

CITY OF WOODLAND
PLANNING COMMISSION AGENDA
MAY 19, 2011
CITY COUNCIL CHAMBERS
6:30 PM

1. **Call to order**
2. **Roll Call**
3. [Minutes: Review of draft minutes from the April 28, 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. [Inland Terminal Expansion – Conditional Use Permit Modification, Site Plan, Design Review and a Mitigated Negative Declaration](#) – The proposed expansion of the existing Inland Terminal facility to include a new, approximately 52,000 square foot building, a 3,000 square foot "loadout" structure including a new conveyor system and product elevator, the extension of two existing rail road spurs, and the installation of a 200,000 gallon fire suppression water tank to ship, receive and store dry fertilizer, on 18.56 acres in the Industrial zone; APN 027-250-025.

Applicant/Owner:	Johnny L. Council
Staff Contact:	Cindy A. Norris, Principal Planner
Environmental Document:	Mitigated Negative Declaration
Recommended Action:	Approval with Conditions

NEW BUSINESS:

None

OLD BUSINESS:

None

11. Adjournment

CITY OF WOODLAND
PLANNING COMMISSION AGENDA
APRIL 28, 2011
CITY COUNCIL CHAMBERS
Draft Minutes

1. **Call to order 6:30 PM**

2. **Roll Call**

Present: Lopez, Wurzel, Murray, Sanders, Gonzales, Peters, Barzo

Absent:

3. **Minutes: Review of draft minutes from the February 17, 2011 Planning Commission meeting.**

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

Ayes: Lopez, Wurzel, Murray, Gonzales, Peters, Barzo

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.

- *Reminder about the APA PC workshops that are offered for free.*
- *Next meeting May 19, 2011*
- *A public Comments on Item No. 9 form Dino Gay*

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.

Wurzel spoke Proposition 26 and effect on local government

7. **Subcommittee Reports:** *NONE*

PUBLIC HEARING:

8. **Black Dragon Brewery CUP.** The applicant is requesting approval for a Conditional Use Permit to allow the operation of a craft micro-brewery (*Black Dragon Brewery*) and tasting room/brewpub with liquor sales (on and off site sales) at 175 West Main Street in the General Commercial C-2 zone. The requested entitlements include a Conditional Use Permit and review of the proposed categorical exemption from the provisions of CEQA as the project is considered a Class 3 - Conversion of Small Structure. APN 065-280-044

Applicant/Owner:

Heather Breatt / Jeff Dyer

Staff Contact:

Paul L. Hanson, AICP, Senior Planner

Environmental Document:

categorical exemption

Recommended Action:

Approval with Conditions

Condition No. 4 was amended to allow hours of operation 9:00 am to 10:30 pm Monday thru Sunday

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

Ayes; Lopez, Wurzel, Murray, Sanders, Gonzales, Peters, Barzo

No's:

Abstain:

NEW BUSINESS:

9. **Redevelopment Investment Strategy.** Review of Redevelopment and update on budget and projects.

Staff Contact: Cynthia Shallit, Redevelopment Manager

10. **General Plan and Housing Element Annual Reports.**

Staff Contact: Cindy Norris, Principal Planner

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

Ayes; Lopez, Wurzel, Murray, Sanders, Gonzales, Peters, Barzo

No's:

Abstain:

OLD BUSINESS:

None

11. Adjournment **7:30** PM

PROJECT TITLE:	Inland Terminal Expansion – Conditional Use Permit Modification, Site Plan, Design Review and a Mitigated Negative Declaration – The proposed expansion of the existing Inland Terminal facility to include a new, approximately 52,000 square foot building, a 3,000 square foot “loadout” structure, a new conveyor system and product elevator, extension of two existing rail road spurs, and the installation of a 200,000 gallon fire suppression water tank to ship, receive and store dry fertilizer, on 18.56 acres in the Industrial zone; APN 027-250-025.
LOCATION:	Subject property is located at 1002 N East Street, at the south east corner of North. East Street and County Road 18C.
APPLICANT:	Johnny L. Council Inland Properties, LLC P.O. Box 1818 Woodland, Ca 95776
OWNER(S):	Inland Properties, LLC
PROJECT PLANNER:	Cindy Abell Norris, Principal Planner
STAFF RECOMMENDATION:	Recommend Approval with Conditions
REPORT FOR:	Planning Commission – May 19, 2011
ENVIRONMENTAL REPORT:	Mitigated Negative Declaration.
PARCEL SIZE:	18.56-acre parcel (APN 027-250-025)
GENERAL PLAN DESIGNATION:	Industrial (I)
CURRENT ZONING:	Industrial (I)
EXISTING LAND USES:	A facility to receive, store, and ship liquid fertilizer for and to local farmers. Existing structures consist of nine 600,000-gallon storage tanks that will remain on-site and continue to be utilized.
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 06113C0435G Dated 6/18/2010.

STREET ACCESS: North East Street (State Route (SR) 113) to the west and County Rd 18C to the north.

ADJACENT LAND USES & ZONING:

North	CR 18C; vacant	In the County; Agricultural
South	Existing industrial uses, Tremont office and parts storage.	Industrial (I)
East	Existing Rail Road spur, industrial uses	In the County; Agricultural
West	N East St (SR 113), vacant	In the County; Agricultural

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

1. Adopt the Mitigated Negative Declaration in accordance with the California Environmental Quality Act (CEQA) 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 environment and that the mitigated negative declaration reflects the lead agency's independent judgment and analysis;
2. Approve the proposed Modified Conditional Use Permit, Site Plan, Design Review, as based on the Findings of Fact and as shown in the submitted plans dated February 2, 2011, subject to the Conditions of Approval as provided in the Staff Report presented on May 19, 2011 (**Attachment "A"**).

PROJECT SITE DESCRIPTION:

The existing facility is located at the farthest north fingertip section of land within city boundaries and is bounded by North East Street to the west, and County Road 18C to the north, with an existing railroad spur along the east site boundary. The project is adjacent to existing industrial sites immediately east and south and is otherwise surrounded by vacant/agricultural land. The southern portion of the existing Inland Terminal site is currently used to receive, store and ship liquid fertilizer for, and to, local farmers. The existing structures on-site consist of nine 600,000 gallon storage tanks that will remain on-site and continue to be utilized. The existing office and parts storage building and yard located directly south of the project site serves both the existing and proposed new fertilizer facility. Employee parking and services are located in this building.

BACKGROUND:

On June 16, 2005 the Planning Commission approved a Conditional Use Permit (CUP) allowing the construction of six (6) 600,000 gallon fertilizer storage tanks as well as an automated load-out system. On September 4, 2008 the Planning Commission reviewed and approved a modification to the original CUP to allow an additional three (3) 600,000 gallon storage tanks.

The previous approvals required the construction of a “containment area” around the tanks to help minimize the effects of a potential spill. The tank pumps operate via a cardlock system that is activated by individual truck drivers as they approach the transfer station. The site has no water or sewer hook up available adjacent to or close to the site. The property located to the south is on a well and septic system. On February 2, 2011 the applicant submitted an application package, (**Attachments “C” and “D”, Site plan and Elevations**).

PROJECT PROPOSAL:

The proposed project is intended to expand the existing Inland Terminal Facility to the north with the addition of a 52,000 square-foot building and a 3,000 square-foot “loadout” facility to receive, house, and distribute dry fertilizer material. The expansion also includes construction of a new conveyor system and product elevator along the northern portion of the building in order to allow shipment of dry fertilizer via the existing on-site railroad spur. The two existing rail road spurs will be extended toward the north end of the site. The building would include 10 bins to house the dry fertilizer. The proposed project would continue to utilize the existing driveway off CR 18C leading to a new dry fertilizer access road that would allow trucks to access the building. Truck traffic is currently directed to access SR 113 to the west rather than exiting toward the east, and will continue to be the case. Existing on-site directional signage will be utilized.

The proposed building would be located adjacent to the railroad spur, and material would be shipped in by rail in the off-season (fall), stored until the use-season (spring), and shipped to the field by local truck haulers. With the completion of the proposed project, the fertilizer would be available locally, rather than in Stockton (currently the closest location at which dry fertilizer is available), and the estimation is made that implementation of the project would reduce truck traffic between Woodland and Stockton by approximately 3,600 round trips annually. Truck trips to the site would increase by approximately 12 to 24 trips per day locally. A local supply of the dry fertilizer will allow a more efficient distribution to agricultural community, in similar fashion to the demand that has been met with the liquid fertilizer storage and supply.

The dry material stored in the building is fertilizer that is inert, non-combustible and generally low-hazard. There should be no release of odors from the fertilizer materials. There is no water service available to the site. Adjacent properties utilize well water. Therefore, the project has been conditioned to provide a 200,000 gallon water storage tank adjacent to the building for fire protections purposes which be located at the north east end of the site. The property is in an area of deep flood, so the base of the building is concrete to structurally meet FEMA flood design standards.

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 April 29, 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 April 29, 2011.

Copies of the staff report for the proposed project have been on file at City Hall Annex since May 13, 2011.

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:

- Air quality to limit particulate emissions during construction.
- Cultural Resources to determine process if historical materials or remains are found during construction.
- Geology and Soils to ensure that foundation recommendations are included to address potential liquefaction and expansive soils.
- Hazards and Hazardous Materials to include a soil assessment prior to issuance of the grading permit in the area around the existing rail spur.
- Hydrology and Water Quality to ensure that plans and construction shall comply with City and FEMA regulations for development within the floodplain.
- Utilities and Services to ensure adequate water supply for fire protection

REVIEW AGENCY COMMENTS: The application was circulated for review by City Departments. All reviewing agency comments (Comments received from: Fire, 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.

The site does not have water or sewer service available. Therefore, the project shall provide a minimum of a 200,000-gallon water storage tank to provide adequate fire water supply. Well and septic systems serve the building located south of the project site.

GENERAL PLAN CONSISTENCY

The site has a current designation of Industrial in the Woodland General Plan. 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”*. In addition, the project supports General Plan Policy 1.I8, which states that *“the City shall support the local agricultural economy by encouraging the location of agricultural support industries in the city,...”*

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 (north)	20'	283' from CR 18C
Rear (south)	10'	600'+
Street Side (west)	20'	205' from East St
Side (east)	20'	193'
Development Standard	Required	Provided
Parking @ 2 stalls per 1.4 employees (1.42%)	Estimated between 3 to 4 employees – 6 stalls	Employee parking is to be provided on the existing site to the south. Additional screening from East Street will be required as well.
Building Height	No limits (except within 200' of any residential, or agricultural land designated for residential – 40')	57.8'
Shade trees within auto parking areas	To provide 40% shade cover at maturity	Site design is providing truck access and limited parking. Truck parking which does not have shade requirements.

Analysis based on review of plans Submitted February 2, 2010.

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 buildings to the south. Key issues for discussion are provided below.

Gateway Location

The South east corner of CR 18C and East Street is identified as a Gateway into the City of Woodland. As a result, prior applications required the construction of a city entryway sign

which is located at this corner along with a landscape berm along the property boundaries of East Street and CR 18C. As long as these areas are fully maintained and kept in a healthy and attractive manner staff feels that this design criteria has been met.

Expansion and Impact on the site:

The proposed new building will add the first building to a site which currently has only tank structures. While a very industrial based design it is also reminiscent of the agricultural heritage with barn and silo like appearance. Two basic materials are used on the building concrete block and cement siding. The materials are in part a function of the need to flood proof the building. A concrete block style wall is proposed at the base on all sides of the building ranging in height from 8-feet to 18-feet. A fiber cement siding is proposed in the upper portions of the east and west sides of the building and as accent on the north wall and on the elevated tower structure on the north elevation. The steeply peaked roof (12 x 6 pitch), will have a composition shingle.

To help screen the southwestern wall exposure, a project condition has been added to require that landscaping be provided in the area between the access drive and the wall face. The landscaping design shall be water conserving and shall be reviewed for approval by the Community Development Department and installed prior to the certificate of occupancy.

Public Art: The Community Design Standards require that public art shall be incorporated into all new commercial and industrial projects. As this project involves new construction and therefore public art is required. Public art is to be approved by the Planning commission prior to a Certificate of Occupancy. A condition of approval has been added to require this review.

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 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*”: Transportation and Circulation; Cultural Resources, Air Quality and

Air Quality

Construction and operation of the proposed project would not generate emissions of ROG, NO_x, or PM₁₀ that exceed the thresholds of significance established by the YSAQMD. In addition, the distance between the project site and sensitive receptors is greater than 1000 feet; therefore the project would not have a significant impact related to Toxic Air Contaminants. Overall,

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. However, because the project would involve the transport and storage of dry fertilizer, which could result in an increase in fugitive particulate matter, the project would result in a *potentially significant* impact.

Mitigation Measure:

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

III-1 During operation of the proposed project, the project contractor shall ensure that all vehicles hauling dry fertilizer to or from the site are covered to limit particulate emissions and that at least two feet of freeboard space from the top of the container is maintained.

Greenhouse Gas Discussion:

Given the size and type of proposed project, the project's consistency with the existing land use designation for the site, and the projects overall expected reduction in GHG emissions, the project would not be expected to 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.

Although the proposed project would result in an increase of 12 to 24 truck trips locally, the project applicant estimates that that locating a dry fertilizer supplier in Woodland would reduce the number of regional truck round trips by as many as 3,600 annually, due to the fact that the trucks are currently traveling from Woodland to the City of Stockton in order to obtain the dry fertilizer for farms in Woodland. It is estimated that 543,600 miles traveled, and 934.85 metric tons of CO_{2e} per year would be reduced. It is estimated that construction and operation would result in 813.79 metric tons of CO_{2e}, however, the construction emissions would only occur during the short term construction period in the first year. Even with construction emissions there is a net reduction in GHG by approximately -121.06 metric tons of CO_{2e}. Thereafter, the project should provide a net reduction of -934.85 metric tons of CO_{2e}. Therefore, the proposed project will actually have a substantially beneficial impact in relation to GHG emissions.

Cultural Resources:

According to the Woodland General Plan EIR, sites of known cultural or archaeological resources are not identified 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:

Implementation of the following mitigation measure 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. 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 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 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.*

Geology and Soils:

The proposed project would comply with the California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code. In accordance with the Foundation investigation prepared by Randy Geotechnical, Inc for the site, the project could result in impacts related to liquefaction, expansive soils on-site, and the bearing capacity of the site. Therefore the project's impacts could be *potentially significant*.

Mitigation Measure:

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

- VI-4 *Prior to the issuance of a grading permit, the project plans shall demonstrate implementation of all the recommendations included in the Foundation Investigation that was prepared for the site, for the review and approval of the Building Official.*

Hazards and Hazardous Materials:

A phase I Environmental Site Assessment (ESA) was prepared by BSK Associates (BSK) for the proposed site. The purpose of the ESA was to identify recognized environmental conditions consisting of the presence or likely presence of hazardous substances or petroleum products on the project site, or adjacent properties, that could indicate an existing release, past release, or material threat of a release of any hazardous substance/product into structures, the ground, groundwater, or surface water of the site. Because the project site soils could be impacted by

past agricultural uses, spillage of fertilizers in the vicinity of the railroad spur, and creosote or other wood preservers in the treatment of railroad ties, impacts related to the release of hazardous materials into the environment would be *potentially significant*.

Mitigation Measure:

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

VIII-5 Prior to the issuance of a grading permit, a soil assessment shall be prepared with surficial soil samples to determine the presence of pesticides or other chemicals of potential concern. If concentrations of pesticides or chemicals of potential concern higher than the allowable threshold are detected, the soil assessment shall include the appropriate mitigation including, but not limited to, soil remediation to an acceptable TTLC level per State and federal regulations. The soil assessment and recommended mitigation measures shall be implemented by the project applicant and shall be reviewed and approved by the Yolo County Health Division and the City Community Development Department.

Hydrology and Water Quality:

A detailed flood analysis was performed by Wood Rodgers, Inc for the proposed project. The project site is located within the Flood Zone AE, and is located within 100-year flood plain. Based on the flooding analysis prepared for the site, the project would not significantly increase water surface elevations when compared to the highest 100-year flood scenario that governs the area south of Churchill Downs Avenue and the minor increases remaining on the map south of Churchill Downs Avenue are considered negligible. However, because the proposed project site is located within the 100-year floodplain, the City still requires the project to comply with City and FEMA regulations for development within the floodplain. Therefore a *potentially significant* impact would occur.

Mitigation Measure:

Implementation of the proposed mitigation would reduce the above impact to a less than significant level.

IX-6. Prior to the issuance of a building permit, the plans shall indicate compliance with City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator. The plans shall be subject to review and approval by the Flood Plain Administrator.

Transportation and Circulation:

The proposed project is consistent with the City of Woodland General Plan. None of the roadways in the vicinity of the project site would operate at unacceptable levels of service with implementation of the General Plan policies and programs. Further, the proposed project is expected to result in an increase of 12 to 24 truck trips per day in the area surrounding the project site. This small number is not expected to significantly change the levels of service on surrounding roadways. The proposed project proposes one new driveway on CR 18C and the

design of the access driveway would have to comply with City standards. The proposed project is anticipated to have *a less-than-significant impact*.

Utilities and Service Systems:

While the proposed project would result in an increase of approximately 3 employees at the facility, the demand for water and wastewater services would not increase because the new building would not include restrooms and the new employees would use the facilities at the existing building to the south, including septic system. Water to the adjacent site is provided via a groundwater well and septic system. However, for fire protection purposes, the project would be required to construct a new 200,000 gallon water tank, therefore the project would result in a *potentially significant impact*.

Mitigation Measure:

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

IX-7 Prior to the issuance of a building permit, the project plans shall demonstrate that adequate on-site storage is provided for fire flow. The water tank and appurtenances shall be reviewed and approved by the Woodland Fire Department.

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 Inland Terminal Expansion:

1. Adopt the Mitigated Negative Declaration in accordance with the California Environmental Quality Act (CEQA) 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 environment and that the mitigated negative declaration reflects the lead agency's independent judgment and analysis;
2. Approve the proposed Modified Conditional Use Permit, Site Plan, Design Review, as based on the Findings of Fact and as shown in the submitted plans dated February 2, 2011, subject to the Conditions of Approval as provided in the Staff Report presented on May 19, 2011 (**Attachment "A"**).

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 Inland Terminal Expansion, 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, Elevations and Floorplans
- D. Illustrative Elevations and Site Depictions
- E. Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

ATTACHMENT A

Findings for the Inland Terminal Expansion Project

May 19, 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 has determined 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 May 19, 2011, together with any comments 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 existing industrial zoning.
2. The project, as conditioned, meets all applicable regulatory requirements of the Zoning Ordinance.

Conditional Use Permit Findings:

1. The proposed use is in accord with the General Plan, the objectives of the Zoning Ordinance, and the purposes of the district in which the site is located.
2. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety or welfare of materially injurious to properties or improvements in the vicinity.
3. That the proposed use complies with each of the applicable provisions 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:

Community Development Department:

1. The proposed project includes a Conditional Use Permit Modification, Site Plan and Design Review to expand the existing Inland Terminal Facility to the north with the addition of a 52,000 square-foot building and a 3,000 square-foot “loadout” facility to receive, house, and distribute dry fertilizer material. The expansion also includes construction of a new conveyor system and product elevator along the northern portion of the building and the extension of two rail spurs.
2. **Substantial Conformance.** The project site shall be completed in substantial conformance to the plans submitted to the Community Development Department (CDD) and date stamped February 2, 2011. Any proposed changes that require modifications to elevations or site features shall be submitted for review and approval through the CDD review process.
3. **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.
4. **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.
5. **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.
6. **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, at

its own option, to choose its own attorney to represent the City, its officers, employees and agents in the defense of the matter.

7. **ADA access and screening the existing facility.** Parking for the site (employee and ADA) is to be provided at the Agriform/Tremont office facility to the south. Additional enhancement such as landscaping, fencing, or screening should be provided along the front of the Tremont office facility south of the proposed building.
8. **Current Code Compliance.** The project will be required to conform to the current codes that are in effect at the time of plan submittal.
9. **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.
10. **Public Art Approval.** Prior to issuance of the Certificate of Occupancy, a public art proposal shall be submitted for review for approval by the Planning Commission.
11. **Truck Parking.** All truck parking areas shall be screened from view. If truck parking is proposed on site, it shall be clearly identified, have adequate surfacing and be screened from public view.
12. **On-site landscaping.** Additional landscaping shall be provided in the area between the driveway access and the southwest building wall. The review the landscaping design and installation shall be subject to review and approval by the Community Development Department prior to issuance of the certificate of occupancy.
13. **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.

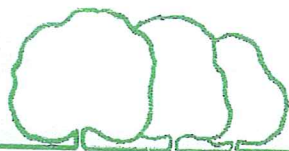
14. **Fees.** Owner will need to pay development fees for all new building construction in accordance with the City's Public Facilities Fee Program Administrative Guidelines, due prior to issuance of building permit.
15. **Required Submittal.** Applicant shall prepare improvement plans for all work within 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.
16. **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.
17. **Well/Septic.** Well and/or septic modifications need to be approved by County Health Department, City Engineer and/or Building Official. Any new septic tanks would need an approval by the City Council.
18. **Fire Protection.** On-site water supply for fire protection shall be provided. A total of a 200,000 gallons of water shall be provided. The tank shall be provided with two connections extended to within 10 feet of the road/driveway edge. Please contact the Woodland Fire Department to determine the exact requirements and approvals for the Water Tanks and appurtenances.
19. **Fire Sprinkler.** An automatic fire sprinkler system is not required per City of Woodland Municipal Code Chapter 9 and the 2010 California Fire Code, Section 903.3.1.1.1.2.

The exclusion of an automatic fire sprinkler system is based on the current use and product inventory. Any change in the building use, occupancy, or inventory may require that an automatic fire sprinkler system be installed throughout the building. Any changes in the use, occupancy or inventory shall be submitted and reviewed prior to the implementation of those changes.
20. **Fire Extinguishers.** Provide fire extinguishers in accordance with the 2010 California Fire Code.
21. **Fire Lane Access.** Access for Fire Department apparatus is required to be a minimum of 20'. No-parking fire lanes shall be required to be painted in approved locations where parking of vehicles may restrict the 20-foot access lanes. Please contact the Woodland Fire Department Fire Prevention Office to determine the location of fire lanes. A clear height of 13feet 6 inches shall be provided.

22. **Access Gates.** Access gates to control vehicle access are to be located to allow a vehicle waiting for entrance to be completely off the intersecting roadway. A minimum clear open width of 20 feet shall be provided. If gates are to be locked, a Knox system shall be installed. Gate plans shall be submitted for approval to the Fire Department prior to installation
23. **Turning radius.** The turning radius of a fire apparatus access road shall be a minimum standard turning radius of 28 feet inside and a 48 foot outside diameter. This dimension may be increased when determined by the Fire Code Official.
24. **Address numbers.** Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall contrast with their background. All new commercial buildings shall display a lighted street number in a prominent location with numbers not less than 6 inches in height.
25. **CFC Article 87.** Fire safety during construction, alteration, or demolition shall be in accordance with CFC Article 87, for Fire Department access, water supply, and fire protection.
26. **Hazardous materials list.** Provide a complete list of all known hazardous materials in the form of a Hazardous Materials Inventory Statement. See 2007 CFC, Section 2701.5.2.
27. **Annual Fire Code permit.** An annual Fire Code permit will be required for the storage and use of hazardous materials. Additional annual Fire Code permits may be required.
28. **Deferred Submittals.** The following plans shall be identified and noted on building plans as deferred submittals. Deferred submittals shall be submitted under separate cover and directly to the City of Woodland Fire Department for review.
 - a. Water Storage Tanks for fire protection
29. **Fish and Game Fees.** Provide a check to cover both the required fees for Fish and Game as well as the recording fee required by the Yolo County Recorder at the time of filing for a Notice of Determination (Required within 5 days of project approval). The current fee estimate is: \$2,044 for Fish and Game and \$50 for recording.
30. **FEMA.** Prior to the issuance of a building permit, the plans shall indicate compliance with City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator. The plans shall be subject to review and approval by the Flood Plain Administrator. MM

31. **Soil Assessment.** Prior to the issuance of a grading permit, a soil assessment shall be prepared with surficial soil samples to determine the presence of pesticides or other chemicals of potential concern. If concentrations of pesticides or chemicals of potential concern higher than the allowable threshold are detected, the soil assessment shall include the appropriate mitigation including, but not limited to, soil remediation to an acceptable TTLC level per applicable State and federal regulations. The soil assessment and recommended mitigation measures shall be implemented by the project applicant and shall be reviewed and approved by the Yolo County Health Division and the City Planning Division. MM
32. **Foundation Review.** Prior to the issuance of a grading permit, the project plans shall demonstrate implementation of all of the recommendations included in the Foundation Investigation that was prepared for the site, for the review and approval of the Building Official. MM
33. **Archaeological Review.** 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-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. MM
34. **Cultural Resources.** 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
35. **Air Quality.** During operation of the proposed project, the project contractor shall ensure that all vehicles hauling dry fertilizer to or from the site are covered to limit particulate emissions and that at least two feet of freeboard space from the top of the container is maintained. MM

ATTACHMENT B



City of Woodland

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

Permit# PLNG-11-66601

Community Development Department
Planning Division

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 _____ If so, what? _____

2 Project Description

Site address or location: <u>1002 N. East St.</u> <u>Woodland Ca. 95776</u>	Project Name: <u>Inland Terminal Expansion</u>
Assessor's Parcel Number: <u>027-250-025</u>	Is this project located in a Redevelopment Area? ☐ Yes ☐ No
Total Acres: <u>18.56</u>	Does this request include signage? ☐ Yes ☒ No
Is Your Project Located in a Flood Zone? Yes ☒ No ☐	

3 Justification for Request

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

4 Owner/Applicant

OWNER: <u>Inland Properties LLC</u>	APPLICANT: <u>Johnny L Council</u>
ADDRESS: <u>PO Box 1818</u>	ADDRESS: <u>PO Box 1818</u>
CITY STATE ZIP CODE: <u>Woodland Ca 95776</u>	CITY STATE ZIP CODE: <u>Woodland Ca 95776</u>
PHONE: <u>530-662-5442</u>	PHONE: <u>530-662-5442</u>
E-MAIL ADDRESS: <u>jcouncil@tremontag.com</u>	E-MAIL ADDRESS: <u>SAME</u>

5 General Plan Amendment

Existing General Plan Designation	Gross Acres	Proposed General Plan Designation	Gross Acres

6 Rezoning Request

Existing Land Use Zone	Gross Acres	Proposed General Plan Designation	Gross Acres

7 Residential Development

How many residential units are being requested? ? _____	How many lots will be created by this project? _____
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: <u>Dry Fertilizer Storage building</u>	Indicate the gross and leasable square footage for each type of development: <u>52,000 sq ft Building</u> <u>3,000 sq ft Loadout Area</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>Johnny L Council</u> Date: _____ Legal Owner: <u>Inland Properties LLC</u> Date: _____ Legal Owner: _____ Date: _____ Place Date Received Stamp Here
--	--

DEPARTMENT USE ONLY

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

Request and Justification

The in-season supply of dry fertilizer for Northern California growers has become very inconsistent. The logistical system is no longer able to supply the needs of the grower.

The state of California is a net importer of dry fertilizer. Due to the lack of warehousing in Northern California product has to be moved from warehouses in Central California directly to the field. A dry storage warehouse would allow for off season filling and storage by rail. A storage building would also allow for choices on product purchases instead of having to buy from the closest supplier.

Having product in the market place during the season will greatly improve field deliveries and allow local haulers to run more efficiently.

The new Dry Terminal is forecasted to relieve truck traffic from Woodland to the Stockton area by 3600 round trips annually and free up local haulers for field deliveries when the season is at its peak.

The Justification for a Dry Fertilizer Terminal is much the same as Inland's Liquid Terminal.

#1 MORE CONSISTANT SUPPLY OF PRODUCT TO THE AG COMMUNITY

#2 ALLOWS FOR THE ABILITY TO BUY AND STORE IN THE OFF SEASON TO INSURE SUPPLY AND COMPETITIVE PRICE

#3 RELIEVES TRAFFIC ON I-5 DURING THE BUSY SPRING SEASON

#4 ALLOWS LOCAL HAULERS TO BE MORE EFFICIENT BY CONCENTRATING ON LOCAL HAULS IN THE PEAK SEASON

ATTACHMENT C

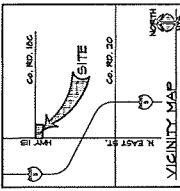


To see all the details that are visible on the screen, use the "Print" link next to the map.



©2011 Google - Imagery ©2011 DigitalGlobe, USDA Farm Service Agency, GeoEye, U.S. Geological Survey, TerraMetrics. Map data ©2011 Google -

PROPOSED FERTILIZER STORAGE FACILITY FOR: A G R I C O I R M I STATE HWY. 113 & COUNTY RD. 18C WOODLAND, CA.



PROJECT DATA:	
PROJECT OWNER	INLAND PROPERTIES, LLC 1002 N. EAST ST., P.O. BOX 1916 WOODLAND, CA. 95776
PROJECT LOCATION	STATE HWY. 113 & COUNTY RD. 18C WOODLAND, CA.
PROJECT DESCRIPTION	FERTILIZER STORAGE FACILITY
APN #	021-250-025
OCCUPANCY	S2
CONSTRUCTION TYPE	YB
STORIES	ONE
OCCUPANT LOAD	104 OCCUPANTS
FIRE SPRINKLERS	YES
AREAS:	
PROPOSED BUILDINGS	54,904 S.F.
ALLOWABLE AREA	UNLIMITED

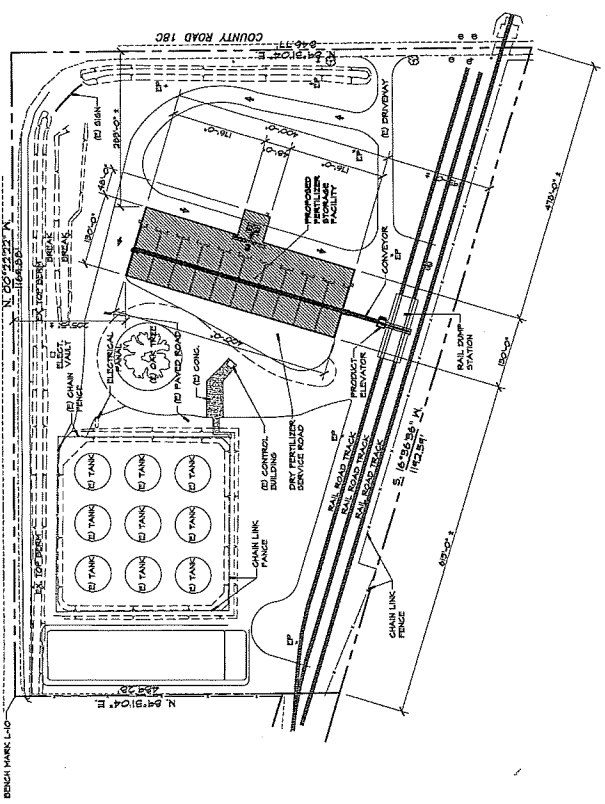
CONSULTANTS / CONTACTS:	
ARCHITECTURAL & STRUCTURAL	SEOTECHNICAL
PIE PARTI ENGINEERING, INC. P.O. BOX 411 1002 N. EAST ST., P.O. BOX 1916 WOODLAND, CA. 95776 CONTACT: NICK PARTI PHONE: (916) 334-0002 FAX: (916) 334-0003 E-MAIL: npart@pieparti.com	SEOTECHNICAL BAND SEOTECHNICAL, INC. 3400 DEACON BLVD SUITE 100 WOODLAND, CA. 95776 CONTACT: PETER GATINGS PHONE: (916) 334-0002 FAX: (916) 334-0003 E-MAIL: ppart@seotech.com
ELECTRICAL	GENERAL CONTRACTOR
WILLIAMS ELECTRICAL 1001 N. 1ST ST. WOODLAND, CA. 95776 PHONE: (916) 334-0002 FAX: (916) 334-0003 E-MAIL: williams@williams.com	GENERAL CONTRACTOR WILCO FERTILIZER, INC. P.O. BOX 201 1001 N. 1ST ST. WOODLAND, CA. 95776 CONTACT: JIM WILCO PHONE: (916) 334-0002 FAX: (916) 334-0003 E-MAIL: wilco@wilco.com

NOTES:

- SPECIAL INSPECTION SHALL BE PROVIDED AS FOLLOWS:
 - CONCRETE
 - SOIL REMEDIATION
 - FOUNDATIONS
- EXPERIENCED SUBMITTALS WILL BE PROVIDED FOR:
 - CONCRETE
 - FOUNDATIONS
 - EQUIPMENT (i.e. ELEVATOR TOWERS, RAIL DUMP PIT, CONVEYOR SUPPORTS, ETC.)

SHEET INDEX:	
CS	COVER SHEET & SITE PLAN
CS1	SITE PLAN
A1	FLOOR PLAN
A2	EXTERIOR ELEVATIONS
A3	ROOF PLAN
S1	STRUCTURAL SHEET
S2	FOUNDATION PLAN
S3	ROOF FRAMING PLAN
S4	FRAMING SECTIONS
S5	FRAMING DETAILS
S6	FOUNDATION DETAILS
S7	FRAMING DETAILS BRACKET/CLIP DETAILS
S8	FRAMING DETAILS BRACKET/CLIP DETAILS
S9	FRAMING SECTION & DOOR FRAMING

CODE COMPLIANCE	
ALL CONSTRUCTION SHALL BE IN ACCORDANCE TO THE LATEST EDITION OF APPLICABLE CODES, INCLUDING BUT NOT LIMITED TO:	
	2010 CALIFORNIA BUILDING CODE (CBC) 2010 CALIFORNIA RESIDENTIAL CODE (CRC) 2010 CALIFORNIA MECHANICAL CODE (CMC) 2010 CALIFORNIA GREEN BUILDING CODE (GGBC) 2010 CALIFORNIA MECHANICAL CODE (CMC) 2010 CALIFORNIA ELECTRICAL CODE (CEC) 2010 CALIFORNIA ENERGY CODE (EC) 2010 CALIFORNIA FIRE CODE 2010 CALIFORNIA HISTORICAL BUILDINGS CODE 2010 CALIFORNIA HISTORICAL MONUMENTS CODE 2010 CALIFORNIA REFERENCED STANDARDS CODE



SITE PLAN

MIKE SMITH
ENGINEERING, INC.

1001 NORTH MAIN STREET
WOODLAND, CALIFORNIA 95776
PHONE: (916) 334-2332

PROJECT: PROPOSED FERTILIZER STORAGE FACILITY FOR AGRIFORM STATE HWY. 113 & COUNTY RD. 18C WOODLAND, CA.

TITLE: COVER SHEET

SHEET NO. 1

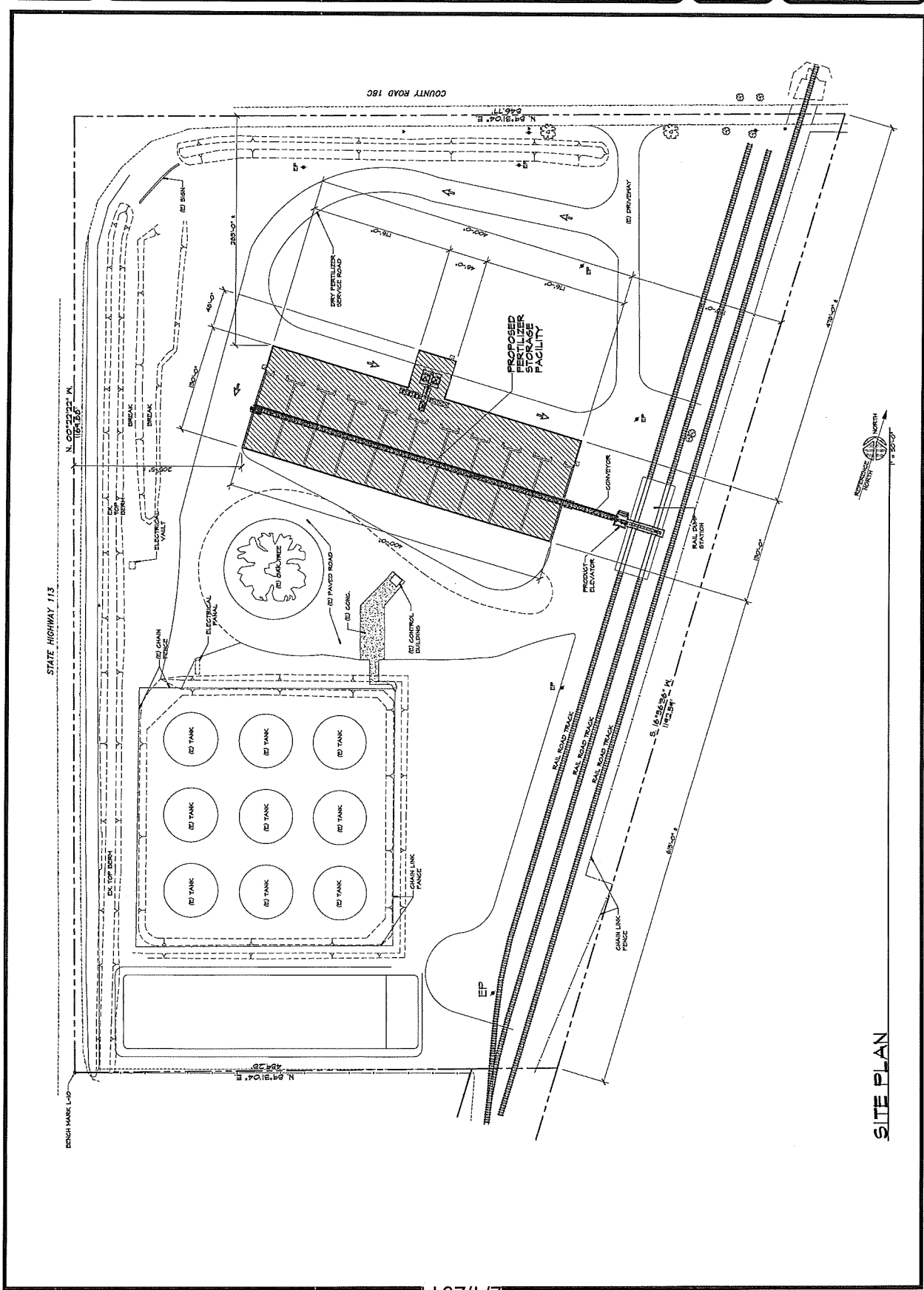
DATE: 10/10/2011

BY: [Signature]

AS NOTED

SCALE: AS SHOWN

PROJECT NO. 113-18C-001



$$\frac{1}{2} \times 10 = 5$$


PROPOSED FERTILIZER STORAGE FACILITY FOR
AGRIFORM
STATE HWY. 115 & COUNTY RD. 120
WOODLAND, CA

MIKE SMITH
ENGINEERING, INC.
4 NORTH MAIN STREET
LODI, CALIFORNIA 95240
PHONE (209) 334-2332

DATE	01/12/11
TIME	14:00
BY	GM
REMARKS	
NAME	

A2

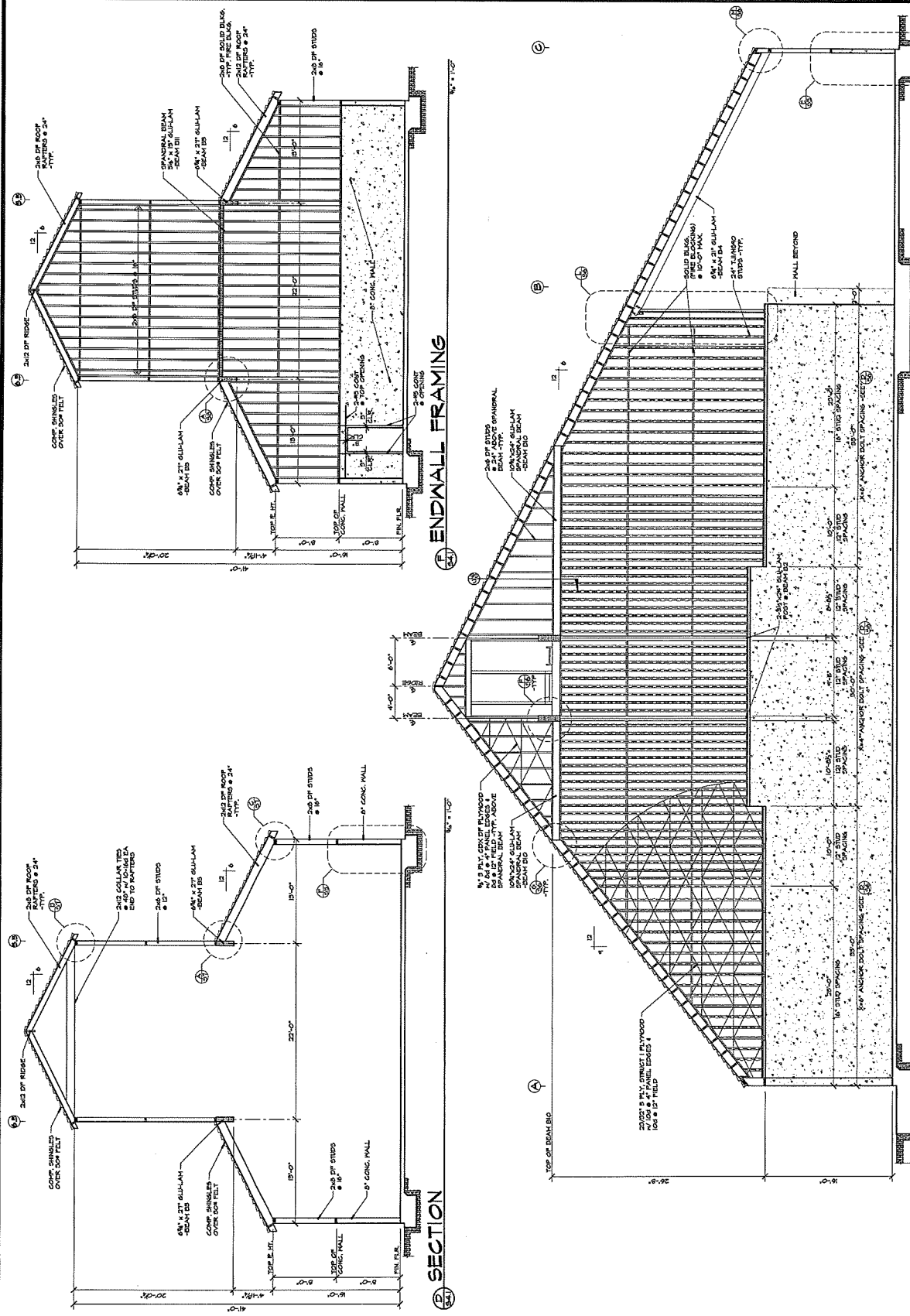
ENDWALL FRAMING

1/2" = 1'-0"

SECTION

SECTION

1/2" = 1'-0"



ENDWALL FRAMING

1/2" = 1'-0"

SECTION

PROJECT: PROPOSED FERTILIZER STORAGE FACILITY FOR AGRICOLA STATE 13 & COUNTY RD. 12C WOODLAND, CA



DATE	10/1/13
BY	MS
CHECKED	MS
APP'D	MS
SCALE	AS SHOWN

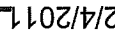
541

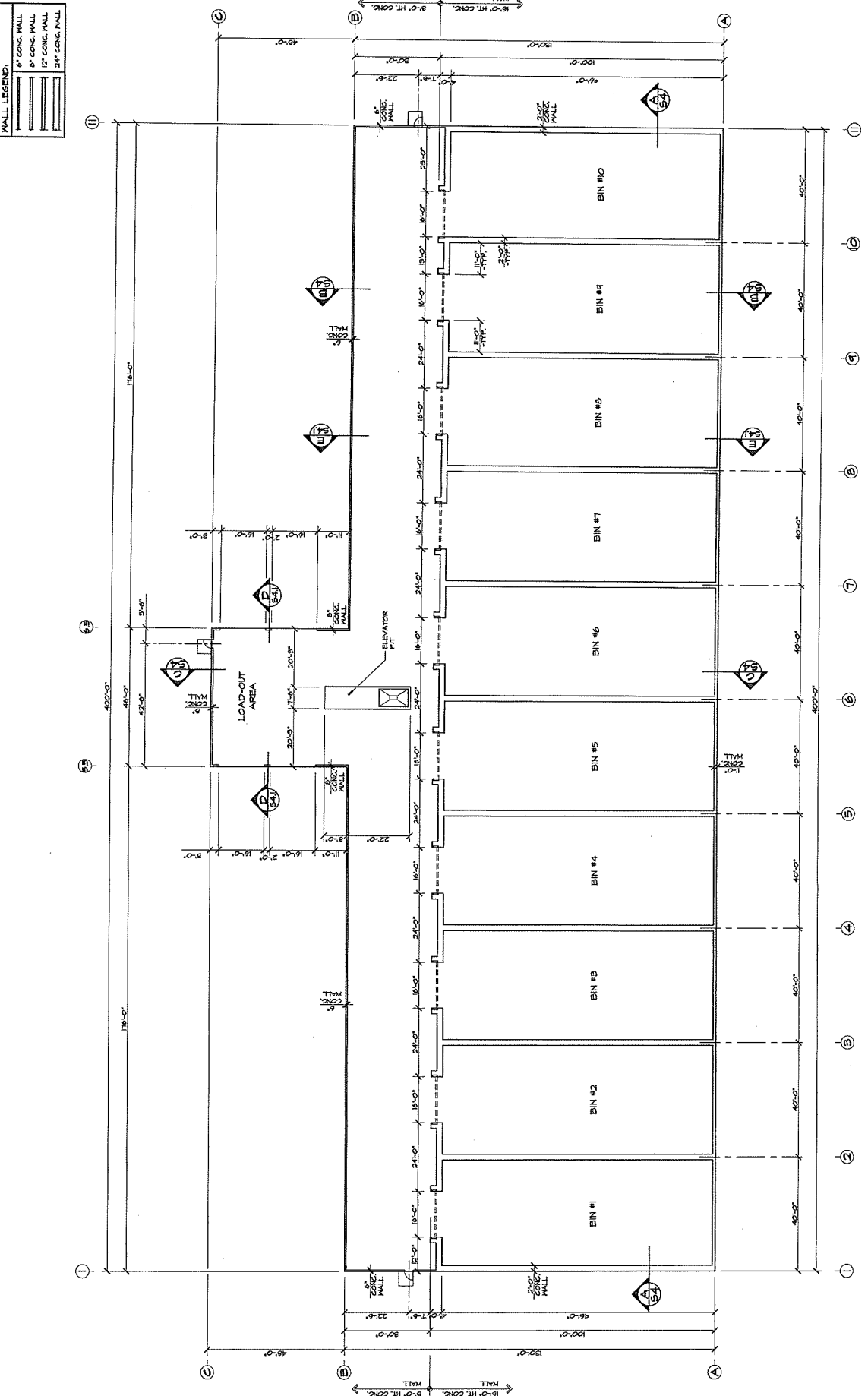
TITLE: FRAMING SECTIONS

MIKE SMITH ENGINEERING, INC.
4 NORTH MAIN STREET
LODI, CALIFORNIA 95240
PHONE (209) 334-2332

REVISION	

2/14/2011





ATTACHMENT D



Inland Terminal

Fertilizer Storage Facility

The Tremont Group, Inc.
Woodland,
California

Tony Coyne, Inc.

(209) 481-1990

**DellaMonica
SNYDER**

222 W. Lockwood Street
Suite 10, Lock, CA 95240
209.567.0296 209.567.0288 fax
84-10



Inland Terminal

Fertilizer Storage Facility

The Tremont Group, Inc.
Woodland,
California

Tony Coyne, Inc.

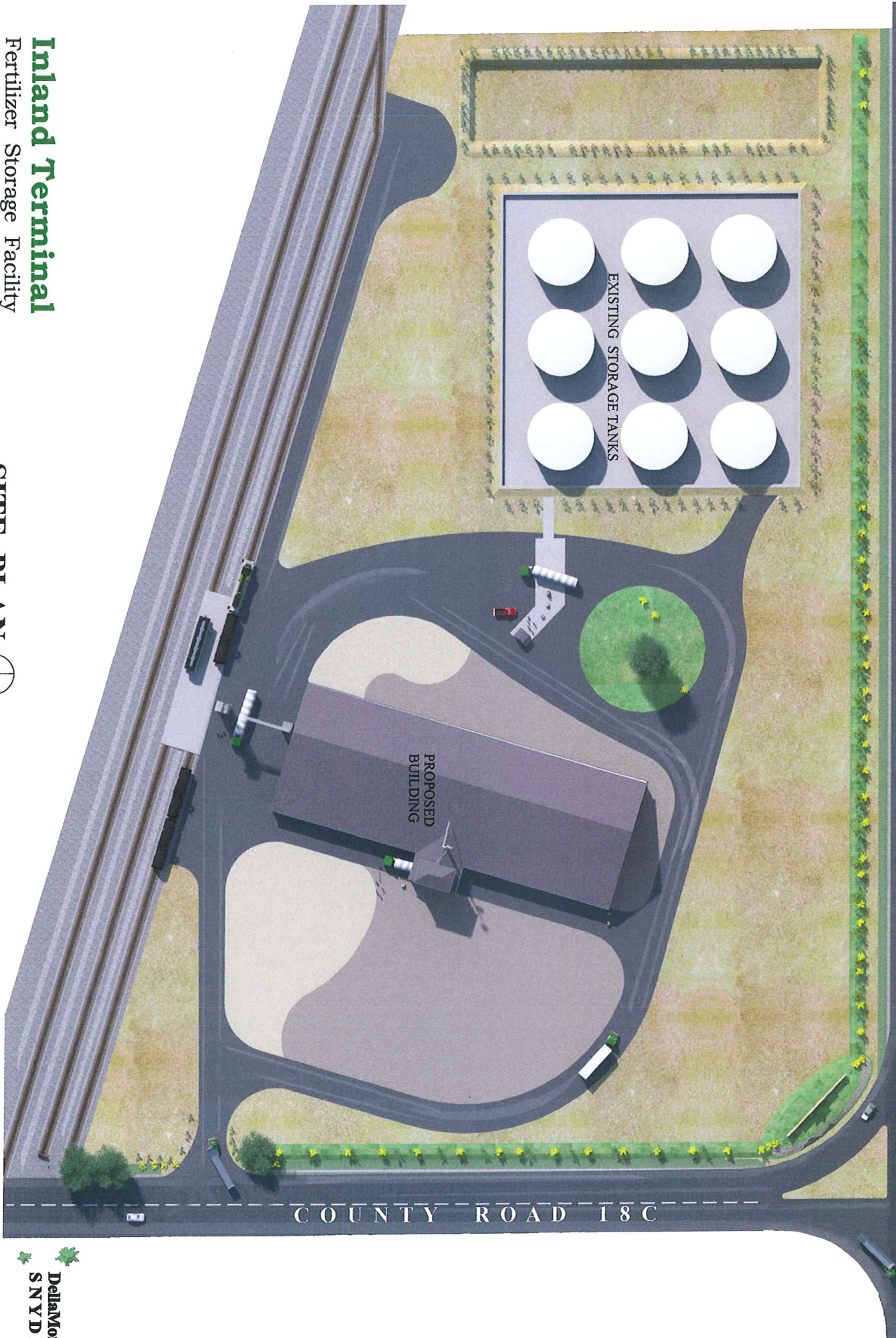
(209) 481-1990

**DellaMonica
SNYDER**

Atoll
222 W. Lookfield Street
Suite 10, Los Angeles, CA 90020
209 481-0296, 209 481-0288 fax

STATE HIGHWAY 113

COUNTY ROAD 18C

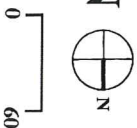


Inland Terminal

Fertilizer Storage Facility

The Tremont Group, Inc.
Woodland,
California

SITE PLAN



Tony Coyne, Inc.

(209) 481-1990

**DellaMonica
SNYDER**

222 W. Lockwood Street
Suite 110, Lodi, CA 95240
209.367.0286 209.367.0288 fax

8-4-10

8-17-10



Inland Terminal

Fertilizer Storage Facility

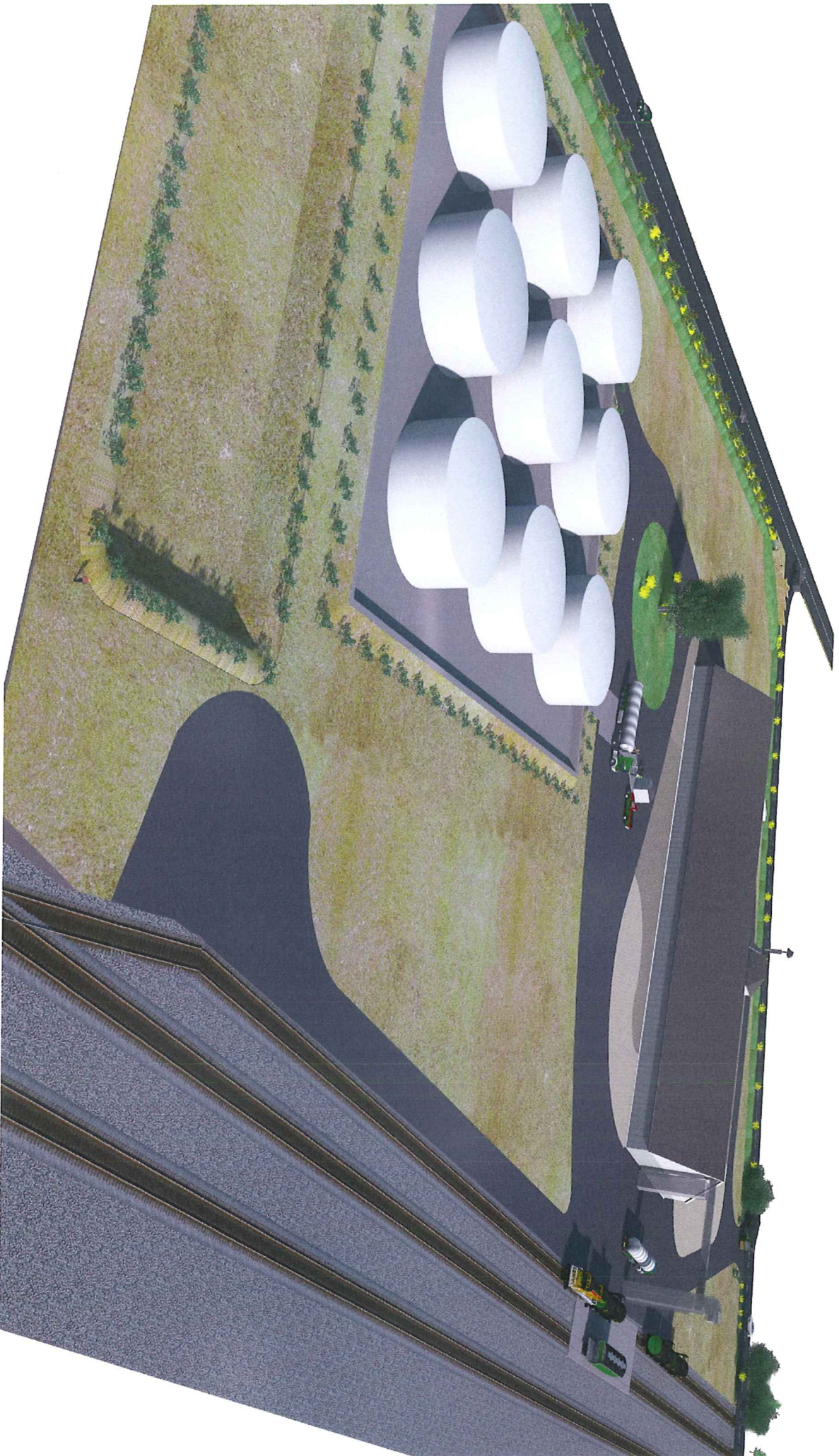
The Tremont Group, Inc.
Woodland,
California

Tony Coyne, Inc.

(209) 481-1990

**DellaMonica
SNYDER**

ARL
222 W. Lockford Street
Suite 10, Lock, CA 95240
209 867 0296 209 867 0288 fax
8-4-10



Tony Coyne, Inc.

(209) 481-1990

**DellaMonica
SNYDER**

Inland Terminal
Fertilizer Storage Facility

The Tremont Group, Inc.
Woodland,
California

222 W. Lockeford Street
Suite 10, Lodi, CA 95240
209.367.0256 209.367.0255 FAX



Tony Coyne, Inc.

(209) 481-1990

**DellaMonica
SNYDER**

Inland Terminal

Fertilizer Storage Facility

The Tremont Group, Inc.
Woodland,
California

Accell
222 W. Lockwood Street
Suite 10, Lodi, CA 95240
209 367 0296 209 367 0288 fax
84110

ATTACHMENT E

CITY OF WOODLAND
COMMUNITY DEVELOPMENT DEPARTMENT



Inland Terminal Expansion

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

April 2011

Prepared by



TABLE OF CONTENTS

A.	BACKGROUND	1
B.	SOURCES.....	2
C.	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	3
D.	DETERMINATION	4
E.	BACKGROUND AND INTRODUCTION.....	5
F.	PROJECT DESCRIPTION	5
G.	ENVIRONMENTAL CHECKLIST	10
<i>I.</i>	<i>AESTHETICS.</i>	<i>11</i>
<i>II.</i>	<i>AGRICULTURE AND FOREST RESOURCES.</i>	<i>13</i>
<i>III.</i>	<i>AIR QUALITY.....</i>	<i>15</i>
<i>IV.</i>	<i>BIOLOGICAL RESOURCES.</i>	<i>22</i>
<i>V.</i>	<i>CULTURAL RESOURCES.....</i>	<i>25</i>
<i>VI.</i>	<i>GEOLOGY AND SOILS.</i>	<i>27</i>
<i>VII.</i>	<i>GREENHOUSE GAS EMISSIONS.....</i>	<i>32</i>
<i>VIII.</i>	<i>HAZARDS AND HAZARDOUS MATERIALS.....</i>	<i>35</i>
<i>IX.</i>	<i>HYDROLOGY AND WATER QUALITY.</i>	<i>39</i>
<i>X.</i>	<i>LAND USE AND PLANNING.</i>	<i>46</i>
<i>XI.</i>	<i>MINERAL RESOURCES.....</i>	<i>47</i>
<i>XII.</i>	<i>NOISE.....</i>	<i>48</i>
<i>XIII.</i>	<i>POPULATION AND HOUSING.</i>	<i>51</i>
<i>XIV.</i>	<i>PUBLIC SERVICES.</i>	<i>52</i>
<i>XV.</i>	<i>RECREATION.</i>	<i>53</i>
<i>XVI.</i>	<i>TRANSPORTATION/CIRCULATION.....</i>	<i>54</i>
<i>XVII.</i>	<i>UTILITIES AND SERVICE SYSTEMS.....</i>	<i>56</i>
<i>XVIII.</i>	<i>MANDATORY FINDINGS OF SIGNIFICANCE.</i>	<i>59</i>

FIGURES

Figure 1: Regional Location Map	6
Figure 2: Project Vicinity Map	7
Figure 3: Site Plan.....	9
Figure 4: Cache Creek 100-Year Flood - Project Versus LOMR (Scenario 1).....	43
Figure 5: Cache Creek 100-Year Flood - Project Versus LOMR (Scenarios 1 and 5).....	44

TABLES

Table 1: Federal and State Ambient Air Quality Standards	16
Table 2: District Attainment Status.....	16
Table 3: Air Quality Monitoring Results	17
Table 4: Construction-Related Emissions.....	18
Table 5: Operational Emissions	19
Table 6: Vibration Levels for Varying Construction Equipment	49

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

April 2011

A. BACKGROUND

1. Project Title: Inland Terminal 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: 1002 N. East Street
Woodland, CA 95776
5. Project Sponsor's Name and Address: Inland Properties LLC
1002 N. East Street, P.O. Box 1818
Woodland, CA 95776
(530) 662-5442
6. Existing General Plan Designation: Industrial (I)
8. Existing Zoning Designation: Industrial (I)
10. Project Description Summary:

The Inland Terminal Expansion project (proposed project) includes an expansion of the existing Inland Terminal facility to include a new approximately 52,000-square-foot building and a 3,000-square-foot "loadout" area on 18.56 acres. The existing Inland Terminal facility is located at 1002 N. East Street, which is at the southeast corner of N. East Street and County Road 18C, in the City of Woodland. The site is identified as Assessor's Parcel Number (APN) 027-250-025. The Inland Terminal facility currently receives, stores, and ships liquid fertilizer to local farmers. The proposed project would include the expansion of the facility to accommodate the receiving, storage, and shipping of dry fertilizer. The proposed building would include a new conveyor system and product elevator in order to allow shipment via the existing on-site railroad spur. The necessary entitlements being reviewed by the City of Woodland include a Conditional Use Permit (CUP) Modification, Site Plan Review, and Design Review.

B. SOURCES

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

1. Bay Area Air Quality Management District. *Greenhouse Gas Model User's Manual*. April 29, 2010.
2. BSK Associates. *Phase I Environmental Site Assessment Report, California Northern Railroad Property, Intersection of Highway 113 and County Road 18C, Woodland, California*. April 8, 2005.
3. California Air Resources Board. <http://www.arb.ca.gov/>. Accessed March 2011.
4. California Department of Fish and Game. *California Natural Diversity Database*. Accessed March 2011.
5. California Office of Historic Preservation. *Instructions for Recording Historical Resources*. March 1995.
6. City of Woodland. *City of Woodland General Plan Policy Document*. Adopted December 17, 2002.
7. City of Woodland. *City of Woodland General Plan Background Report*. Adopted February 27, 1996.
8. City of Woodland. *City of Woodland General Plan Environmental Impact Report*. February 1996.
9. City of Woodland. *City of Woodland Stormwater Master Plan, Program Element Implementation*. August 2004.
10. City of Woodland. *Woodland Municipal Code*. May 30, 2006.
11. Raney Geotechnical, Inc. *Foundation Investigation, Inland Warehouse*. January 19, 2011.
12. United States Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey, Soil Map – Yolo County, California. Accessed March 18, 2011.
13. United States Department of Agriculture, Soil Conservation Service in Cooperation with University of California Agricultural Experiment Station. *Soil Survey of Yolo, California*. 1968.
14. Wood Rodgers. *Technical Memorandum, City of Woodland, Agriform Improvements - Project Flood Analysis*. February 11, 2011.
15. Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

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 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. It should be noted that because the proposed project is consistent with the General Plan, this Initial Study relies on the analyses included in the General Plan EIR to the greatest extent feasible.

The environmental setting and impact discussion for each section of this IS/MND have been largely based on information in the Woodland General Plan EIR. In addition, detailed technical reports have been prepared for the proposed project, including a Phase I Environmental Site Assessment prepared by BSK Associates, a Foundation Investigation prepared by Raney Geotechnical, Inc., and a Flooding Analysis prepared 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

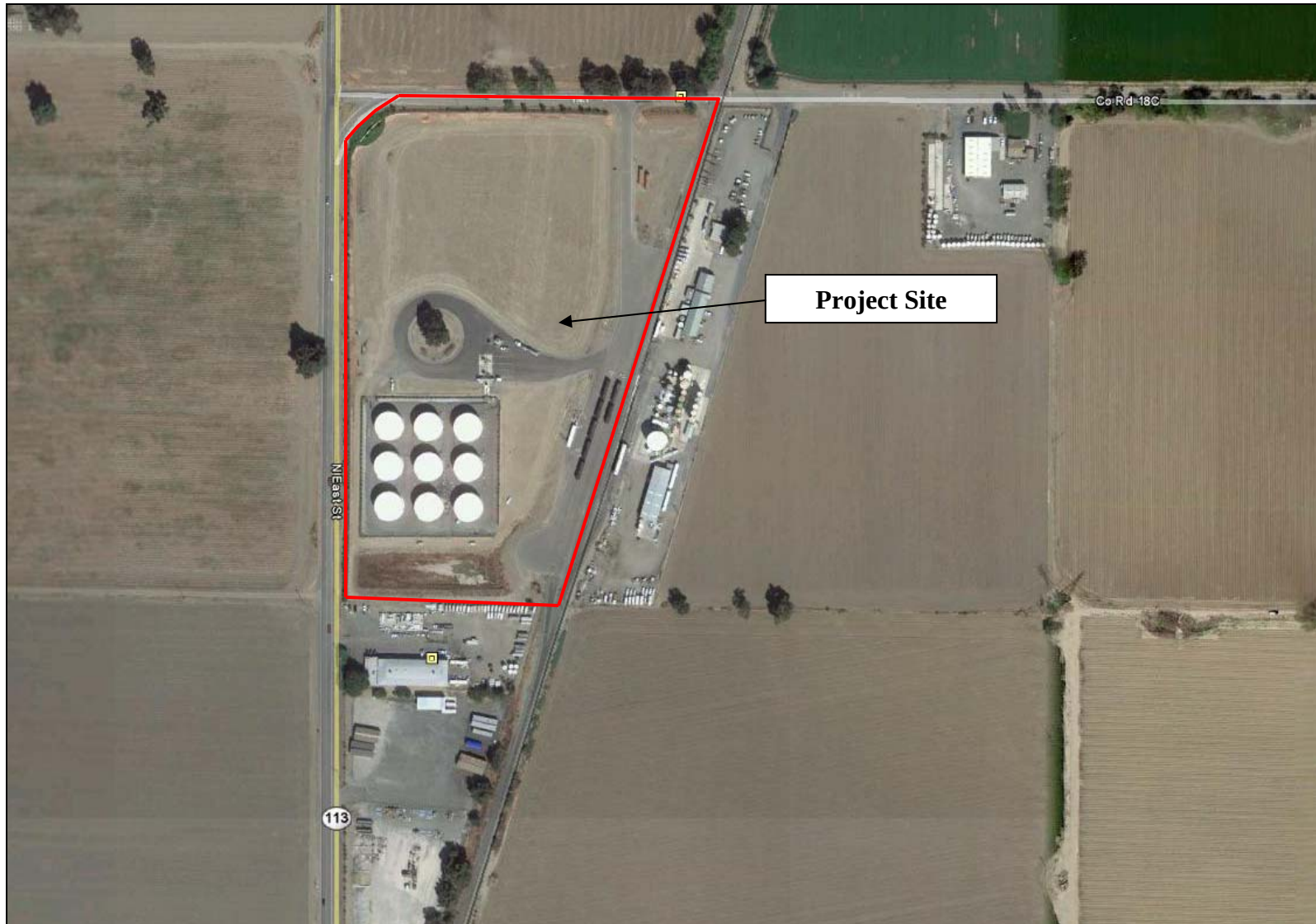
Inland Properties LLC (applicant) is proposing to expand their existing Inland Terminal Facility, identified as APN 027-250-025 and located at 1002 N. East Street within the City of Woodland, California (See Figure 1 and Figure 2).

The existing facility is located north of downtown Woodland and is bounded by N. East Street (State Route [SR] 113) to the west, an existing railroad spur to the east, and County Road (CR) 18C to the north. Churchill Downs Avenue is located approximately 0.5-mile south of the site. The lands located south of the project site (within the City limits) are designated Highway Commercial and Open Space, and the lands located north, west, and east of the site (County land) are designated Agricultural. The project site is adjacent to various industrial and commercial sites within the City limits to the east and south. Directly to the west and north of the project site is County land that is vacant and designated for agricultural purposes.

Figure 1
Regional Location Map



Figure 2
Project Location Map



The existing Inland Terminal facility is currently used to receive, store, and ship liquid fertilizer for, and to, local farmers. The existing structures on-site consist of nine 600,000-gallon storage tanks that will remain on-site and continue to be utilized.

The proposed project is intended to expand the existing Inland Terminal facility through the addition of an approximately 52,000-square-foot building and a 3,000-square-foot “loadout” area to house dry fertilizer material on approximately 18 acres (See Figure 3). The proposed expansion would also include construction of a loading and truck parking area that would be situated north of the building, as well as a new conveyor system and product elevator along the northern boundary of the building, in order to allow shipment of dry fertilizer via the existing on-site railroad spur. The proposed building would include 10 bins to house the dry fertilizer. In addition, the proposed project would include a new driveway off of CR 18C leading to a new dry fertilizer service road that would allow trucks to access the building.

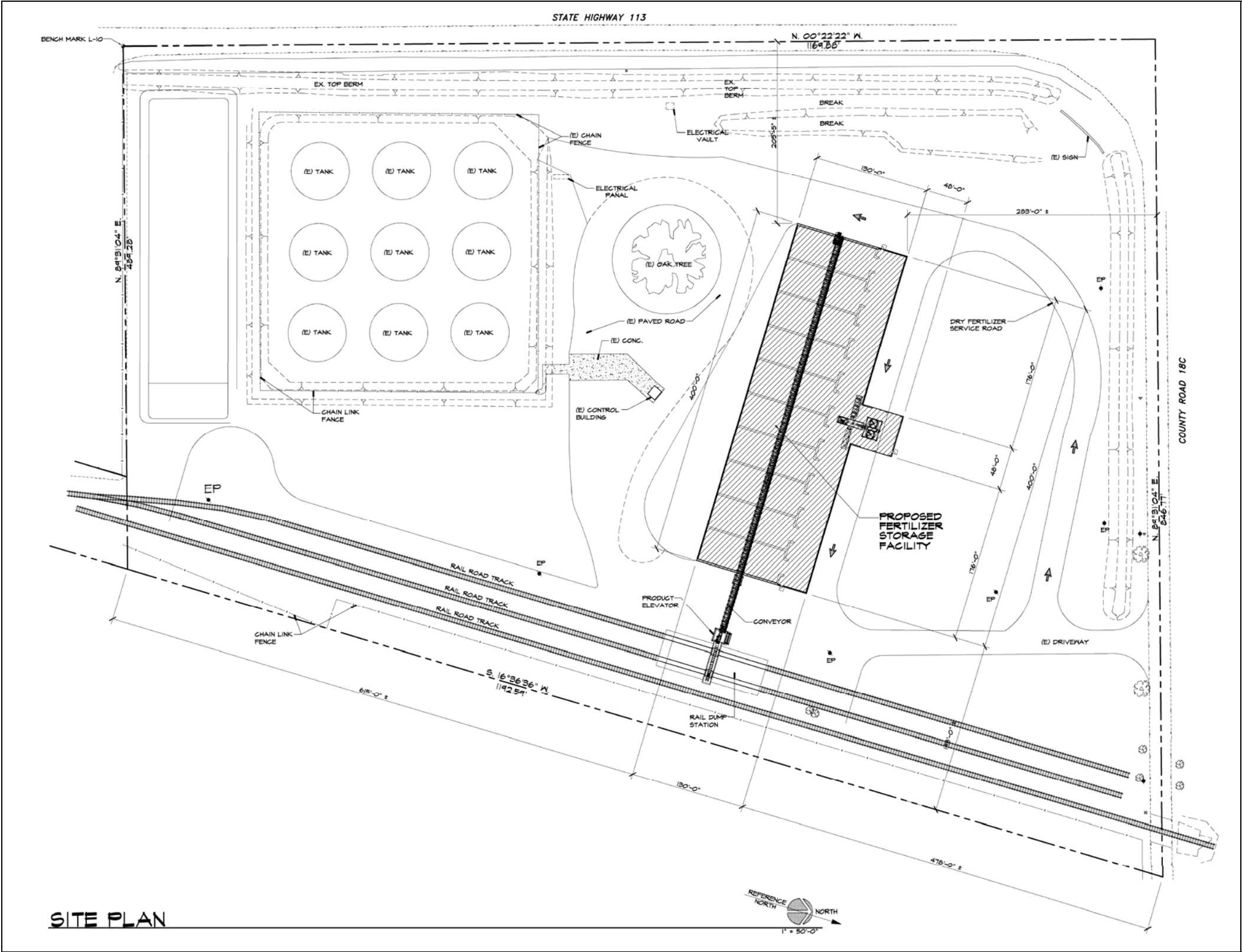
The proposed building would be located adjacent to an existing railroad spur, and material would be shipped in by rail in the off-season, stored until the use season, and shipped to the field by local truck haulers. With completion of the proposed project, the fertilizer would be available locally, rather than in Stockton (currently the closest location at which dry fertilizer is available), and the estimation is made that implementation of the project would reduce truck traffic between Woodland and Stockton by approximately 3,600 round trips annually. It should be noted that with implementation of the proposed project, truck trips would increase by approximately 12 to 24 trips per day locally.

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;
- Approval of a CUP Modification; and
- Approval of Site Plan Review and Design Review.

Figure 3
Site Plan



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 the existing Inland Terminal fertilizer 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 the proposed project site on the east and south, within the City limits. Directly to the west and north of the project site is County land that is used for agricultural purposes. Land along the northern border of the project site is currently vacant and unimproved County land.

The exterior design of the proposed building would match the existing buildings and blend into the industrial character of the area, which would be further ensured during the Planning Commission's Design Review of the proposed project. It should be noted that the project would be required to include public art, which would create a beneficial aesthetic impact in the project area. The project would require the construction of a water tank for the purposes of storing water for fire protection. The proposed water tank would be similar to, and compatible with, the existing liquid fertilizer storage tanks on-site. Overall, 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, rock outcroppings or historic buildings do not exist on-site. 35 trees exist on-site (24 London Plane trees, 10 Double Pink Thorn trees, and one Valley oak tree); however, the trees would not be removed or disturbed with implementation of the project. 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 facility, as well as the surrounding industrial developments. Expansion of the facility would create a new source of light or glare that has the potential to affect daytime or nighttime views in the area.

However, the increase in lighting would be negligible compared to the lighting that is already in place and because the site is in an industrial area away from sensitive receptors. Therefore, daytime and nighttime views in the area would not be affected, and the proposed project would have a ***less-than-significant*** impact to aesthetics in the area.

II. AGRICULTURE AND FOREST RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>				
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 the expansion of an existing and currently in use fertilizer facility that is located on developed land and surrounded by other industrial and agricultural development. The site and the surrounding areas are designated and zoned for industrial and agricultural uses. The project 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 fact, the proposed project would support the region's agricultural uses by providing dry fertilizer in closer proximity to said uses.

According to the Natural Resources Conservation Service's Web Soil Survey (Yolo County), approximately 83 percent of the proposed project site is made up of Sycamore silt loam, drained (Sp) and approximately 17 percent of the project site is made up of Merritt silty clay loam, deep, drained (Mo). The California Department of Conservation Farmland Mapping and Monitoring Program *Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance, Yolo County* considers Merritt silty clay loam, deep, drained (Mo) and Sycamore silt loam, drained (Sp) to be Prime Farmland and Prime Farmland (if drained), respectively. However, the Yolo County Important Farmland Map designates the project site as Urban and Built-Up Land; therefore, the project site is not considered Prime Farmland by the County. In addition, the site is not under a Williamson Act contract.

Overall, the proposed project would have a ***less-than-significant*** impact related to the conversion of Farmland of Prime, Unique, or Statewide Importance to non-agricultural uses or conflict with a Williamson Act contract.

- c,d. The project site is not considered forest land (as defined by Public Resources Code Section 12220[g]) or timberland (as defined by Public Resources Code Section 4526), and the site is not zoned Timberland Production (as defined by Government Code Section 51104[g]). Therefore, the proposed project would have ***no impact*** related to potential conflict with forest land, timberland, or Timberland Production zoning, or the loss or conversion of forest land.

III. AIR QUALITY. <i>Would the project:</i>	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. 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 (SVAB). Air quality in the SVAB complies with most State and federal air quality standards, but the SVAB is designated a non-attainment area for ozone, PM₁₀, and PM_{2.5} standards. Attainment classifications for the SVAB are shown in Table 2.

Air quality is monitored for the City of Woodland by the following three active air pollutant monitoring stations: 1) the Woodland station at Gibson Road; 2) the Davis station at the University of California (UC) at Davis Campus; and 3) the West Sacramento station at 15th Street. The air quality monitoring stations measure hourly pollutants and record sufficient data to meet EPA and/or CARB criteria for quality assurance. However, only monitoring data for ozone, PM₁₀, and PM_{2.5} are publicly available via the CARB website. Air quality monitoring results for the three monitoring stations for years 2006 to 2009 are displayed in Table 3.

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	0.15 ug/m ³	--
	average 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			
Source: California Air Resources Board, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf , accessed March 2011.			

Table 2
District Attainment Status

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – One-Hour	N/A	Nonattainment
Ozone – Eight-Hour	Nonattainment	Nonattainment
PM ₁₀	Unclassified	Nonattainment
PM _{2.5}	Partial Nonattainment	N/A
Carbon Monoxide	Unclassified/Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment
Hydrogen Sulfide	N/A	Attainment
Sulfates	N/A	Attainment
Visibility Reducing Particles	N/A	Attainment
Source: Yolo Solano Air Quality Management District, http://ysaqmd.omsoft.com/AttainmentPlanning.php , accessed March 2011.		

Table 3 Air Quality Monitoring Results		
Pollutant/Standard	Year	Days Exceeding Standard
Ozone/State 8-Hour	2006	23
	2007	5
	2008	12
	2009	11
Ozone/Federal 8-Hour	2006	14
	2007	3
	2008	5
	2009	3
PM ₁₀ /State 24-Hour	2006	53.3
	2007	32.4
	2008	48.9
	2009	12.2
PM ₁₀ / Federal 24-Hour	2006	0
	2007	0
	2008	6.1
	2009	0
PM _{2.5} /Federal 24-Hour	2006	12.3
	2007	15.1
	2008	*
	2009	0
* Insufficient or no data to determine the value.		
Source: California Air Resources Board, www.arb.ca.gov/adam/php_files/aqdphp/sc8display.php , accessed March 2011.		

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. However, by nature, PM_{2.5} emissions are included in PM₁₀ emissions.

The URBEMIS program (URBEMIS2007, Version 9.2.4) was utilized to estimate the proposed project's construction emissions. Emission estimates for ROG, NO_x, and PM₁₀ are presented in Table 4. As shown in Table 4, construction of the proposed project would generate 0.36 tons per year of ROG emissions and 1.18 tons per year of NO_x emissions.

Table 4			
Construction-Related Emissions			
	ROG (tons/year)	NO_x (tons/year)	PM₁₀ (lbs/day)
Proposed Project	0.36	1.18	9.36
YSAQMD Thresholds	10	10	80
<i>Source: URBEMIS2007 (Version 9.2.4), March 2011.</i>			

Because emissions of both ROG and NO_x would be lower than the YSAQMD significance thresholds, the generation of construction-related ozone precursor emissions would be considered a less-than-significant impact. In addition, the proposed project would generate 9.36 pounds per day of PM₁₀ emissions, which is also lower than the YSAQMD significance threshold. Overall, the proposed project's impact associated with construction-related particulate matter emissions would be less-than-significant.

Operational Impacts

Operation of the proposed project would result in the generation of vehicle trips, which would have associated emissions that could 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 potential impact of the proposed project on local CO is indicated 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 ROG and NO_x, which are ozone precursor emissions. The impact of the proposed project on particulate matter is measured by the generation of PM₁₀ emissions.

According to the YSAQMD *Handbook for Assessing and Mitigating Air Quality Impacts*, "A screening approach for CO should be used to estimate whether or not a project's traffic impacts would cause a potential CO hotspot at any given intersection. If either of the following criteria is true of any intersection affected by the project traffic, then the project can be said to have the potential to create a violation of the CO standard: 1) a traffic study for the project indicates that the peak-hour level of service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to an unacceptable LOS (typically LOS E or F); or 2) a traffic study indicates that the project will substantially worsen an already existing peak-hour LOS F on one or more streets or at one or more intersections in the project vicinity." The project would result in an estimated increase of only 12 to 24 truck trips per day, which the surrounding roadways have the capacity to handle at an acceptable LOS. It should be noted that the project applicant has estimated that implementation of the proposed project would, in fact, reduce the number of regional vehicle round trips by as many as 3,600 annually, which would be a beneficial impact related to emissions of air quality pollutants. Overall, the project would not be expected to create any CO hotspots, making it unnecessary to quantify project-generated CO.

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 year. Operational particulate matter emissions are considered a significant impact if the proposed project would generate PM₁₀ emissions exceeding 80 pounds per day.

The URBEMIS program (URBEMIS2007, Version 9.2.4) was utilized to estimate the proposed project's operational emissions. Emission estimates for ROG, NO_x, and PM₁₀ are presented in Table 5.

Table 5			
Operational Emissions			
	ROG (tons/year)	NO_x (tons/year)	PM₁₀ (lbs/day)
Proposed Project	0.58	0.94	4.87
YSAQMD Thresholds	10	10	80
<i>Source: URBEMIS2007 (Version 9.2.4), March 2011.</i>			

As shown in Table 5, operation of the proposed project would generate 0.58 tons per year of ROG emissions and 0.94 tons per year of NO_x emissions. Because both of the emission concentrations would be lower than the YSAQMD significance thresholds, the generation of ozone precursor emissions associated with operation of the project would be a less-than-significant impact. In addition, the proposed project would generate 4.87 pounds per day of PM₁₀ emissions, which is lower than the YSAQMD 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). According to the YSAQMD *Handbook for Assessing and Mitigating Air Quality Impacts*, if a project would place one or more receptors near a TAC source at a distance that is less than that indicated in the Air Resources Board (ARB) Handbook (1,000 feet), the project would be considered to have an elevated risk. The distance from the project site access to the nearest existing sensitive receptor, which

is a residence that is located to the north of the site, is approximately 0.5-mile. In addition, residences are not located along SR 113 between Interstate 5 (I-5) and CR 18C, which is the route along which the majority of the truck traffic associated with the project would be expected to travel. 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 related to levels of TACs would be considered less-than-significant.

It should be noted that because the project would involve the transport and storage of dry fertilizer material, the release of fugitive particulates associated with the dry fertilizer could result in air quality impacts on, and in the vicinity of, the site.

Conclusion

Construction and operation of the proposed project would not generate emissions of ROG, NO_x, or PM₁₀ that exceed the thresholds of significance established by the YSAQMD. In addition, the distance between the project site and existing or proposed sensitive receptors is greater than 1,000 feet; therefore, the project would not have a significant impact related to TACs. Overall, 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. However, because the project would involve the transport and storage of dry fertilizer, which could result in an increase in fugitive particulate matter, the project would result in a ***potentially significant*** impact.

Mitigation Measure(s)

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

- III-1. *During operation of the proposed project, the project contractor shall ensure that all vehicles hauling dry fertilizer to or from the site are covered to limit particulate emissions and that at least two feet of freeboard space from the top of the container is maintained.*
- c. The CEQA Guidelines, as well as the YSAQMD *Handbook for Assessing and Mitigating Air Quality Impacts*, indicate that a project would have a significant cumulative impact if the project's contribution would be "cumulatively considerable." As discussed above, the construction and operation of the proposed project would not exceed the significance thresholds established by the YSAQMD. In addition, the proposed project is consistent with the General Plan land use and zoning designations for the site, and the project would not involve any new significant effects. Therefore, the proposed project would not involve any significant new potential contribution to cumulative air quality impacts, and the project's incremental contribution to cumulative air quality impacts would be ***less-than-significant***.

- e. The proposed project is the expansion of an existing industrial facility. Although the potential exists for industrial uses to create some odors due to the storage of dry fertilizer, 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. As discussed in item a,b,d. above, the project site is located at least 0.5-mile away from any sensitive receptors. Therefore, impacts related to the creation of objectionable odors would be ***less-than-significant***.

IV. BIOLOGICAL RESOURCES. <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, 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-c. The land in the vicinity of the proposed project site is developed with buildings and structures supporting the existing industrial operations to the southeast and south. However, vacant, agricultural County lands are located directly to the north, west, and northeast of the proposed project site.

Records of the sensitive wildlife species within the general vicinity of the study area were obtained and reviewed using the California Fish and Game Department (CDFG) California Natural Diversity Database (CNDDDB). A total of 15 special-status wildlife species are known to occur in the region of the project site, including the following: California tiger salamander (*Ambystoma californiense*); Conservancy fairy shrimp (*Branchinecta conservation*); vernal pool fairy shrimp (*Branchinecta lynchi*); Swainson's hawk (*Buteo swainsoni*); western snowy plover (*Charadrius alexandrinus nivosus*);

western yellow-billed cuckoo (*Coccyzus americanus occidentalis*); palmate-bracted bird's-beak (*Cordylanthus palmatus*); valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*); vernal pool tadpole shrimp (*Lepidurus packardii*); Mason's lilaopsis (*Lilaopsis masonii*); Colusa grass (*Neostapfia colusana*); chinook salmon – Central Valley spring-run (*Oncorhynchus tshawytscha*); Chinook salmon – Sacramento River winter-run (*Oncorhynchus tshawytscha*); giant garter snake (*Thamnophis gigas*); and Crampton's tuctoria (*Tuctoria mucronata*).

The project site does not contain any waterways; therefore riparian habitat, federally protected wetlands, or other similar 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 facility to be expanded is already highly disturbed and lacks any vegetation or essential habitat that would support the special-status wildlife species known to occur in the region.

As noted above, Swainson's hawk has the potential to exist in the vicinity of the site. It should be noted that the 35 trees that currently exist on the proposed project site would not be disturbed or removed with implementation of the project. In addition, it should be noted that the project site does not have the potential to be foraging habitat for Swainson's hawk due to the fact that the site is currently in use as an industrial fertilizer facility and already contains buildings and other structures, as well as paving.

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

- d. The site is currently developed and utilized for industrial purposes. The site is already highly disturbed; therefore, resident or migratory wildlife corridors 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 the impact would be ***less-than-significant***.
- e. Expansion of the existing fertilizer facility would occur in an area made up of highly disturbed ground. As discussed above, 35 trees exist on-site; however, the project would not include the removal or disturbance of these trees. Therefore, because the proposed project would not involve the removal of any trees, conflicts with Chapter 20A of the Woodland City Code regarding tree preservation or any other local policies 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 or natural communities conservation plan and a ***less-than-significant*** would occur.

V. CULTURAL RESOURCES. <i>Would the project:</i>	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 previously been developed with industrial uses and contains existing industrial buildings. The buildings are associated with the current operations, which include storing and distributing liquid fertilizer to local farmers. All of the existing buildings/structures on-site 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. The project site is currently developed with industrial uses and is highly disturbed. Thus, surface artifacts are unlikely to occur. In addition, 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. 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 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.*

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,d. In January 2011, Raney Geotechnical, Inc. prepared a foundation investigation for the proposed project. The purpose of the investigation was to provide data pertinent to earthwork construction, foundation design, floor support, and pavement design for the project. Field exploration for the investigation included the drilling of three borings using a truck-mounted drill rig to depths of ten and 15 feet below existing ground surfaces. Both disturbed and undisturbed soil samples were obtained from the borings for classification and laboratory testing.

Subsurface Conditions

The test borings encountered relatively uniform subsurface conditions across the property. The borings encountered medium stiff to stiff brown to light brown very fine sandy silts and silty clays at ground surface and extending to depths varying from about three to five feet. Below the surface silts and clays, and extending to depths of eight to nine feet, the borings encountered moderate to high plasticity stiff brown, gray-brown

and light brown silty clays. Below the silty clays, and extending to the maximum 53.5-foot depth explored, the borings encountered interlayered medium stiff to very stiff silty clays and medium dense to very dense silty fine sands and silty fine to coarse gravels. The majority of the more granular soils were engaged below a depth of 40 feet.

Bearing Capacity

The undisturbed native soils are indicated to have strength and compressibility properties which are favorable for support of the planned construction. The soils within the upper eight inches have been disturbed by discing. The disc-disturbed surface soils are considered unsuitable for structural support and will require re-compaction during grading. The Foundation Investigation, therefore, provides recommendations in order to ensure that sufficient bearing capacity exists to support the construction of the proposed project.

Geologic and Seismic Hazards

The California Division of Mines and Geology (CDMG) identified past faults within the vicinity of Woodland that are not within Earthquake Fault Hazard Zones (as defined by the State of California) as active faults. Known faults within the vicinity of Woodland 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 6.75 magnitude 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 Fault, located 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.

Fault Rupture

According to Raney Geotechnical, Inc.'s review of literature and mapping, neither an active fault nor a fault-related feature exist on or near the site. Accordingly, the subject property is not considered subject to fault-rupture hazards.

Groundwater

Groundwater was encountered at depths varying from about 20 to 24 feet below existing site grades at the time of Raney Geotechnical, Inc.'s November 15, 2010 field exploration. Groundwater levels were encountered at depths ranging from 135 to 285 feet and were found to stabilize between 12 and 13.5 feet during the field exploration. Groundwater levels are expected to fluctuate with rainfall, pumping and irrigation practices. Based on this information, the investigation concludes that the permanent groundwater table should not be a factor in the design and construction of the planned near surface improvements.

According to the investigation, the surface soils are low permeability silty clays with poor drainage characteristics. High moisture content near surface soil conditions likely will occur during and for some time following the rainy season. These conditions generally render soils unstable under construction equipment, and considerable aeration of the soils may be required to achieve a moisture content that will allow compaction. For the proposed project, the potential for saturated surface soils should be considered in scheduling of earthwork construction.

Liquefaction

Liquefaction occurs when granular materials, (primarily sands), become suspended in solution and lose shear strength as a consequence of increased pore-water pressure. Liquefaction can occur under saturated conditions within loose sands exposed to strong shaking, (usually from earthquakes). Liquefaction can cause ground displacement and failure as the loose sands tend to densify under vibratory (cyclic) seismic loading. In addition, liquefaction can cause lateral spreading and flows, landslides, and ground subsidence.

According to the investigation, the liquefaction susceptibility of soils generally decreases with increasing density, with increasing fines (silt, clay) content, and increased depth of confinement. Seismically-induced liquefaction is usually limited to the upper 50 feet of the soil profile. The soil borings performed on the site were advanced to depths varying from 38 to 53.5 feet below existing site grades to obtain soil profile data for use in evaluating liquefaction susceptibility. The borings encountered predominately clayey soils with some layers of medium dense to dense sandy soils, and groundwater at depths varying from 20 to 24 feet. The sandy soils are considered susceptible to seismic induced liquefaction.

According to the investigation, lateral spreading, flows, and landsliding are not expected to occur in the event of seismically-induced liquefaction. The primary effect of seismically induced liquefaction is likely to be settlements associated with densification of sandy layers. The investigation determined that the total settlement caused by seismically-induced liquefaction on the site is likely to be approximately three-quarters of an inch. In addition, differential settlements of approximately one-half of the indicated total settlement are also predicted. Therefore, use of a stiffened foundation system can reduce potential damage due to seismically-induced liquefaction.

Expansive Soils

Merritt silty clay loam, deep, drained (Mo) and Sycamore silt loam, drained (Sp) are the two soils found on the proposed project site. According to the investigation, the near surface soils are clays of low to moderate plasticity and are considered capable of developing significant swelling pressures with variations in moisture content. Soil expansion pressures can cause distress to building foundations and floor slabs. Expansion effects on foundations can be reduced by reinforcing and deepening foundations to bear in soils where moisture content changes are low.

Several procedures are commonly used for reducing expansive soil effects on floor slabs, including the construction of building pads using imported non-expansive soils, reinforcement of floor slabs and pre-swelling of subgrade soils by saturation of the building pad prior to concrete placement, and chemical treatment of clays to alter expansive soil properties. Pre-saturation is the least effective procedure and is usually not desirable or practical for industrial construction due to access and stability problems that result from the saturation procedure. Both use of non-expansive import materials and chemical treatment are effective, but importing soils is usually more costly unless there is a nearby source of suitable soils. The investigation includes recommendations for the mitigation of soil expansion potential.

Conclusion

The proposed project includes the construction of a new structure on the existing Inland Terminal site. 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. However, according to the Foundation Investigation that was prepared by Raney Geotechnical, Inc. for the site, the project could result in impacts related to liquefaction, expansive soils on-site, and the bearing capacity of the site. Therefore, the project's impact would be ***potentially significant***.

Mitigation Measure(s)

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

VI-4. *Prior to the issuance of a grading permit, the project plans shall demonstrate implementation of all of the recommendations included in the Foundation Investigation that was prepared for the site, for the review and approval of the City Engineer.*

- 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 construction of a new approximately 52,000-square-foot building and a 3,000-square-foot “loadout” area in order to expand an existing fertilizer facility. Land on the site is flat and would have a slight potential for soil erosion and 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 18 acres on-site would be modified by grading and excavation, but the modifications would be limited to site preparation for construction of the new building and “loadout” area.

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, as required by the City, the proposed project would comply with provisions of the City of Woodland *Technical Guidance Manual for Stormwater Quality Control Measures* 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***.

- e. The proposed building would not include restrooms; therefore, the building would not be connected to the existing City of Woodland sewer system. In addition, modification of existing 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.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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. 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 greenhouse gas (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). Based on the calculations, construction of the proposed project would result in the one-time generation of 189.66 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. An estimate of project-specific GHG emissions associated with operation of the proposed 52,000-square-foot building was calculated, and the amount of CO₂, N₂O and CH₄ emissions associated with the operation of the building was converted to CO₂e. Long-term operation of the proposed project would result in an annual generation of 624.13 metric tons of CO₂e.

Regional Vehicle Trips – GHG Emissions

Although the proposed project would result in an increase of 12 to 24 truck trips locally, the project applicant has estimated that locating a dry fertilizer supplier in Woodland would reduce the number of regional vehicle round trips by as many as 3,600 annually, due to the fact that trucks are currently traveling from Woodland to the City of Stockton in order to obtain dry fertilizer for farms in Woodland. Based on this estimation, the predicted reduction in GHG emissions associated with the reduction in vehicle trips was calculated. Currently, trucks must travel 75.5 miles (one-way) to the City of Stockton in order to procure dry fertilizer. Therefore, a reduction of 543,600 miles traveled per year would be expected to result. 543,600 miles of travel by diesel heavy trucks results in the production of 934.85 metric tons of CO₂e. Because implementation of the project would result in a reduction of 3,600 annual round trips, the project would subsequently result in a reduction of 934.85 metric tons of CO₂e.¹ Adding the project's estimated construction-related GHG emissions (189.66 metric tons) and operational GHG emissions (624.13 metric tons) results in a total of 813.79 metric tons of CO₂e, which would be the worst-case scenario, considering that construction emissions would only be a one-time emission occurring during the short-term construction period. However, because the project results in a savings of 934.85 metric tons of CO₂e, when subtracted from 813.79 metric tons, a total of -121.06 metric tons of CO₂e results. Therefore, the proposed project would actually have a beneficial impact in relation to GHG emissions.

Conclusion

Given the size and type of the proposed project, the project's consistency with the existing land use designation for the site, and the project's overall expected reduction in GHG emissions, the project would not be expected to 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, and impacts related to GHG emissions would be considered *less-than-significant*.

¹ The calculation of CO₂e was based on the assumption that the GHG emission factor for a diesel heavy truck is 21.166 pounds of CO₂e per each gallon of fuel.

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. A Phase I Environmental Site Assessment (ESA) was prepared by BSK Associates (BSK) for the proposed project site. The purpose of the ESA was to identify recognized environmental conditions consisting of the presence or likely presence of hazardous substances or petroleum products on the project site, or adjacent properties, that could indicate an existing release, a past release, or a material threat of a release of any hazardous substance/product into structures, the ground, groundwater, or surface water of the site.

In preparation of the ESA, BSK completed a site reconnaissance and drive-by survey of the surrounding area within approximately 0.5-mile of the site. In addition, BSK reviewed federal, State, and local regulatory agency lists and files to identify known or potential releases of hazardous materials on the site and the immediately adjacent properties. BSK also researched and reviewed historical information pertaining to the site, including information from readily available Sanborn fire insurance maps, aerial photographs, and topographic maps.

At the time of the site reconnaissance, properties surrounding the site were utilized for farming row crops and for fertilizer distribution, and the site itself was being used for off-loading fertilizers from railroad cars to the adjacent Agriform Farm Supply facility. The site improvements included two rail spurs with asphaltic paving, a retention pond, and a drainage canal. According to Mr. Bob Jones of the California Northern Railroad, the two rail spurs on the site were installed in the year 2000, and the unlined drainage canal and retention pond were installed at approximately the same time. The drainage canal runs parallel to the rail spurs on the east side of the property to the retention pond located in the southern end of the site. The area surrounding the rail spurs located on the eastern portion of the site is paved with asphalt. At the time of the site reconnaissance, BSK found numerous stains on the asphalt from previous spills, likely from off-loading fertilizers from railcars. However, according to an interview source, all of the spills from the railroad cars consisted of non-hazardous fertilizers.

The ESA indicates that a railroad line with associated right-of-way has been adjacent to the site, along the eastern property boundary, since the early 1900s and two rail spurs were installed by the current property owner in the year 2000. The roadbed materials associated with the main railroad are discolored in numerous locations by petroleum hydrocarbon leakage associated with train activity, but obvious indications of widespread hazardous-material and or petroleum product leakage or spillage associated with the main railroad were not observed. In addition, two stacks of unused railroad ties were stored in the southeast corner of the site at the time of ESA preparation; however, obvious soil discoloration was not observed beneath these ties and results do not suggest that storage of the subject ties has negatively impacted the site.

Based on information obtained by BSK from observation of the project site and the vicinity of the site, as well as review of historical and regulatory agency information, the ESA concluded that, although indications were not found during preparation of the ESA, based on the history of the site, the potential exists that agricultural products (e.g., pesticides, fertilizers, soil amendments, etc.) were previously used on-site. On that basis, the conclusion was made that on-site soils could have been impacted in the past by organic and/or inorganic persistent and bio-accumulative toxic substances associated with the application of agricultural products during former agricultural activities. In addition, the findings of the ESA indicate that the Agriform Farm Supply property to the east of the project site could have impacted the site when Agriform experienced a phosphoric acid spill in January 1992. Finally, the ESA indicates that the Spreckels Sugar Company property to the northeast of the project site experienced a release of petroleum hydrocarbon in the past; however, the distance of the Spreckels Sugar Company property

from the project site and the apparent groundwater flow direction make the likelihood low that groundwater beneath the project site was impacted.

Conclusion

According to the ESA that was prepared by BSK, because the proposed project site appears to have been used in the past for agricultural activities, and due to the past spillage of fertilizers in the vicinity of the rail spurs and the past release of phosphoric acid from a railroad car from the Agriform Farm Supply property to the east of the project site, soil samples should be collected and laboratory analyses should be performed in order to determine the potential environmental liability associated with the on-site soils.

In addition, the findings of the ESA indicate that the potential exists that the on-site railroad ties have been treated with creosote or other wood preservatives that contain chemicals of potential concern (COPCs) at concentration levels that could be detrimental to human health or require special management. Although obvious indications of creosote-stained soil beneath the subject ties was not observed, the ESA recommends that the ties be removed and sampling and analytical testing of the soil be performed, in accordance with industry standards.

Because the project site soils could be impacted by past agricultural uses, spillage of fertilizers, and creosote or other wood preservers, impacts related to the release of hazardous materials into the environment would be ***potentially significant***.

Mitigation Measure(s)

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

- VIII-5. *Prior to the issuance of a grading permit, a soil assessment shall be prepared with surficial soil samples to determine the presence of pesticides or other chemicals of potential concern. If concentrations of pesticides or chemicals of potential concern higher than the allowable threshold are detected, the soil assessment shall include the appropriate mitigation including, but not limited to, soil remediation to an acceptable TTLC level per applicable State and federal regulations. The soil assessment and recommended mitigation measures shall be implemented by the project applicant and shall be reviewed and approved by the Yolo County Health Division and the City Planning Division.*
- d. The proposed project site is not included on the list of hazardous materials sites complied pursuant to Government Code Section 65962.5. Therefore, ***no impact*** would result from implementation of the proposed project.
- e,f. The airports nearest the site 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 Woodland General Plan currently designates the proposed project site for industrial development. The proposed project is the expansion of an existing industrial fertilizer 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. <i>Would the project:</i>		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 industrial 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 18 acres, or 6.6 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 *Technical Guidance Manual for Stormwater Quality Control Measures* 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 *Technical Guidance Manual for Stormwater Quality Control Measures* 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. Groundwater under Yolo County is the 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. 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.

The proposed project consists of construction of a new approximately 52,000-square-foot building and a 3,000-square-foot "loadout" area in order to expand an existing industrial fertilizer facility. Water services on the site are currently provided by a groundwater well. The project would result in an additional three employees at the site and the resultant increase in water demand; therefore, an additional tank is proposed to be connected to the existing well on-site. (The tank would be a 200,000-gallon tank and would also be utilized for fire protection.) However, the minimal increase in water usage would not be expected to result in changes to the existing groundwater supply. In addition, the

proposed project is consistent with the General Plan and, as discussed above, the determination was made that the aquifer has adequate capacity to serve new development under General Plan buildout conditions. Therefore, a ***less-than-significant*** impact would result.

- c-e. The proposed project consists of the construction of an approximately 52,000-square-foot building and a 3,000-square-foot “loadout” area in order to expand an existing industrial fertilizer 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 of Woodland *Technical Guidance Manual for Stormwater Quality Control Measures* 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 18 acres, or 6.6 percent of the total site size, of new impervious surface would be added by the proposed project. The project site is graded such that stormwater runoff from the facility generally flows from north to south and is captured in a retention pond located at the south end of the site. The existing stormwater runoff collection 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 construction of a new approximately 52,000-square-foot building and a 3,000-square-foot “loadout” area in order to expand an existing industrial fertilizer 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 Federal Emergency Management Agency (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.”

Wood Rodgers was provided preliminary layout drawings of the development within this project area, depicting an array of nine existing storage tanks and a proposed new building to the north of the tanks. The ultimate buildout of the project was requested to be

evaluated and documented by Wood Rodgers under this flood analysis effort. To model the proposed project improvements, Wood Rodgers made modifications to the two-dimensional MIKE FLOOD floodplain model to map the existing 100-year flood conditions. As part of a Letter of Map Revision (LOMR) application that the City submitted to FEMA in 2009, the worst-case scenario that produces the highest water surface elevations within the vicinity of the project for the 100-year flood level was identified. This starting model was submitted to FEMA as part of the LOMR application, and is currently being reviewed and processed as a Physical Map Revision. Overall, six scenarios were modeled that represent different levee removal reaches, each affecting the worst-case 100-year water surfaces within various parts of the City. The results from these six scenarios were spliced together to create the envelope of highest water surface elevations for the entire City.

Because the project area is entirely contained within the area where Scenario 5 governs (Scenario 5 is defined as all Cache Creek right bank levees removed upstream of County Road 102), the project was added to Scenario 5 to determine the highest localized impacts. The results were compared to the base conditions created by Scenario 5 (without the proposed project), as shown on Figure 4. The overall impacts to the floodplain were generally minimal and located adjacent to the obstructions added to the floodplain model, aside from a small area to the south of Churchill Downs Avenue and north of I-5, approximately 0.5-mile away from the project site. Immediately upstream of the project the largest increase is between one- and two-tenths of one foot. A zone of increase is shown on Figure 4 that is hydraulically separated from the project, which required further explanation. The analysis of post-project conditions indicates that, theoretically, more water could be shunting to the south; however, intuitively, the hydraulic impacts should be generally contiguous. With a large area of "no impact" along North East Street separating the impact zones, an apparent reason for the increase does not exist. The terrain indicates that the location of the increase is not a continually sloping conveyance area; instead, it is more like a contained "pocket depression."

Technically, the possibility exists that the project would create a minimal increase over N. East Street between -0.01 and 0.01 feet, or the project could simply send the same level of water over a longer period of time. This could be amplified within the "pocket depression" area because the maximum water surface is governed by the volume of water reaching and filling the area, rather than the maximum flow rate passing through the area. However, upon closer examination, the determination was made that while the project would appear to create an increase above existing conditions from Scenario 5, the project would not significantly increase water surface elevations when compared to the highest 100-year flood scenario that governs the area south of Churchill Downs Avenue, which is Scenario 1. Figure 5 provides a comparison of post-project conditions to the worst-case envelope created by Scenario 5 and Scenario 1. For further clarification, where Scenario 1 governs existing conditions, the difference represented on Figure 5 is equivalent to the post-project elevation minus Scenario 1. The minor increases remaining on the map south of Churchill Downs Avenue are considered negligible. The decreases shown on Figure 5 would not be caused by the project, but are more indicative of the differences between the base (pre-project) conditions of both Scenario 5 and Scenario 1.

Figure 4
Cache Creek 100-Year Flood – Project Versus LOMR (Scenario 5)

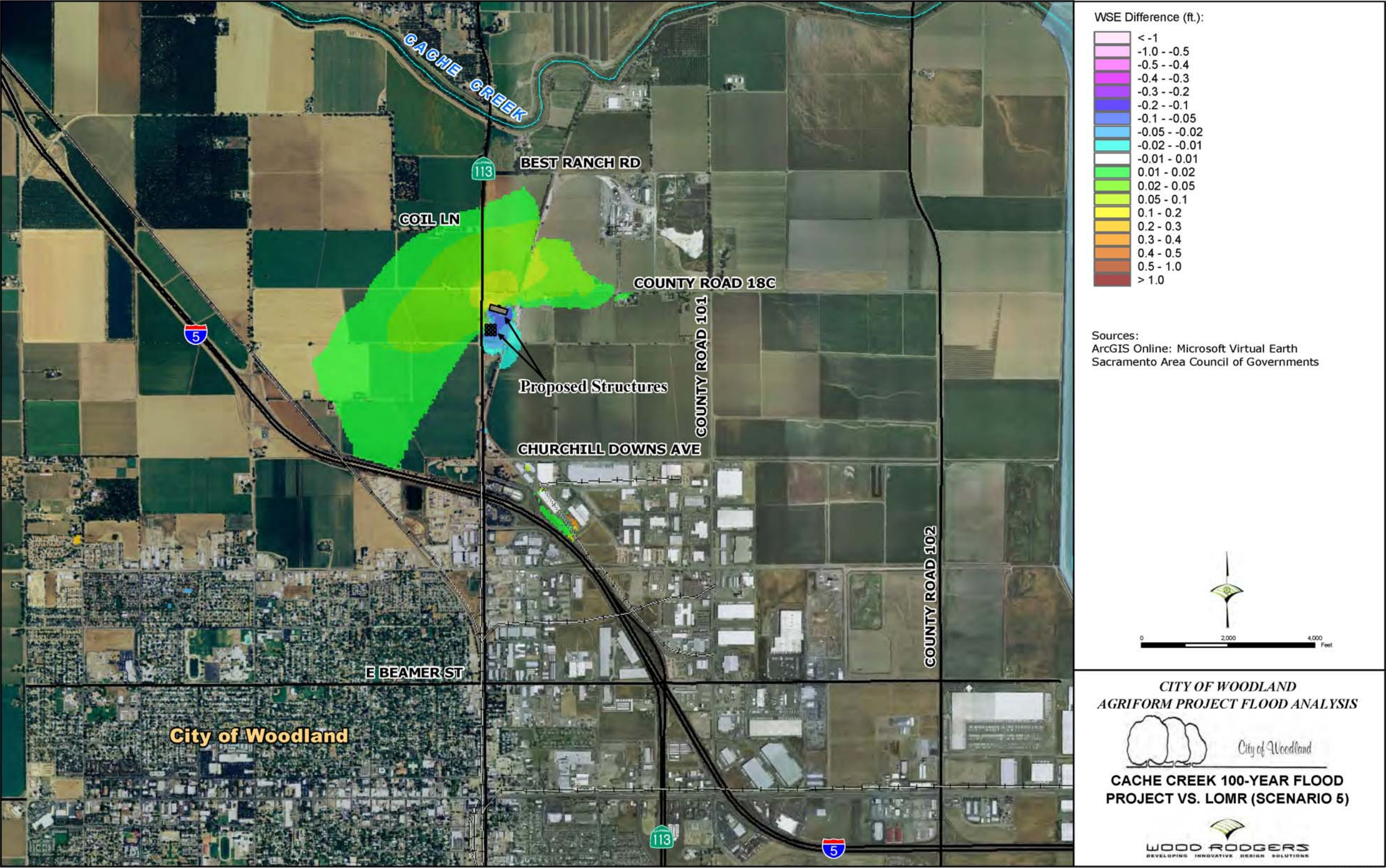
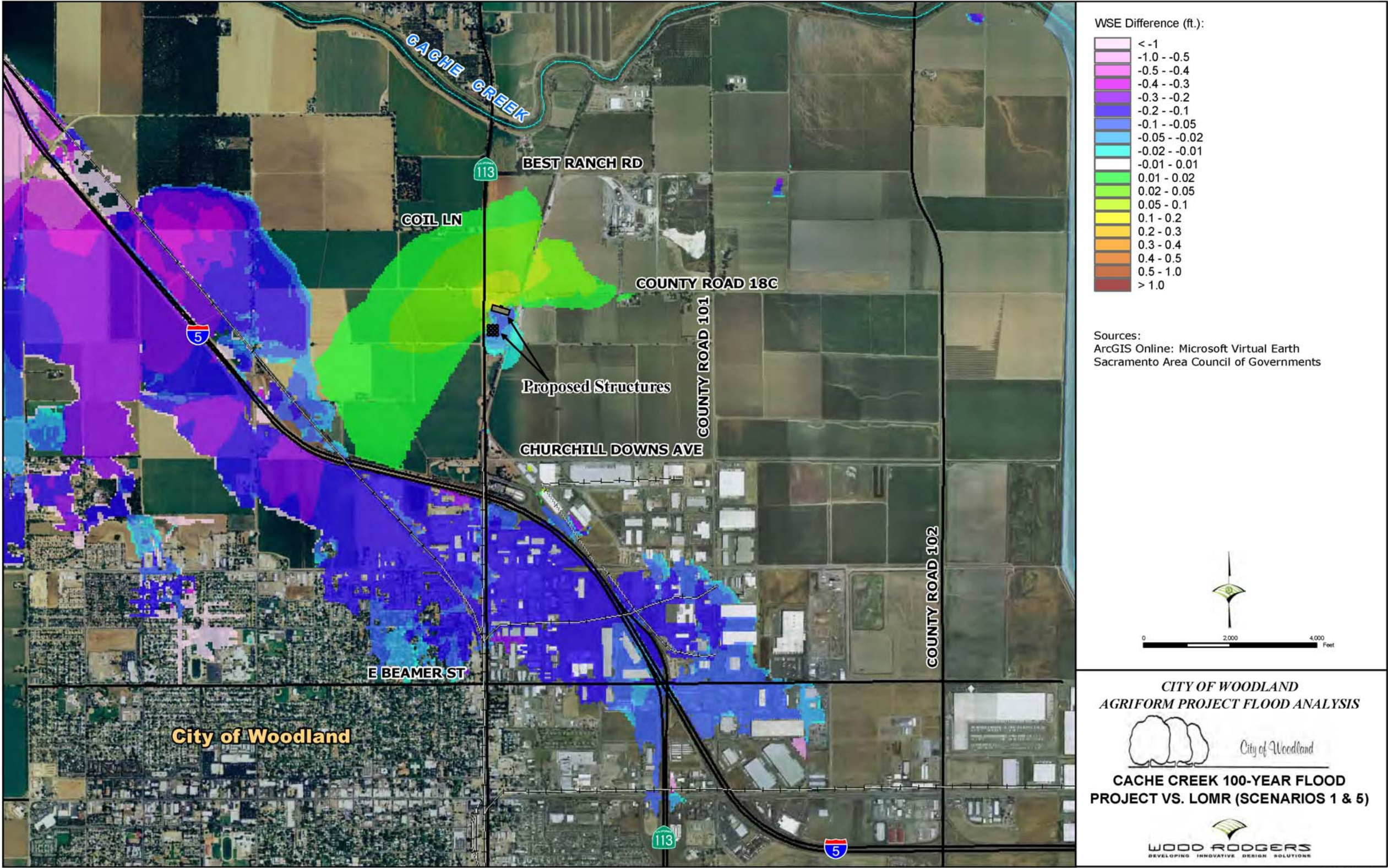


Figure 5
Cache Creek 100-Year Flood – Project Versus LOMR (Scenarios 1 and 5)



Therefore, based on the flooding analysis that was prepared for the site, the project would not significantly increase water surface elevations when compared to the highest 100-year flood scenario that governs the area south of Churchill Downs Avenue and the minor increases remaining on the map south of Churchill Downs Avenue are considered negligible. However, because the proposed project site is located within the 100-year floodplain, the City still requires the project to comply with City and FEMA regulations for development within a floodplain. Therefore, 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.

IX-6. Prior to the issuance of a building permit, the plans shall indicate compliance with City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator. The 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 construction of a new approximately 52,000-square-foot building and a 3,000-square-foot “loadout” area in order to expand an existing industrial fertilizer facility. The project vicinity is characterized by other industrial development and agricultural land. Development of the proposed project would not conflict with surrounding land uses, as none of the surrounding uses are considered sensitive receptors. The proposed project site, which would remain in industrial use with implementation of the proposed project, has a land use designation of Industrial, as well as being zoned for industrial uses. 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, and the project would be consistent with the existing zoning for the site, and because the project would be consistent with the General Plan policies for industrial land uses, 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 or natural communities conservation plan and a ***less-than-significant*** would occur.

XI. MINERAL RESOURCES. <i>Would the project:</i>		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. In addition, new information identifying the presence of mineral resources within the City or on the project site does not exist. Therefore, ***no impact*** to mineral resources would occur as a result of the construction of the proposed project.

XII. NOISE. <i>Would the project result in:</i>	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 residence to the north of the site, is located approximately 0.5-miles from the site.

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 and exiting the site. However, truck traffic would only be increased by approximately 12 to 24 trips per day and the new trucks would travel along an existing truck route, which currently does not expose any sensitive receptors to excessive noise. As stated above, the noise-sensitive use nearest the site is located approximately 0.5-mile north of the proposed project. It should be noted that sensitive receptors do not exist along SR 113 between I-5 and CR 18C, which will be the primary route for the trucks that are associated with the proposed project.

The overall operating characteristics of the facility would not change and interior noise levels are not expected to increase as compared to existing conditions. In addition, the

interior of the proposed building would be fully insulated to meet Title 24 standards. Insulation of the building would help 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, and a ***less-than-significant*** impact would result.

- b. The primary vibration-generating activities associated with the project would occur during demolition and construction activities. Types of vibration impacts 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 0.5-mile north 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 the nearest sensitive receptor. Additionally, the risk of annoyance due to construction vibrations is very low considering the distance to the receptors nearest the site. Therefore, this impact is considered ***less-than-significant***.

- d. During the construction phases of the project, noise from 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*). Building construction would occur at distances of approximately 0.5-mile from the nearest sensitive receptor to the north. For each doubling of distance, a reduction of 1 dB would be expected to occur. Therefore, the noise levels would be reduced by approximately 52 dB, which would result in a maximum noise level of 36 dB at the nearest sensitive receptor.

At distances of less than 50 feet, 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 airports nearest the site 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. The proposed project site is not located within an area covered by an existing airport land use plan, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, ***no impact*** would occur.

XIII. POPULATION AND HOUSING. <i>Would the project:</i>	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 construction of a new approximately 52,000-square-foot building and a 3,000-square-foot “loadout” area in order to expand an existing industrial fertilizer 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. Therefore, because the proposed project would not induce population growth in the area or 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 fire station nearest the site 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 construction of a new approximately 52,000-square-foot building and 3,000-square-foot "loadout" area in order to expand an existing industrial fertilizer 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 construction of a new approximately 52,000-square-foot building and 3,000-square-foot "loadout" area in order to expand an existing industrial fertilizer facility. The project 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 construction of a new a new approximately 52,000-square-foot building and a 3,000-square-foot “loadout” area, which would expand an existing fertilizer facility. Construction of the building 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 recreational facilities would not result from implementation of the proposed project, and a *less-than-significant* impact would occur.

XVI. TRANSPORTATION/CIRCULATION. <i>Would the project:</i>	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. The proposed project is consistent with the Woodland General Plan. According to the General Plan EIR, none of the roadways in the vicinity of the project site would operate at unacceptable levels of service with implementation of the General Plan; therefore, traffic impacts in the area of the project site would be less-than-significant. In addition, the General Plan includes policies and programs that are intended to ensure that the effects of future development on the street and roadway system are addressed. Furthermore, implementation of the proposed project is expected to result in an approximate increase of only 12 to 24 truck trips per day in the area surrounding the project site. This small number of trips is not expected to significantly change the levels of service on the roadways surrounding the project site, which are currently operating acceptably. Overall, because the project would not cause a substantial increase in traffic in relation to the existing traffic load and capacity of the street system or exceed established level of service standards, a ***less-than-significant*** impact would result.
- c. The airports nearest the site 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. The proposed project site is not located within an area covered by an airport land use plan or in the vicinity of a private airstrip, and the proposed project would not require any changes to existing regional air traffic activity. Therefore, ***no impact*** would occur.

- d,e. The proposed project is the expansion of an existing industrial fertilizer facility. The project would include the addition of one new dry fertilizer service road, which would be located within the project site only, and one new access driveway off of CR 18C. The design of the internal road and access driveway would be required to comply with City design standards. 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). The proposed project is the expansion of an existing industrial fertilizer facility. The project would slightly increase (by three) the number of employees on the site; therefore, the possibility exists that a slight increase in new transit riders would result. However, the proposed project is consistent with the Woodland General Plan, and the General Plan EIR determined that implementation of the General Plan would result in less-than-significant impacts to transit services. In addition, the General Plan includes policies and programs that are intended to ensure that public transportation needs are accounted for as development occurs. Furthermore, 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 utilities for the proposed project, 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 CR 102. Wastewater is treated and disposed of at the Woodland Wastewater Treatment Plant (WWTP), located south of I-5 and east of CR 102 on CR 24. Sewer is currently collected from the proposed project site via an on-site septic system. Although the number of employees at the proposed project site would slightly increase (by three), an increased demand for wastewater treatment services or wastewater exceeding RWQCB requirements would not result because the new building would not include restrooms.

The three new employees would utilize the existing restroom facilities on-site. Therefore, current wastewater services would not need to be modified and would be adequate to accommodate the proposed project.

Water System

Groundwater is pumped from the City of Woodland's 18 wells, and delivered throughout the City via the City's 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 provided to the project site via an existing groundwater well. It should be noted that an additional 200,000-gallon water tank would be constructed as part of the project to provide storage for adequate fire flow.

Storm Drainage

The creation of impervious areas as a result of the proposed project would generate an increase in urban runoff. Approximately 18 acres, or 6.6 percent of the total site size, of new impervious surface would be added by the proposed project. The project site is graded such that stormwater runoff from the facility generally flows from north to south and is captured in a retention pond located at the south end of the site. The existing stormwater runoff collection system on the site would be sufficient to handle the incremental increase in stormwater runoff created by the proposed project.

Conclusion

Although the proposed project would result in an increase of three employees at the facility, the demand for water and wastewater services would not increase because the new building would not include restrooms, and the new employees would use the facilities in the existing building. In addition, water and wastewater demand for the area was assessed within the Woodland General Plan and the supply of water and wastewater services was deemed adequate. The proposed project is consistent with the General Plan; therefore, the existing water supply is sufficient and modifications to the existing septic system are not required. Although stormwater runoff would incrementally increase due to implementation of the proposed project, the existing stormwater runoff collection system on the site would be sufficient to handle the increase. In conclusion, construction of new or expansion of existing wastewater, or stormwater drainage system facilities would not be required. However, the proposed project would require the construction of a new 200,000-gallon water tank for the purposes of fire protection; therefore, the project would result in a ***potentially significant*** impact.

Mitigation Measure(s)

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

IX-7. Prior to the issuance of a building permit, the project plans shall demonstrate that adequate on-site storage is provided for fire flow. The water tank and appurtenances shall be reviewed and approved by the Woodland Fire Department.

- 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 is consistent with the General Plan. Furthermore, 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. All potential impacts identified in this study are less-than-significant or would be mitigated to a less-than-significant level. In addition, the potential impacts are not cumulatively significant, nor would the potential impacts have incremental effects that would be considerable when viewed in connection with the effects of past, current, and probable future projects. Therefore, impacts related to cumulative environmental effects would be ***less-than-significant***.
- c. The potential impacts identified in this study are minor and would be mitigated to a less-than-significant level with implementation of required mitigation measures. The proposed project would not result in a substantial adverse effect on human beings, either directly or indirectly. Therefore, a ***less-than-significant*** impact would result.

Inland Terminal Expansion Mitigation Monitoring and Reporting Program

April 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 Inland Terminal 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
Inland Terminal Expansion

Mitigation Measure	Timing	Monitoring Agency	Sign-Off
III-1. During operation of the proposed project, the project contractor shall ensure that all vehicles hauling dry fertilizer to or from the site are covered to limit particulate emissions and that at least two feet of freeboard space from the top of the container is maintained.	During operation	Community Development Department	
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.	Prior to the issuance of a grading permit and during construction	Community Development Department	
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 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	During construction	Community Development Department	

MITIGATION MONITORING AND REPORTING PROGRAM
Inland Terminal Expansion

Mitigation Measure	Timing	Monitoring Agency	Sign-Off
<i>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.</i>			
VI-4. <i>Prior to the issuance of a grading permit, the project plans shall demonstrate implementation of all of the recommendations included in the Foundation Investigation that was prepared for the site, for the review and approval of the City Engineer.</i>	Prior to the issuance of a grading permit	City Engineer	
VIII-5. <i>Prior to the issuance of a grading permit, a soil assessment shall be prepared with surficial soil samples to determine the presence of pesticides or other chemicals of potential concern. If concentrations of pesticides or chemicals of potential concern higher than the allowable threshold are detected, the soil assessment shall include the appropriate mitigation including, but not limited to, soil remediation to an acceptable TTLC level per applicable State and federal regulations. The soil assessment and recommended mitigation measures shall be implemented by the project applicant and shall be reviewed and approved by the Yolo County Health Division and the City Planning Division.</i>	Prior to the issuance of a grading permit	Yolo County Health Division and City Planning Division	
IX-6. <i>Prior to the issuance of a building permit, the plans shall indicate compliance with City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator. The plans shall be subject to review and approval by the Flood Plain Administrator.</i>	Prior to the issuance of a building permit	Flood Plain Administrator	
IX-7 <i>Prior to the issuance of a building permit, the project plans shall demonstrate that adequate on-site storage is provided for fire flow. The water tank and appurtenances shall be reviewed and approved by the Woodland Fire Department.</i>	Prior to the issuance of a building permit	Fire Department	