increasing CEQA complexity at the General Plan EIR level. If a later project is implementing the changes outline within the General Plan and would not have impacts beyond those outlined within the General Plan EIR, the project level CEQA document wouldn't need to identify any additional impacts. If the project has no new or more severe impacts, an Addendum to the Program EIR can be prepared. • Mitigation, as described under Alternative 1 could be employed to remediate impacts associated with Alternative 3.

Figure A8 - Agricultural Land Impacts
Source: Alternative's Analysis (Feb 2023), page 30

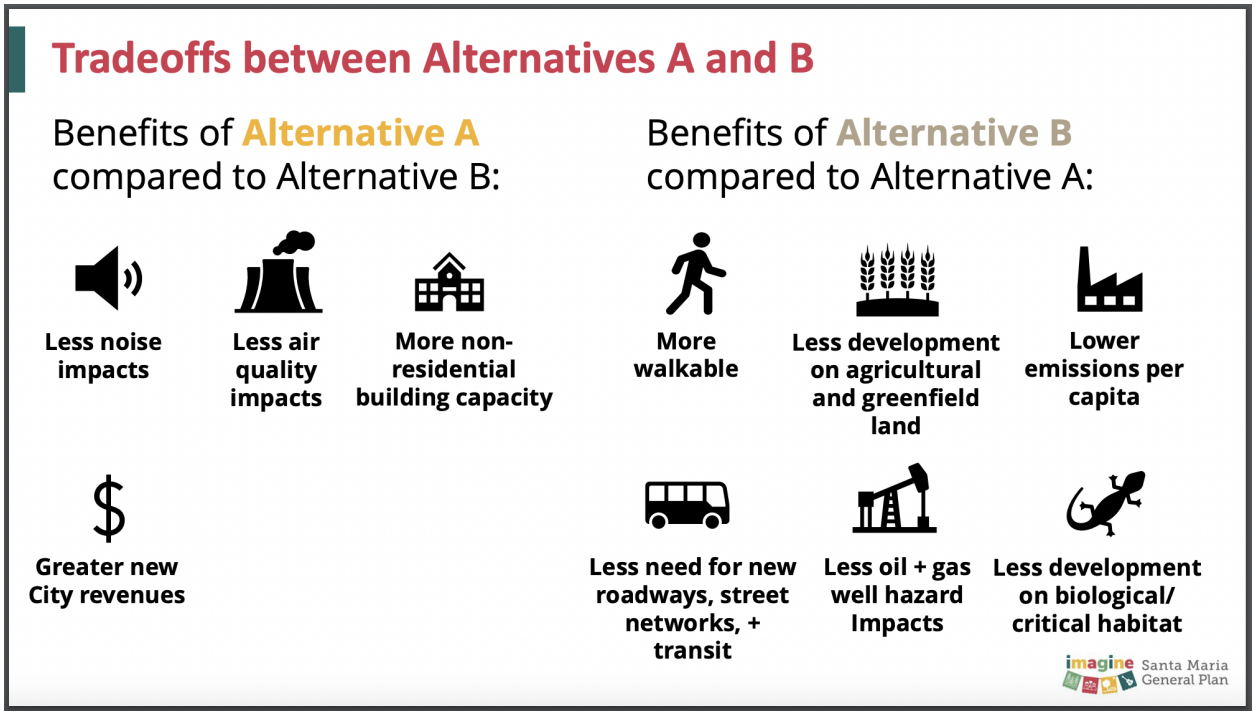

Figure A9 - Tradeoffs between Alternatives A and B
Source: Alternative's Analysis (Feb 2023), page 30