

CITY OF WOODLAND
PLANNING COMMISSION AGENDA
FEBRUARY 17, 2011
CITY COUNCIL CHAMBERS
6:30 PM

1. **Call to order**
2. **Roll Call**
3. [Minutes: Review of draft minutes from the December 16, 2010 Planning Commission meeting.](#)
4. **Director's Report:** This an opportunity for the Community Development Department's Director or designee to provide the Commission with information on any items other than those listed on the Agenda.
5. **Public Comment:** This is an opportunity for the public to speak to the Commission on any item other than those listed on the Agenda. The Chairman may impose a time limit on any speaker.
6. **Communication - Commission Statements and Requests:** This is an opportunity for the Commission members to make comments and announcements to express concerns or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting.
7. **Subcommittee Reports:**

PUBLIC HEARING:

8. [Target Warehouse Expansion Project.](#) Review of a proposed 362,099 square foot expansion of the existing Target Warehouse distribution facility located at 2050 E. Beamer Street. The requested entitlements include review of the proposed Initial Study and Mitigated Negative Declaration and the proposed adoption of the Mitigation Monitoring and Reporting Plan as well as review of the Site Plan, Design Review and Public Art for the proposed expansion. APN 027-350-050

Applicant/Owner:	Target Stores, a Division of Target Corporation
Staff Contact:	Cindy A. Norris, Principal Planner
Environmental Document:	Initial Study and Mitigated Negative Declaration with a Mitigation Monitoring Reporting Plan
Recommended Action:	Approval with Conditions

NEW BUSINESS:

None

OLD BUSINESS:

None

9. Adjournment

CITY OF WOODLAND
PLANNING COMMISSION AGENDA
DECEMBER 16, 2010
CITY COUNCIL CHAMBERS
6:30 PM

1. **Call to order (TIME: 6:30 PM)**
2. **Roll Call**
Present: Fred Lopez, Seth Wurzel, Pat Murray, Steve Barzo, Dave Sanders, Rex Peters
Absent: Myriam Gonzalez
3. [Minutes: Review of draft minutes from the November 18, 2010 Planning Commission meeting.](#)

Motion: Commissioner **Murray** made a motion to approve the minutes, which was seconded by Commissioner **Wurzel**.

Vote Ayes: Lopez, Wurzel, Murray, Barzo, Peters
 No's:
 Abstain: Sanders

4. **Director's Report:** This an opportunity for the Community Development Department's Director or designee to provide the Commission with information on any items other than those listed on the Agenda.

Principal Planner, Cindy Norris reminded the Commission that the City would be closed for the holidays and furlough from December 20, 2010 through December 31st, 2010. Ms Norris also indicated to the Commission that there may be a need to have two meetings in February, 2011.

5. **Public Comment:** This is an opportunity for the public to speak to the Commission on any item other than those listed on the Agenda. The Chairman may impose a time limit on any speaker.

There were no comments.

6. **Communication - Commission Statements and Requests:** This is an opportunity for the Commission members to make comments and announcements to express concerns or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting.

There were no comments

7. **Subcommittee Reports:**

There were no reports.

PUBLIC HEARING:

8. [Disney Tentative Parcel Map \(TSM # 4987\).](#) The applicant is requesting approval for a division of land in the Single-Family (R-1) zone (APN 006-590-001), dividing an existing 23,832 square foot parcel into two (2) parcels consisting of approximately 12,263 square feet for "Parcel 1" and 11,569 square feet for "Parcel 2."

Applicant: Robert A. Disney
Staff Contact: Paul L. Hanson, AICP, Senior Planner
Recommended Action: Approval with Conditions

Motion: Commissioner **Sanders** made the following motion, which was seconded by Commissioner **Wurzel** :
Move that the Planning Commission Approve the Disney Tentative Parcel Map #4987 dated 10/13/10, based on the identified findings of fact and subject to the identified conditions of approval, by taking the following actions:

- Confirm a finding of exemption from the provisions of CEQA. The project is considered categorically exempt, Class 15, minor land division.
- Determine that the project, as conditioned, is consistent with the General Plan;
- Determine that the project as conditioned, is consistent with the Zoning Ordinance;
- Approve tentative parcel map #4987 dated 10/13/10 dividing APN 006-590-001 into Parcel 1 and Parcel 2 as identified by the attached tentative parcel map.

Vote Ayes: Lopez, Wurzel, Barzo, Sanders and Peters
No's:
Abstain: Murray

- 9 [Farm Credit West Tentative Parcel Map \(TPM # 4989\).](#) The applicant is requesting approval for a division of land in the General Commercial (C-2) zone (APNs: 006-040-029 & 006-050-010), dividing an existing 2.36 acre parcel into two (2) parcels consisting of approximately 1.03 ac. for "Parcel 1" and 1.33 ac. for "Parcel 2."

Applicant/Owner: Farm Credit West, FLCA
Staff Contact: Paul L. Hanson, AICP, Senior Planner
Recommended Action: Approval with Conditions

Motion: Commissioner **Sanders** made the following motion, which was seconded by Commissioner Murray :
That the Planning Commission approve the Farm Credit West Tentative Parcel Map #4989 dated 10/20/10, based on the identified findings of fact and subject to the identified conditions of approval, by taking the following actions:

- Confirmation of finding of exemption from the provisions of CEQA. This project is considered categorically exempt, Class 15, minor land division.
- Determine tha the project as conditioned, is consistent with the General Plan'
- Determine that the project as conditioned is consistent with the Zoning Ordinance;
- Approve Tentative Parcel Map #4989 dated 10/20/10 dividing APNs 066-040-029 and 066-050-010 into Parcel 1 and Parcel 2.

Vote Ayes: Lopez, Wurzel, Murray, Barzo, Sanders, Peters
No's:
Abstain:

10. [Amendment to the General Plan to Remove Policy 8.B.3 Relating to Prohibition of Development in Areas of Deep Flooding \(over 4-feet deep\).](#) The proposed amendment would remove Policy 8.B.3, Deep Flooding Policy, based on a recent flood analysis. The amendment will not relax the City's flood standards or release the City from its obligations to follow federal and state flood requirements. The proposed action does not constitute a major revision to the General Plan and will not result in new or unmitigated environmental impacts.

Applicant: City of Woodland
Staff Contacts: Dan Sokolow, Senior Planner; Mark Cocke, Senior Civil Engineer
Recommended Action: Approval

Motion: Commissioner **Wurzel** made the following motion, which was seconded by Commissioner **Murray** :

That the Planning Commission make a recommendation to the City Council for the approval of a General Plan Amendment to remove Policy 8.B.3, Deep Flooding Policy, from the General Plan Policy Document based on the identified finding of fact, by taking the following actions:

- Adopt the attached Resolution NO. approving the CEQA EIR Addendum together with the previously Certified General Plan EIR and Mitigated Negative Declaration as the appropriate level of environmental review in accordance with the California Environmental Quality Act;
- Adopt the attached Resolution No. amending the General Plan to remove Policy 8.B.3, Deep Flooding Policy, from the General Plan Policy document.

Vote Ayes: Lopez, Wurzel, Murray, Barzo, Sanders, Peters
No's:
Abstain:

NEW BUSINESS:

11. [Review Driveway Design for the Standard Pacific "Parkside" development project.](#) Review of a driveway design proposal for consistency with the Spring Lake Design Standard (2.2.2)

Applicant/Owner:	Standard Pacific
Staff Contact:	Paul L. Hanson, AICP, Senior Planner
Recommended Action:	Approval with Conditions

Motion: Commissioner **Sanders** made the following motion, which was seconded by Commissioner **Murray** :
That the Planning Commission approve the driveway designs for "Parkside at Spring Lake" based on the identified findings of fact and subject to the identified conditions of approval, by taking the following actions;

- Determine that the project as conditioned is consistent with the Spring Lake Specific Plan;'
- Approve the driveway design for "Parkside at Spring Lake" in the Spring Lake Specific Plan.

Vote Ayes: Lopez, Wurzel, Murray, Barzo, Sanders, Peters.
No's:
Abstain:

12. **Election of Chair and Vice Chair.**
Commission election. Discussion regarding term of service.

Commission members Barzo and Wurzel indicated interest in the position of Vice Chair. The Commission elected Commissioner Sanders to the position of Chair and Commissioner Barzo to the position of Vice Chair.

The Commission approved a change in the term of office to 2-years from 1-year.

13. **Commission Meeting Start Time**
The Commission had approved a 6:30PM meeting start time for a trial of several months. The Commission can discuss the effectiveness of the 6:30 PM time and possible consideration of either a 7:00 PM or 6:00 PM start time.

The Commission voted to keep the meeting start time at 6:30PM.

OLD BUSINESS: None

10. Adjournment (TIME 7:23PM)

PROJECT TITLE:	Target Regional Distribution Facility Expansion – Site Plan, Design Review, including Public Art, and a Mitigated Negative Declaration - An approximate 362,099 square foot expansion to the existing 1,509,591 square foot warehouse facility for a total of 1,871,690 square feet, located at 2050 East Beamer Street on 98.96 acres in the Industrial zone; APN 027-350-050.
LOCATION:	Subject property is located at the southeast corner of Beamer Street and County Road 102; 2050 East Beamer Street.
APPLICANT:	Target Stores, A Division of Target Corporation- Laurie T. Jones, Senior Development Manager, Target Real Estate. 1000 Nicollet Mall, Minneapolis, MN 55403
OWNER(S):	Target Stores, A Division of Target Corporation
PROJECT PLANNER:	Cindy Abell Norris, Principal Planner
STAFF RECOMMENDATION:	Recommend Approval with Conditions
REPORT FOR:	Planning Commission – February 17, 2011
ENVIRONMENTAL REPORT:	Mitigated Negative Declaration.
PARCEL SIZE:	98.96-acre parcel (APN 027-350-050)
GENERAL PLAN DESIGNATION:	Industrial (I)
CURRENT ZONING:	Industrial (I)
EXISTING LAND USES:	Target Regional Distribution Warehouse Facility
FLOOD ZONE:	Zone AE (Located within the 100-year floodplain). Defined as special flood hazard area subject to inundation by the 1% annual chance flood event with base flood elevations determined. Flood Insurance Rate Map 06113C0465G Dated 6/18/2010.
STREET ACCESS:	East Beamer Street to the north, Hanson Way to the south and County Road 102 to the west.
ADJACENT LAND USES & ZONING:	

North	Beamer St; Vacant	In the County; Pre-zoned Industrial/PD
South	Hanson Way;	Industrial (I)
East	Vacant	Industrial (I)
West	County Road 102; Adams Grain	In the County; Pre-zoned Industrial

PENDING/POTENTIAL ACTIONS: Staff recommends that the Planning Commission:

1. Adopt the attached Mitigated Negative Declaration in accordance with the California Environmental Quality Act Section 15074, the Planning Commission finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environmental and that the mitigated negative declaration reflects the lead agency's independent judgment and analysis.
2. Approve the Site Plan, Design Review, and Public Art for the proposed project based on the Findings of Fact and as shown in the submitted plans dated January 4, 2011 subject to the identified Conditions of Approval, as provided in the Staff Report presented on February 17, 2011. (**Attachment "A"**).

PROJECT SITE DESCRIPTION: The existing Target warehouse facility is bounded by Hanson Way to the South, County Road 102 to the west and East Beamer Street to the north. The site is approximately 98.96 acres in size. The existing warehouse, shipping wing and administrative offices total 1,509,591 square feet. There are currently 1,045 semi-truck parking spaces and 741 auto parking spaces. During a typical day 236 semi-trucks enter and exit the site. The primary access to and from the site is via Interstate 5 and East Beamer Street via County Road 102. Both inbound and outbound trucks enter and exit East Beamer Street.

BACKGROUND: The Target facility has been in operation since 1988 and has been expanded twice before, in 1990 and again in 1998. On October 18, 2010 the applicant submitted application information for the project. Staff has met on multiple occasions with the applicant to discuss site and design issues. On January 4, 2011 the applicant submitted a final completed application package (**Attachments "C" and "D" Site plan, Elevations and Landscape plans**).

PROJECT PROPOSAL: The applicant's request is to add an additional 362,099 square feet to the existing target warehouse facility in order to accommodate a new conveyor system and additional warehouse storage. The building would expand to the north and east resulting in the relocation and removal of existing auto parking to the north, reduction in the width of the landscape planter on the north on the interior of the property due to the addition of new parking stalls, relocation of the pallet storage area to the south and development on vacant undeveloped land both to the north and east. The visitor parking area will be expanded south of the new addition on the east boundary and parking stalls will be added to the remaining parking just west of the addition. The existing landscape treatment along East Beamer will be extended to the east. The new building addition will be (42-45 feet) high, which will be taller than the existing building (34 feet). Public art is proposed to be added as a mural to the northern elevation of the addition. The applicant estimates that the addition will result in only a moderate increase in

employees. Truck traffic will increase substantially due to the addition of a highly efficient conveyor system. .

APPLICABLE LAWS, CODES, AND ORDINANCES: The project is subject to several laws, codes, and ordinances:

- The California Environmental Quality Act (CEQA)
- The City of Woodland General Plan (including the Housing Element)
- The City of Woodland Zoning and Subdivision Ordinances
- City of Woodland Community Design Standards.

PUBLIC NOTIFICATION: Public notice advertising for the public hearing on this project was prepared by the Community Development Department in accordance with notification procedures set forth in the City of Woodland's Municipal Code and State Planning Law. Two methods of public notice were used:

1. Legal notice of the Intent to Adopt a Negative Declaration and hold a public hearing was published in the Woodland Daily Democrat 21 days before the meeting date for the Environmental review and public hearing, on or before January 28, 2011.
2. Notice of Intent to Adopt a Negative Declaration and hold a public hearing was mailed to all reviewing agencies and departments as well as to all property owners within 300 feet of the project site on or before January 28, 2011.

Copies of the staff report for the proposed project have been on file at City Hall Annex since February 11, 2011. The public notice was sent to the current Spring Lake developers.

CEQA REVIEW: An Initial Study and resulting Mitigated Negative Declaration has been prepared for the project. While the project site has an existing facility, environmental review of changed conditions is required. Key areas of analysis include flood modeling; traffic and air quality including evaluation of greenhouse gas emissions. Any required mitigation measures have been included as conditions of approval. Mitigations have been required in the areas of:

- Reduction of PM₁₀ emissions during construction
- Notification of review for historic, cultural or human remains during grading activities
- Compliance with City and FEMA regulations for development within the floodplain and a requirement to reduce obstructions on the east side of the new addition (including landscaping) to facilitate flood flows to the south.
- Payment of a fair share proportion, 3.6 percent, of the projected cost estimate to fund a planning level design (10 percent design level) to install a future east bound right turn lane along Beamer Street.

In addition, the project applicant has included green house gas emission reducing measures as part of the proposed project that are included in the project description and requirements.

REVIEW AGENCY COMMENTS: The application was circulated for review by City Departments. All reviewing agency comments (Comments received from: Police, Fire, Public Works, Development Engineering and Building) have been integrated into the mitigations and conditions of approval, as appropriate.

STAFF ANALYSIS: Staff supports this project based on Findings of Fact and Conditions of Approval as presented in the staff report, (**Attachment “A”**). A summary analysis of the policies, regulations and key issues impacting this project is provided below for Planning Commission consideration.

GENERAL PLAN CONSISTENCY

The site has a current designation of Industrial in the Woodland General Plan. The General Plan states that the building Floor Area Ratio (FAR) shall not exceed 60% of the site. The project as proposed will have a FAR of 43%. The project is consistent with the goals and policies relating to industrial development. The City’s General Plan Goal 1.H is to: *“designate adequate land for and promote development of industrial uses to meet the present and future needs of Woodland residents for jobs and to maintain Woodland’s economic vitality”*

ZONING ORDINANCE CONSISTENCY

The proposed project is consistent with the land use table and development standards provided for Industrial uses in the Zoning Ordinance. The one area where modification is recommended by staff is in the area regarding parking.

Development Standard	Required	Provided
Building Setbacks		
Front	20’	62’
Rear (east)	10’	75’
Street Side (east)	20’	97’
Street Side (west)	20’	220’
Development Standard	Required	Provided
Lot Coverage		
Building Coverage	60% (0.6 FAR)	1,871,690 s.f. (43%)
Paved Area		2,171,052 s.f. (45%)
Landscape Area		267,956 s.f. (13%)
Parking		
@ 2 stalls per 1.4 employees	781	Standard 688
Office 1/400 SF	<u>38</u>	Compact 81
Total Parking	819	Accessible <u>20</u>
		Total 789
		Parking reserve 31 (820 provided)
Building Height	No limits (except within 200’ of any residential, or agricultural land designated for residential – 40’)	Existing 34’ New 42-45’
Shade trees within auto parking areas	To provide 40% shade cover at maturity	Existing shade trees and future parking areas subject to COA
Tree removal	Section 20A-1-100 two trees shall be provided for every tree removed. Approximately 136 trees are to be removed; requires replacement of 272 trees or payment of in lieu fee.	Applicant to provide assessment on final landscape plans regarding number of replacement trees and possible in-lieu payment.

Analysis based on review of plans dated January 4, 2010.

Parking Modification: Based on the Off-Street Parking and Loading standards contained in Article 23, Section 25-23-10 (S), the project shall provide a minimum of 819 number of auto parking spaces. However, upon review it was recommended that the project site hold 30 parking spaces in landscape reserve. A total of 789 parking spaces will be provided which is felt to be adequate to meet the needs of the Target facility as the addition is not expected to generate additional employees. This would preserve the existing landscape located at the northwest corner of the site until/unless some time in the future it is determined that there is a significant parking problem and additional spaces may be needed. The applicant has included an alternate parking layout design (Sheet C-3) for this corner in the event that it may be needed. The following condition has been recommended:

***Parking Space Reserve.** A total of 31 parking spaces shall be held in landscaping parking reserve at the southwest corner of CR 102 and Beamer Street. The existing landscape area is located approximately 400 feet west of the existing driveway on Beamer Street. This is the main entry landscape corner at CR 102 and Beamer St. The landscape area shall maintained in good condition and be irrigated and landscaped with shrubs/groundcover/vegetation consistent with the overall site landscape plan. The possible future conversion of all or a portion of these spaces may be considered through a Minor Design Review process. The review for conversion shall balance the relative benefits of maintaining the landscaped area versus providing additional parking, considering the need to address adverse impacts resulting from parking overflows from the project on to adjacent roadways and/or private property. (Section 25-23-30 I Modification to Parking Requirements).*

In addition, the project will be required to comply with the City's Parking Lot Shading Requirements, tree replacement in accordance with Section 20A-1-100 and the provision of new landscaping along the east end of East Beamer Street.

COMMUNITY DESIGN STANDARDS

Staff has completed review of the project for conformance with the City of Woodland's Community Design Standards. The project will provide a consistent appearance with the existing building. Key issues for discussion are provided below.

Expansion and Impact on the site:

The proposed new building will expand to fill the site to the north and east. An expansion was clearly anticipated as the northeast end of the site was left vacant and unimproved. While the new building portion will be taller than the existing this is necessary to accommodate the new automated equipment. The applicant will complete and tie in the landscape improvements to finish the streetscape along East Beamer and landscape the site in front of the new building portion. Per the mitigation requirements the new landscape and irrigation will comply with the State Water Conservation requirements. The landscaping at the southwest corner of CR 102 and East Beamer Street will be maintained unless/until such time that the need arises to convert a portion of the area to parking. The area directly east of the building addition will be maintained

in a smooth surface condition to facilitate flood flows to the south. This area is not in public view but is a working access road for the two adjacent buildings.

Public Art: The Community Design Standards require that public art shall be incorporated into all new commercial and industrial projects. As this project involves substantial expansion and new construction, public art is required. The applicant has proposed a mural concept that is reminiscent of the agricultural patterning in the landscape. **(Attachment “E”)** The mural consists of a rectangular patterning that repeats in cycles of 24 panels to create a playful yet rhythmic expression. As provided in the Artist’s Statement;

The rectilinear shapes of color echo the adjacent agricultural landscape. In keeping with a neutral palette, these walls neither detract nor disappear; they merely work in tandem with the beautifully sculpted grid of the surrounding community. Playful arrangements of square bounding from soil to sky defy the very nature of their toned-down shades of earthen colors, and make an otherwise immense structure a joyful expression of mass and rhythm.

Consistency with Other Land Use Plans: The project site does not fall within the planning area of any other relevant specific plans, area plans, redevelopment plans, airport land use plans, or other such adopted land use plans of the City.

CEQA REVIEW

In accordance with the California Environmental Quality Act an Environmental Checklist was prepared to assess the potential impacts of the proposed project. The Initial Study analyses any identified potential significant environmental effects of the project and whether measures can be applied to mitigate the adverse project and cumulative impacts. The mitigation measures identified will be implemented in conjunction with the project and will be incorporated through the conditions of approval. The City will adopt findings and a Mitigation Monitoring and Reporting program for the project.

Areas identified as having potentially significant impact, but are identified as “*Less than Significant with Mitigation Incorporated*”: Air Quality, Cultural Resources, Air Quality, Hydrology and Water Quality, and Transportation and Circulation.

Air Quality

An Air Quality Technical Report was prepared for the proposed project by KD Anderson and Associates, Inc. Operation of the proposed project would not generate emissions exceeding the thresholds of significance established by the Yolo Solano Air Quality Management District (YSAQMD). Construction related ozone precursor emission concentrations would be below thresholds as well. However, the proposed project would generate construction related particulate matter equal to or less than 10 microns (PM₁₀) emissions in excess of the YSAQMD significance threshold, which would result in a potentially significant impact related to construction related particulate matter emissions.

Implementation of the following mitigation measure would reduce the (PM₁₀) emission to 52.32 pounds per day, which is less than the significant threshold of 80 pounds per day, thus reducing the impact to a less than significant level.

Mitigation Measure:

III-1 *During all active construction phases of the proposed project, the contractor shall water all exposed surfaces at least two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.*

Greenhouse Gas Discussion:

Given the size and type of the proposed project, the fact that it is consistent with the existing land use designation for the project site, and because the proposed project would include implementation of California Air Pollution Control Officers Association (CAPCOA) Green House Gas (GHG) reduction measures, the proposed project would not be expected to significantly hinder or delay California's ability to meet the reduction targets contained in AB 32. Thus, the proposed project would not conflict with any plan, policy, or regulation and would not generate GHG emissions that would significantly impact the environment.

The project applicant has indicated intent to implement the following GHG emission-reducing measures as part of the proposed project, which include measures that would apply to the expansion area portion of the proposed project only and additional measures that would apply to the entire facility:

Expansion area only

- Require project contributions to transportation infrastructure improvement programs (RPT-3);
- Install low-flow water fixtures (WUW-1);
- Design water efficient landscapes (WUW-3);
- Use water efficient landscape irrigation systems (WUW-4);
- Reduce turf in landscapes and lawns (WUW-5);
- Plant native or drought-resistant trees and vegetation (WUW-6); and
- Recycle demolished construction material (SW-2)

Entire facility

- Buildings shall exceed Title 24 Building Envelope Energy Efficiency Standards (BE-1);
- Install programmable thermostat timers (BE-2);
- Obtain third-party HVAC commissioning and verification of energy savings (BE-3);
- Install energy efficient appliances (BE-4);
- Implement commute trip-reduction program – voluntary (TRT-1);
- Implement commute trip-reduction program – required implementation / monitoring (TRT-2);
- Provide ride-sharing program (TRT-3);
- Implement preferential parking permit program (TRT-8);
- Institute or extend recycling and composting services (SW-1); and
- Plant urban shade trees (GP-5)

The numbers for each of the listed measures above are reference numbers from the California Air Pollution Control Officers Association (CAPCOA) document, *Quantifying Greenhouse Gas Mitigation Measures*

Cultural Resources:

According to the Woodland General Plan EIR, sites of known cultural or archaeological resources do not occur in the City of Woodland. The project site is currently developed and is highly disturbed. Thus, surface artifacts are unlikely to occur. However, the possibility exists that during construction activities unidentified archaeological, paleontological or human remains may be uncovered resulting in a potentially significant impact.

Mitigation Measure:

- V-2 *Prior to the issuance of a grading permit, plans shall include a requirement (via notation) indicating that if historic and/or cultural resources or human remains are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.*
- V-3 *Pursuant to health and safety code 7050 © State Public Resources Code 5097.98, if human bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the Yolo County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. Additional work is not to take place in the immediate vicinity of the find, which shall be identified by the qualified archaeologist, until the identified appropriate actions have been implemented. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.*

Hydrology and Water Quality:

A detailed flood analysis was performed by Wood Rodgers, Inc for the proposed project. Because the project site is located within the 100-year flood plain, which would impede or redirect flood flows and may expose people or structures to a risk involving flooding, including flooding as a result of the failure of a levee or dam, a potentially significant impact would occur. Implementation of the proposed mitigation would reduce the above impact to a less than significant level.

Mitigation Measure:

- IX-4. *Prior to the issuance of a building permit, the plans shall indicate a) compliance with City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator; and b) the area located east of the proposed building addition to the eastern edge of the Target property, shall be maintained in a smooth,*

paved condition in order to facilitate flood flows to the south. Plans shall be subject to review and approval by the Flood Plain Administrator.

Transportation and Circulation:

A traffic impact analysis was prepared for the proposed project by KD Anderson and Associates, Inc on November 22, 2010. The traffic study determined that although the proposed project would cause an increase in traffic in the area, all intersections would continue to operate at a LOS D or better within one half mile of the interchange and LOS C beyond at existing plus project conditions. However, at 2020 plus project conditions, the intersections would operate at a LOS D for both AM and PM peak hours, which is below the City's acceptable threshold. In order to mitigate the impact, the City would add an eastbound right turn lane along Beamer Street to improve the LOS at the intersection to an acceptable level.

Mitigation Measure

XVI-5 Prior to the issuance of a building permit, the project applicant shall pay all applicable City and regional traffic impact fees, to the satisfaction of the Community Development Department.

SVI-6 Prior to the issuance of building permit, the project applicant shall enter into contract to fund a planning level design (approximately 10 percent design level) and prepare an engineer's cost estimate to install an eastbound right turn lane along Beamer Street. The applicant shall pay their fair share based on the projected cost estimate to install the eastbound right turn lane along Beamer Street. The fair share percentage is 3.6 percent and was determined using the Caltrans fair share methodology. The intersection will operate with delays of 23.1 seconds (LOS C) in the AM peak hour and 32.5 seconds (LOS C) in the PM peak hour.

Mitigation Monitoring Plan:

The California Environmental Quality Act (CEQA) provides that when an agency approves a project for which mitigation is required, that agency must adopt a mitigation monitoring program (MMP) that ensures the mitigation measures will be implemented. The MMP includes those mitigation measures identified in the Mitigated Negative Declaration that are the responsibility of the agency to implement. As conditioned, the subject project is consistent with all requirements of the Mitigation Monitoring Program.

RECOMMENDATION:

Staff recommends approval of the project by making an affirmative motion as follows:

MOTION #1 I move that the Planning Commission take the following actions for the Proposed Expansion of the Target Warehouse

1. Adopt the attached Mitigated Negative Declaration in accordance with the California Environmental Quality Act Section 15074, the Planning Commission finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant

effect on the environmental and that the mitigated negative declaration reflects the lead agency's independent judgment and analysis.

2. Approve the Site Plan, Design Review, and Public Art for the proposed project based on the Findings of Fact and as shown in the submitted plans dated January 4, 2011 subject to the identified Conditions of Approval, as provided in the Staff Report presented on February 17, 2011.

OR

Should the Commission decide to deny the project, the motion should be made as follows:

MOTION #2 I move that the Planning Commission deny the proposed Expansion of the Target Warehouse, Based On The Identified Findings Of Fact (Specify Findings)

ATTACHMENTS:

- A. Recommended Findings of Fact and Conditions of Approval
- B. Application and Project Justification
- C. Site Plan
- D. Landscape plan
- E. Public Art Proposal
- F. Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

ATTACHMENT A

Findings for the Target Warehouse Expansion Project:
Planning Commission, February 17, 2011.

CEQA Findings:

1. The City has determined, consistent with Section 15070 of the CEQA Guidelines that a Mitigated Negative Declaration is the appropriate level of environmental review and assessment for the proposed project.
2. The development application included project-specific technical analyses to demonstrate consistency with the performance thresholds and to assess possible impacts. The Mitigated Negative Declaration has identified all impacts that have been reduced to a less than significant level.
3. The City of Woodland hereby that the project as conditioned is consistent with the Mitigated Negative Declaration and Mitigation monitoring plan which results in impacts reduced to a less than significant level.
4. The Planning Commission has considered the proposed mitigated negative declaration on February 17, 2011, together with any comment received during the public review process.
5. The Planning Commission finds that on the basis of the whole record that there is no substantial evidence that the project will have a significant effect on the environment and that the mitigated negative declaration reflects the lead agency's independent judgment and analysis.

General Plan Consistency Findings:

1. The proposed project use is consistent with the General Plan land use designation of Industrial and the project is consistent with the policies and objectives of the General Plan.

Zoning Consistency Findings:

1. The proposed use is consistent with the industrial zoning for the site.
2. The project, as conditioned, meets all applicable regulatory requirements of the Zoning Ordinance.

Findings Related to Other Regulatory Requirements:

1. The project substantially satisfies the relevant requirements of the City's Standard Specifications and Details.
2. The project substantially satisfies the Infrastructure Master Plans for streets, water, sewage, and storm drainage.

CONDITIONS OF APPROVAL:

1. **Substantial Conformance.** The project site shall be completed in substantial conformance to the plans submitted to the Community Development Department (CDD) and date stamped, January 4, 2011. Any proposed changes that require modifications to elevations or site features shall be submitted for review and approval through the CDD review process.
2. **Revised Plans.** Revised plans and building elevations incorporating all conditions of approval for this project shall be coordinated and submitted to the Community Development Department. All plans, including site, grading, landscaping, irrigation, mechanical and street improvement plans shall be coordinated for consistency prior to issuance of any permits. Any changes to size, color, construction materials, design or location of any structure on site, or other site or landscape improvements shall not be made without prior City approval.
3. **Compliance with Conditions.** Prior to any use of the site, or business activity being commenced thereon, or issuance of Certificate of Occupancy, all conditions of approval and required improvements shall be completed to the satisfaction of the Community Development Department. The site shall be inspected for compliance prior to the issuance of a Certificate of Occupancy.
4. **Applicant's Responsibility to Inform.** The applicant shall be responsible for informing all subcontractors, consultants, engineers, or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements in the City of Woodland Municipal Code, including the requirement that a Business Registration be obtained by all entities doing business in the City as well as hours of operation requirements in the City.
5. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City of Woodland, its officers, employees, or agents to attack, set aside, void, or annul any approval or condition of approval of the City of Woodland concerning this project, including but not limited to any approval or condition of approval of the Community Development Department. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, as its own option, to choose its own attorney to represent the City, its officers, employees in the defense of the matter, provided the applicant has the right to review all billing rates, costs and expenses associated therewith, and the average billable hour rate for such City-selected counsel does not exceed the rates charged by the firm providing city attorney services to the City pursuant to its legal services agreement with the City. Notwithstanding the foregoing, in no event shall the applicant be obligated pursuant to the foregoing for claims to the extent such claims arise out of fraud or criminal behavior on the part of the City of Woodland, its officers and employees.

6. **Encroachment Permit May Be Required.** All work within the public right of way, including but not limited to utilities and grading, shall be explicitly noted within the building plans. The applicant shall obtain all necessary encroachment permits from the Community Development Department prior to issuance of building permits for all work and construction that encroach within or over the public right-of-way and utility connection. This submittal is separate from the building permit submittal.
7. **Parking Lot Shading.** New parking areas shall be designed so that at maturity, trees which shall be planted within the uncovered portions of the auto parking area will provide forty percent (40%) shading at noon. Prior to issuance of building permit, verification of tree and shade calculations will be evaluated for consistency with the January 4, 2011 plans and code requirements. Trees shall be a minimum of 15-gallon in size.
8. **Landscape and Irrigation Plans.** Final landscape and irrigation plans shall be submitted for review and approval prior to issuance of building permits. Plans shall indicate existing and new irrigation systems, any necessary upgrade of existing landscaping as well as proposed landscaping for new planter areas and replacement of trees in accordance with the City's Tree Preservation Ordinance 20A. Plans shall be prepared in accordance with Article 22 of the Zoning Ordinance, including:
 - Location, size and quantity of all plant materials
 - A plant legend specifying species type (botanical and common names), container size, maximum growth habit, and quantity of all plant materials.
 - Location of all pavements, fencing, buildings, parking lot light poles, property lines and other pertinence site features.
 - Planting and installation details and notes
 - Existing trees on site shall be identified, Identification shall include species type, trunk diameter, and location on site. Trees planned for removal or relocation shall be marked on the plans
 - Details of all irrigation, (drip and sprinkler) as well as all equipment such as backflow, controller and meter devices identified.
9. **Tree Replacement.** Final determination regarding tree removal, replacement, and in-lieu fees shall be determined prior to issuance of building permits by the Community Development Department. It is estimated that project improvement will result in the removal of 156 trees. Per Section 20A-1-100, two trees shall be provided for every tree removed, requiring 312 trees. Trees shall either be replaced on site or an in-lieu fee paid. The current in-lieu fee cost per tree is \$219.
10. **Parking Space Reserve.** A total of 31 parking spaces shall be held in landscaping parking reserve at the southwest corner of CR 102 and Beamer Street. The existing landscape area is located approximately 400 feet west of the existing driveway on Beamer Street. This is the main entry landscape corner at CR 102 and Beamer St. The landscape area shall maintained in good condition and be irrigated and landscaped with shrubs/groundcover/vegetation consistent with the overall site landscape plan. The possible future conversion of all or a portion of these spaces may be considered through a

Minor Design Review process. The review for conversion shall balance the relative benefits of maintaining the landscaped area versus providing additional parking, considering the need to address adverse impacts resulting from parking overflows from the project on to adjacent roadways and/or private property. (Section 25-23-30 I Modification to Parking Requirements).

11. **Landscape Maintenance.** The following statement shall be included on the final plan set: "All landscaped areas shall be maintained in perpetuity upon completion and kept free from weeds and debris and maintained in a healthy, growing condition and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased or decaying plant material shall be replaced within 30 days. Significant pruning or trimming will not be permitted without prior City approval. Trees shall be planted and continuously maintained throughout the surface parking lot to insure that at maturity at least forty percent (40%) of the parking area will be shaded at noon
12. **Fees.** Project shall pay all applicable development impact fees in effect at the time of building permit.
13. **Required Submittal.** Applicant shall prepare improvement plans for all work within the public right-of-way and submit to the Development Engineering department with an encroachment permit application for review and approval. The submittal shall include an engineer's estimate of cost for the public improvements and a plan check fee in the amount of 3% of the engineer's cost estimate. Prior to building permit issuance, applicant shall obtain permit and post security for the full cost of the public improvements. This submittal is separate from the building permit submittal.
14. **Required Public Improvements.** The following public improvements are required as a condition of development of this site, and shall be completed under the encroachment permit prior to certificate of occupancy providing the above conditions are met prior to building permit issuance. The Encroachment permit shall apply to the driveway, on-site utility connections, and any traffic control or traffic impacts on the public street.
15. **Utility Connections.** The applicant shall upgrade utility connections to City of Woodland Standards and Specifications. If existing services are proposed to be used, they shall be inspected by the City prior to use, and brought up to City Standards if the current services do not meet standards. This may include but is not limited to installation of new meter boxes, backflow prevention, cleanouts and/or laterals in a location approved by the Public Works Department.
16. **Backflow.** Backflow protection devices are required on the commercial and landscape irrigation water services for the project. Backflow devices shall be tested by a City-approved tester and results provided to the Public Works Department prior to occupancy.
17. **Storm Water Ordinance.** The project is subject to the City's Storm Water Ordinance and must comply with the City of Woodland Technical Guidance Manual for Stormwater Quality Control Measures. Site shall meet General Site Design Control Measures, Site

Specific Control Measures, and Treatment Control Measures. The applicant may pay a Storm Water Quality in lieu fee if unable to meet treatment requirements.

18. **Possible separate service.** The applicant may wish to install a separate landscape irrigation service with meter and backflow. The city sewer bill is based in water consumption, and separating the domestic from landscape irrigation water allows the bill to be calculated on the domestic water use only.
19. **Groundwater dewatering.** Should ground dewatering be necessary for construction, applicant shall obtain a groundwater discharge permit from the State.
20. **No berms.** All new landscaping shall be at grade, no berms or other features that increase the site elevation or impact the flood ways.
21. **High Piled Storage.** Provide a deferred submittal plan review for the storage of High Piled Storage. Plans shall show compliance with 2010 California Fire Code Chapter 23 and National Fire Protection Administration 13, 2010 edition, Standard for the installation of Sprinkler Systems. Included in the review are a complete list of all items and commodity classifications of materials to be stored. This submittal may be included within the Automatic Fire Sprinkler system submittal if clearly described as such. Plans shall be submitted to the City of Woodland Fire Department for review and approval.
22. **Air Quality Mitigation.** During all active construction phases of the proposed project, the contractor shall water all exposed surfaces at least two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. (MM III-1)
23. **Cultural Resources Mitigation.** Prior to the issuance of a grading permit, plans shall include a requirement (via notation) indicating that if historic and/or cultural resources, or human remains are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant. (MM V-1)
24. **Archaeological Remains Mitigation.** Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the Yolo County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely

descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. Additional work is not to take place in the immediate vicinity of the find, which shall be identified by the qualified archaeologist, until the identified appropriate actions have been implemented. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant. (MM V-2)

25. Hydrology and Water Quality Mitigation. Prior to the issuance of a building permit, the plans shall indicate a) compliance with City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator; and b) the area located east of the proposed building addition to the eastern edge of the Target property, shall be maintained in a smooth, paved condition in order to facilitate flood flows to the south. Plans shall be subject to review and approval by the Flood Plain Administrator. (MM IX-1)

26. Traffic and Circulation Fee Mitigation. Prior to the issuance of a building permit, the project applicant shall pay all applicable City and regional traffic impact fees, to the satisfaction of the Community Development Department. (MM XVI-1)

27. Traffic and Circulation Fair Share Mitigation. Prior to the issuance of building permit, the project applicant shall enter into contract to fund a planning level design (approximately 10 percent design level) and prepare an engineer's cost estimate to install an eastbound right turn lane along Beamer Street. The applicant shall pay their fair share based on the projected cost estimate to install the eastbound right turn lane along Beamer Street. The fair share percentage is 3.6 percent and was determined using the Caltrans fair share methodology. (MM XVI-2)

28. Greenhouse Gas Measures. The project applicant has indicated intent to implement the following Greenhouse Gas (GHG) emission-reducing measures as part of the proposed project, which include measures that would apply to the expansion area portion of the proposed project only and measures that would apply to the entire facility. The applicant shall submit a summary table prior to Certificate of Occupancy, for review and approval by the Community Development Department, which identifies the specific measures listed below that were implemented and when completed.

Expansion area only

- Require project contributions to transportation infrastructure improvement programs (RPT-3);
- Install low-flow water fixtures (WUW-1);
- Design water efficient landscapes (WUW-3);
- Use water efficient landscape irrigation systems (WUW-4);
- Reduce turf in landscapes and lawns (WUW-5);
- Plant native or drought-resistant trees and vegetation (WUW-6); and
- Recycle demolished construction material (SW-2)

Entire facility

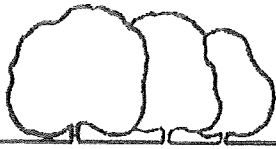
- Buildings shall exceed Title 24 Building Envelope Energy Efficiency Standards (BE-1);
- Install programmable thermostat timers (BE-2);
- Obtain third-party HVAC commissioning and verification of energy savings (BE-3);
- Install energy efficient appliances (BE-4);
- Implement commute trip-reduction program – voluntary (TRT-1);
- Implement commute trip-reduction program – required implementation / monitoring (TRT-2);
- Provide ride-sharing program (TRT-3);
- Implement preferential parking permit program (TRT-8);
- Institute or extend recycling and composting services (SW-1); and
- Plant urban shade trees (GP-5)

The numbers for each of the listed measures above are reference numbers from the California Air Pollution Control Officers Association (CAPCOA) document, *Quantifying Greenhouse Gas Mitigation Measures*.

The following are code based items that are included for informational purposes:

1. The project shall conform to the City of Woodland Building Security Ordinance. The applicant shall work with the Community Development Department and Police Department to comply with suggested measures included in the memorandum from the Police Department issued on November 10, 2010.
2. Project shall meet the 2010 California Fire Code
3. Project shall comply with comments included in the Fire Department Comment Memo dated November 15, 2010.
4. Project shall meet all Accessibility standards.
5. The project must meet all criteria and mandates for these City adopted codes:
 - 2010 California Building Code
 - 2010 California Plumbing Code
 - 2010 California Mechanical Code
 - 2010 California Electrical Code
 - 2010 California Energy Standards
 - 2010 California Green Code

ATTACHMENT B



City of Woodland

520 Court St, Woodland CA 95695 (530) 661-5820 Fax (530) 406-0832

Community Development Department

GENERAL APPLICATION FORM

This application form is required as part of any request to process the planning actions listed below. In addition, the City of Woodland Zoning Code requires specific material to be submitted in conjunction with this form.

Other required items are indicated on the accompanying instruction packets and development brochures. It is the applicant's responsibility to insure that application packages are complete and accurate.

NOTE: AN INCOMPLETE APPLICATION CANNOT BE SCHEDULED FOR PUBLIC HEARING

1 Application Requested

Project No. _____	☐ General Plan Amendment	☐ Lot Line Adjustment	☒ Site Plan Review
Amount Paid: \$ _____	☐ Rezone	☐ Variance	☒ Design Review
Amount Due: \$ _____	☐ Tentative Subdivision Map	☐ Use Permit (CUP)	☐ Zoning Administrator Permit (ZAP)
	☐ Tentative Parcel Map	☐ Planned Development Permit	☐ Other
	☐ Vesting Tentative Map		

Is this request part of another application? Yes _____ No X If so, what? _____

2 Project Description

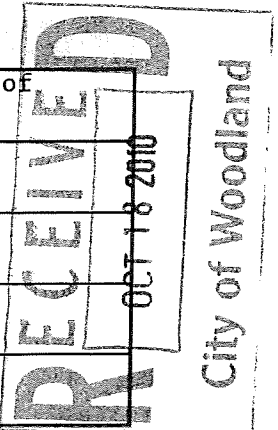
Site address or location: <u>2050 E. Beamer Street,</u> <u>Woodland, CA</u>	Project Name: <u>Target Regional Distribution</u> <u>Center(555-Woodland) Expansion</u>
Assessor's Parcel Number: <u>027-350-050</u>	Is this project located in a Redevelopment Area? ☐ Yes ☒ No
Total Acres: <u>98.96 ac</u>	Does this request include signage? ☐ Yes ☒ No
Is Your Project Located in a Flood Zone? Yes <u>X</u> No _____	

3 Justification for Request

On a separate sheet, explain in detail your request and why you believe your request is justified.

4 Owner/Applicant

OWNER: Target Stores, A Division of Target Corporation	APPLICANT: Target Stores, A Division of Target Corporation
ADDRESS: 1000 Nicollet Mall	ADDRESS: 1000 Nicollet Mall
CITY STATE ZIP CODE: Minneapolis, MN 55403	CITY STATE ZIP CODE: Minneapolis, MN 55403
PHONE: (612) 761-5384	PHONE: (612) 761-5384
E-MAIL ADDRESS: lauriet.jones@target.com	E-MAIL ADDRESS: lauriet.jones@target.com



5 General Plan Amendment

Existing General Plan Designation	Gross Acres	Proposed General Plan Designation	Gross Acres
N/A			

6 Rezoning Request

Existing Land Use Zone	Gross Acres	Proposed General Plan Designation	Gross Acres
N/A			

7 Residential Development

How many residential units are being requested? ? <u>N/A</u>	How many lots will be created by this project? <u>N/A</u>
Single Family _____ Half-plex _____	Do you intend to market the units for sale? Yes _____ No _____
Duplex _____ Apartments _____	Do you intend to market the units for rent? Yes _____ No _____
Condominiums _____ Other _____	
Townhomes _____ Total Units _____	

8 Commercial/Industrial Development

Indicate the type of commercial/industrial development proposed:	Indicate the gross and leasable square footage for each type of development:
<u>Industrial Development Building</u>	<u>8.20 acres</u>
<u>Expansion</u>	

9 Authority to File Application

Check one. ☒ ☐ Ownership ☐ Power of Attorney* ☐ Contract to Purchase* ☐ Other (specify) _____ * Attach Evidence of Authority	I hereby certify that the above information and accompanying documents are true and accurate to the best of my knowledge and acknowledge that the processing of this application may require additional fees and expenses for the preparation of necessary environmental documentation and planning studies. I certify that I have reviewed the current Hazardous Waste and Substances Site List, developed pursuant to AB 3750, and found that my project is not on the list. APPLICATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF LEGAL OWNER OR OFFICIAL AGENT Applicant: <u>[Signature]</u> Date: <u>10/15/10</u> Legal Owner: _____ Date: _____ Legal Owner: _____ Date: _____
Place Date Received Stamp Here	

DEPARTMENT USE ONLY

G.P. Designation: _____ Zoning Designation: _____ Applicable Zoning Code Sections: _____ Hearing Body: _____ Environmental Determination: _____	Request: _____ _____ _____ Logged by: _____ Date: _____ Planner: _____ Date: _____
--	--



Kimley-Horn
and Associates, Inc.

Memorandum

11060 White Rock Road
Suite 150
Rancho Cordova, California
95670-6061

To: City of Woodland

From: Jennifer L. Harry, P.E. (No. C62918)

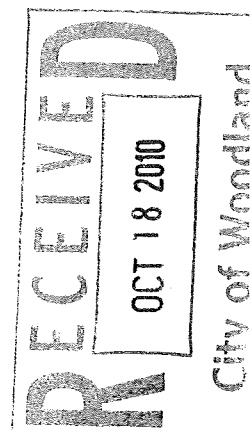
Date: October 18, 2010

Subject: Justification for Request – Site Plan/Design Review

Target Stores, a Division of Target Corporation, proposes to expand their current Regional Distribution Center located at 2050 E. Beamer Street, in Woodland, California. The expansion will increase the existing 1,507,993 SF building by approximately 357,000 SF or 8.2 acres. The additional square footage will be located on the northern half and the eastern edge of the existing building and will conform to the existing architectural and aesthetic elements. The expansion will house additional automated systems and additional space for distribution center operations.

As part of the expansion, Target proposes to relocate the existing visitor parking area, located in the southeast quadrant of the site, adjacent to the truck security check-in building, further south and increase the number of parking stalls provided. Existing truck/trailer parking on the west side of the building will be converted into auto parking to account for the parking stalls being removed as a result of the northern expansion. The existing landscape theme along Beamer Street will be extended along the face of the northern expansion. The existing utilities that fall underneath the expansion area will be relocated and reconnected to the existing system. It is not anticipated that any of the relocations will result in increasing the impact to City facilities. The proposed design will incorporate the standards and requirements as listed in the City of Woodland's Zoning Code and Development Standards and will adhere to the processes of the City of Woodland during the design development. Based on our review, the site is not contained on the Hazardous Waste and Substances Site list as provided by the Department of Toxic Substances.

As Target's distribution needs in the greater Sacramento area continue to grow, Target is hoping to increase its investment within the City of Woodland as opposed to relocate the entire facility elsewhere in the region. This investment will benefit the City and its residents economically by continuing the significant level of employment and increasing the tax base. In our opinion, this investment together with the architectural, landscaping, and infrastructure components



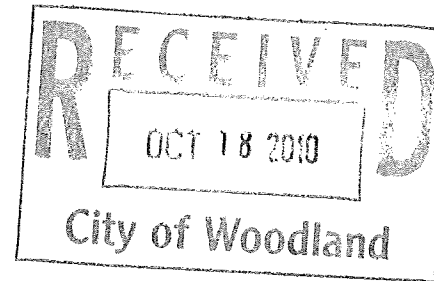
included in the proposed design justify the consideration and approval of this site plan and design review application by the City.

Please refer to the design review submittal components in the package provided within this application. If you feel there are any components missing from this application or have any questions, please do not hesitate to contact us at (619) 234-9411.

City of Woodland

Initial Study

Environmental Information Form



Attachment A

Project Description

The Target Corporation (applicant) is proposing to expand an existing distribution facility located within the City of Woodland, California. The existing facility is located east/northeast of downtown Woodland and is bounded by Hanson Way to the south, County Road 102 (County Highway E8) to the west, and East Beamer Street (County Road 21) to the north. The eastern boundary is the property line between the distribution facility and an adjacent warehouse/distribution facility. The facility has been in operation since 1988. The second phase was constructed in 1990 and the third phase was constructed in 1998.

The site is approximately 98.96 acres in size. The existing warehouse (warehouse A and B), shipping wing and administrative office total 1,502,262 square feet. The facility receives and distributes merchandise to Target retail stores located throughout northern California. Only dry goods and non-perishable items are handled at the facility. The facility does not receive/distribute perishable food products or items requiring refrigeration.

The site currently has parking for 1,045 semi-truck trailers and 741 employee/visitor vehicles. The administrative office is located on the north side of the site fronting East Beamer Street. Trailer parking is located south and west of the existing warehouse and shipping wing. A pallet storage area is located along the east side of the warehouse building.

There are currently an average of 691 full time administrative and warehouse employees working at the facility. During peak periods, such as the holiday season, as many as 1,115 full time staff are employed at the facility. Administrative staff work an 8:00 a.m. to 5:00 pm shift Monday through Friday. Warehouse personnel work three shifts 7 days a week. During a typical day, 236 semi-trucks enter/exit the site. The primary access to and from the site is via Interstate 5 and East Beamer Street via County Road 102. Both inbound/outbound trucks enter/exit from East Beamer Street via a drive isle along the eastern property boundary. All trucks check in/out with security at a guard building located at the southeast corner of the site. Warehouse employees enter/exit the site via the drive isle and security checkpoint. Administrative personnel enter from a driveway along East Beamer Street east of County Road 102.

The proposed project would increase the size of the warehouse facility by 357,300 square feet to accommodate a new conveyor system and storage area. A truck loading dock with 4 loading bays would be constructed at the southeast corner of the expanded facility. Improvements would occur along the east and north sides of the existing warehouse building in areas currently used for pallet storage and vehicle parking. The pallet storage area would be relocated south of its current location. New vehicle parking would be added at the southeast corner of the site and along the northwest corner of the

warehouse building. At project completion, a total of 819 vehicle parking spaces and 1,027 trailer parking stalls would be provided. The number of employees working at the facility will generally remain constant. On a typical day, truck operation would increase from 235 under existing conditions to 307 per day.

I. General Information

1. **Name, address and telephone number of contact person:** Laurie T. Jones, Senior Development Manager, Target Real Estate; 1000 Nicollet Mall, TPN-12G; Minneapolis, MN 55403; (612) 761-5384

Owners Representative: Jennifer L. Harry, Project Manager, Kimley-Horn & Associates; 11060 White Rock Rd., Ste. 150; Rancho Cordova, CA 95670; (619)234-9411
2. **Name, address of legal property owner as shown on tax statement:** Dayton Hudson Corporation; P.O. Box 9456; Minneapolis, MN 55440
3. **Address of project or description of location:** 2050 East Beamer Street, Woodland, CA
4. **Assessor Parcel Number(s) of project site:** 027-350-050
5. **Indicate the project application which accompanies this form:** The proposed project would require an amendment to the existing use permit. The attached application is for a use permit amendment and building permit.
6. **Have any preliminary documents been prepared for this project (ie., level 1, 2 or 3 soil assessment, soil study or traffic impact analysis)?** If yes, please identify the name and date prepared. A traffic study and a Flood Impact Study are currently being prepared for the proposed project under the direction of the City of Woodland.
7. **List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state or federal agencies (i.e., Corps of Engineers, Caltrans, Air Pollution Control District or Yolo County):** No permits in addition to those referenced in question 5 above would be required for the proposed project, with the exception of a State of California NPDES stormwater permit.
8. **Existing zoning district(s) of the project site:** The General Plan/Zoning Consistency Matrix presented as Appendix C of the General Plan indicates consistency between sites designated and zoned "Industrial".
9. **Existing General Plan designation:** The site is designated "Industrial" in the City of Woodland General Plan (2002).
10. **Existing Specific Plan designation:** There are no specific plans applicable to the project site.

ATTACHMENT C



ARCHITECT
TARGET CORPORATION
11472 E. HELM DRIVE
SCOTTSDALE, AZ 85253
CONTACT: LISA ANDERSON

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
11080 WHITE ROCK ROAD, SUITE 150
RANCHO CORDOVA, CA 95670
(916) 858-5000
FAX (916) 858-5805
CONTACT: STEVE ARAGO

1255 STARBOARD DRIVE
WEST SACRAMENTO, CA 95691
(916) 372-8124
FAX (916) 372-8538
CONTACT: MARY MORROW



PROPERTY LINE
EXISTING RIGHT OF WAY
EXISTING EASEMENT
EXISTING CONTOUR
EXISTING SEWER
EXISTING SEWER MANHOLE
EXISTING WATER
EXISTING STORM DRAIN
EXISTING FENCE
EXISTING FIRE HYDRANT
EXISTING LIGHT POLE
PROPOSED STORM DRAIN
PROPOSED CONTOUR
AUTO STALL PARKING STA.
PROPOSED FENCE
PROPOSED LIGHT POLE
PROPOSED FIRE HYDRANT
COMPACT PARKING STALL
PROPOSED CONCRETE
PROPOSED ASPHALT
BUILDING EXPANSION AREA

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF
WOODLAND, COUNTY OF YOLO, STATE OF CALIFORNIA,
DESCRIBED AS FOLLOWS:

ASSESSOR'S PARCEL NUMBER (APN) 037-140-050

G-1 _____ COVER SHEET
 G-2 _____ SITE PLAN
 G-3 _____ SITE PLAN WITH RESERVE PARKING
 G-4 _____ CONCEPTUAL GRADING AND DRAINAGE PLAN
 G-5 _____ CONCEPTUAL UTILITY PLAN
 L-1 _____ LANDSCAPING DEMOLITION PLAN
 L-2 _____ PRELIMINARY LANDSCAPE PLAN
 L-3 _____ PRELIMINARY LANDSCAPE PLAN

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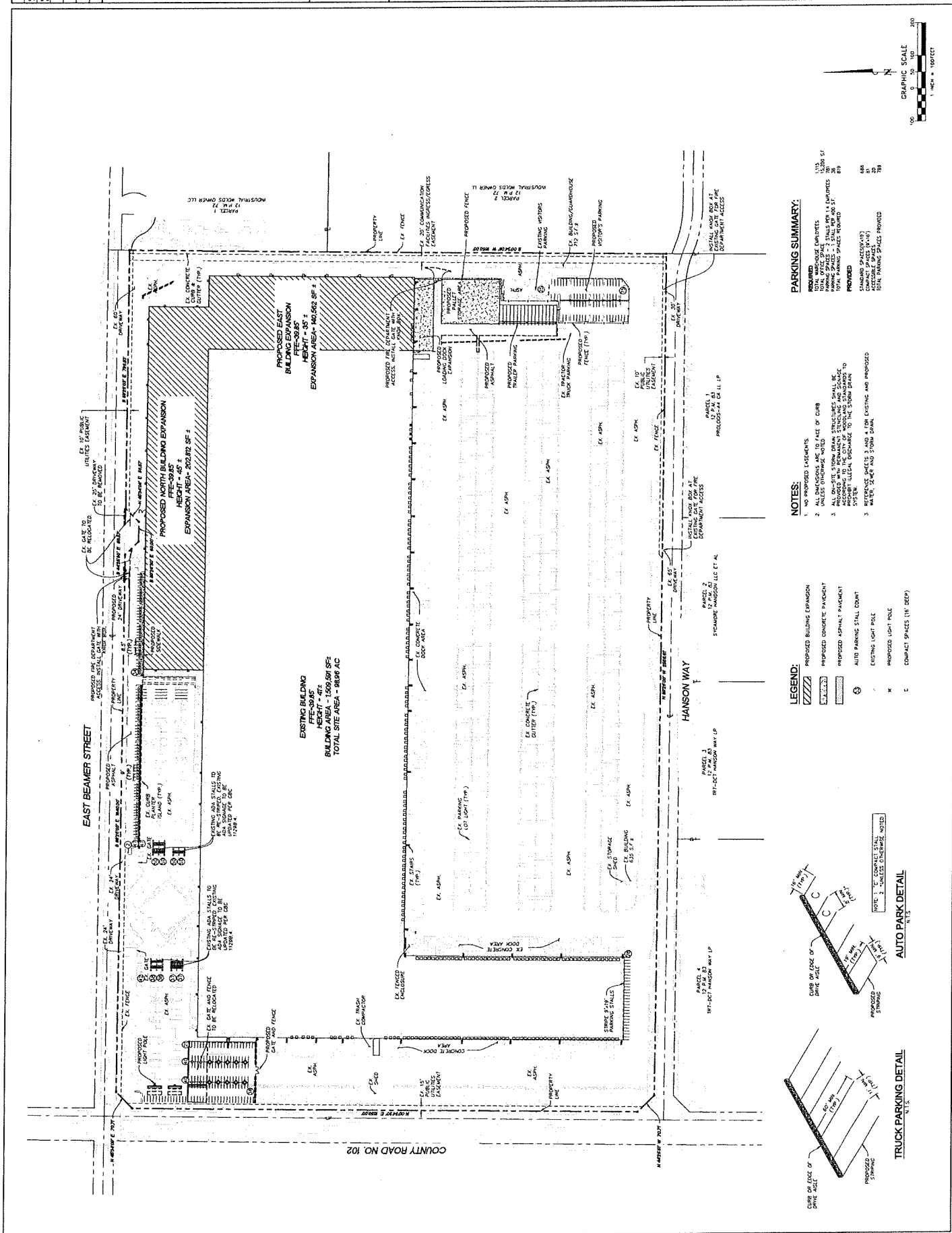
027-350-050

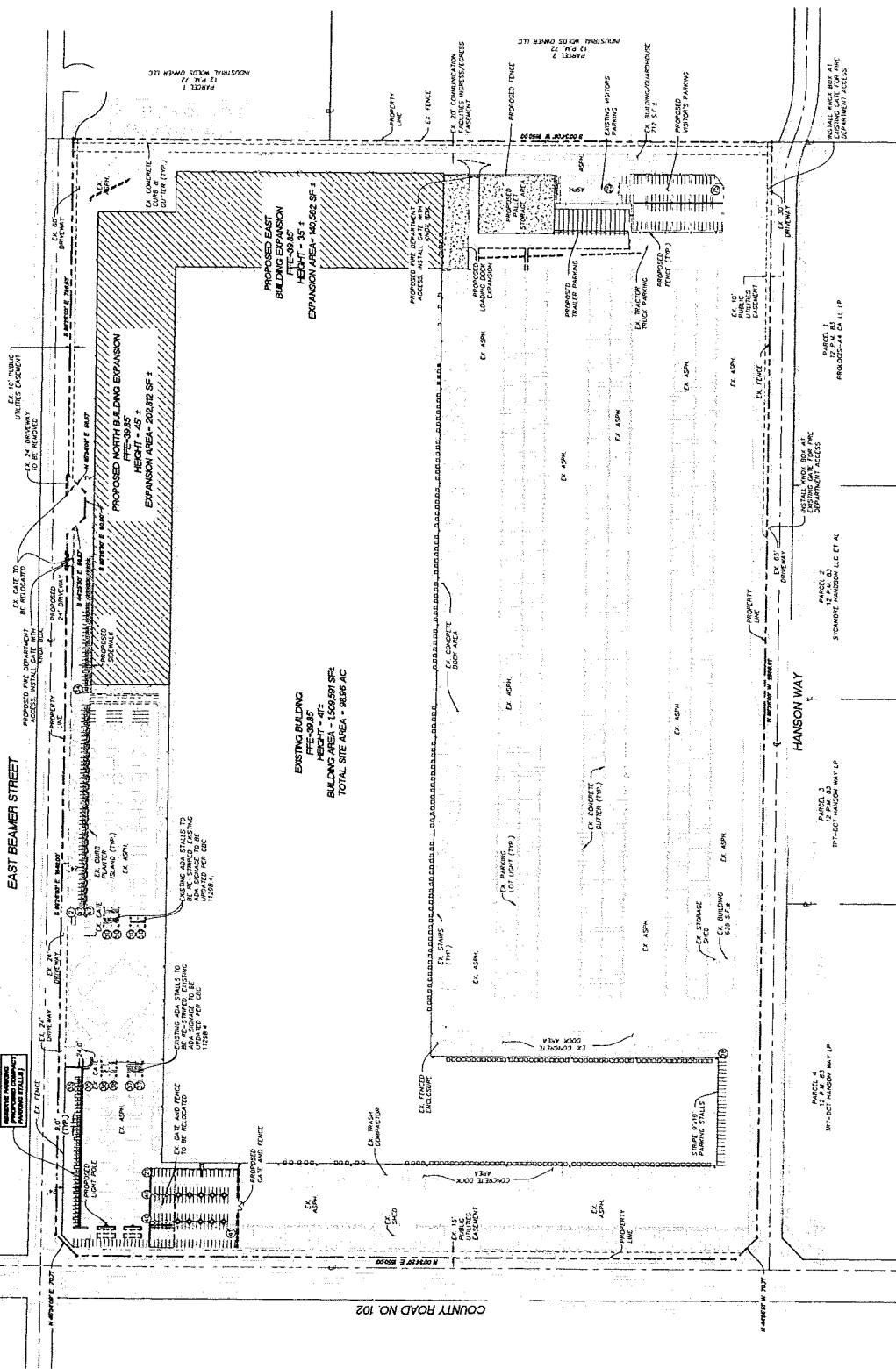
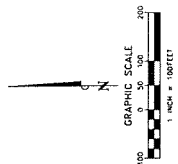
COVER SHEET



Kirkey-Horn
and Associates, Inc.
Manufacturing, Planning, and Environmental Consulting
1550 White Rock Road, Suite 150
Cincinnati, OH 45240 Fax (513) 858-5505

Sheet
Job: 066727005
Drawn: MJP/CLJ
Scale: Not
Date: 01/04/2011
C-1





PARKING SUMMARY:

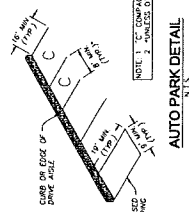
- | REQUIRED | | PROVIDED | |
|--|-------------|-------------------------------|-----|
| TOTAL WAREHOUSE EMPLOYEES | 1,315 | STANDARD SPACES (8'x10') | 664 |
| TOTAL OFFICE SPACE | 15,200 S.F. | CONTACT SPACES (8'x16') | 116 |
| PARKING SPACES = 2 STALLS PER 14 EMPLOYEES | 781 | ACCESSIBLE SPACES | 20 |
| PARKING SPACES = 1 STALL PER 400 S.F. | 38 | TOTAL PARKING SPACES PROVIDED | 820 |
| TOTAL PARKING SPACES REQUIRED | 819 | | |

NOTES:

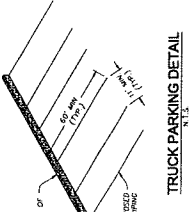
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LEGEND:

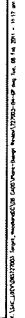
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|---|-----------------------------|
|  | PROPOSED BUILDING EXPANSION |
|  | PROPOSED CONCRETE PAVEMENT |
|  | PROPOSED ASPHALT PAVEMENT |
|  | AUTO PARKING STALL COUNT |
|  | EXISTING LIGHT POLE |
|  | PROPOSED LIGHT POLE |
|  | COMPACT SPACES (16' DEEP) |



AUTO PARK DETAIL



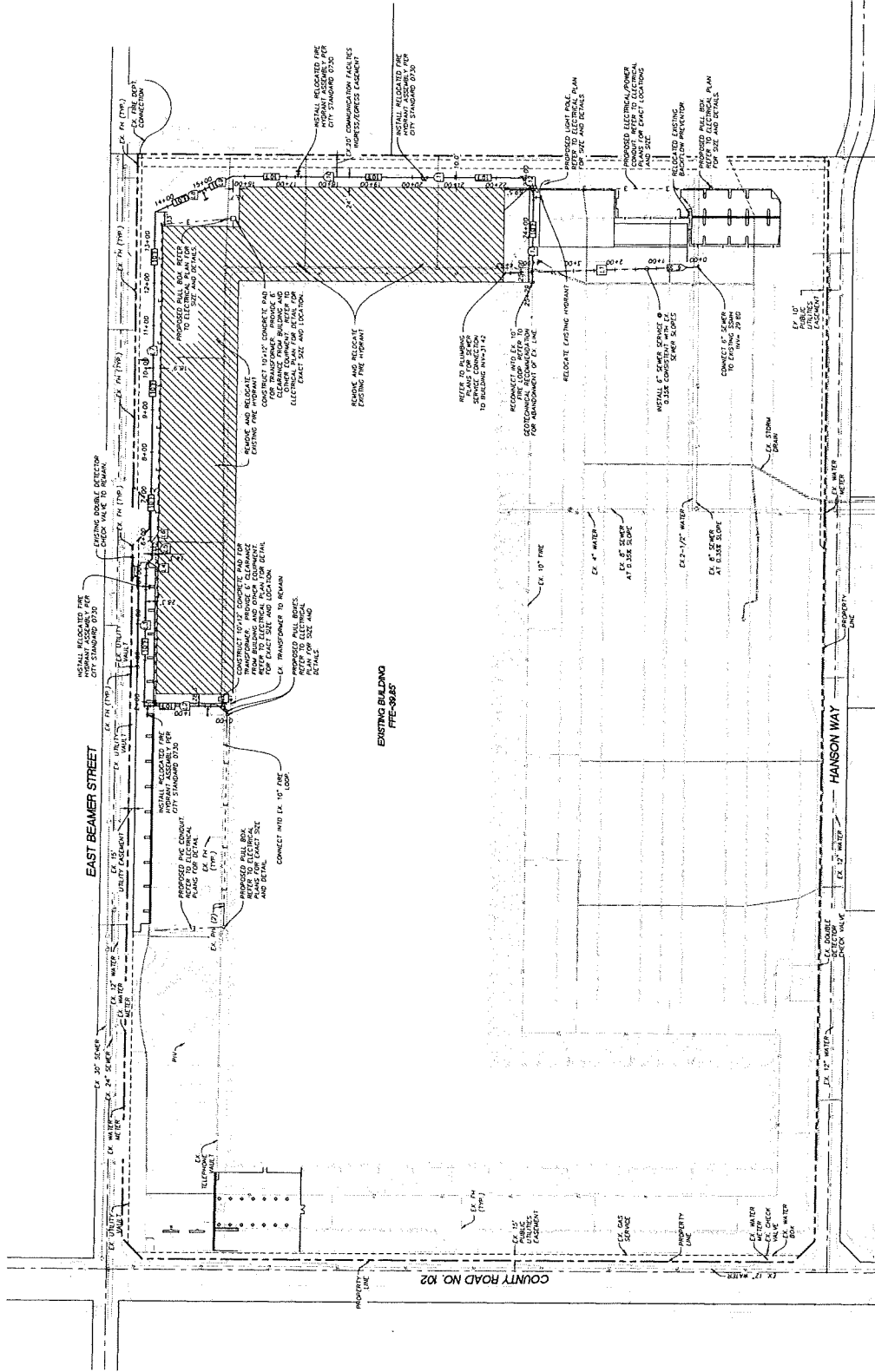
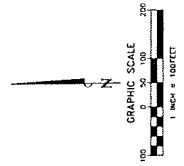
TRUCK PARKING DETAIL



LINE	STORM DRAIN DATA			
	LENGTH [ft]	SWAMP [sq ft]	SLOPE	SIZE & MATERIAL
14.57	72.31	27.76-26.45	0.0015 1/77	48" HDPE (D=1500)
14.58	72.31	27.76-26.45	0.0015 1/77	48" HDPE (D=1500)
14.59	20.67	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.60	20.67	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.61	31.80	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.62	18.95	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.63	18.95	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.64	15.78	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.65	32.14	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.66	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.67	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.68	18.95	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.69	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.70	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.71	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.72	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.73	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.74	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.75	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.76	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.77	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.78	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.79	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.80	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.81	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.82	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.83	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.84	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.85	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.86	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.87	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.88	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.89	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.90	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.91	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.92	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.93	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.94	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.95	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.96	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.97	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.98	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
14.99	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
15.00	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
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15.04	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
15.05	48.71	40.25-33.73	0.0015 1/77	48" HDPE (D=1500)
15.06	48.71	40.		

ABANDONED STORM DRAIN (PER GEOTECHNICAL RECOMMENDATIONS)

1. ALL MANHOLES SHALL BE TYPE II STORM DRAIN MANHOLE PER CITY OF WOODLAND STANDARD DETAIL NO. 0430.
2. ALL ON-SITE STORM DRAIN INLETS AND CATCH BASINS SHALL BE PROVIDED WITH PERMANENT STENCILING AND SPACING ACCORDING TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE WOODLAND STANDARD DETAIL NO. 0430.
3. A STORMWATER IN-LIQUIDITY FEE WILL BE PAID TO MEET THE REQUIREMENTS FOR THE STORMWATER TREATMENT ORDINANCE.



SEWER LINE DATA			
LINE	LENGTH	BEARING	SIZE AND MATERIAL
1	457.94	N 10° 24' 30" W	12" PVC S-1000 CL 200 D814

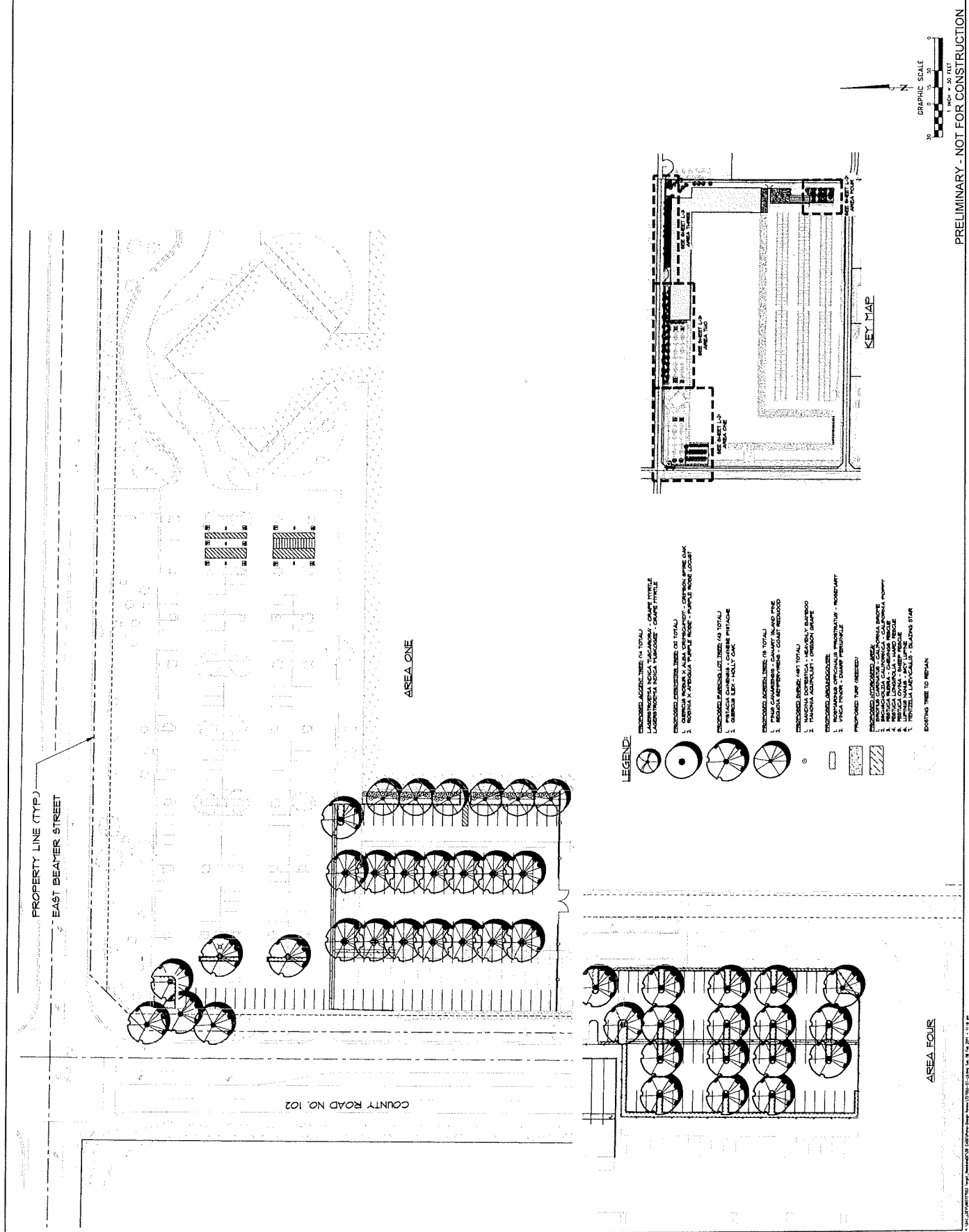
LINE	LOCATION	BEARING	SIZE	NO. OF TIEPILES
1	151.67	S89°23'30.40"E	10" PDC E-3000, C13000, D9114	
2	334.65	S89°23'34.98"E	10" PDC E-3000, C13000, D9114	
3	18.22	S89°23'24.54"E	10" PDC E-3000, C13000, D9114	
4	17.75	S89°23'30.71"E	10" PDC E-3000, C13000, D9114	
5	6.78	S89°23'32.56"E	10" PDC E-3000, C13000, D9114	
6	377.62	S89°23'55.19"E	10" PDC E-3000, C13000, D9114	
7	66.24	S24°48'29.72"E	10" PDC E-3000, C13000, D9114	
8	455.83	S29°35'35.01"W	10" PDC E-3000, C13000, D9114	
9	244.35	S29°35'35.01"W	10" PDC E-3000, C13000, D9114	
10	345.31	S45°31'41.72"W	10" PDC E-3000, C13000, D9114	
11	233.81	S45°31'41.72"W	10" PDC E-3000, C13000, D9114	

NOTES:

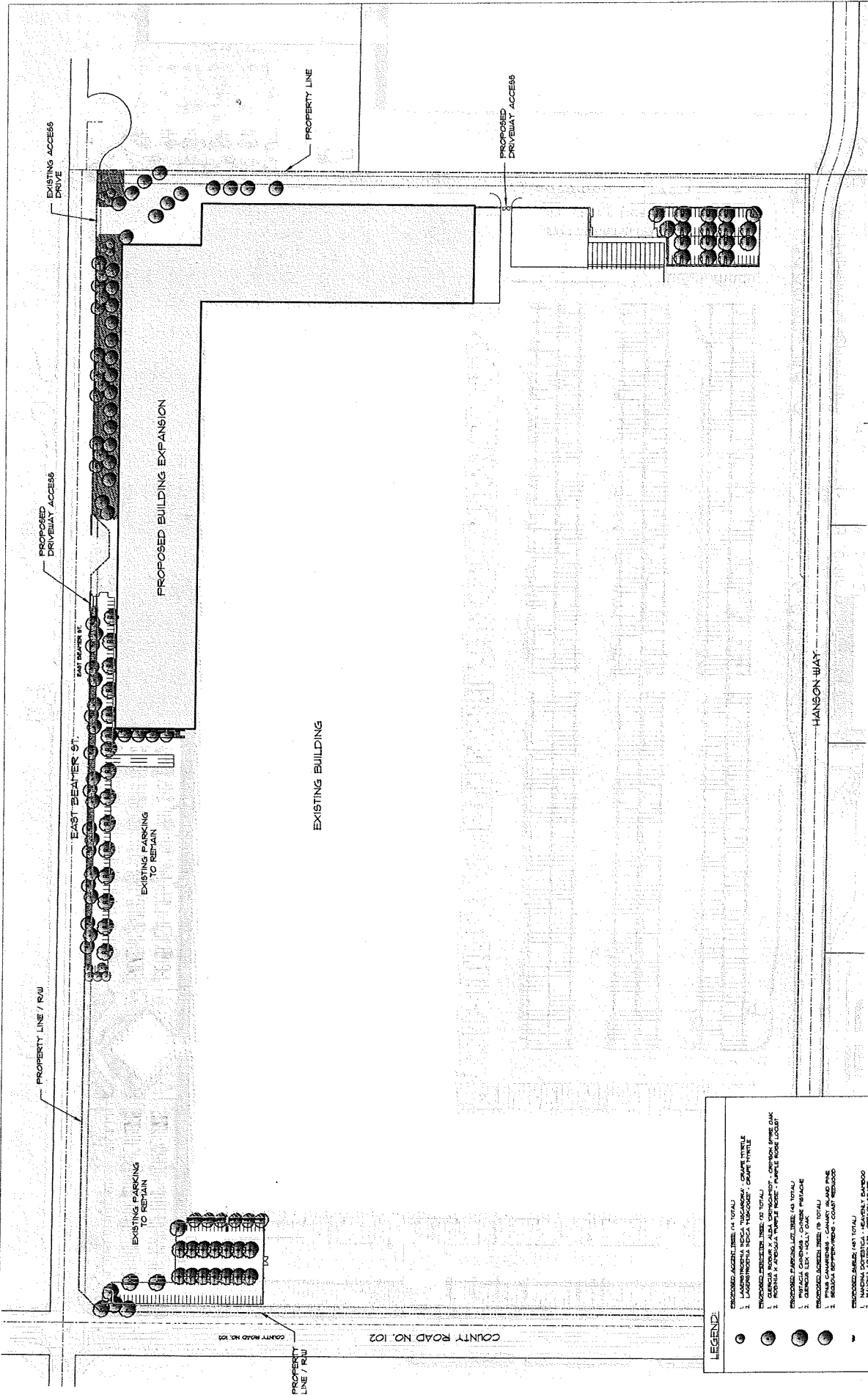
1. ALL UTILITIES, UNDER EASEMENTS SHALL BE PROTECTED IN PLACE. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANY.
2. ELECTRICAL LINE AND EQUIPMENT ARE SHOWN FOR REFERENCE ONLY SEE ELECTRICAL PLANS FOR EXACT LOCATIONS, SIZE AND DETAIL.
3. POWER, GAS, FIRE, AND WATER SUPPLY TO EXISTING BUILDING SHALL NOT BE DISRUPTED AT ANY TIME DURING CONSTRUCTION.
4. INSTALL A BURNED PIPES FOR THE HYDRANT PROVIDE 2' CLEAR FROM FIRE EQUIPMENT ASSEMBLY.
5. PROVIDE PROTECTION PLANS FOR EXIST FIRE LINE ENTRANCE LOCATIONS.
6. REFER TO PLUMBING PLANS FOR EXIST SANITARY ENTRANCE, POOP DRAIN, AND OTHER CONNECTION LOCATIONS.

LEGEND:

- | | |
|--------------------------|--------------------------|
| EXISTING ELECTRICAL LINE | PROPOSED ELECTRICAL LINE |
| EXISTING WATER | PROPOSED WATER LINE |
| EXISTING SEWER | PROPOSED SEWER LINE |
| | PROPOSED LIGHT POLE |
| | EXISTING FIRE HYDRANT |
| | PROPOSED FIRE HYDRANT |
| | PROPOSED FIRE LINE |
| | PROPOSED SANITARY SEWER |



ATTACHMENT D



LEGEND

1	PROPOSED DRIVEWAY ACCESS
2	EXISTING DRIVEWAY ACCESS
3	EXISTING DRIVEWAY ACCESS
4	EXISTING DRIVEWAY ACCESS
5	EXISTING DRIVEWAY ACCESS
6	EXISTING DRIVEWAY ACCESS
7	EXISTING DRIVEWAY ACCESS
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98	EXISTING DRIVEWAY ACCESS
99	EXISTING DRIVEWAY ACCESS
100	EXISTING DRIVEWAY ACCESS

TARGET DISTRIBUTION CENTER
PRELIMINARY LANDSCAPE PLAN

CITY OF WOODLAND, CALIFORNIA

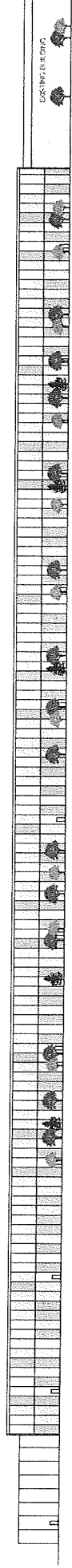
Kinley-Horn and Associates, Inc.
 1814 E. Highway 99, Suite 200
 Woodland, CA 95694
 Tel: 916/865-2442 Fax: 916/865-2443

PROJECT NO. 08070003
SHEET 1 OF 1

GRAPHIC SCALE
 0 10 20 30 40 50 60 70 80 90 100
 FEET

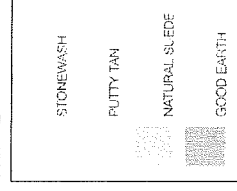
PRELIMINARY - NOT FOR CONSTRUCTION

ATTACHMENT E

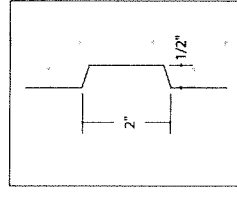


NORTH ELEVATION
WOODLAND, CALIFORNIA

COLOR KEY



REVEAL DETAIL



EAST ELEVATION
WOODLAND, CALIFORNIA



WEST ELEVATION
WOODLAND, CALIFORNIA

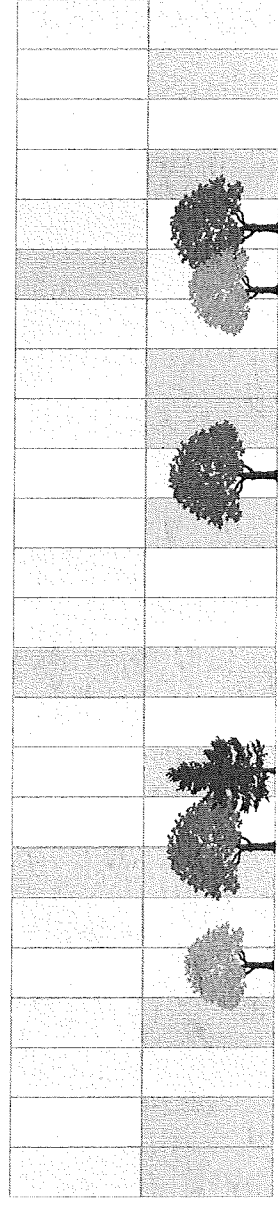
Artist's Statement

Humankind's influence upon the natural world has been profound, but ultimately, our ability to control natural systems is limited and in the case of major natural events (tornado, earthquake, etc.), nonexistent. Our influence upon nature can be extremely destructive or, when exercised thoughtfully, benign. We can impose our idea of order on the earth and, as in our agriculture, derive great benefit. But if we fail to respect the natural balance we risk harm, both to the land and to ourselves.

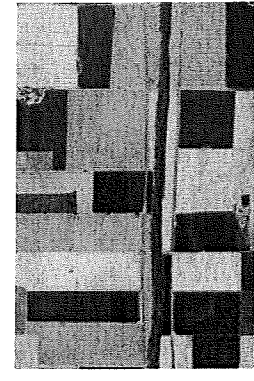
The graphic composition rendered in four tones on the walls of the distribution center is about equilibrium, natural variation, and the rhythm of cycles. It's about trying to work with nature rather than attempting to dominate nature. It's about ordering the landscape with a human invention, right-angle geometry, without fighting the natural order of the land and the seasons.

The rectilinear shapes of color echo the adjacent agricultural landscape. In keeping with a neutral palette (these walls neither detract nor disappear, they merely work in tandem with the beautifully scripted grid of the surrounding community, playful arrangements of squares bouncing from soil to sky defy the very nature of their toned-down shades of earthen colors, and make an otherwise immense structure a joyful expression of mass and rhythm. The pattern of colors is random yet the segments are uniform in shape and size. The pattern of colors repeats in cycles of 24 as day follows night, spring follows winter, and new life follows past generations.

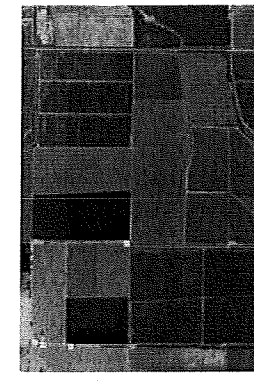
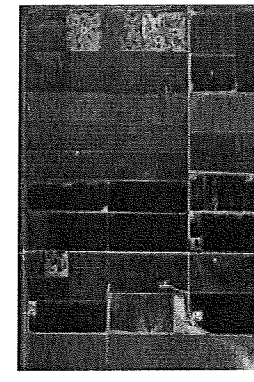
The scale of the composition (about 1200 feet long and 42' tall) is meant to be viewed from across 2 miles or more of open land.



PARTIAL ELEVATION



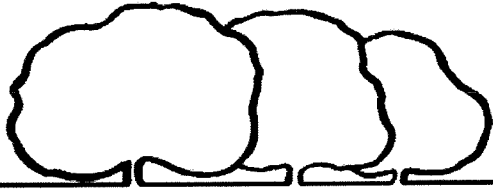
AERIAL, PHOTOS NEAR WOODLAND, CA



// WOODLAND, CA - DISTRIBUTION CENTER

Addition paint scheme

ATTACHMENT F



City of Woodland

Community Development Department, 300 First Street, Woodland CA 95695, (530) 661-5820 fax (530) 406-0832

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION AND HOLD A
PUBLIC HEARING**

The Woodland Planning Commission will conduct a public hearing on the following item at a meeting beginning at **6:30 pm** on **Thursday, February 17, 2011**. Please contact the Community Development Department at (530) 661-5820 or Cindy Norris, Principal Planner at (530) 661-5911, if you have questions about this item or the hearing.

SUBJECT: ***NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION AND TO
HOLD A PUBLIC HEARING TO TAKE ACTION ON THE PROPOSED
TARGET WAREHOUSE EXPANSION PROJECT***

Applicant: Target Stores, A Division of Target Corporation
1000 Nicollet Mall
Minneapolis, MN 55403

Description of the Project: The proposed project includes a 362,099-square foot expansion of the existing Target warehouse distribution facility. Target currently operates a regional distribution center in an existing 1,509,591-square foot building. The proposed expansion would accommodate a new conveyor system and storage area. A truck loading dock with four bays would be constructed at the southeast corner of the expanded facility. In addition, the pallet storage area and existing parking would be relocated. The necessary entitlements being reviewed by the City of Woodland include Site Plan Review and Design Review.

Requested entitlements include:

- Approval of the Initial Study/Mitigated Negative Declaration and adoption of the Mitigation Monitoring and Reporting Plan; and
- Approval of a Site Plan Review, Design Review and public art for the proposed warehouse expansion.

Project Location: The project is located at 2050 E. Beamer Street within the City of Woodland, Yolo County, California and is identified as Assessor's Parcel Number (APN) 027-350-050.

Environmental Determination: Mitigated Negative Declaration

Comments on the Mitigation Negative Declaration and Public Hearing: The City requests your written comments on the Mitigated Negative Declaration during a **21-day review period**, which **begins January 28, 2011 and ends February 17, 2011**. All comments must be received not later than 4:00 pm, February 17, 2011. A public hearing to consider this item will be held on Thursday, February 17, 2011. Comments should be directed to Cindy Norris, Principal Planner, 520 Court Street Street, Woodland, CA 95695 or be sent to cindy.norris@cityofwoodland.org.

Pursuant to CEQA Guidelines section 15073(a), the lead agency shall provide a public review period pursuant to Section 15105 of not less than 20 days. In addition, CEQA Guidelines Section 15073(d) states where one or more state agencies will be a responsible agency or trustee agency or will exercise jurisdiction by law over natural resource affected by the project, or where the project is of statewide, regional, or areawide environmental significance, the lead agency shall send copies of the proposed negative declaration or mitigated negative declaration to the State Clearinghouse for distribution to the state agencies. However, the project is solely under the jurisdiction of the City of Woodland and is not considered to be of statewide, regional or areawide significance. Therefore, the City is not required to submit the Mitigated Negative Declaration to the State Clearinghouse.

Anticipated Significant Environmental Effects: The Mitigated Negative Declaration has identified all impacts were reduced to a less-than-significant level with implementation of mitigation measures. It should be noted that the project site is not listed on any of the lists of sites enumerated under Section 65962.5 of the Government Code including, but not limited to lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites.

Availability of Documents: The Mitigated Negative Declaration, Environmental Checklist/Initial Study, and supporting documentation are now available for public review at the Community Development Department, 520 Court Street, Woodland, CA 95695.

Public Comments: All interested parties are invited to attend the public hearing or send written communications to the Community Development Department no later than the meeting date. A copy of written materials **MUST** be provided in order to be included in the record. Please note that the City does not transcribe its hearings, however, summary minutes are prepared and are publicly available once approved by the hearing body.

Pursuant to Section 65009(b)(2) of the Government Code, if you wish to challenge the action taken on this matter in court, the challenge may be limited to raising only those issues raised at the public hearings described in this notice, or in written correspondence delivered to the hearing body, at or prior to the public hearing.

CITY OF WOODLAND
COMMUNITY DEVELOPMENT DEPARTMENT



Target Warehouse Expansion Project

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

January 2011

Prepared by:



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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

January 2011

A. BACKGROUND

1. Project Title: Target Warehouse Expansion
2. Lead Agency Name and Address: City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695
3. Contact Person and Phone Number: Cindy Norris
Principal Planner
(530) 661-5911
4. Project Location: 2050 East Beamer Street
Woodland, CA 95695
5. Project Sponsor's Name and Address: Target Stores, A Division of Target Corporation
1000 Nicollet Mall
Minneapolis, MN 55403
(612) 761-5384
6. Existing General Plan Designation: Industrial (I)
8. Existing Zoning Designation: Industrial (I)
10. Project Description Summary:

The proposed project includes a 362,099-square foot expansion of the existing Target warehouse distribution facility. The facility is located at 2050 Beamer Street. Target currently operates a regional distribution center in an existing 1,509,591-square foot building. The proposed expansion would accommodate a new conveyor system and storage area. A truck loading dock with four bays would be constructed at the southeast corner of the expanded facility. In addition, the pallet storage area and existing parking would be relocated. The necessary entitlements being reviewed by the City of Woodland include Site Plan Review and Design Review.

B. SOURCES

The following documents are referenced information sources utilized by this analysis:

1. Air Quality Technical Report for the Target Regional Distribution Center Expansion Project, KD Anderson & Associates, December 4, 2010.
2. California Air Pollution Control Officers Association (CAPCOA), *Quantifying Greenhouse Gas Mitigation Measures - A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*, August 2010.
3. California Air Resources Board. <http://www.arb.ca.gov/>. Accessed December, 2010.
4. California Department of Fish and Game. California Natural Diversity Database. Accessed November, 2010.
5. California Office of Historic Preservation. Instructions for Recording Historical Resources. March 1995.
6. City of Woodland General Plan Policy Document, City of Woodland, Adopted December 17, 2002.
7. City of Woodland General Plan Background Report, City of Woodland, Adopted February 27, 1996.
8. City of Woodland General Plan Environmental Impact Report, February 1996.
9. City of Woodland Stormwater Master Plan, Program Element Implementation, August 2004.
10. Code of the City of Woodland, May 30, 2006.
11. Soil Survey of Yolo, California, United States Department of Agriculture, Soil Conservation Service in Cooperation with University of California Agricultural Experiment Station, 1968.
12. Soil Map – Yolo County, California, United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey. Accessed November 2010.
13. Traffic Impact Analysis for Target Regional Distribution Center Expansion, KD Anderson & Associates, Inc., December 8, 2010.
14. Yolo County Natural Community Conservation Plan/Habitat Conservation Plan.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Less Than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| ☐ Aesthetics | ☐ Agriculture Resources | ☒ Air Quality |
| ☐ Biological Resources | ☒ Cultural Resources | ☐ Geology & Soils |
| ☐ Greenhouse Gas Emissions | ☐ Hazards | ☒ Hydrology & Water Quality |
| ☐ Land Use | ☐ Mineral Resources | ☐ Noise |
| ☐ Population, Employment, & Housing | ☐ Public Services | ☐ Recreation |
| ☒ Transportation & Circulation | ☐ Utilities & Service Systems | ☐ Mandatory Findings of Significance |

D. DETERMINATION

On the basis of this initial study:

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Cindy Norris, Principal Planner
Printed Name

Date

City of Woodland
For

E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the Target Warehouse Expansion project (proposed project). The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. If the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures that should be applied to the project are prescribed.

In 2002, the City of Woodland completed their Comprehensive General Plan and Environmental Impact Report (EIR). The General Plan EIR was a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 *et seq.*). The Woodland General Plan EIR analyzed full implementation of the Woodland General Plan and identified measures to mitigate the significant adverse project and cumulative impacts associated with the General Plan.

The environmental setting and impact discussion for each section of this IS/MND have been largely based on information in the *City of Woodland General Plan Environmental Impact Report*. In addition, detailed technical reports have been prepared for the proposed project, including a Traffic Impact Analysis and an Air Quality and Greenhouse Gas Analysis by KD Anderson and Associates, and a Flooding Analysis by Wood Rodgers, Inc. All technical reports used in the preparation of this IS/MND are available at the City of Woodland upon request.

The mitigation measures prescribed for environmental effects described in this IS/MND will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the project through project conditions of approval. The City will adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with approval of the project.

F. PROJECT DESCRIPTION

Target Stores, a Division of Target Corporation (applicant), is proposing to expand their existing Regional Distribution Center, identified as Assessor's Parcel Number (APN) 027-350-050, and located at 2050 E. Beamer Street within the City of Woodland, California (See Figure 1 and Figure 2). The existing facility is located east/northeast of downtown Woodland and is bounded by Hanson Way to the south, County Road 102 (County Highway E8) to the west, and East Beamer Street (County Road 21) to the north. The proposed project site is adjacent to various other industrial sites within city limits to the east and south. Directly to the west of the project site is County land used for agricultural and industrial purposes. Further to the west, within city limits, is an industrial area as well. Land to the north of the project site is currently vacant County land. The facility has been in operation since 1988. The second phase was constructed in 1990 and the third phase was constructed in 1998.

The Regional Distribution Center site is approximately 98.96 acres in size, which includes an existing 1,509,591 square foot building consisting of a warehouse (warehouse A and B),

shipping wing, and administrative office. Merchandise is received and distributed from the site to Target retail stores located throughout northern California. Only dry goods and non-perishable items are handled at the facility; perishable food products or items requiring refrigeration are not received or distributed. Parking is currently adequate for 1,045 semi-truck trailers and 741 employee and visitor vehicles. The administrative office is located on the north side of the site fronting East Beamer Street. Trailer parking is located south and west of the existing warehouse and shipping wing. A pallet storage area is located along the east side of the warehouse building.

During a typical day, 236 semi-trucks enter and exit the site. The primary access to and from the site is via Interstate 5 and East Beamer Street via County Road 102. Both inbound/outbound trucks enter and exit from East Beamer Street via a drive isle along the eastern property boundary. All trucks check in and out with security at a guard building located at the southeast corner of the site. Warehouse employees enter and exit the site via the drive isle and security checkpoint. Administrative personnel enter from a driveway along East Beamer Street east of County Road 102. An average of 691 full time administrative and warehouse employees are currently working at the facility. During peak periods, such as the holiday season, as many as 1,115 full time staff is employed at the facility. Administrative staff work an 8:00 a.m. to 5:00 pm shift Monday through Friday. Warehouse personnel work three shifts seven days a week.

The proposed project would increase the size of the existing warehouse facility by 362,099 square feet to accommodate a new conveyor system and storage area. The additional square footage will be located on the northern half and the eastern edge of the existing building (See Figure 3, Site Plan) and will conform to the existing architectural and aesthetic elements currently in place. A truck loading dock with four loading bays would be constructed at the southeast corner of the expanded facility. Improvements would occur along the east and north sides of the existing warehouse building in areas currently used for pallet storage and visitor parking. The pallet storage area would be relocated south of its current location. Visitor parking would be relocated from the southeast quadrant of the site to the southwest corner of the site and along the northwest corner of the warehouse building. The number of parking stalls provided would be increased. Existing truck/trailer parking on the west side of the building will be converted into auto parking to account for the parking stalls being removed as a result of the northern expansion. At project completion, a total of 819 vehicle parking spaces and 1,027 trailer parking stalls would be provided. On a typical day, truck operation would increase from 236 under existing conditions to 307 after implementation of the proposed project. The number of employees working at the facility will generally remain constant after implementation of the proposed project.

Figure 1
Regional Location Map

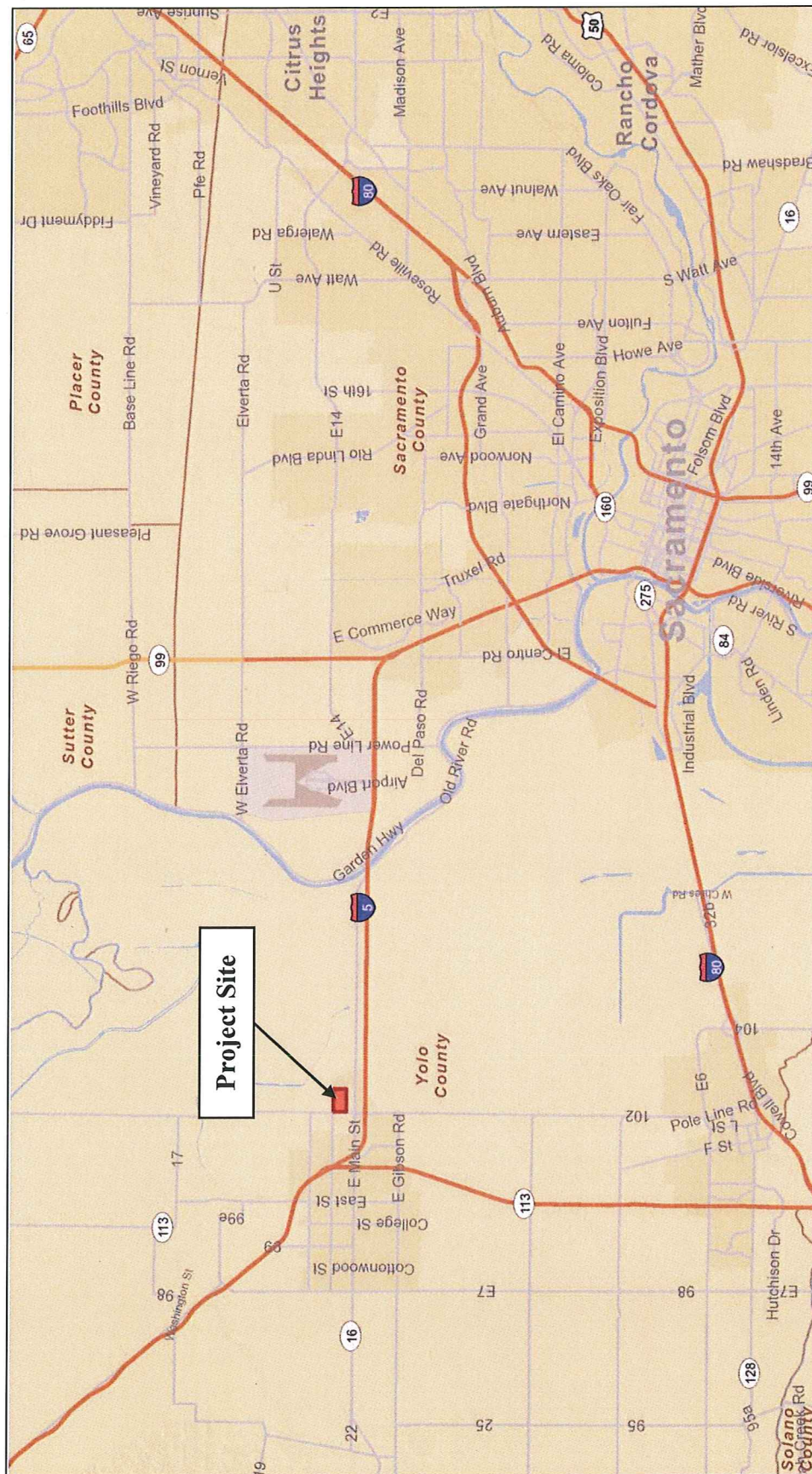
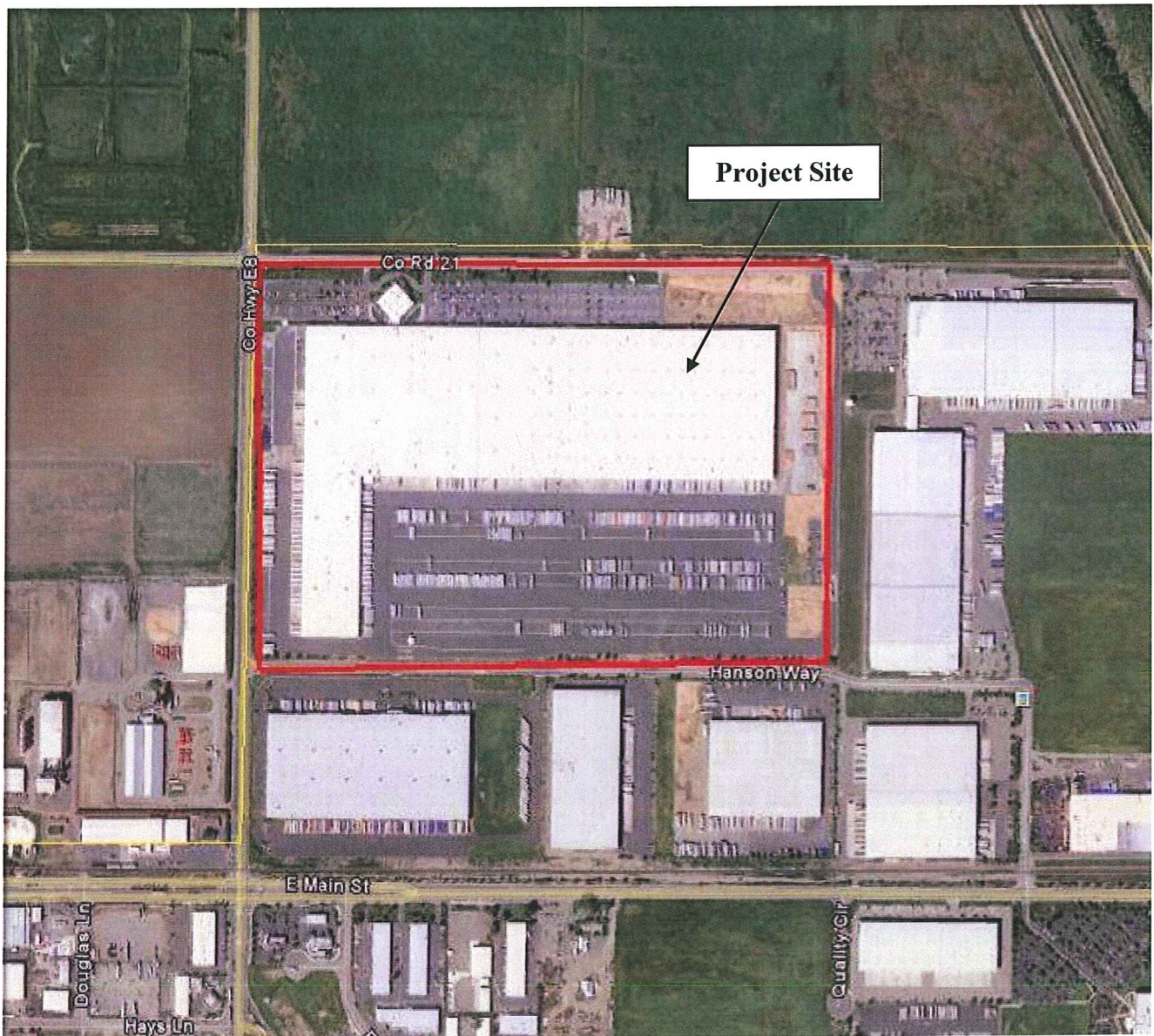


Figure 2
Project Vicinity Map



EX. GATE TO
BE RELOCATED.

EX. 10' PUBLIC
UTILITIES EASEMENT

EX. 25' DRIVEWAY
TO BE REMOVED

PROPOSED COMPACT
PARKING STALLS TO BE
STRIPED AS SHOWN (TYP.)

EXISTING BUILDING
FFE-39.85'
HEIGHT = 34.0'
BUILDING AREA = 1,509.59
TOTAL SITE AREA = 98.9

PROPOSED BUILDING EXPANSION
FFE=39.85'
HEIGHT = 44.0' ±
EXPANSION AREA= 343,207 SF ±

HANSON WAY

12 P.M. 83
TRT-DCT HANSON WAY LP

PARCEL 3
12 P.M. 83
TR7-DCT HANSON WAY LP

PARCEL 2
12 P.M. 83
SYCAMORE HANDSON LLC ET AL

PARCEL 1
12 P.M. 83

Discretionary Actions

Implementation of the proposed project would require the following discretionary actions by the City of Woodland:

- Approval of the IS/MND and adoption of the Mitigation Monitoring and Reporting Plan; and
- Approval of a Site Plan Review and Design Review for the proposed warehouse expansion.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	✗	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	✗	☐
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	✗	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✗	☐

Discussion

- a-d. The proposed project is the expansion of an existing Target warehouse distribution facility. The existing visual character of the project site and vicinity is predominantly urbanized developed land with industrial uses. Other industrial sites are adjacent to proposed project to the east and south within city limits. Directly to the west of the project site is County land used for agricultural and industrial purposes. Further to the west, within city limits, is an industrial area as well. Land surrounding the northern border of the project site is currently vacant and unimproved County land. Exterior design and finishes of the new facility improvements would match the existing building and blend into the industrial character of the area. The existing landscape theme along Beamer Street would be extended along the face of the northeastern expansion, which would result in the completion of frontage landscaping along the entire northern border of the site. In addition, the applicant has submitted a public art proposal that would entail painting a mural on the northern face of the building. Thus, implementation of the proposed project would not degrade existing visual character or quality of the site and its surroundings.

Scenic highways do not exist in the vicinity of the project site and scenic vistas or other scenic resources are not located within or adjacent to the site. In addition, trees, rock outcroppings, and historic buildings do not exist on-site. Therefore, impacts related to adverse effects on scenic vistas, scenic resources, or State scenic highways would not occur. Substantial night lighting is already in place from the existing site as well as the surrounding industrial developments. Expansion of the existing facility would create a new source of light or glare that could affect day or nighttime views in the area. However, the increase in lighting would be negligible compared to what is already in place and because the site is in an industrial area away from sensitive receptors, day or nighttime views in the area would not be affected. Therefore, the proposed project would have a *less-than-significant* impact to aesthetics in the area.

II. AGRICULTURE AND FOREST RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	✗
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✗
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✗
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✗
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	☐	☐	☐	✗

Discussion

- a, b, e. The proposed project consists of expanding an existing and currently in use warehouse distribution facility on developed land and surrounded by other industrial development. The site and the surrounding area is designated and zoned for industrial use. The site is not used for agricultural purposes and agricultural land would not be converted to non-agricultural uses as a result of the proposed project. In addition, the site is not considered Farmland of Prime, Unique, or Statewide Importance and is not under a Williamson Act contract. Therefore, the proposed project would have ***no impact*** to the conversion of Farmland to non-agricultural use and a conflict with a Williamson Act contract.
- c, d. The project site is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

III. AIR QUALITY.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	✗	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	✗	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	✗	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	✗	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	✗	☐

Discussion

- a,b,d. An air quality technical report for the Target Regional Distribution Center Expansion Project was prepared for the proposed project by KD Anderson & Associates, Inc. on December 4, 2010. Discussions and results from the report are used below to determine the proposed project's potential impacts to air quality.

The Federal Clean Air Act (42 U.S.C. Section 7401) requires the adoption of National Ambient Air Quality Standards (NAAQS) to protect public health and safety, and welfare from known or anticipated effects of air pollution. Current standards are set for ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, particulate matter equal to or less than 10 microns in size (PM₁₀), fine particulate matter equal to or less than 2.5 microns in size (PM_{2.5}), and lead. The State of California Air Resources Board (CARB) has established additional standards that are generally more restrictive than the NAAQS. The federal and State ambient air quality standards are shown in Table 1.

Specific geographic areas are classified as either "attainment" or "nonattainment" areas for each pollutant, based on the comparison of measured data with federal and State standards. The City of Woodland and the project site are located in the Yolo-Solano Air Quality Management District (YSAQMD), which is located in the Sacramento Valley Air Basin. The region is classified as nonattainment for ozone, PM₁₀, and PM_{2.5}. The attainment classifications for the district are shown in Table 2.

Local air quality data was taken from the three monitoring stations closest to the proposed project site, which is the Woodland station at Gibson Road, the Davis station at the UC Davis Campus, and the Sacramento station at T Street. In some cases, data for the closest monitoring station are not available for all three years or did not report all pollutants. Therefore, a mix of monitoring stations was used for each pollutant.

Table 1
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	8-Hour	0.075 ppm	0.07 ppm
	1-Hour	--	0.09 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.03 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	24-Hour	--	0.04 ppm
	3-Hour	0.05 ppm	--
	1-Hour	0.75 ppm	0.25 ppm
PM ₁₀	Annual	--	20 ug/m ³
	24-Hour	150 ug/m ³	50 ug/m ³
PM _{2.5}	Annual	15 ug/m ³	12 ug/m ³
	24-Hour	35 ug/m ³	--
Lead	30-day average	--	1.5 ug/m ³
	Rolling 3-month average	0.15 ug/m ³	--
	Calendar Quarter	1.5 ug/m ³	--
Sulfates	24-Hour	--	25 ug/m ³
Hydrogen Sulfide	1-Hour	--	0.03 ppm
Vinyl Chloride	24-Hour	--	0.01 ppm
ppm = parts per million ug/m ³ = micrograms per cubic meter			
<i>Source: Air Quality Technical Report for the Target Regional Distribution Center Expansion Project, KD Anderson & Associates, December 4, 2010.</i>			

Table 2
District Attainment Status

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – One-Hour	N/A	Nonattainment
Ozone – Eight-Hour	Nonattainment	Nonattainment
PM10	Unclassified	Nonattainment
PM2.5	Partial Nonattainment	Unclassified
Carbon Monoxide	Unclassified/Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead	Attainment	Attainment
Hydrogen Sulfide	N/A	Attainment
Sulfates	N/A	Attainment
Visibility Reducing Particles	N/A	Attainment
<i>Source: Air Quality Technical Report for the Target Regional Distribution Center Expansion Project, KD Anderson & Associates, December 4, 2010.</i>		

Other monitoring stations used include the Sacramento stations at 3801 Airport Road and Goldenland Court and the West Sacramento station at 15th Street. Air quality monitoring results for years 2007 to 2009 are displayed in Table 3, where the maximum pollutant concentration out of the closest monitoring stations is shown.

Table 3		
Air Quality Monitoring Results		
Pollutant/Standard	Year	Maximum Pollutant Concentration
Ozone/1-Hour Average	2007	0.109
	2008	0.112
	2009	0.102
Ozone/8-Hour Average	2007	0.091
	2008	0.099
	2009	0.089
Carbon Monoxide/8-Hour Average	2007	5.58
	2008	1.83
	2009	1.94
PM ₁₀ /24-Hour Average	2007	119.0
	2008	183.3
	2009	64.0
PM _{2.5} /24-Hour Average	2007	62.1
	2008	78.9
	2009	50.1
<i>Source: Air Quality Technical Report for the Target Regional Distribution Center Expansion Project, KD Anderson & Associates, December 4, 2010.</i>		

Construction-Related Impacts

Implementation of the proposed project would result in construction activity, which would generate air pollutant emissions. Construction activities such as grading, excavation and travel on unpaved surfaces would generate dust, and can lead to elevated concentrations of PM₁₀ and PM_{2.5}. The operation of construction equipment results in exhaust emissions. A substantial portion of the construction equipment is powered by diesel engines, which produce relatively high levels of NO_x emissions.

According to the YSAQMD, construction-related ozone precursor emissions are considered a significant impact if the proposed project would generate either ROG or NO_x emissions exceeding 10 tons per year. Construction-related particulate matter emissions would be a significant impact if the PM₁₀ emissions exceed 80 pounds per day. The YSAQMD does not currently have significance thresholds for construction-related PM_{2.5} emissions.

The air quality technical report utilized the URBEMIS program (URBEMIS 2007 version 9.2.4) to estimate the proposed project's construction emissions. Emission estimates for ROG, NO_x, PM₁₀, and PM_{2.5} are presented in Table 4 below. As shown in the table, construction of the proposed project would generate 2.89 tons per day of ROG emissions and 3.79 tons per day of NO_x emissions. Because both of the emission concentrations would be less than the significance thresholds, the generation of construction-related

ozone precursor emissions would be considered a less-than-significant impact. However, the proposed project would generate 88.47 pounds per day of PM₁₀ emissions, which is more than the significance threshold. Therefore, the proposed project would cause a potentially significant impact related to construction-related particulate matter emissions.

Table 4				
Estimated Project Construction-Related Emissions				
	ROG (tons/year)	NO_x (tons/year)	PM₁₀ (lbs/day)	PM_{2.5} (lbs/day)
Proposed Project	2.89	3.79	88.47	17.50
YSAQMD Thresholds	10	10	80	N/A
<i>Source: Air Quality Technical Report for the Target Regional Distribution Center Expansion Project, KD Anderson & Associates, December 4, 2010.</i>				

Operational Impacts

Operation of the proposed project would result in the generation of vehicle trips, which have associated emissions that could potentially affect air quality. The air quality pollutants most likely to be affected by operation of the proposed project are CO, ozone and particulate matter. The impact of the proposed project on local CO is measured by the level of service (LOS) of surrounding roadways and intersections, which imply traffic amounts and, in turn, vehicle CO emissions. The impact of the proposed project on ozone is measured by the generation of ozone precursor emissions: ROG and NO_x. The impact of the proposed project on particulate matter is measured by the generation of inhalable particulate matter (PM₁₀) emissions.

A traffic impact analysis was prepared for the proposed project by KD Anderson & Associates, Inc. on November 22, 2010. According to the analysis, all study intersections would operate at acceptable LOS and would not have the potential to result in a significant CO air quality impact. (See Section XVI. Transportation/Circulation of this IS/MND for more details regarding traffic issues.)

According to the YSAQMD, operational ozone precursor emissions are considered a significant impact if implementation of the proposed project would generate either ROG or NO_x emissions exceeding 10 tons per day. Operational particulate matter emissions are considered a significant impact if the proposed project would generate PM₁₀ emissions exceeding 80 pounds per day. The YSAQMD does not currently have significance thresholds for operational PM_{2.5} emissions.

The air quality technical report utilized the URBEMIS program (URBEMIS 2007 version 9.2.4) to estimate the proposed project's operational emissions. Emission estimates for ROG, NO_x, PM₁₀, and PM_{2.5} are presented in Table 5 below.

Table 5 Estimated Project Operational Emissions				
	ROG (tons/year)	NO_x (tons/year)	PM₁₀ (lbs/day)	PM_{2.5} (lbs/day)
Proposed Project	2.28	2.86	16.47	17.50
YSAQMD Thresholds	10	10	80	N/A
<i>Source: Air Quality Technical Report for the Target Regional Distribution Center Expansion Project, KD Anderson & Associates, December 4, 2010.</i>				

As shown in the table, operation of the proposed project would generate 2.28 tons per day of ROG emissions and 2.86 tons per day of NO_x emissions. Because both of the emission concentrations would be less than the significance thresholds, the generation of operational ozone precursor emissions would be considered a less-than-significant impact. In addition, the proposed project would generate 16.47 pounds per day of PM₁₀ emissions, which is less than the significance threshold. Therefore, the proposed project would have a less-than-significant impact related to operational particulate matter emissions.

Toxic Air Contaminants

The CARB has identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). The CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines. High volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic were identified as having the highest associated health risks. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. The emissions resulting from construction are temporary, affecting a specific receptor for a period of days or perhaps weeks. Emissions from diesel powered equipment on the site would be spread over the site and would not affect any specific receptor for an extended period of time.

Implementation of the proposed project would result in diesel truck trips and generate diesel particulate matter emissions. Diesel particulate matter (PM) is considered a toxic air contaminant (TAC). The air quality technical report analyzed the significance of the impact of the proposed project on TAC levels. According to the YSAQMD, if the distance between the project site access and the nearest sensitive receptor is greater than 1,000 feet, the impact of the proposed project on TAC levels would be considered less-than-significant.

The distance from the project site access to the nearest existing sensitive receptors, which are residential dwelling units southwest of the CR 102 interchange on I-5, is approximately 2,500 feet. In addition, the nearest area with a zoning designation considered a sensitive receptor is a Multiple Family Zone (R-M) area southwest of the CR 102 interchange on I-5, which is approximately 2,500 feet away from the project site access. Therefore, because the distance between the project site access and existing

and/or proposed sensitive receptors is greater than 1,000 feet, the impact of the proposed project on TAC levels would be considered less-than-significant.

Conclusion

Operation of the proposed project would not generate emissions exceeding the thresholds of significance established by the YSAQMD. Therefore, operation of the proposed project would not violate any air quality standards, conflict with implementation of any air quality plan, or expose sensitive receptors to substantial pollutant concentrations. Construction-related ozone precursor emission concentrations would be below thresholds as well. However, the proposed project would generate construction-related PM₁₀ emissions in excess of the YSAQMD significance threshold, which would result in a ***potentially significant*** impact related to construction-related particulate matter emissions.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the PM₁₀ emissions to 52.32 pounds per day, which is less than the significance threshold of 80 pounds per day, thus reducing the impact to a *less-than-significant* level.

III-1. During all active construction phases of the proposed project, the contractor shall water all exposed surfaces at least two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

- c. The CEQA Guidelines indicate that a project would have a significant cumulative impact if the project's contribution would be "cumulatively considerable." As discussed above, the proposed project does not exceed the threshold established by the YSAQMD. In addition, project construction-related impacts would be reduced to less-than-significant levels with implementation of the mitigation measures included in this IS/MND. The proposed project is consistent with the General Plan land use designation as well as zoning and would not involve new significant effects that could not be mitigated. The proposed project would not involve any significant new potential contribution to cumulative air quality impacts. Therefore, the project's incremental contribution to cumulative air quality impact would be ***less-than-significant***.
- e. The project is the expansion of an existing warehouse distribution facility. Although the potential exists for industrial uses to create some odors, the project site is surrounded by existing industrial uses, and is not located in the vicinity of any uses that would be considered sensitive receptors. In addition, the warehouse distribution facility does not handle perishable food items which could be a source of potential odors. Therefore, impacts related to the creation of objectionable odors would be ***less-than-significant***.

IV. BIOLOGICAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	✗	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	✗	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	✗	☐
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✗	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	✗
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	✗	☐

Discussion

- a, b, c. The land in the vicinity of the proposed project site is developed with buildings and structures supporting the existing industrial operations to the east and south. However, agricultural and vacant County land are directly west and north, respectively, of the proposed project site. According to the California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Plants of California* and California Department of Fish and Game's (CDFG) Natural Diversity Database (CNDDB), a total of six special-status plant species are known to occur in the region of the project site including: alkali milk-vetch, brittlescale, San Joaquin saltbrush, palmate-bracted bird's beak, and Heckard's pepper-grass. However, many of the plants occur in specialized habitats that do not occur on the project site such as chenopod scrub, freshwater marsh, and vernal pools. In addition, expansion of the existing warehouse would occur in an area made up of highly disturbed bare ground, void of any vegetation. The only vegetation occurring on

the site is ornamental landscaping in front of the administrative building and turf grass and trees located along the site perimeter, neither of which would be modified or affected by the proposed project. Therefore, due to the project site's highly disturbed conditions and lack of essential habitat, special-status plants would not likely occur on-site.

Records of the sensitive wildlife species within the general vicinity of the study area were obtained and reviewed using the CNDDB. A total of 22 special-status wildlife species are known to occur in the region of the project site, including valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), western pond turtle (*Actinemys marmorata*), giant garter snake (*Thamnophis gigas*), northern harrier (*Circus cyaneus*), Swainson's hawk (*Buteo jamaicensis*), western burrowing owl (*Athene cunicularia*), and tricolored blackbird (*Agelaius tricolor*). The project site does not contain any waterways; therefore riparian habitat, federally protected wetlands, or other sensitive natural communities do not exist on the project site. It should be noted that the absence of suitable habitat including seasonal wetlands, vernal pools, freshwater marsh, wet meadow, playas, or other aquatic habitats would eliminate the potential for many of the special-status species to occur on site. In addition, the area of the existing warehouse to be expanded is highly disturbed and currently in use as a pallet storage area and visitor parking area, which lacks any vegetation or essential habitat that would support the special-status wildlife species known to occur in the region.

Therefore, because the proposed project area is highly disturbed and lacks essential habitat for special-status plants and wildlife, impacts related to sensitive or special status species, riparian habitat, federally protected wetlands, or other sensitive natural community would result in a ***less-than-significant*** impact.

- d. Resident or migratory wildlife corridors, or wildlife nursery sites, do not exist on the project site. Therefore, the project would not interfere with the movement of any resident or migratory fish or wildlife species, and impacts would be ***less-than-significant***.
- e. Expansion of the existing warehouse would occur in an area made up of highly disturbed bare ground, void of any vegetation. The only vegetation occurring on the site is ornamental landscaping in front of the administrative building and turf grass and trees located along the site perimeter, neither of which would be modified or affected by the proposed project. Therefore, because the proposed project would not involve the removal of any trees, a conflict with Chapter 20A of the Woodland City Code regarding tree preservation or any other local policy to protect biological resources would not occur and ***no impact*** would result.
- f. Yolo County has formed a Joint Powers Agency (JPA) for the purposes of preparing and implementing a Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) for Yolo County. The NCCP/HCP, which includes the City of Woodland, has identified a 653,629-acre planning area. The NCCP/HCP will establish a funding mechanism to preserve and enhance native habitats that support endangered and sensitive species. However, a final NCCP/HCP has not yet been adopted. Therefore, the City of Woodland is not currently considered to have an adopted Habitat Conservation Plan and a ***less-than-significant*** impact regarding a conflict with an adopted Habitat Conservation

Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan would occur.

V. CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	✗	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✗	☐	☐
c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	☐	✗	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries.	☐	✗	☐	☐

Discussion

- a. The proposed project site has been developed with industrial uses and contains existing buildings ranging in age from 12 to 22 years old. The buildings are associated with the current operations, which include receiving and distributing merchandise to retail stores. Thus, all of the buildings/structures are less than 45 years old, are not associated with any events or persons important to California's history, do not represent a distinctive characteristic in design/construction, and are not likely to yield information important in prehistory or history. Therefore, a ***less-than-significant*** impact to historical resources would result.
- b-d. According to the Woodland General Plan EIR (p. 7-2), sites of known cultural or archaeological resources do not occur in the City of Woodland. The project site is currently developed with industrial uses and is highly disturbed. Thus, surface artifacts are unlikely to occur. However, the possibility exists that during construction activities, such as grading and excavation, unidentified archaeological resources, paleontological resources, or human remains may be uncovered, resulting in a ***potentially significant*** impact.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a ***less-than-significant*** level.

- V-2. *Prior to the issuance of a grading permit, plans shall include a requirement (via notation) indicating that if historic and/or cultural resources, or human remains are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and*

method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.

- V-3. *Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the San Joaquin County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. Additional work is not to take place in the immediate vicinity of the find, which shall be identified by the qualified archaeologist, until the identified appropriate actions have been implemented. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.*

VI. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?	☐	☐	✗	☐
ii. Strong seismic ground shaking?	☐	☐	✗	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	✗	☐
iv. Landslides?	☐	☐	☐	✗
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✗	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	✗	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?	☐	☐	✗	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✗

Discussion

ai-iii,

- c. The California Division of Mines and Geology (CDMG) identified past faults within the vicinity of Woodland that are not within Earthquake Fault Hazards Zones as defined by the State of California as active faults. Known faults within the vicinity identified by the CDMG include the following: the Dunnigan Hills fault located approximately seven miles northwest of Woodland; a young fault west of Woodland and south of Cache Creek; the Sweitzer and Eisner faults located approximately 19 miles west of Woodland in the Capay Hills; and the Coast Range-Sierran Block blind-thrust fault located approximately six to nine miles west of Woodland. According to the Woodland General Plan EIR, a credible earthquake of a Magnitude of 6.75 is possible on the Dunnigan Hills Fault. The two other faults in the area are the Midland Fault Zone, located approximately 20 miles southwest of Woodland, and the Capay Valley, 25 miles west of Woodland.

Ground shaking is the primary seismic concern in the Woodland area. The California Division of Mines and Geology has produced a maximum expected earthquake intensity map, which shows Woodland in the low severity zone. This zone could potentially

experience ground shaking intensities of up to VII in Mercalli intensity. The Modified Mercalli scale is a scale of seismic intensity that measures the effects of seismic movement. A Mercalli Intensity of VII indicates that people have difficulty standing, drivers in cars feel shaking, and moderate damage is done to well-built buildings. Four seismic zones are applied nationwide, where Zones 3 and 4 are of the highest potential seismicity and Zone 4 is the most seismically active. According to the City of Woodland General Plan Background Report, Woodland is located within a Zone 3 seismic zone. According to the State of California Department of Conservation, the California Geological Survey of Alquist-Priolo Earthquake Fault Zones does not include the City of Woodland as an affected city by earthquake fault zones and have not identified faults within a five mile radius of downtown Woodland.

In addition to structural damage caused by ground shaking, other ground effects caused by shaking exist such as liquefaction. Liquefaction potential within Woodland is considered to be low, but the potential exists in low-lying areas comprising unconsolidated, saturated, clay-free sand and silts. Although Woodland is within the low severity zone and liquefaction potential is considered low, structural damage could occur as a result of these processes.

The proposed project is not new development, but is the expansion of an existing industrial development. Thus, the proposed project would not result in an increase to the exposure of people or structures to potential substantial adverse effects from seismic activity or cause the currently stable geologic unit or soil to become unstable. In addition, the project would comply with the California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code, as well as the Uniform Building Code (UBC). Chapter 16 of the UBC, Division of Earthquake Design, requires that structures be designed using certain seismic design criteria based in part on the seismic zone, soil profile, and the proximity of the site to active faults. Therefore, because strong seismic ground shaking and seismic-related ground failure, including liquefaction, would not be expected to occur on the site, and because the project would be required to comply with the California Building Standards Code and UBC requirements, impacts would be *less-than-significant*.

- aiv. The proposed project site is not susceptible to landslides because the area is essentially flat. Therefore, *no impact* would occur.
- b. The proposed project consists of the expansion of an existing and already developed warehouse facility. Land on the site is flat and would have a slight potential for soil erosion. However, during the early stages of construction activities, topsoil would be exposed due to grading and leveling of the site. After grading and leveling and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to occur, which would adversely affect project site soils. Approximately 500,000 square feet of the site would be modified by grading and excavation, but would be limited to site preparation and what is necessary to extend utilities and infrastructure into the expanded facility. Implementation of the impervious surfaces on the site would preclude future erosion from the site. As required under the federal Clean Water Act, the proposed project would comply with the Regional Water

Quality Control Board (RWQCB) construction permit to minimize or avoid sedimentation associated with stormwater runoff during construction. In addition, the proposed project would comply with provisions of the City of Woodland Stormwater Management Program and the National Pollutant Discharge Elimination System (NPDES) permit to avoid and minimize any potential violations of water quality standards or waste discharge requirements. Therefore, because the proposed project would comply with all applicable policies and regulations, impacts related to soil erosion or loss of topsoil would be considered *less-than-significant*.

- d. The proposed project site contains Clear Lake clay, Sycamore silty clay loam, drained, and Willows clay, alkali, all of which are less than one percent slopes. Permeability of the soils is slow, and depth to the water table ranges from four to 13 inches. Surface runoff is slow, and the hazard of water erosion is none to slight. None of the three on-site soil types are considered expansive soils, pursuant to Table 18-1B of the Uniform Building Code; therefore, the impact would be *less-than-significant*.
- e. The proposed project site is currently connected to the existing City of Woodland sewer system, which would not be modified. Septic tanks or alternative wastewater disposal systems would not be required. Therefore, *no impact* would occur from soils incapable of adequately supporting the use of septic tanks.

VII. GREENHOUSE GAS EMISSIONS.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✗	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✗	☐

Discussion

- a, b. An air quality technical report for the Target Regional Distribution Center Expansion Project was prepared for the proposed project by KD Anderson & Associates, Inc. on December 4, 2010. Discussions and results from the report are used below to determine the proposed project's potential impacts to greenhouse gas (GHG) emissions.

Relatively recently, global climate change, also known as global warming, has been recognized as an important environmental issue. Impacts of climate change include rising sea levels, glacier retreat, shortening of frost seasons, and increases in precipitation, among other events. Climate change is considered to be heavily influenced by the rising concentration of GHG emissions, primarily atmospheric carbon dioxide (CO₂). However, emissions of nitrous oxide (N₂O), and methane (CH₄) affect global climate more strongly than CO₂. According to data presented in the California Air Resources Board (CARB), the California Climate Action Registry, and ICLEI-Local Governments document *Local Government Operations Protocol*, the "global warming potential" (GWP) of N₂O is 310 times that of CO₂. The GWP of CH₄ is 21 times that of CO₂. Burning of fossil fuels, including oil, natural gas, gasoline and coal, is a major contributor to rising GHG levels.

Emitting GHGs into the atmosphere is not an adverse environmental affect, but the increased concentration of GHGs in the atmosphere potentially resulting in global climate change and the associated consequences of such climate change is what results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although possible to generally estimate a project's incremental contribution of GHGs into the atmosphere, determining whether or how an individual project's relatively small incremental contribution might translate into physical effects on the global environment is typically not possible. Given the complex interactions between various global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic systems that result in the physical expressions of global climate change, discerning whether the presence or absence of GHGs emitted by the project would result in any altered conditions is impossible.

Neither the YSAQMD nor the City of Woodland have identified a significance threshold for GHG emissions, a methodology for analyzing air quality impacts related to GHG emissions, or adopted a plan for the reduction or mitigation of GHG emissions.

Therefore, for purposes of analyzing the proposed project's contribution to climate change, an impact to climate change would be considered significant if the proposed project would be considered to significantly hinder or delay California's ability to meet the reduction targets contained in Assembly Bill 32, the California Climate Solutions Act of 2006 (AB 32).

AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. The reduction would be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how CARB arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves the reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions. AB 32 does not explicitly apply to emissions from land development, though emissions associated with land development projects are closely connected to the utilities, transportation, and commercial end-use sectors. Further, because AB 32 imposes a statewide emissions cap, land development-related emissions will ultimately factor into considerations of GHG emissions in the State.

Although quantitative thresholds for GHG emissions have not been adopted by the City or YSAQMD, the short-term construction and long-term operational GHG emissions have been estimated for the proposed project.

Construction-related GHG Emissions

The analysis of the proposed project's short-term construction GHG emissions included estimations of CO₂, N₂O, and CH₄ emissions. The level of construction activity associated with the proposed project was estimated using the URBEMIS2007 emissions model, which provides a detailed estimate of construction activity. For each phase of construction activity (i.e., site grading, building construction, paving, and architectural coating), URBEMIS2007 estimates the duration of the phase, the type of equipment that would be used, and how much each piece of equipment would be used (i.e., hours per day, and percent of full engine load). While URBEMIS2007 presents a detailed estimate of construction activity, the model does not calculate N₂O or CH₄ emissions. Therefore, to estimate construction-related CO₂, N₂O, and CH₄ emissions, the OFFROAD2007 model was used. The OFFROAD2007 model was developed by the CARB in order to

estimate emissions from 166 different types of off-road mobile sources, including construction equipment. Construction equipment emission rates from the OFFROAD2007 model were applied to construction equipment activities estimates from the URBEMIS2007 model to calculate the construction-related CO₂, N₂O, and CH₄ emissions. The GWP factors for N₂O and CH₄ were applied to the emissions estimates to calculate the “carbon dioxide equivalent” (CO₂e). Based on the calculations, construction of the proposed project would result in the one-time generation of 5,743 metric tons of CO₂e.

Operational GHG Emissions

The analysis of the proposed project’s long-term operational GHG emissions included estimations of CO₂, N₂O, and CH₄ emissions and was conducted using the Bay Area Air Quality Management District (BAAQMD) Greenhouse Gas Model (BGM). BGM is an Excel spreadsheet program that allows users to estimate operational GHG emissions from land development projects. BGM reads URBEMIS2007 project files to generate a portion of a project’s GHG emission estimates and provides default data where needed, but also allows the user to apply project specific data where available. The BGM model estimates GHG emissions associated with the following project operational activities: transportation (e.g., project-related vehicle trips); area sources (e.g., landscape maintenance equipment); consumption of electricity and natural gas; consumption of water and generation of wastewater; and generation of solid waste. Estimates of project-specific operational data, including the number and average length of new project-related truck trips, the amount of change in electricity use, natural gas use, and water use related to the proposed project, was provided by Kimley-Horn and were used in the analysis. The amount of CO₂, N₂O and CH₄ emissions associated with each type of operation activity were converted to CO₂e. Long-term operation of the proposed project would result in an annual generation of 9,045.66 metric tons of CO₂e.

The project applicant has indicated intent to implement the following GHG emission-reducing measures as part of the proposed project, which include measures that would apply to the expansion area portion of the proposed project only and measures that would apply to the entire facility:

Expansion area only

- Require project contributions to transportation infrastructure improvement programs (RPT-3);
- Install low-flow water fixtures (WUW-1);
- Design water efficient landscapes (WUW-3);
- Use water efficient landscape irrigation systems (WUW-4);
- Reduce turf in landscapes and lawns (WUW-5);
- Plant native or drought-resistant trees and vegetation (WUW-6); and
- Recycle demolished construction material (SW-2).

Entire facility

- Buildings shall exceed Title 24 Building Envelope Energy Efficiency Standards (BE-1);
- Install programmable thermostat timers (BE-2);
- Obtain third-party HVAC commissioning and verification of energy savings (BE-3);
- Install energy efficient appliances (BE-4);
- Implement commute trip-reduction program – voluntary (TRT-1);
- Implement commute trip-reduction program – required implementation / monitoring (TRT-2);
- Provide ride-sharing program (TRT-3);
- Implement preferential parking permit program (TRT-8);
- Institute or extend recycling and composting services (SW-1); and
- Plant urban shade trees (GP-5).

The numbers for each of the listed measures above are reference numbers from the California Air Pollution Control Officers Association (CAPCOA) document *Quantifying Greenhouse Gas Mitigation Measures - A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*.

Conclusion

Given the size and type of the proposed project, consistency with the existing land use designation for the project site, and because the proposed project would include implementation of CAPCOA GHG reduction measures, the proposed project would not be expected to significantly hinder or delay California's ability to meet the reduction targets contained in AB 32. Thus, the proposed project would not conflict with any plan, policy, or regulation and would not generate GHG emissions that would significantly impact the environment. Therefore, impacts related to GHGs would be considered *less-than-significant*.

VIII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✗	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	✗	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	✗	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	✗
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	✗
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	✗
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✗	☐
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	✗	☐

Discussion

- a-c. The proposed project site is currently in use and has been in operation as a distribution warehouse since 1988. Operations consist of the receiving and distributing of non-perishable dry goods for Target retail stores throughout northern California. The project site includes existing buildings consisting of warehouse buildings A and B, a shipping wing, and an administrative office. Surrounding land includes other industrial development, agricultural, and vacant land. The nearest existing or proposed school facility is Pioneer High school, which is approximately two miles from the existing site. The applicant currently owns the property. During the acquisition process, a complete Phase I Environmental Site Assessment was prepared for the property, which concluded

that hazards and hazardous materials were not known to occur on-site at that time. Hazardous materials have not been used or stored on the property in the interim. The proposed project would not introduce the transport, use or disposal of hazardous materials on the site. Therefore, because the project would not create a significant hazard to the public or the environment from hazardous materials, including an existing or proposed school, impacts would be considered *less-than-significant*.

- d. The proposed project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, *no impact* would result from implementation of the proposed project.
- e,f. The nearest airports are the Watts-Woodland Airport and the Sacramento International Airport, which are located approximately eight miles to the west and to the east, respectively, of the proposed project site. Therefore, the proposed project is not within an airport land use plan, two miles of a public airport, or in the vicinity of a private airstrip. Therefore, *no impact* would occur.
- g. The General Plan currently designates the proposed project site for industrial development. The proposed project is the expansion of an existing industrial warehouse facility. Further development of the project site would not interfere with any adopted emergency response plan or emergency evacuation plan. In addition, the proposed project would not interfere with evacuation or response routes used by emergency response teams. Therefore, a *less-than-significant* impact would result.
- h. The proposed project is located in an industrial area that is highly disturbed and developed. The project site and surrounding areas are regularly maintained and are not considered “wildlands” where wildland fires are a risk to structures. Therefore, because the risk of on-site structures being subject to wildland fires is low, a *less-than-significant* impact would result.

IX. HYDROLOGY AND WATER QUALITY.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	☐	☐	✗	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	✗	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	✗	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	✗	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	✗	☐
f. Otherwise substantially degrade water quality?	☐	☐	✗	☐
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	✗	☐
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	☐	✗	☐	☐
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	☐	✗	☐	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	✗

Discussion

- a.f. The proposed project consists of the expansion of an existing and already developed warehouse facility. Although a large number of trucks and other vehicles occur on the site, maintenance of the vehicles would not be done on-site and constituents related to oil or grease would not be discharged into the sewer, storm drain, parking lot, or street. During the early stages of construction activities, topsoil would be exposed due to minor

grading and leveling of the site. After grading and leveling and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which would adversely affect water quality. In addition, the proposed project would result in the generation of increased urban runoff from the creation of impervious areas, which could contribute urban runoff constituents to downstream surface waters. Approximately 11.6 acres, or 11 percent of the total site size, of new impervious surface would be added by the proposed project. However, as required under the federal Clean Water Act, the proposed project would comply with the State Water Resources Control Board (SWRCB) General Construction Activity Stormwater Permit, which regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres.

The State's General Construction Activity Stormwater Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project, including post-construction impacts. In addition, the proposed project would comply with provisions of the City of Woodland Stormwater Management Program and the National Pollutant Discharge Elimination System (NPDES) permit to avoid and minimize any potential violations of water quality standards or waste discharge requirements. Therefore, compliance with the requirements of the SWRCB, the RWQCB, and the City's Stormwater Management Program would ensure that construction and operation activities would not result in degradation of downstream water quality, and a *less-than-significant* impact related to water quality and waste discharge requirements would result.

- b. The proposed project consists of the expansion of an existing industrial warehouse facility. Water services on the site are currently provided by a four-inch connection to the City's water line in Hanson Way at the southern boundary of the facility. The number of employees would not increase as a result of the proposed project and modifications to the existing on-site water system would not occur. Thus, the water demand for the site would not increase substantially and current water supplies would be sufficient to serve the facility. Therefore, implementation of the proposed project would not be expected to result in changes to existing groundwater supply and a *less-than-significant* impact would occur.
- c-e. The proposed project consists of the expansion of an existing industrial warehouse facility. During the early stages of construction activities, topsoil would be exposed due to grading and leveling of the site, leaving the potential for wind and water erosion to occur and potentially add a new source of polluted runoff. However, as stated above, the proposed project would comply with the requirements of the SWRCB, the RWQCB, and the City's Stormwater Management Program in order to regulate and control polluted runoff.

The creation of impervious areas as a result of the proposed project would generate an increase in urban runoff. Approximately 11.6 acres, or 11 percent of the total site size, of new impervious surface would be added by the proposed project. Stormwater runoff on the facility generally flows from north to south and is captured in various on-site inlets and roof leaders that surround the building. Runoff water captured flows into a line that conveys flows south into a 60-inch transmission line at Hanson Way. The runoff ultimately flows into a downstream pump station and discharged into the Tule Canal as referenced in the City of Woodland 2004 Stormwater Master Plan. The stormwater runoff collection and conveyance system on the site would be sufficient to handle the incremental increase in stormwater runoff created by the proposed project.

Therefore, because the proposed project would not result in erosion, flooding, or exceedance of the existing stormwater drainage system capacity, the proposed project would have a *less-than-significant* impact related to stormwater runoff.

- g. The proposed project consists of the expansion of an existing industrial warehouse facility and does not involve the creation of housing. Therefore, the proposed project would not place any housing within a 100-year floodplain and a *less-than-significant* impact would result.
- h,i. A detailed flood analysis was performed by Wood Rodgers, Inc. for the proposed project. The project site has a Flood Zone designation of AE, and is located within the 100-year floodplain. The City of Woodland allows development within the 100-year floodplain provided that FEMA regulation 44 CFR 60.3-c-10 is met, which states: “[...] no new construction, substantial improvement, or other development (including fill) shall be permitted within Zones A1-30 and AE on the community’s FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.”

According to the flood analysis, construction of the proposed project would create an obstruction to overland flow within the existing 100-year floodplain, which would result in an increase in maximum flood elevations across the northern project boundary, particularly at the northeast corner of the site where the proposed expansion would occur. The increase in water surface elevation during the 100-year flood event on surrounding land due to the proposed project would generally be less than half of a foot. A decrease in the floodplain south of the proposed project site would occur due to minor attenuation of the peak resulting from the increased storage north of the site under higher depth conditions. However, within the project boundary and a small area just north of the proposed project, the increase would be between half of a foot and one foot. The corresponding increases in velocity are generally less than 0.1 foot per second both north and south of the proposed project site, which would be confined to between buildings in paved areas and would not significantly impact the City’s North Canal corridor and the west levee of the Cache Creek Settling Basin. The Wood Rodgers, Inc. flood analysis incorporated levee-removal flow conditions for the evaluation of the maximum flood velocities.

Therefore, because the proposed project site is located within the 100-year floodplain, which would impede or redirect flood flows and may exposed people or structures to a risk involving flooding, including flooding as a result of the failure of a levee or dam, a ***potentially significant*** impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

LX-4. Prior to the issuance of a building permit, the plans shall indicate a) compliance with City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator; and b) the area located east of the proposed building addition to the eastern edge of the Target property, shall be maintained in a smooth, paved condition in order to facilitate flood flows to the south. Plans shall be subject to review and approval by the Flood Plain Administrator.

- j. Tsunamis are defined as sea waves created by undersea fault movement. A tsunami poses little danger away from shorelines. When tsunamis reach the shoreline, high swells of water break and wash inland with great force. However, because the City of Woodland is located several miles inland, the project site is not exposed to flooding risks from tsunamis. A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, with destructive capacity that is not as great as that of a tsunami. The proposed project site is not located near a closed body of water large enough for a seiche to occur. Therefore, the proposed project is not anticipated to be impacted by seiches. Furthermore, as mudflows typically occur in mountainous or hilly terrain, and the project area and surrounding areas are relatively flat, danger would not be presented from the likelihood of mudflows. Because the proposed project would not be threatened by a seiche, tsunami, or mudflow, ***no impact*** from such phenomena would occur.

X. LAND USE AND PLANNING. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	☐	✗
b.	Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	☐	☐	✗	☐
c.	Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	✗	☐

Discussion

- a. The proposed project site is currently developed; therefore, the project would not physically divide an established community and ***no impact*** would occur.
- b. The proposed project consists of the expansion of an existing industrial warehouse facility. The character of the project vicinity is predominantly urbanized with industrial development adjacent to the site to the east, west, and south. Development of the proposed project would not conflict and would be compatible with surrounding land uses, as none of the surrounding uses are considered sensitive receptors. The proposed project site is designated and zoned in the Woodland General Plan as Industrial and would remain Industrial with implementation of the proposed project. Because the proposed project would not require a General Plan Amendment or rezone for the site, the project would be consistent with the industrial development planned for the site in the Woodland General Plan, as well as being consistent with the existing City zoning. In addition, the project would be consistent with the General Plan policies and proposals for industrial land uses. Therefore, the project's impact related to conflict with applicable land use plans, policies, or regulations would be ***less-than-significant***.
- c. Yolo County has formed a Joint Powers Agency (JPA) for the purposes of preparing and implementing a Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) for Yolo County. The NCCP/HCP, which includes the City of Woodland, has identified a 653,629-acre planning area. The NCCP/HCP will establish a funding mechanism to preserve and enhance native habitats that support endangered and sensitive species. However, a final NCCP/HCP has not yet been adopted. Therefore, the City of Woodland is not currently considered to have an adopted Habitat Conservation Plan and a ***less-than-significant*** impact regarding a conflict with any applicable habitat conservation plan or natural communities conservation plan would occur.

XI. MINERAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✖
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	✖

Discussion

- a,b. The Woodland General Plan EIR states that designated mineral resource zones do not exist within the City of Woodland, and there is no new information identifying the presence of mineral resources on the project site or within the City. Therefore, ***no impact*** to mineral resources would occur as a result of the construction of the proposed project.

XII. NOISE.

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	✗	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	✗	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	✗	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	✗	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✗
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✗

Discussion

- a, c. The existing noise environment in the project vicinity is defined primarily by noise from existing vehicular traffic (including heavy trucks) on surrounding roadways and the project site, and existing industrial uses in the project area. The nearest sensitive receptor, a Hampton Inn & Suites, is located approximately a quarter mile to the south of the site, between East Main Street and Interstate 5. The City's threshold of significance for noise increases is an increase of three decibels (dB) or more.

The primary source of noise on the project site as a result of implementation of the proposed project would be from truck operations, specifically from semi-trucks entering/exiting the site. Truck traffic would be increased by approximately 30 percent over the existing conditions. Truck/tractors and yard tractors would operate on-site 24 hours per day. The peak truck traffic exiting the site would occur between 12:00 and 2:00 a.m. Delivery trucks would enter the site throughout the day. Diesel powered "yard tractors" are used on the site to move trailers from the loading docks to staging areas where they would then be transported off-site. Truck/tractor and yard tractors generate approximately 80 dB at 50 feet. Noise from the vehicles would generally attenuate by three dB per doubling of distance from the source. Therefore, given the size of the site, noise would noticeably decrease by at least three dB at the property boundary and the

projected truck volumes are less than what is required to result in an audible change in noise levels associated with truck operation. In addition, the background noise from Interstate 5 and East Main Street would mask any noise emanating from the project site and surrounding industrial properties to the nearest sensitive receptor. Hence, exterior noise levels during operation are not expected to significantly change from existing conditions with implementation of the proposed project.

The overall operating characteristics of the facility would not change and interior noise levels are not expected to change from existing conditions. In addition, the interior of the buildings would be fully insulated to meet Title 24 standards. Insulation of the buildings would help to minimize any audible noise generated by activities inside the building.

Therefore, the proposed project would not be expected to exceed the City's threshold of a 3 dB increase and would not create a substantial permanent increase in ambient noise levels, a *less-than-significant* impact would result.

- b. The primary vibration-generating activities associated with the project would occur during demolition activities and when the infrastructure such as grading, utilities, and parking lots are constructed. The types of vibration impact include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Table 6 shows the typical vibration levels produced by construction equipment.

Table 6 Vibration Levels for Varying Construction Equipment		
Type of Equipment	Peak Particle Velocity (ppv) @ 25 feet (inches/second)	Approximate Velocity Level @ 25 feet (VdB)
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58
Auger/Drill Rigs	0.089	87
Jackhammer	0.035	79
Vibratory Hammer	0.070	85
Vibratory Compactor/Roller	0.210	94
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</i>		

The Table 6 data indicate that construction vibration levels, with the exception of the vibratory compactor/roller, are less than the 0.2 in/sec ppv threshold of damage to buildings at distances of 25 feet. The construction vibration levels of the vibratory compactor/roller, however, are not significantly above the threshold and would not be expected to cause any damage. In addition, the nearest sensitive receptor is located beyond 25 feet of the site (approximately a quarter mile south of the site). Therefore, if a vibratory

compactor/roller is used during construction of the proposed project, the nearest sensitive receptor would not be significantly affected.

The following is an excerpt from the Caltrans Technical Advisory, TAV-02-01-R9601, regarding construction vibrations:

With the exception of a few instances involving pavement breaking, pile driving, all Caltrans construction vibration measurements have been below the 5 mm/s (0.2 in/sec) architectural damage risk level for continuous vibrations. The highest measured vibration level was 73.1 mm/s (2.88 in/sec) at 3 m (10 ft) from a pavement breaker. This instance marked the only time that the single event safe level of 50 mm/s (2 in/sec) was exceeded during vibration monitoring by Caltrans. Other construction activities and equipment, such as D-8 and D-9 Caterpillars, earthmovers and haul trucks have never exceeded 2.5 mm/s (0.10 in/sec) or one half of the architectural damage risk level, at 3 m (10 ft)).

Based upon the information in Table 6 and the Caltrans Technical Advisory, vibrations are not predicted to exceed safe thresholds at adjacent sensitive receptors. Additionally, the risk of annoyance due to construction vibrations is very low considering the distance to the nearest receptors. Therefore, this impact is considered *less-than-significant*.

- d. During the construction phases of the project, noise from demolition and construction activities would add to the noise environment in the immediate project vicinity. Activities involved in construction could generate maximum noise levels ranging from 76 to 88 dB at a distance of 50 feet (*Federal Highway Administration, January 2006*). Most of the building construction will occur at distances of approximately one-quarter mile from the nearest receptor to the south. At distances of 50 feet or more, noise levels could exceed the City's General Plan Noise Element or Ordinance standards; however, construction activities are regulated by the City of Woodland Noise Ordinance, Section 15-26 of the City Code. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Therefore, because the City's Noise Ordinance restricts hours of operation and allowable operating distances from sensitive receptors, a *less-than-significant* impact would result.
- e,f. The proposed project site is not located near an existing airport or a private airstrip and is not within an area covered by an existing airport land use plan. Therefore, *no impact* would occur.

XIII. POPULATION AND HOUSING.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✗	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	✗	☐
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	✗	☐

Discussion

- a-c. The proposed project consists of the expansion of an existing warehouse facility. Development of the proposed project would not involve the creation of any new housing and would not directly increase the population in the area. The number of employees working at the facility would generally remain constant. Therefore, because the proposed project would not induce population growth in the area, displace existing housing or people, impacts related to population and housing would be ***less-than-significant***.

XIV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

- a, b. The project site is located within the jurisdiction of the Woodland Fire Department (WFD), which provides fire protection services and emergency medical services within the City and to areas within the County. The nearest fire station is located at 1515 Springlake Court in the City of Woodland, which is approximately one mile southwest of the site. The Woodland Police Department (WPD), Yolo County Sheriff's Department and the Valley Division of the California Highway Patrol (CHP) provide law enforcement services to the project site. The proposed project consists of the expansion of an existing warehouse facility. Because the number of employees and risk of fire danger would generally remain the same on the site with implementation of the proposed project, the demand for fire or police protection services is not likely to increase. Therefore, current fire and police protection services would be adequate to serve the proposed project and a **less-than-significant** impact would occur.
- c-e. The Woodland Joint Unified School District provides the majority of the elementary and secondary education facilities to the residents of Woodland and the surrounding rural communities. A total of 18 parks, nine athletic fields and two recreational swimming pools are currently maintained by the City of Woodland Parks and Recreation Department. The proposed project consists of the expansion of an existing industrial warehouse facility and would not induce population growth or otherwise impact demographic characteristics within the City of Woodland. Therefore, the demand for schools, parks, or other public facilities would not increase due to implementation of the proposed project, and impacts would be **less-than-significant**. It should be noted that any impact to schools would have been mitigated as a matter of State law by payment of fees under Senate Bill 50.

XV. RECREATION.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	✖	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	✖	☐

Discussion

- a,b. The proposed project consists of the expansion of an existing industrial warehouse facility and would not induce population growth or otherwise impact demographic characteristics within the City of Woodland. Therefore, an increased demand for new recreational facilities or increased use of existing facilities would not result from implementation of the proposed project, and a ***less-than-significant*** impact with regard to recreational facilities would occur.

XVI. TRANSPORTATION/CIRCULATION.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	✗	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	✗	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	✗
d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	✗	☐
e. Result in inadequate emergency access?	☐	☐	✗	☐
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	✗	☐

Discussion

a,b. A traffic impact analysis was prepared for the proposed project by KD Anderson & Associates, Inc. on November 22, 2010. The purpose of the traffic study was to determine any significant traffic impacts that would be associated with the proposed project. The following issues were analyzed:

- Existing A.M. and P.M. Peak Hour, Existing Plus Project Peak Hour, Cumulative, and Cumulative Plus Project traffic conditions at major intersections that may be impacted by the proposed project;
- Project traffic impacts on adjacent roadways that would be used to access the site, including six key intersections, such as those providing access to Interstate 5 (I-5) freeway and State Route 113 (SR 113); and
- Required measures to mitigate any significant project traffic impacts.

The following six key intersections on adjacent roadways that would be used to access the site were analyzed in the traffic impact analysis:

- Pioneer Avenue / Beamer Street - a two way signal controlled intersection west of the site. The signal provides protected left turn movements on all approaches. Pioneer Avenue includes left turn lanes, a through lane and a through-right lane. North of the intersection the roadway narrows to single lanes in each direction

with lane drops and additions just north of the intersection. The Beamer Street approaches consist of left turn lanes and through-right lanes.

- Beamer Street / County Road 102 (CR 102) - a signalized intersection adjacent to the project site. The signal includes protected movements along all approaches. Beamer Street consists of dedicated left turn lanes and through-right lanes while northbound CR 102 includes a left turn, a through lane and a through-right lane; the two lanes merge into a single north just north of the intersection. Southbound 102 consists of a left turn lane and a through-right lane.
- Main Street / SR 113 Southbound Ramps – Industrial Way - The Main Street / SR 113 Southbound ramps – Industrial Way intersection is a signalized intersection with protected left turn lanes along Main Street. Main Street also includes through and through-right lanes along both approaches. The SR 113 southbound ramps include an L-8 cloverleaf interchange configuration. The SR 113 off-ramp approach is a single while the Industrial Way approach includes a through-left lane and a right lane. Both approaches are permitted movements.
- Main Street / SR 113 Northbound Ramps - a signalized intersection with a protected left turn lane movement along westbound Main Street. Main Street also includes two through lanes along the westbound approach and through and through-right lanes along the eastbound approach. The SR 113 northbound ramps include an L-7 cloverleaf interchange configuration. The SR 113 off-ramp includes a left turn lane and a combination left-right lane.
- Main Street / Pioneer Avenue - a signalized intersection with protected movements along all approaches. This intersection also provides access onto southbound I-5. The eastbound Main Street approach includes a left turn lane, two through lanes, a dedicated lane for the southbound I-5 on-ramp and a right turn lane onto southbound Pioneer Avenue. The westbound approach includes two left turn lanes providing access onto Pioneer Avenue, two through lanes and a right turn lane. The inside left turn lane and the right turn lane are about 120 feet long while the outside left turn lane is about 320 feet long. Prior to the inside left turn lane a left turn lane is present with permitted movements that provides access onto the I-5 southbound on-ramp. The left turn lane has a length of about 160 feet. Northbound Pioneer Avenue includes two left turn lanes, two thorough lanes and a right turn lane -that allows access onto either the I-5 southbound on-ramp or eastbound Main Street. The southbound Pioneer Avenue approach includes a left lane that provides access to the I-5 southbound on-ramp or eastbound Main Street, a through lane and a through-right lane.
- Main Street / CR 102 intersection - a signal controlled intersection south of the project site. Most truck traffic uses this intersection to access I-5 and SR 113. The eastbound approach includes a left turn lane, two through lanes and a right turn lane while the westbound approach includes a left lane, a through lane and a through-right lane. The northbound approach includes two left turn lanes, two

through lanes and a right turn lane while the southbound approach includes a left turn lane, a through lane and a through-right lane.

Existing Levels of Service (LOS)

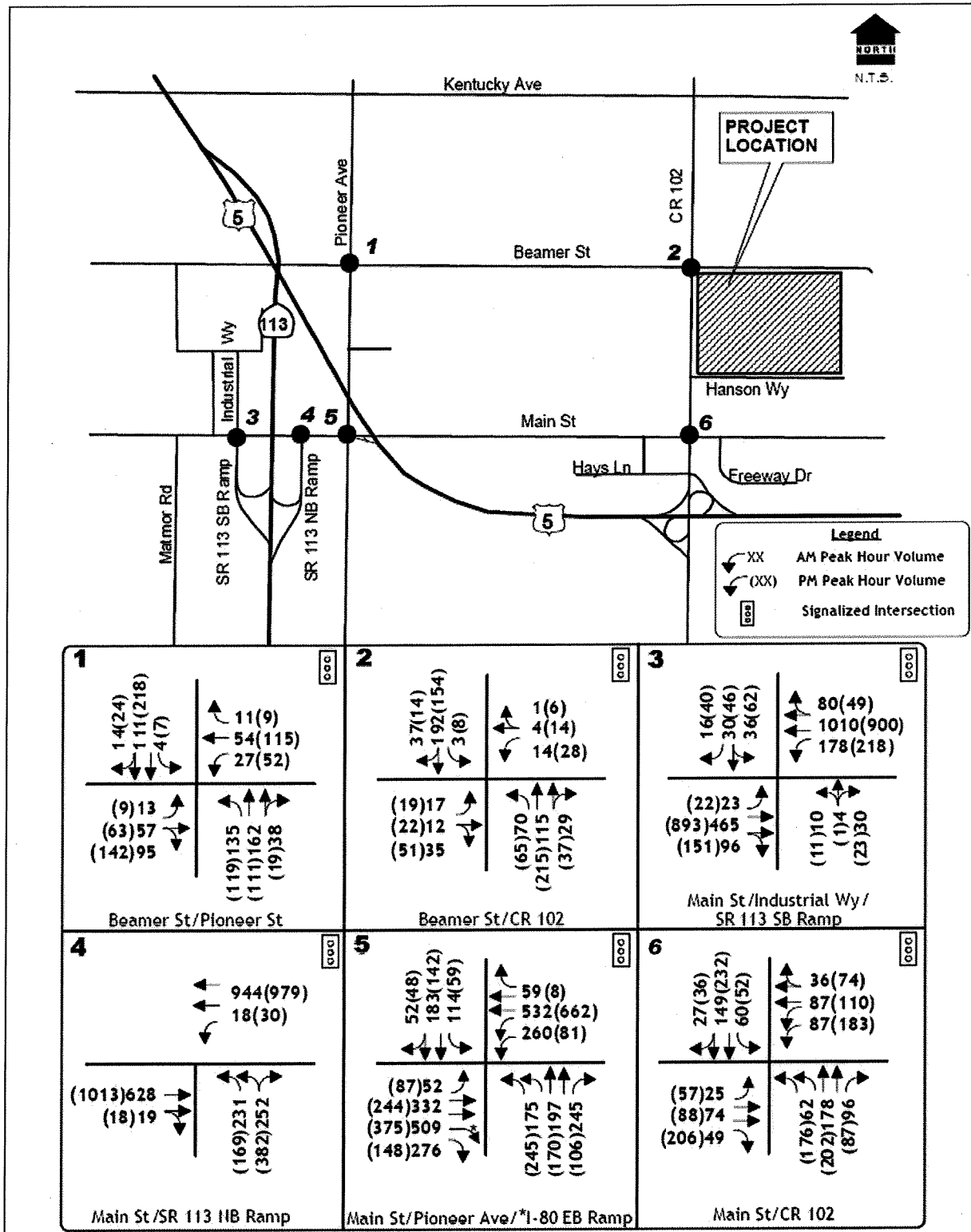
The City of Woodland Level of Service policy considers LOS D as the acceptable threshold for intersections within ½ mile of an interchange. The Level of Service for signalized intersections is based on and measured in terms of control delay for the peak fifteen-minute analysis period. LOS C is the acceptable threshold for intersections further away. All intersections within ½ mile of an interchange currently operate at LOS D or better in both A.M. and P.M. peak hours while the intersections along Beamer Street, greater than ½ mile away, operate at LOS C or better. The Beamer Street / Pioneer Avenue and Beamer Street / CR 102 intersections meet LOS C criteria while the intersections along Main Street each meet the LOS D criteria. Figure 4 provides a schematic presentation of the existing A.M. and P.M. peak hour traffic volumes at the project's key intersections. Table 8 summarizes actual current Levels of Service at the study intersections during the A.M. and P.M. peak hour. The Main Street / Pioneer Avenue – I-5 Southbound On-Ramp intersection operates at LOS D in the A.M. peak hour, which is within the City's LOS threshold. The remaining intersections operate at LOS C or better.

Table 7					
Existing Peak Hour Levels of Service at Intersections					
Location	Control	AM Peak Hour		PM Peak Hour	
		LOS	Average Delay (seconds)	LOS	Average Delay (seconds)
Beamer St / Pioneer Ave	Signal	B	14.4	B	19.2
Beamer St / CR 102	Signal	C	21.5	C	21.6
Main St / SR 113 SB Ramps – Industrial Way	Signal	B	12.3	B	15.5
Main St / SR 113 NB Ramps	Signal	B	15.8	B	12.2
Main St / Pioneer Ave – I-5 SB On-Ramp	Signal	D	43.5	C	22.4
Main St / CR 102	Signal	C	28.3	B	19.9
<i>Source: Traffic Impact Analysis for Target Warehouse Expansion Project, November 22, 2010.</i>					

Existing Plus Project Levels of Service (LOS)

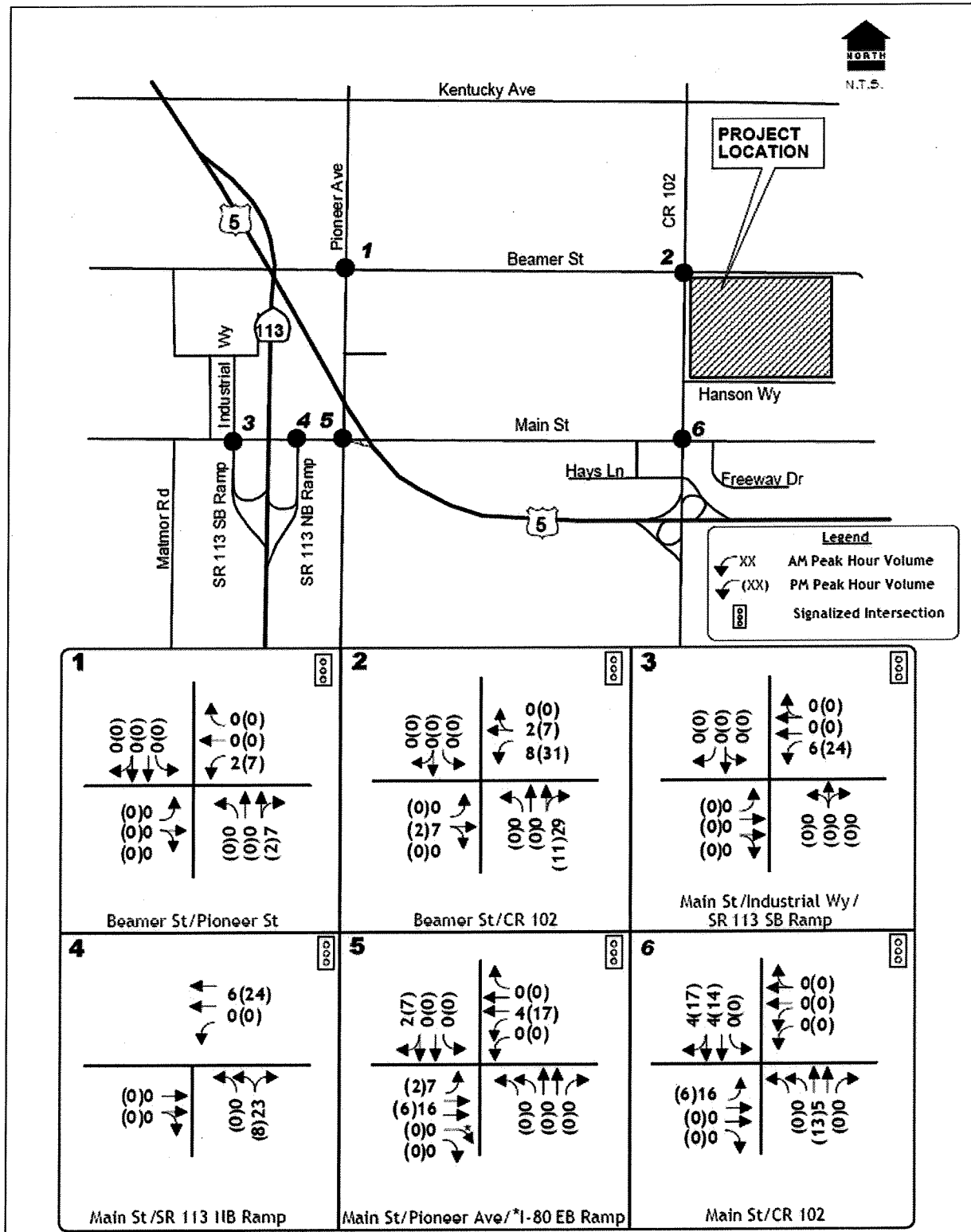
Development of the proposed project would attract additional truck traffic to the surrounding roadway network. The amount of additional traffic on a particular section of the street network depends on trip generation and trip distribution and assignment. The proposed project would result in the generation of an additional 46 A.M. and 50 P.M. peak hour trips. The project only and existing plus project traffic volumes and lane configurations are shown on Figure 5 and Figure 6, respectively.

Figure 4
Existing Traffic Volumes and Lane Configurations



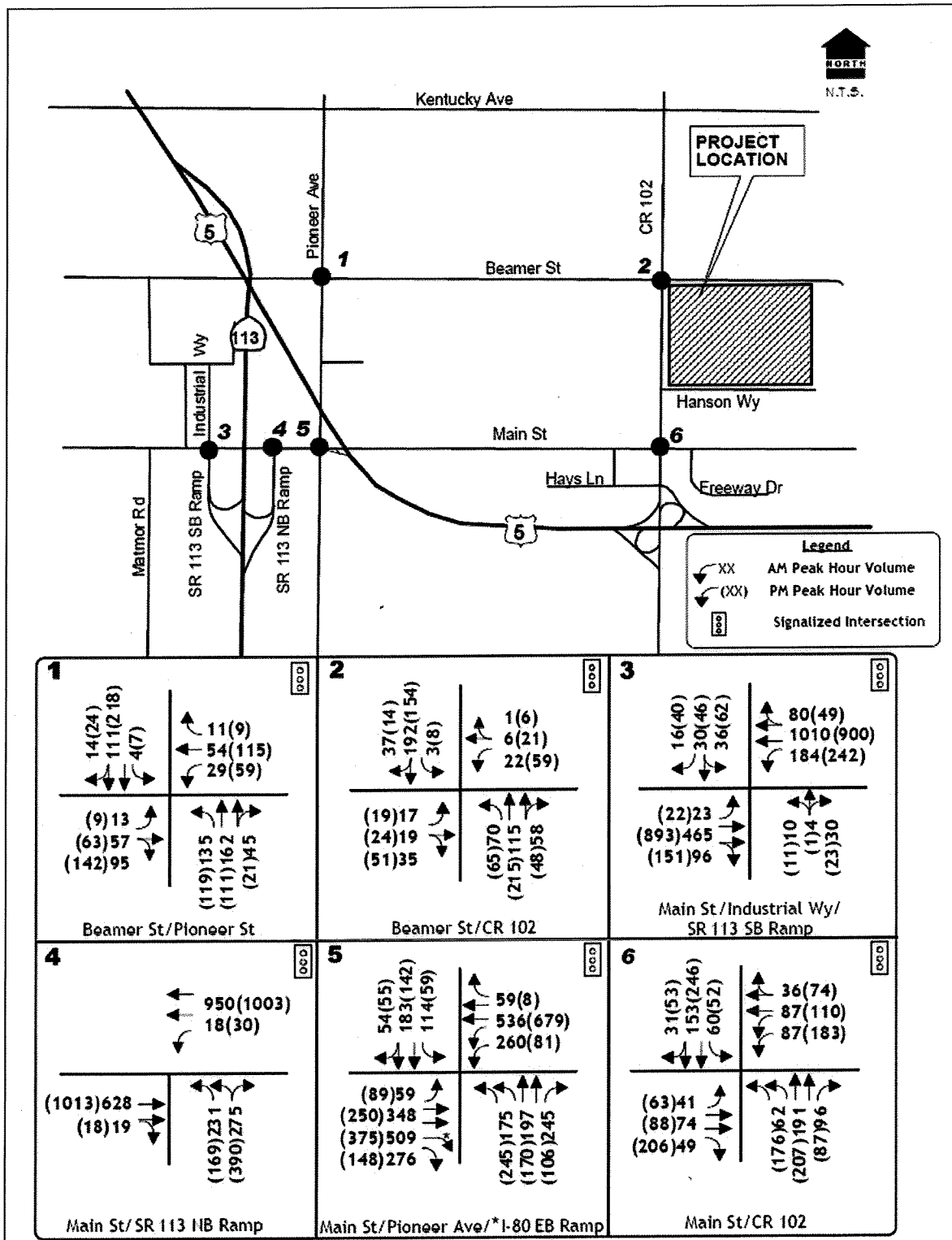
Source: KD Anderson & Associates, Inc., Traffic Impact Analysis for Target Warehouse Expansion Project, November 22, 2010.

Figure 5
Project Only Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., Traffic Impact Analysis for Target Warehouse Expansion Project, November 22, 2010.

Figure 6
Existing Plus Project Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., Traffic Impact Analysis for Target Warehouse Expansion Project, November 22, 2010.

Table 9 displays the existing plus project A.M. and P.M peak hour LOS at each study intersection.

Table 8
Existing Plus Project Peak Hour Levels of Service at Intersections

Location	Control	AM Existing Peak Hour		PM Existing Peak Hour		AM Existing Plus Project Peak Hour		PM Existing Plus Project Peak Hour	
		LOS	Average Delay (seconds)	LOS	Average Delay (seconds)	LOS	Average Delay (seconds)	LOS	Average Delay (seconds)
Beamer St / Pioneer Ave	Signal	B	14.4	B	19.2	B	18.6	B	19.3
Beamer St / CR 102	Signal	C	21.5	C	21.6	C	33.6	B	18.4
Main St / SR 113 SB Ramps – Industrial Way	Signal	B	12.3	B	15.5	B	12.4	B	16.2
Main St / SR 113 NB Ramps	Signal	B	15.8	B	12.2	B	16.2	B	12.3
Main St / Pioneer Ave – I-5 SB On-Ramp	Signal	D	43.5	C	22.4	D	43.6	C	23.0
Main St / CR 102	Signal	C	28.3	B	19.9	C	21.1	B	19.2

Source: Traffic Impact Analysis for Target Warehouse Expansion Project, November 22, 2010.

As shown in the table, all intersections would continue to operate within the City's LOS thresholds. The Main Street/Pioneer Avenue – SB I-5 On-ramp would continue to operate at LOS D in the A.M. peak hour and all other intersections would operate at LOS C or better.

2020 No Project Intersection Levels of Service (LOS)

The only intersection analyzed at cumulative conditions was the Beamer Street/Pioneer Avenue intersection, as the remaining intersections have been studied in previous analyses. The 2020 LOS for the Beamer Street/Pioneer Avenue intersection are shown in Table 10 below. As shown in the table, the projected LOS during the A.M. peak hour is LOS C with a delay of 31.1 seconds. During the P.M peak hour, the delay with increase to 35.5 seconds and an LOS D condition would result.

According to City standards, the acceptable threshold at an intersection outside of one-half of a mile of an interchange is LOS C. The Beamer Street/Pioneer Avenue intersection is located just over one-half of a mile from the Main Street/Pioneer Avenue - I-5 Southbound On-ramp. Therefore, the intersection would operate below the acceptable City LOS threshold.

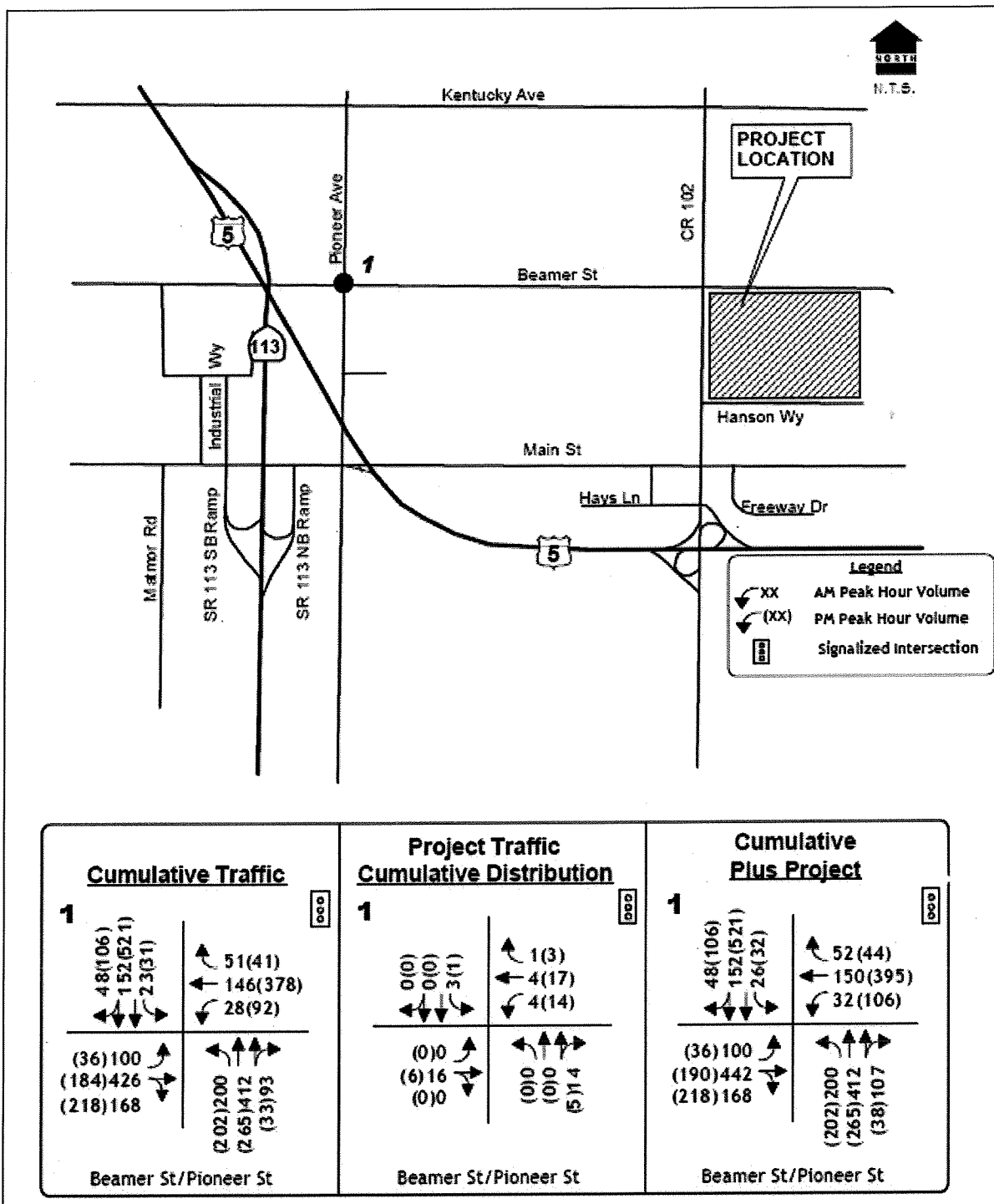
Table 9					
2020 No Project Peak Hour Levels of Service at Intersections					
Location	Control	AM Cumulative Peak Hour		PM Cumulative Peak Hour	
		LOS	Average Delay (seconds)	LOS	Average Delay (seconds)
Beamer St / Pioneer Ave	Signal	C	31.7	D	35.5
<i>Source: Traffic Impact Analysis for Target Warehouse Expansion Project, November 22, 2010.</i>					

2020 Plus Project Intersection Levels of Service (LOS)

Under cumulative conditions, the possibility exists that a different warehouse facility could use the site in the future. Therefore, the worst-case scenario was used during analysis, where generation rates would increase as more employees would be hired to facilitate packing and shipping and more trucks may also be used. Approximately 109 additional trips would be generated in the A.M. peak hour, while 116 additional trips would be generated in the P.M. peak hour. Project Only trip assignments in the future buildout conditions as well as 2020 Plus Project conditions are presented in Figure 7. Table 10 compares the cumulative and cumulative plus project peak hour LOS. As shown in the table, the Beamer Street / Pioneer Avenue intersection would decline to an LOS D operation in the A.M. peak hour, with a 35.6 second delay, but would continue to operate at LOS D conditions, with a 35.9 second delay, in the P.M. peak hour. Both peak hour LOS are below the acceptable City LOS threshold.

Table 10									
2020 Plus Project Peak Hour Levels of Service at Intersections									
Location	Control	AM Cumulative Peak Hour		PM Cumulative Peak Hour		AM Cumulative Plus Project Peak Hour		PM Cumulative Plus Project Peak Hour	
		LOS	Average Delay (seconds)	LOS	Average Delay (seconds)	LOS	Average Delay (seconds)	LOS	Average Delay (seconds)
Beamer St / Pioneer Ave	Signal	C	31.7	D	35.5	D	35.6	D	35.9
<i>Source: Traffic Impact Analysis for Target Warehouse Expansion Project, November 22, 2010.</i>									

Figure 7
2020 No Project and Plus Project Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., Traffic Impact Analysis for Target Warehouse Expansion Project, November 22, 2010.

Conclusion

The traffic impact study determined that although the proposed project would cause an increase in traffic in the area, all intersections would continue to operate at LOS D or better within one-half of a mile of an interchange and at LOS C or better beyond at existing plus project conditions. However, at 2020 No Project conditions, the Beamer Street/Pioneer Avenue intersection would decline to an LOS D in the P.M. peak hour, but would operate at an LOS C during A.M. peak hour. The intersection is greater than one-half of a mile from the closest interchange along I-5, resulting in an unacceptable LOS for the P.M. peak hour. At 2020 Plus Project conditions, the intersections would operate at LOS D for both the A.M. and P.M. peak hours, which is below the acceptable City LOS threshold. In order to mitigate the impact, the City could add an eastbound right turn lane along Beamer Street to improve the LOS at the intersection to an acceptable level. With implementation of the turn lane, the intersection would operate at an LOS C with a delay of 30.6 seconds.

It should be noted that development projects within the City of Woodland are required to pay all applicable City traffic impact fees associated with the project in order to mitigate project impacts. However, payment of traffic impact fees would not fund the needed design and construction of the required improvements at Beamer Street; therefore, a ***potentially significant*** impact would result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impacts to a *less-than-significant* level.

XVI-5. Prior to the issuance of a building permit, the project applicant shall pay all applicable City and regional traffic impact fees, to the satisfaction of the Public Works Department.

XVI-6. Prior to the issuance of building permit, the project applicant shall enter into contract to fund a planning level design (approximately 10 percent design level) and prepare an engineer's cost estimate to install an eastbound right turn lane along Beamer Street. The applicant shall pay their fair share based on the projected cost estimate to install the eastbound right turn lane along Beamer Street. The fair share percentage is 3.6 percent and was determined using the Caltrans fair share methodology. The intersection will operate with delays of 23.1 seconds (LOS C) in the a.m. peak hour and 32.5 seconds (LOS C) in the p.m. peak hour.

- c. The proposed project would not require any changes to existing regional air traffic activity and the project area is not located near an airport. Therefore, ***no impact*** would occur.

- d,e. The proposed project is the expansion of an existing warehouse facility. Construction of new or alteration of existing roadways or intersections are not included in the project. Therefore, the proposed project would not increase hazards due to a design feature, such as a sharp curve or dangerous intersection, or incompatible uses, such as farming equipment. In addition, the emergency access to the site would not be altered and would not result in inadequate emergency access. Thus, the proposed project would have a *less-than-significant* impact related to emergency access and hazardous design features.
- f. In the Woodland area, public transit service is provided by the Yolo County Transportation District (YCTD). Because the proposed project consists of the expansion of an existing warehouse building and would not increase the amount of employees or population in the area, an increase in new transit riders would not result. In addition, the project would not conflict with any adopted policies supporting alternative transportation. Therefore, impacts related to alternative transportation would be *less-than-significant*.

XVII. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	✗	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	✗	☐
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	✗	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	✗	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	✗	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	✗	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	✗	☐

Discussion

- a-e. The following is a discussion of the proposed project utilities, including the existing water, sewer, and storm drainage systems, and the potential increase in demand for each system.

Wastewater System

The City of Woodland's sewer collection system is a gravity system with three trunk mains that run along Gibson Road, Beamer Street, and Kentucky Avenue. One pump station, operational since 1995, is located in the northwest corner of Gibson Road and County Road 102. Wastewater is treated and disposed of at the Woodland Wastewater Treatment Plant (WWTP), located south of Interstate 5 and east of County Road 102 on County Road 24. Sewer is currently collected from the proposed project site via a 10-inch line in Hanson Way, which feeds into an eight-inch line to the main building and an eight-inch line to the guard building. Because the amount of employees at the proposed project site would not increase, an increased demand for wastewater treatment services or

wastewater exceeding RWQCB requirements would not result. Therefore, current wastewater services would not need to be modified and would be adequate to accommodate the proposed project.

Water System

Groundwater under Yolo County is the single most important supply source of water and provides 45 percent of the water demands under average supply conditions. The City of Woodland General Plan EIR states that the City and adjacent agricultural lands currently utilize groundwater as the primary source of supply. The groundwater basin in Yolo County is recharged from rainfall, excess applied irrigation water, seepage from canals, and recharge from Cache Creek, the Sacramento River, and Putah Creek. Groundwater is pumped from the City of Woodland's 18 wells, and delivered throughout the City by its distribution system. According to the General Plan EIR, groundwater levels recover relatively quickly, and a Groundwater Impact Analysis conducted in 1997, pursuant to General Plan policy, concluded that the aquifer has adequate capacity to serve new development under the City's General Plan buildout conditions. Water is currently provided to the project site from Hanson Way via a four-inch line running north into the main building and looping around the exterior for fire service. A 1.5-inch line branches off the north/south line and services the guard building. There will be an incremental increase in water consumption due to an increase in transient workers (truck drivers) and landscaping; however, the existing water infrastructure is sufficient to handle this increase.

Storm Drainage

The creation of impervious areas as a result of the proposed project would generate an increase in urban runoff. Approximately 11.6 acres, or 11 percent of the total site size, of new impervious surface would be added by the proposed project. Stormwater runoff on the facility generally flows from north to south and is captured in various on-site inlets and roof leaders that surround the building. Runoff water captured flows into a line that conveys flows south into a 60-inch transmission line at Hanson Way. The runoff ultimately flows into a downstream pump station and discharged into the Tule Canal as referenced in the City of Woodland 2004 Stormwater Master Plan. The stormwater runoff collection and conveyance system on the site would be sufficient to handle the incremental increase in stormwater runoff created by the proposed project.

Conclusion

Because the proposed project would not increase the amount of employees at the facility, the demand for water and wastewater services would not increase. Therefore, the existing water supply is sufficient and the Woodland WWTP remains to have adequate capacity to serve the proposed project. In addition, the wastewater collected from the site is not expected to exceed the RWQCB wastewater treatment requirements. Although stormwater runoff would incrementally increase due to implementation of the proposed project, the existing stormwater runoff collection and conveyance system on the site

would be sufficient to handle the increase. In conclusion, construction of new or expansion of existing water, wastewater, or stormwater drainage system facilities would not be required, and a *less-than-significant* impact related to water, wastewater, and stormwater services would result.

- f.g. Currently, the City contracts for refuse collection services with Waste Management of Woodland and provides residential and commercial solid waste collection and curbside recycling service to the City of Woodland. The solid waste collected by Waste Management in the city limits of Woodland is hauled to the Yolo County Central Landfill, located between the cities of Woodland and Davis. According to the Woodland General Plan EIR, the Yolo County Central Landfill is expected to reach capacity in the year 2025 at current waste-stream, and is allowed to receive up to 1,800 tons per day for 360 days a year. However, waste-stream reduction, such as recycling, is expected to lengthen the projected life of the facility. Uses on the site would not be modified and the number of employees would generally remain the same. Thus, an increase of waste generated on-site is not likely to occur. In addition, the project site is designated for industrial uses in the General Plan and the proposed project would be consistent with the General Plan. The project would comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would result in a *less-than-significant* impact related to solid waste services.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	✗	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	✗	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	✗	☐

Discussion

- a. As mentioned previously, the project site has a low sensitivity for biological resources and cultural resources. Although unlikely, the possibility exists that subsurface excavation of the site during grading and other construction activities could unearth deposits of cultural significance; however, this IS/MND includes mitigation measures that would reduce any potential impacts to a less-than-significant level. Therefore, the proposed project would have *less-than-significant* impacts to important examples of California history or prehistory and the overall quality of the environment.
- b. The proposed project would incrementally contribute to cumulative impacts to transportation and circulation in the area. However, the potentially significant cumulative impact would be mitigated via the project-specific mitigation measures identified in this IS/MND and through cumulatively applied measures as development in the area occurs. Therefore, a *less-than-significant* impact would result from the development of the proposed project.
- c. The proposed project site would be developed in a generally urbanized and built-up area of Woodland. Expansion of the existing warehouse distribution facility would not be expected to result in adverse impacts to human beings, either directly or indirectly. The potential for environmental effects on human beings is addressed within this IS/MND. In addition, the project is consistent with the Woodland General Plan and, therefore, falls within the prior EIR analysis for the General Plan. New unmitigated impacts to human beings would not occur and a *less-than-significant* impact would result.

Target Warehouse Expansion Mitigation Monitoring and Reporting Program

February 2011

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The Mitigation Monitoring and Reporting Program (MMRP) ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Initial Study/Mitigated Negative Declaration for the Target Warehouse Expansion project are listed in the MMRP along with the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign-off that the mitigation measure has been implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Target Warehouse Expansion

Mitigation Measure		Timing	Monitoring Agency	Sign-Off
III-1.	<i>During all active construction phases of the proposed project, the contractor shall water all exposed surfaces at least two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</i>	During all active construction phases	Community Development Department	
V-2.	<i>Prior to the issuance of a grading permit, plans shall include a requirement (via notation) indicating that if historic and/or cultural resources, or human remains are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.</i>	Prior to the issuance of a grading permit and during construction	Community Development Department	
V-3.	<i>Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the San Joaquin County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. Additional work is not to take</i>	During construction	Community Development Department	

MITIGATION MONITORING AND REPORTING PROGRAM Target Warehouse Expansion			
Mitigation Measure	Timing	Monitoring Agency	Sign-Off
place in the immediate vicinity of the find, which shall be identified by the qualified archaeologist, until the identified appropriate actions have been implemented. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.			
IX-4. Prior to the issuance of a building permit, the plans shall indicate a) compliance with City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator; and b) the area located east of the proposed building addition to the eastern edge of the Target property, shall be maintained in a smooth, paved condition in order to facilitate flood flows to the south. Plans shall be subject to review and approval by the Flood Plain Administrator.	Prior to the issuance of a building permit	City Flood Plain Administrator	
XVI-5. Prior to the issuance of a building permit, the project applicant shall pay all applicable City and regional traffic impact fees, to the satisfaction of the Community Development Department.	Prior to the issuance of a building permit	City Engineer, Community Development Department	
XVI-6. Prior to the issuance of a building permit, the project applicant shall enter into contract to fund a planning level design (approximately 10 percent design level) and prepare an engineer's cost estimate to install an eastbound right turn lane along Beamer Street. The applicant shall pay their fair share based on the projected cost estimate to install the eastbound right turn lane along Beamer Street. The fair share percentage is 3.6 percent and was determined using the Caltrans fair share methodology. The intersection will operate with delays of 23.1 seconds (LOS C) in the a.m. peak hour and 32.5 seconds (LOS C) in the p.m. peak hour.	Prior to the issuance of a building permit	City Engineer Community Development Department	