



PLANNING COMMISSION AGENDA

May 16, 2013

CITY COUNCIL CHAMBERS

6:30 PM

1. Call to order
2. Roll Call
3. **Approval of Minutes for April 18, 2013**
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. **Draft Housing Element 2013 – 2021:** That the Planning Commission make the following recommendations to the City Council: 1) Receive the Draft 2013 Housing Element; 2) Direct staff to transmit the document to the State Department of Housing and Community Development (HCD) for review and comment; and 3) Commence preparation of appropriate environmental impact analysis on the Draft 2013 Housing Element in preparation for adoption later this year.

Applicant:	City of Woodland
Staff Contact:	Cindy Norris, Principal Planner, and Heidi Tschudin, General Plan Project Manager
Recommended Action:	Receive the Draft and Recommend the actions outlined above to the City Council

NEW BUSINESS:

9. **Review of the proposed City of Woodland Capital Improvement Program (CIP) for 2013/14 – 2016/2017:** The 10-year Capital Improvement Programs (CIP) that presents a balanced ten-year spending plan. The Capital Budget represents the first year of the CIP and identifies projects for which appropriations will be requested. The

CIP and associated Capital Budget are typically re-evaluated, updated and presented to the City Council annually. Pursuant to Government Code 65401, a finding of conformity with the General Plan is required for new projects.

Applicant:	City of Woodland
Staff Contact:	Lynn Johnson, Senior Management Analyst
Recommended Action:	Finding of conformity with the General Plan

10. **Woodland Commerce Center Draft Environmental Impact Report Circulation:** The Draft EIR for Woodland Commerce Center is a program level analysis for annexation, a General Plan Amendment to formally change the City's corporate boundaries, a Tentative Subdivision Map (TSM) to subdivide the site into approximately 15 parcels for future development, and a Development Agreement to extend the life of the Tentative Subdivision Map beyond the limits established in the California Subdivision Map Act, and to provide for other provisions. The DEIR public review period started on Friday, April 26, 2013, and will end on Monday, June 10, 2013. The Notice of Public Comment Meeting/Notice of Availability of the Draft EIR was published in the Daily Democrat newspaper on Thursday, April 25, 2013. A public comment meeting will be held on Thursday, May 30, 2013, in the City Council Chambers from 5:30 – 7:00 p.m. to receive comments from the public on the Draft EIR.

Applicant:	City of Woodland
Staff Contact:	Dan Sokolow, Senior Planner
Recommended Action:	Informational Review and to receive comments from Planning Commissioners on the Draft EIR

OLD BUSINESS: NONE

11. Adjournment

The Planning Commission of the City of Woodland encourages all parties interested in a matter scheduled to be reviewed, discussed and acted on at a meeting, to participate in the public discourse, which may include the submission of written comments and materials. The Planning Commission notifies the public that those materials received less than 24 hours before a meeting date and time may not be able to be considered completely. Further, the Planning Commission encourages interested parties to attend the meeting to discuss any matter of concern and to explain their comments more fully.



PLANNING COMMISSION AGENDA

APRIL 18, 2013

CITY COUNCIL CHAMBERS

6:30 PM

DRAFT Minutes

1. Call to order
2. Roll Call
Commissioners Present: Murray, Lopez, Murphy, Wurzel, Holt, Wells, Lizarraga

Staff Present: Nick. Ponticello, Community Development Director; Cindy. Norris, Principal Planner; Paul Hanson, Senior Planner; Bruce. Pollard, Development Engineer, Brent Meyer, Principal Civil Engineer
3. **Approval of Minutes for March 21, 2013**

Ayes: Lopez, Holt, Wells, Murray, Murphy, Lizarraga, Wurzel
No's:
Abstain:
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.
 - *New Community Development Director to start May 1, 2013 – Ken Hiatt*
 - *Summary of General Plan Community Meetings from April 11 and 13th.*
 - *Upcoming General Plan meetings*
 - *May 16 for the Housing Element and June 11 a possible future date for a workshop on land use alternatives.*
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.

NONE
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.

Commissioners Holt and Murphy indicated that they participated in the General Plan Community Workshops and felt that they were very well run and that the process is moving along well and will resulting in good material.
7. **Subcommittee Reports:**
NONE

PUBLIC HEARING:

8. **Starbucks' Café Drive-Thru Conditional Use Permit:** The applicant, Petrovich Development Company is requesting a Conditional Use Permit to allow for the construction of a 2,700 square foot building, which will include a ±1,700 square foot Starbucks' Café Drive-Thru with 36 seats and a ±1,000 square foot retail space, and approval of required public art. The project proposes to provide 20 new parking spaces in addition to six (6) developed parking spaces on the project site. The subject site is located at 281 & 271 West Main Street (APN: 065-010-044) in the General Commercial (C-2) Zone.

Applicant:	Petrovich Development Company
Environmental Document:	Categorical Exemption
Staff Contact:	Paul L Hanson, AICP, Senior Planner.
Recommended Action:	Conditional Approval

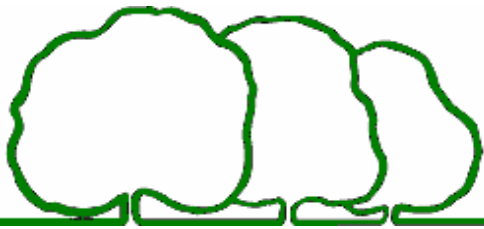
This item was continued to April 25, 2013.

NEW BUSINESS: NONE

OLD BUSINESS: NONE

9. Adjournment

The Planning Commission of the City of Woodland encourages all parties interested in a matter scheduled to be reviewed, discussed and acted on at a meeting, to participate in the public discourse, which may include the submission of written comments and materials. The Planning Commission notifies the public that those materials received less than 24 hours before a meeting date and time may not be able to be considered completely. Further, the Planning Commission encourages interested parties to attend the meeting to discuss any matter of concern and to explain their comments more fully.



City of Woodland

MEMORANDUM

TO: MEMBERS OF THE WOODLAND PLANNING COMMISSION

FROM: Cindy A. Norris, Principal Planner
Heidi Tschudin, General Plan Project Manager

SUBJECT: Draft 2013 Housing Element (2013 - 2021)

DATE: May 16, 2013

RECOMMENDED ACTIONS:

Staff recommends that the Planning Commission make the following recommendations to the City Council:

- 1) Receive the Draft 2013 Housing Element;
- 2) Direct staff to transmit the document to the State Department of Housing and Community Development (HCD) for review and comment; and
- 3) Commence preparation of appropriate environmental impact analysis on the Draft 2013 Housing Element in preparation for adoption later this year.

OVERVIEW:

The Housing Element is one of seven mandated elements of the City's general plan. State law requires that local governments address the existing and projected housing needs of all economic segments of the community through the housing elements.

As specified under state law the Draft 2013 Housing Element contains an identification and analysis of existing and projected housing needs for the City of Woodland, and a statement of goals, policies, qualified objectives, financial resources, and scheduled programs for preservation, improvements, and development of housing.

The existing current 2008 Housing Element was adopted March 24, 2009 and will expire October 31, 2013.

In many respects the new Draft 2013 Housing Element is very similar to the prior element. At a macro level, however, the City faces significant new challenges for the upcoming planning cycle. These include continuing economically depressed conditions (although recovery is starting to be visible), severely cut staffing and programs, structural fiscal challenges in the financing program for the Spring Lake Specific Plan, and the loss of the statewide redevelopment program which played a large role in the provision of affordable housing locally and regionally.

The purpose of the Planning Commission hearing is to provide an overview of the proposed new Draft 2013 Housing Element including how it differs from the current 2008 Housing Element, and to request the Planning Commission to take action on the document in the form of the identified recommendations to the City Council.

BACKGROUND:

With the exception of the Housing Element, State law sets no mandatory requirements for how often a general plan should be updated or how far into the future it should plan. Housing Elements, however, must be updated a minimum of every five years and for jurisdictions within the Sacramento Area Council of Governments (SACOG), new legislation (SB 375 of 2008) allows the City to seek an eight-year horizon due to the recent adoption of a regional Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The City is seeking an eight-year Housing Element covering the statutory period from January 1, 2013 through October 31, 2021.

Housing Element content and schedule are dictated by state law and, generally, state certification of compliance is required for a Housing Element to be valid. As such, housing element updates occur in cycles throughout the state with all the housing elements within a region on the same update cycle and approval deadline. The applicable region for Woodland is that of the Sacramento Area Council of Governments (SACOG). The housing elements for every jurisdiction in the SACOG region will expire at the end of this October.

Because of the October 2013 deadline, the Housing Element is out of synch with, and proceeding ahead of, the City's current effort to update the citywide General Plan. This has been previously reported to the Commission and Council and is accounted for in the General Plan Update scope of work and schedule. Staff and consultants are moving forward with the Housing Element update independent of the rest of the General Plan Update process. Under the current project schedule, the new Housing Element will be before the Commission and Council for final adoption in September of this year. Subsequent to that, as the rest of the General Plan Update nears final adoption staff will ensure consistency (both in terms of format and substance) between the already adopted new Housing Element and the eminent adoption of the rest of the General Plan Update. Should it become apparent that modifications to the new Housing Element are necessary to ensure consistency between all elements prior to adoption of the rest of the Update, this will be addressed at that time. The full General Plan Update is expected to be before the Commission and Council for final action in May/June of 2014.

SUMMARY OF DRAFT 2013 HOUSING ELEMENT:

The Draft 2013 Housing Element consists of two sections:

- Policy Document – including goals, policies, programs, and quantified objectives
- Background Data -- including analysis to support the goals, policies, programs and quantified objectives

The Policy Document addresses four housing objectives:

- 1) Development of Housing

Key policies to which the City is committing under this objective:

- Ensuring flexibility in development standards
- Ensuring adequate sites to accommodate new housing needs
- Development of housing for all economic segments
- Ensuring housing for homeless, transitional, and special needs populations

Under State law, the Housing Element of every city and county must address the provision of a fair share of housing in various income categories. This fair share is established by the State and SACOG, and assigned to the City. It is known as the Regional Housing Needs Allocation (RHNA). The RHNA for the City is 1,877 units as shown below, with income limits shown based on the latest 2012 median family income:

195 units	Extremely Low Income (30% of median or \$23,070 for 2012)
195 units	Very Low Income (50% of median or \$38,450 for 2012)
274 units	Low Income (80% of median or \$61,500 for 2012)
349 units	Moderate Income (120% of median or \$92,300 for 2012)
864 units	Above Moderate Income (>120% of median or >\$92,300)
1,877 units	TOTAL

Note: The four-person family median income for Yolo County for 2012 is \$76,900

The City has determined that there is enough land zoned in various existing higher density categories throughout the City to accommodate all of the fair share units. Under this objective, the City commits to ensuring that zoning will continue to be in place to accommodate the development of all of these units. Further, in adopting the quantified objectives identified below, the City is acknowledging that the number of units that are likely to actually be built is lower than the RHNA fair share numbers.

Summary of Quantified Objectives

<i>Program</i>	<i>ELI</i>	<i>VLI</i>	<i>LI</i>	<i>M</i>	<i>AM</i>	<i>Total</i>
New Construction	75	80	90	349	864	1,458¹
Rehabilitation	10	20	25			55
Conservation / Preservation	-	-	-	-	-	- ²
RHNA	390		274	349	864	1,877³

¹ The new construction objective for the three lower-income categories are based on the feasibility of actually producing the affordable housing, not the City's ability to provide adequate sites to accommodate the RHNA units.

² There are no subsidized rental housing units at significant risk of conversion to market rate housing in Woodland during the next ten years.

³ State law does not require the RHNA to include an ELI allocation, but does require an ELI quantified objective.

2) Maintenance of Housing

Key policies to which the City is committing under this objective:

- Rehabilitation of housing
- Housing code compliance
- Retention of existing units

- Preservation of existing units

3) Equal Opportunity in Housing

Key policies to which the City is committing under this objective:

- Maintenance of equal opportunity in local regulations and programs
- Avoidance of economic segregation
- Support for fair housing programs
- Elimination of housing discrimination

4) Energy Conservation and Sustainable Housing Development

Key policies to which the City is committing under this objective:

- Encouragement of innovation
- Promotion of infill and denser uses
- Promotion of energy-conserving construction
- Promotion of energy-conservation education
- Promotion of solar energy
- Promotion of weatherization

The Background Data addresses the following key topics:

1) Housing Needs Assessment

The City experienced the following demographic changes between 2000 and 2010:

- Increase in population 60 and over (13.8% vs. 15.6%)
- Increase in senior poverty rate (8.1% vs. 11.2%)
- Increase in Hispanic population (38.8% vs. 47.4%)
- Increase in employed residents (24,634 employed residents in 2005 vs. 25,291 in 2010)
- Increase in jobs per household (1.3 vs. 1.35)
- Increase in overpayment defined as spending $\geq 30\%$ of income on housing (34.6% vs. 39.8%)
- Increase in large family households defined as 5 persons or more (15.6% vs. 16.4%)
- Increase in number of persons with disabilities (9.4% vs. 11.3%)
- Decline in family households (73.6% vs. 71%)
- Decline in persons 18 years of age and under (32.7% vs. 30.3%)
- Decline in owner-occupied households (58.5% vs. 55.9%)
- Decline in median city income relative to countywide median (109% vs. 97%)
- Decline in overcrowding defined as more than 1 person per room (15.8% vs. 6.2%)
- Decline in single-parent, female-headed households (2,062 vs. 1,854)
- Decline in a single-parent, female-headed poverty rate (34.1% vs. 24.4%)
- Decline in enumerated (point-in-time count) homeless persons (181 in 2007 vs. 151 in 2011)

No assisted housing is identified to be at-risk of conversion to market rate rents through 2021. With the dissolution of the Redevelopment Agency in 2012, the City lost the ability to set aside 20 percent of the gross tax increment revenues from redevelopment project into a fund for the provision of affordable housing. However the City is an “entitlement” community under the Community Development Block Grant (CDBG) program which means it will continue to receive funds on an annual basis according to entitlement formulas, without having to compete.

It is worth noting as well that the City anticipates being able to demonstrate even better results as the General Plan Update progresses assuming increased emphasis on infill, smaller housing, greater density and intensity of land uses, and mixed uses -- all of which will increase overall affordability and opportunities for special needs populations.

2) Resource Inventory

This section examines the availability of land, infrastructure, and resources for the production of housing. No concerns are identified in any of these areas. The City demonstrates the capacity to accommodate a total of 3,828 dwelling units within the existing City limits during the planning period, with surpluses in all income-groups as shown below

Residential Development Capacity

	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Above Mod</i>	<i>Total</i>
Total RHNA	390	274	349	864	1,877
Capacity	401	401	1,245	1,780	3,828
Surplus	11	127	896	916	1,951

3) Potential Housing Constraints

This section identifies potential regulatory constraints on housing. These include policies, zoning, development standards, design requirements, impact fees, application processing procedures, and similar regulatory items. The standards are found to be typical of most communities and were not found to adversely affect the provision of affordable housing in Woodland.

This section also examines potential non-governmental constraints including availability of financing, land costs, and construction costs. There are no constraints identified specific to Woodland that are not also affecting housing in other communities in the region.

4) Evaluation of Existing Programs

This section examines the effectiveness of the 2008 Housing Element and the City's progress towards meeting its prior RHNA obligations. As shown below, despite the severe economic and market conditions the City was able to meet 85 percent of the Very Low fair share, 119 percent of the Low fair share, ten percent of the Moderate fair share, and 135 percent of the Above Moderate fair share.

Woodland Progress towards RHNA 2006-2013

	<i>VeryLow</i>	<i>Low</i>	<i>Mod</i>	<i>Combined</i>	<i>Above Mod</i>	<i>Total</i>
Total RHNA Allocation (2006-2013)	425	266	238	929	942	1,871
Units Built/Under Construction	85	71	0	156	44	200
Approved/On-Line Units	278	245	23	546	1,224	1,770
Total Units Built or Approved	363	316	23	702	1,268	1,970

Regarding housing opportunity for special needs, through demographics, economics, or/or government action the analysis demonstrates that the City has met its obligations for special needs groups and will be able to continue to meet those needs throughout the new planning period.

5) Other Requirements

This section summarizes the public participation process to date, consistency with the current general plan, and other required information.

6) Resources

This section identifies agencies and organizations contacted or cited in the document. It includes a vacant land survey and residential parcel inventory, and provides a summary of comments received to date relative to housing. Most of these comments were from the Stakeholder Interviews held February 7/8, 2013 and the Housing Forum held March 7, 2013.

NEXT STEPS:

Additional keys steps in the process related to the Housing Element are as follows:

Jun 4	City Council action on Draft Housing Element
Jun 7	Transmittal of Draft Housing Element to HCD for 60-day review
Jul 10	Circulation of CEQA Negative Declaration for Draft Housing Element
Aug 9	Negative Declaration review period ends
Aug 12	HCD comments due to City
Sep 5	Planning Commission action on Final Housing Element
Sep 17	City Council action on Final Housing Element
Sep 20	Transmittal of Final Housing Element to HCD for certification of compliance (must occur by Oct 18)

Key upcoming dates in the overall General Plan Update include the following:

May to July – Release of various technical reports; preparation of land use alternatives
August – Release of land use alternatives report
September/October – Develop goals and policies
October – Identify Preferred land use plan and policy focus
November to February 2014 – Preparation of Draft General Plan, Draft CAP, Draft EIR
February 20, 2014 – Release of Draft General Plan, Draft CAP, Draft EIR
March to April – Workshops and Comment Periods
May to June – Hearings and Final Adoption

ATTACHMENTS:

Web link to 2008 Housing Element

<http://www.cityofwoodland.org/civica/filebank/blobdload.asp?BlobID=11919>

Draft 2013 Housing Element

Draft

City of Woodland General Plan 2013 Housing Element

Prepared for:

City of Woodland
Community Development Department

AECOM

May 2013



Draft

City of Woodland General Plan 2013 Housing Element

Prepared for:

City of Woodland
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I Goals, Policies, and Implementation Programs

I.1 Introduction

The City of Woodland recognizes the vital role local governments play in the supply and affordability of housing. Each local government in California is required to adopt a comprehensive, long-term general plan for the physical development of the city or county. The housing element is one of the seven mandated elements of the local general plan. State law requires that local governments address the existing and projected housing needs of all economic segments of the community through their housing elements. The law acknowledges that, in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in the state rests largely upon the effective implementation of local general plans and, in particular, local housing elements.

The purposes of the housing element are to identify the community's housing needs; to state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and to define the policies and programs that the community will implement to achieve the stated goals and objectives.

State law requires cities and counties to address the needs of all income groups in their housing elements. The official definition of these needs is provided by the Sacramento Area Council of Governments (SACOG) for each city and county within its geographic jurisdiction. Beyond these income-based housing needs, the housing element must also address special needs groups such as persons with disabilities, farmworkers, and homeless persons.

The City of Woodland Housing Element consists of two sections. The first section defines the goals, policies, programs, and quantified objectives of the Element. The second section is designed to meet housing element requirements and to provide the background information and analysis to support the goals, policies, programs and quantified objectives provided in Section 1.

The goals, policies and implementation programs in Section 1 are presented under four topics:

- Development of Housing;

- Maintenance of Housing;
- Equal Opportunity in Housing; and
- Energy Conservation and Sustainable Housing Development.

Each topic begins with a goal statement, followed by policies that amplify the goal statement. Implementation programs follow policies and describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the timeframe for accomplishing the program. Several of the implementation programs also have quantified objectives.

The following definitions describe the nature of the statements of goals, policies, implementation programs, and quantified objectives as they are used in the Housing Element:

- Goal: Ultimate purpose of an effort stated in a way that is general in nature and immeasurable.
- Policy: Specific statement guiding action and implying clear commitment.
- Implementation Program: An action, procedure, program, or technique that carries out policy. Implementation programs also specify primary responsibility for carrying out the action and an estimated timeframe for its accomplishment. The timeframe indicates the calendar year in which the activity is scheduled to be completed. These timeframes are general guidelines and may be adjusted based on City staffing and budgetary considerations.
- Quantified Objective: The number of housing units that the City expects to be constructed, conserved, or rehabilitated; or the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the timeframe of the Housing Element (October 2013 through September 2021).

In this document, the term “affordable housing” means housing affordable to extremely low-, very low-, low-, and moderate-income households, as defined by the California Department of Housing and Community Development.

1.2 Development of Housing

QUANTIFIED OBJECTIVES

Table 1-1 presents the City's quantified objectives for construction, rehabilitation, and preservation for the 2013-2021 period that will be achieved through the policies and programs described below.

Table 1-1 Summary of Quantified Objectives

<i>Program</i>	<i>ELI</i>	<i>VLI</i>	<i>LI</i>	<i>M</i>	<i>AM</i>	<i>Total</i>
New Construction	75	80	90	349	864	1,458
Rehabilitation	10	20	25			55
Conservation / Preservation	-	-	-	-	-	-

Note: There are no subsidized rental housing units at-risk of conversion to market rate during the next 10 years.

GOAL 2.A

To promote the provision of adequate housing for all persons in the City, including those with special housing needs and to emphasize the basic human need for housing as shelter.

POLICIES AND PROGRAMS

Flexibility in Development Standards

Policy 2.A.1 The City shall continue to use the Planned Development Overlay Zone (P-D) to allow for flexibility in development standards.

Program 2.A.1 The City shall continue to cooperate with and advise developers in the use of the P-D Planned Development Overlay Zone to reduce housing costs by utilizing various techniques such as: zero lot lines, cluster development, private streets, parking and setback innovations and other creative development approaches.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Adequate Sites to Accommodate New Housing Needs

Policy 2.A.2 The City shall ensure sufficient land for residential development, consistent with the City's fair share obligation, that promotes efficient use of land and reduces significant environmental impacts.

Policy 2.A.3 The City shall ensure that there is sufficient land zoned for a variety of housing types, residential densities, and housing prices with convenient

access by various travel modes to services, schools, parks, and other community amenities.

Policy 2.A.4 The City shall require, through specific plans, neighborhood design standards, and development review, a mix of housing types, densities, designs throughout the city

Program 2.A.2 If, at any time, the supply of sites zoned for housing falls below the quantity of land required to accommodate the City's remaining regional housing needs allocation for any income group during the Housing Element planning period, the City shall initiate redesignations and rezonings to provide additional land. In addition, the City shall ensure that future sites designated for residential or mixed-use that allow housing densities of 16 units per acre or more are located near transit stops or arterial streets by maintaining an inventory of potential sites that meet those criteria

Residential densities in the Spring Lake Specific Plan shall be reviewed for possible city-wide application. The City will also consider rezones from commercial districts to mixed-use districts to allow for residential development. Where feasible and appropriate, the City shall also consider the redesignation and rezoning of vacant land to achieve 16 - 25 dwelling units per acre or more, as appropriate.

Primary Responsibility: Community Development Department

Time Frame: Ongoing monitoring of availability of sites

Program 2.A.3 The City shall provide flexibility on the identification of sites for accommodating its Regional Housing Needs Plan (RHNP) Allocation as part of the General Plan update and subsequent comprehensive zoning code update. A request to lower the density of a site counted towards meeting the City's RHNP Allocation shall include findings that justify the rezone and identify an adequate replacement site(s) that will provide the minimum number of units by income level for accommodating the City's RHNP Allocation and is developable during the term of the Housing Element planning period.

Primary Responsibility: Community Development Director

Time Frame: Ongoing as needed

Housing Development for All Economic Segments

Policy 2.A.5 The City shall encourage private and nonprofit housing builders and developers to participate in federal, state or other programs that assist in

providing and maintaining housing affordable to lower income and special needs groups consistent with the General Plan and development regulations.

Policy 2.A.5 The City shall participate, whenever eligible, in federal, state or other programs that assist in providing and maintaining housing affordable to lower income and special needs groups.

Policy 2.A.7 The City shall continue to work cooperatively with neighboring cities, Yolo County and the Sacramento Area Council of Governments (SACOG) to ensure that the region addresses its fair share of affordable housing.

Policy 2.A.8 The City shall cooperate with and seek the advice of developers, builders, financial institutions, community groups, nonprofit agencies, and interested citizens on housing needs and the solutions to housing problems consistent with the City's General Plan and development regulations.

Policy 2.A.9 The City shall continue to promote infill housing development in appropriate locations.

Policy 2.A.10 The City shall allow housing options that allow residents to age in place such as multi-generational housing.

Program 2.A.4 The City shall continue to cooperate with and advise developers in the use of the City's Density Bonus Incentive Program as contained in Section 25-21-25 of the Zoning Ordinance. Bonus incentives are available to developers for including lower income units in their projects. The City will provide a one-page fact sheet that summarizes the Program and options of density bonuses for distribution to developers at the City's permit counter.

Primary Responsibility: Community Development Department

Time Frame: Prepare fact sheet within 90 days after adoption of Housing Element; otherwise, ongoing

Program 2.A.5 The City shall continue to cooperate with Yolo County, other cities in the County, and actively work with affordable housing developers interested in multi-family housing bonds.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Program 2.A.6 The Planning Commission shall hold a meeting each year to review accomplishments in implementing the Housing Element and document these accomplishments in a staff report or memo to the City Council.

Primary Responsibility: Community Development Department

Time Frame: Annually

- Program 2.A.7** The City shall seek funds to provide financing to assist housing construction of lower income units, and moderate-income units that serve special needs groups. Funding sources may include HOME, CalHome, and other Federal and State sources.

Primary Responsibility: Community Development Department

Time Frame: Annually

- Program 2.A.8** The City shall allocate CDBG funds for the provision of extremely low-income units, very low-income units, low-income units, and moderate-income housing units. The City shall identify sites, establish partnerships, and pursue CDBG funds.

Primary Responsibility: Community Development Department

Time Frame: Annually

- Program 2.A.9** The City shall continue to offer incentives to developers of affordable housing such as: 1) waiver and/or deferral of all or a portion of City development fees; 2) waiver or modification of City development standards; or 3) assistance in obtaining federal, state, or local financing and/or subsidies, as codified in Section 6A-3-30 (Affordable Housing - Incentives) of the Municipal Code.

Primary Responsibility: Community Development Department

Time Frame: Ongoing on a case-by-case basis

- Program 2.A.10** The City shall amend zoning consistent with Health and Safety Code Section 17021.5 and 17021.6 to further facilitate housing for farmworkers. Other programs to facilitate the development of affordable housing may include fee waivers and reduced development standards. Financial and technical assistance will be sought from HCD's Office of Migrant Services, the Joe Serna Jr. Farmworker Housing Grant Program, the California Tax Credit-Allocation Committee's Farmworker Housing Assistance Program, and the USDA Rural Development Program.

Primary Responsibility: Community Development Director

Time Frame: Within 12 months following adoption of the updated General Plan; provide financial and technical assistance annually, as needed

Program 2.A.11 The City shall continue to require the provision of affordable housing as a component of market-rate projects, as codified in Chapter 6A of the Municipal Code. The City shall continue to implement the affordable housing requirements of South East Area Specific Plan as applicable. The City shall continue to implement the affordable housing requirements of the Spring Lake Specific Plan as applicable. The City shall monitor and annually report on the number of affordable ownership units constructed and converted to unrestricted market-rate units.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Homeless, Transitional, and Special Needs Housing

Policy 2.A.11 The City shall periodically review homeless, transitional housing, and other special housing needs with Yolo County and other cities in the county, and participate in coordinated programs with other public agencies and nonprofit organizations to meet identified needs.

Program 2.A.12 The City shall continue to facilitate the provision of emergency shelter services through its participation in the countywide Homeless Coordination Project that provides services to the homeless in Yolo County. The Project includes Homeless Coordination and the Cold Weather Shelter.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Program 2.A.13 The City shall pursue grant and loan funding opportunities from federal, state, and other agencies and coordinate with other agencies and nonprofit organizations for the provisions of different sizes, scales, and types of housing, including transitional housing, efficiency units, housing with supportive services, and other special-needs housing consistent with policies in the Land Use and Community Design Element.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Program 2.A.14 The City shall continue to support the services of Yolo County's Homeless Coordinator.

Primary Responsibility: Homeless Coordinator

Time Frame: Ongoing

Program 2.A.15 The City shall consider options to allow Residential Care Homes with more than six mentally disordered or otherwise handicapped persons or dependent and neglected children as a permitted use in the Multiple-Family Residential Zone (R-M).

Primary Responsibility: Community Development Director

Time Frame: Within 12 months following adoption of the updated General Plan

I.3 Maintenance of Housing

GOAL 2.B

To encourage the preservation, maintenance and improvement of existing housing and the replacement of unsafe or dilapidated housing.

POLICIES

Housing Rehabilitation

Policy 2.B.1 The City shall continue to support rehabilitation of substandard residential units using federal and state subsidies for lower income households.

Program 2.B.1 The City shall periodically review its eligibility for various federal and state programs that will provide rehabilitation and maintenance assistance for lower income units and special needs groups. The City shall submit applications for programs for which the City is eligible, as appropriate.

Primary Responsibility: Community Development Department

Time Frame: Annually

Housing Code Compliance

Policy 2.B.2 The City shall continue to implement a code compliance program to ensure repair, rehabilitation, or demolition of unsafe or dilapidated housing.

Policy 2.B.3 The City shall periodically conduct a sample survey of housing conditions in targeted neighborhoods based on code enforcement records to identify substandard residential units.

Program 2.B.2 The City shall continue to periodically gather information regarding the status of local housing conditions to determine the need for housing rehabilitation and/or the removal of unsafe units. A housing condition

survey that meets the criteria of the state Department of Housing and Community Development will be conducted in targeted neighborhoods.

Primary Responsibility: Community Development Department

Time Frame: Every 5 years

Program 2.B.3 The City shall continue to include funds in its operating budget for code compliance and nuisance abatement programs.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Housing Retention

Policy 2.B.4 The City shall continue to support a mixture of residential and commercial uses in the downtown area that will allow housing to be retained or re-established.

Program 2.B.4 The City shall continue to implement the Downtown and East Street Corridor Specific Plans to encourage the preservation of existing housing in the downtown area and East Street Corridor, the conversion of underutilized upper floors of commercial buildings to housing, and construction of infill mixed-use housing projects with street-level commercial uses. The City shall monitor and annually report on the number of housing units constructed as part of infill and mixed-use projects in these specific plan areas.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Housing Preservation

Policy 2.B.5 The City shall continue to monitor and work with owners of subsidized rental housing projects to ensure that they remain affordable to lower-income households or are replaced if converted to market rate housing.

Program 2.B.5 No later than one year prior to expiration of affordability, the City will contact property owners of units at-risk of converting to market rate housing to discuss the City's desire to preserve complexes as affordable housing. The City will seek participation from agencies interested in purchasing and/or managing units at-risk. Funding assistance, which can be leveraged with outside sources by the developer to either transfer ownership, or provide rent subsidies to maintain affordability, shall utilize applicable federal, state, and local financing sources. Where properties are

at risk of conversion, the City will work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Policy 2.B.6 The City shall promote greater energy conservation and efficiency in existing housing as a preservation strategy.

Program 2.B.6 The City shall continue to strive for greater energy conservation in existing residential development. CDBG monies are available for energy efficiency work as a part of the local housing rehabilitation program. Additionally, the City will continue to provide information to residents regarding available home rehabilitation programs, and increase public awareness of self-help and rehabilitation programs through outreach.

Primary Responsibility: Community Development Director

Time Frame: Ongoing

I.4 Equal Opportunity in Housing

GOAL 2.C

To assure that housing opportunities are open to all without regard to income, source of income, marital status, familial status, age, sex, sexual orientation, religion, creed, color, race, national origin, ancestry, or disability.

POLICIES

Policy 2.C.1 The City shall ensure that local regulations and programs related to equal opportunity in housing are consistent with state and federal law.

Program 2.C.1 The City shall continue to distribute Fair Housing brochures and booklets indicating what the Fair Housing laws are and where advice, assistance and enforcement activities can be obtained. The City will provide this information to any person who feels they have been discriminated against in acquiring housing within the City and to any housing provider who requests such information. Information will be made available at the City's website and at the City's Homebuyer Education Seminars. These efforts will also focus on special needs population groups that might face housing discrimination, such as farmworkers and persons with disabilities.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Policy 2.C.2 The City shall promote housing programs that maximize equal opportunity and avoid economic segregation.

Program 2.C.2 The City shall support an Annual Fair Housing Open House for rental property owners and various social services organization and agencies to discuss mechanisms to evaluate tenant applications according to fair housing law.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Program 2.C.3 The City shall continue to provide individuals with disabilities reasonable accommodation in rules, policies, practices and procedures that may be necessary to ensure equal access to housing pursuant to the Reasonable Accommodations for Persons with Disabilities provisions of Section 25.21.85 of the Municipal Code

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Program 2.C.4 The City shall continue to implement measures to encourage developers to apply universal design principles in new housing developments so that housing units and the neighborhoods in which they are located are as accessible as possible to all individuals, regardless of age or abilities. Such measures include density bonuses, fee reductions/deferrals, or other incentives.

Responsibility: Community Development Department

Time Frame: Ongoing

Program 2.C.5 The City shall increase its educational outreach efforts by providing fair share housing information in English and Spanish whenever feasible. Financial and technical assistance may be sought from California Rural Legal Assistance, the Farmworker Justice Fund, the USDA Rural Development Program, and HCD's Office of Migrant Services.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Program 2.C.6 The City shall continue to ensure that relocation assistance is provided to tenant relocated as a result of removal of housing, in compliance with the federal Housing and Community Development Act of 1974

Primary Responsibility: Community Development Director

Time Frame: Ongoing as needed

Policy 2.C.4 The City shall continue to fund and support the City's Fair Housing Hotline Program.

Program 2.C.7 The City shall affirmatively further fair housing by contracting with the Fair Housing Hotline Project provided through Legal Services of Northern California.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Policy 2.C.4 The City shall support housing discrimination case processing and enforcement of Fair Housing laws through the State Department of Fair Employment and Housing.

Program 2.C.4 The city shall refer fair housing complaints to the Fair Housing Hotline Project provided through Legal Services of Northern California and State Department of Fair Employment and Housing for resolution.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

1.5 Energy Conservation and Sustainable Housing Development

GOAL 2.D

To establish development and construction standards which encourage energy conservation and sustainable development practices in residential development.

POLICIES

Policy 2.D.1 The City shall encourage innovative site designs and orientation techniques, which incorporate passive and active solar designs and natural cooling techniques, low impact development practices, and water conserving features.

Policy 2.D.2 The City shall promote infill development, adaptive reuse, mixed-uses in new development, and densification where possible

Program 2.D.1 The City shall consider citywide application of energy conservation policies in the Spring Lake Specific Plan. These policies include but are not limited

to the use of energy efficient air conditioners, light-colored roofing materials, photovoltaic energy systems, and Energy Star appliances. The City shall monitor and report on the number of housing units constructed with energy efficiency features that exceed the requirements of the CalGreen Code.

Primary Responsibility: Community Development Director

Time Frame: FY 2014 / 2015. Monitor and report to the City Council every five years, as a part of the implementation of the Climate Action Plan.

Program 2.D.2 Through its General Plan, Zoning Code, and Climate Action Plan, the City shall promote infill development, including affordable housing, in proximity to services, transit, pedestrian and bicycle facilities, and other urban amenities; mixed use of commercial areas – including upstairs spaces in the downtown area (e.g., uses including retail, entertainment, services, and residential); and redevelopment of vacant or underutilized lots with buildings, including second stories for retail, residential, or office uses.

Primary Responsibility: Community Development Director

Time Frame: FY 2014 / 15 and ongoing

Policy 2.D.3 The City shall continue to promote energy-conserving construction pursuant to the CalGreen Code and Title 24 of the California Code of Regulations (California Building Code Standards).

Policy 2.D.4 The City shall promote energy conservation through education and outreach programs.

Policy 2.D.5 The City shall promote opportunities for use of solar energy.

Program 2.D.3 The City shall continue to promote residential energy conservation practices pursuant to the Title 24 provisions of the California Building Code Standards, including the provisions for sustainable construction and development practices that are contained in the CalGreen Code.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Program 2.D.4 The City shall coordinate with Pacific Gas & Electric, community-based organizations, other public agencies to provide public education and outreach on energy conservation. Specific actions related to energy conservation will be coordinated through the Climate Action Plan.

Primary Responsibility: Community Development Department

Time Frame: Ongoing

Policy 2.D.5 The City shall promote a weatherization and retrofit program for existing housing units that fall below current state performance standards for energy efficiency.

Program 2.D.5 The City shall encourage the continued affordability of both rental and ownership housing by encouraging energy conservation in all existing development.

Primary Responsibility: Community Development Director

Time Frame: Ongoing

2 Background Data

2.1 Introduction

State Housing Law (Government Code Section 65583) requires that a “housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community”.

Senate Bill 375 changed the housing element update schedule from five years to eight years to align with the update schedule for regional transportation plans, and includes new penalties for not meeting the mandated adoption deadline. This 2013-2021 Housing Element document is an update of the Housing Element previously adopted by the City of Woodland in 2009 and it also documents development that occurred during this period.

The assessment and inventory includes all of the following:

- Analysis of population and employment trends, documentation of projections, and a quantification of Woodland’s existing and projected housing needs for all income levels. This includes Woodland’s share of the regional housing need in accordance with Section 65584 of the Government Code.
- Analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.
- An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning, public facilities, and city services to these sites.
- Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures.
- Analysis of potential and actual non-governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

- Analysis of any special housing needs, such as those persons with developmental disabilities, elderly, large families, farm workers, the homeless, and families with female heads of households.
- Analysis of opportunities for energy conservation with respect to residential development.
- An evaluation of accomplishments under the 2009 adopted Housing Element.

The Background Data provided in Section 2 of the Housing Element includes demographic and employment information that is used to identify the City's housing needs. The Goals, Policies, and Implementation Programs presented in Section 1 describe the actions that the City will take to meet its housing needs.

Housing is influenced by local growth rates, interest rates, employment levels, and other economic variables. Affordable housing challenges have resulted as the gap between housing costs and household income levels widen. Traditionally, housing costs throughout California have increased at a rate greater than the household income levels. However, this trend changed in 2008 as the national economy and the housing market across the United States had undergone a dramatic turnaround. Due to the accessibility of credit and risky mortgage lending practices during the previous housing element report period, the country experienced insupportable home price inflation, and, subsequently, a rise in mortgage defaults and foreclosures nationwide, which has led to a current excess of available properties, and a tightening of the credit market.

The City of Woodland, along with the region, experienced the impact of the changing economy. The median home price in Woodland dropped substantially during the last planning period. New housing construction dropped to its lowest level in decades. The housing market is slowly improving in the Sacramento region, including Woodland, and is expected to continue to improve during the first half of this housing element cycle. At the same time, housing affordability has increased for ownership housing due to the drop in home values and historically low interest rates. Conversely, many former homeowners are now renters, and rental costs have not dropped significantly relative home prices.

At the state level, Redevelopment Agencies were eliminated as of February 1, 2012 as a way to help balance the State Budget. In June 2011, all new RDA activities were suspended and assets were to be liquidated. Some debts and remittances are managed by a successor agency. However, the successor agency cannot continue or initiate any new redevelopment projects or programs. The activities of this new successor agency are overseen by an oversight board, comprised primarily of representatives of other taxing agencies, until such time as the remaining debts of the former redevelopment agency are paid off, or all Agency assets liquidated and all property taxes are redirected to local taxing agencies. The 20% set aside funds for affordable housing purposes is no longer available. With the elimination of Woodland's Redevelopment Agency (RDA), funding housing projects will be more challenging this planning period.

2.2 Housing Needs Assessment

DEMOGRAPHIC AND EMPLOYMENT CHARACTERISTICS AND TRENDS

The 2013 City of Woodland Housing Element is an update to the 2009 Housing Element, which relied primarily on 2000 U.S. Census and State of California, Department of Finance (DOF) data. This update uses data from the previous Housing Element where applicable, along with the 2010 Census data and population, housing, and employment data published by DOF and the Sacramento Area Council of Governments (SACOG).

The data for Woodland is presented alongside comparable data for Yolo County and California where possible. This facilitates an understanding of Woodland's characteristics by illustrating how the City's demographics are similar to, or differ from, the county and state.

General Characteristics and Trends

As shown in Table 2-1, Woodland's population grew modestly, 12.9 percent between 2000 and 2010, compared to 19.1 percent for Yolo County (Table 2-1)

Woodland's median age was 33.7 in 2010, lower than the California median of 34.7 years but higher than Yolo County's median of 30.4 years. The higher median age is consistent with Woodland's larger percentage of family households with children compared to Yolo County as a whole.

Table 2-1 Population and Household Trends for Woodland and Yolo County 2000-2010

	City of Woodland			Yolo County		
	2000	2010	Increase 2000– 2010	2000	2010	Increase 2000– 2010
Population	49,151	55,468	12.9%	168,660	200,849	19.1%
Median Age	32.4	33.7	4%	29.5	30.4	3.1%
Total Households	16,751	18,721	11.8%	59,375	70,872	19.4%
Household Population	48,361	54,483	12.7%	161,145	194,140	20.5%
Group Quarters Population	790	985	24.7%	7,515	6,709	-10.7%
Persons Per Household	2.89	2.91	0.02	2.71	2.74	0.03
Housing Units	17,101	19,845	16%	61,587	74,224	20.5%

Note: All figures have been rounded.

Source: SACOG Housing Element Data Profiles Dec 2012 (Tables 1-3, 8-9)

Table 2-2 compares 2010 Census data for a variety of demographic characteristics including age, sex, and race and ethnicity for Woodland and Yolo. One notable demographic change in Woodland is the increase of the Hispanic population, 47.4% of the total population, up from 38.8% in 2000. By comparison, the Hispanic proportion of the County's population increased to 30.3% in 2010 from 25.9% in 2000.

Table 2-2 Woodland and Yolo County Age, Sex, and Race and Ethnicity

<i>2010</i>					
<i>Woodland</i>			<i>Yolo County</i>		
<i>Age distribution</i>	<i>Number</i>	<i>Percent</i>	<i>Age distribution</i>	<i>Number</i>	<i>Percent</i>
Under 5	4,360	7.9%	Under 5	12,577	6.3%
5-9	4,067	7.3%	5-9	12,235	6.1%
10-14	4,120	7.4%	10-14	12,693	6.3%
15-19	4,273	7.7%	15-19	19,318	9.6%
20-24	3,987	7.1%	20-24	27,185	13.5%
25-34	7,930	14.3%	25-34	28,168	14%
35-44	7,324	13.2%	35-44	23,913	11.9%
45-54	7,559	13.6%	45-54	24,830	12.3%
55-59	3,214	5.8%	55-59	11,193	5.8%
60-64	2,610	4.7%	60- 64	8,966	4.5%
65-74	3,083	5.6%	65-74	10,570	5.3%
75-84	1,888	3.4%	75-84	6,227	3.1%
85+	1,053	1.9%	85+	2,974	1.5%
Total	55,468	100%	Total	200,849	100%
Median Age	33.7	-	Median Age	30.4	-
<i>Sex</i>			<i>Sex</i>		
Male	27,317	49.2%	Male	97,935	48.8%
Female	28,151	50.8%	Female	102,914	51.2%
<i>Race/Ethnicity³</i>			<i>Race/Ethnicity³</i>		
Not Hispanic White	23,368	42.1%	Not Hispanic White	100,240	50.0%
Not Hispanic Black or African American	708	1.3%	Not Hispanic Black or African American	4,752	2.4%
Not Hispanic American Indian and Alaska Native	332	0.6%	Not Hispanic American Indian and Alaska Native	1,098	0.5%
Not Hispanic Asian	3,385	6.1%	Not Hispanic Asian	25,640	12.8%
Not Hispanic Native Hawaiian and Other Pacific Islander	141	0.1%	Native Hawaiian and Other Pacific Islander	817	0.4%
Not Hispanic Some other race	62	0.1%	Not Hispanic Some other race	443	0.2%
Not Hispanic 2Plus	1,183	2.1%	Not Hispanic 2Plus	6,906	3.4%

Table 2-2 Woodland and Yolo County Age, Sex, and Race and Ethnicity

<i>2010</i>					
<i>Woodland</i>			<i>Yolo County</i>		
Hispanic	26,289	47.4%	Hispanic	60,953	30.3%
Total	55,468	100.0%	Total	200,849	100%

Note: All figures have been rounded.

Source: SACOG Housing Element Data Profiles Dec 2012 (Table 4)

The U.S. Census divides households into two different categories, depending on their composition. Family households are those that consist of two or more related persons living together. Non-family households include persons who live alone or in groups composed of unrelated individuals. As shown in Table 2-3, Woodland had a larger percentage of family households (70.7 percent) than Yolo County (62.0 percent). Additionally, it also had fewer non-family households equaling 29.3 percent of the total units, compared to the County's 38.0 percent. In both Woodland and Yolo County, the percentage of non-family households increased. The change in household type may reflect the trend of non-family members living together due to the economy.

Table 2-3 Woodland and Yolo County Household Type

<i>Woodland</i>			<i>Yolo County</i>		
<i>Household Type</i>			<i>Household Type</i>		
Families	13,631	71%	Families	42,850	62%
Non-Families	5,683	29%	Non-Families	26,536	38%
Total	19,314	100%	Total	69,386	100%

Note: All figures have been rounded.

Source: U.S. Census Bureau 2006-2010 American Community Survey 5-Year Estimate

Table 2-4 shows the distribution of households according to their 2010 incomes for Woodland and Yolo County. Woodland's median income was about 97% of the median income countywide, and Woodland had a significantly lower percentage of households in the both the lowest and highest income categories.

Table 2-4 Household Income Distribution for Woodland and Yolo County

	<i>Woodland</i>		<i>Yolo County</i>	
	<i>Households</i>	<i>Percent</i>	<i>Households</i>	<i>Percent</i>
Less than \$24,999	3,818	19.8%	15,763	22.7%
\$25,000 to \$49,999	4,827	25.0%	14,945	21.5%
\$50,000 to \$74,999	3,882	20.1%	12,143	17.5%
\$75,000 to \$99,999	2,578	13.3%	8,202	11.8%
\$100,000 or more	4,209	21.8%	18,333	26.4%
Total Households	19,314	100.0%	69,386	100.0%
Median Household Income	\$55,406	-	\$57,077	-

Note: All figures have been rounded.

Source: SACOG Housing Element Data Profiles Dec 2012 (Tables 11 and 12)

Employment Characteristics

The City of Woodland estimates that its civilian labor force is approximately 28,000 workers. According to the data provided by SACOG (2006-2010 ACS data), the City of Woodland has 25,291 persons in the civilian labor force (age 16 years and over) employed (Table 2-5). Approximately 5% work in the Agriculture, forestry, fishing, hunting and mining category. The largest employment sector of 23% is in the Educational, health, and social services category which saw an annual increase of 2.5%. Between 2000 and 2010, Woodland saw declines in employment in the Wholesale, Information, and Manufacturing sectors (Table 2-5).

Table 2-5 Employment by Industry

	<i>2006-2010 Jobs of Resident Population</i>	<i>Percent</i>	<i>Annual Percentage Change from 2000 Census</i>
Employee Civilian population 16 years and over	25,291	100.0%	1.7%
Agriculture, forestry, fishing and hunting and mining	1,260	5.0%	3.7%
Construction	2,002	7.9%	2.1%
Manufacturing	1,258	5.0%	-3.1%
Wholesale	743	2.9%	-4.8%
Retail Trade	3,553	14.0%	2.2%
Transportation and warehousing and utilities	1,108	4.4%	-0.4%
Information	262	1.0%	-4.4%
Finance, insurance, real estate, and rental and leasing	1,612	6.4%	4.1%
Professional, scientific, management, administrative, and waste management services	2,391	9.5%	3.2%
Educational, health, and social services	5,793	22.9%	2.5%
Arts, entertainment, recreation, accommodation, and food services	2,130	8.4%	5.8%
Other services (except public administration)	1,239	4.9%	2.7%
Public administration	1,940	7.7%	4.0%

Source: SACOG Housing Element Data Profiles Dec 2012 (Table 6)

According to the California Employment Development Department (EDD), Yolo County's labor force was 97,500 in June 2012 (EDD 2012). Of that total, EDD estimated that 86,900 were employed and 10,600 were unemployed. Yolo County's 10.8% unemployment rate was nearly the same as the state rate of 10.7%. The City of Woodland's December 2012 unemployment rate was 13.7 percent (BAE 2013).

Potential Population Change and Job Growth Impacts on Housing Need

Table 2-6 is the Sacramento Area Council of Governments (SACOG) summary of projected population, households, housing units, and employment for Woodland during the 2008-2035 period. The projected annual average growth rate for population, households, housing units and employment in Woodland during the 2008-2035 period is about 1 to 1.2 percent.

Table 2-6 Summary of Population, Employment, and Housing Projections for Woodland, 2008-2035

	2008	2020	2035	Projected Average Annual Change 2008-2035
Population	50,379	56,040	66,041	1.2%
Households	18,143	21,053	23,347	1.1%
Housing Units	19,238	21,518	24,452	1.0%
Total Employment	26,243	29,399	33,368	
Jobs/Household Ratio	1.3	1.4	1.5	-

Source: SACOG Housing Element Data Profiles Dec 2012 (Table 6) and SACOG staff

EXISTING HOUSING NEEDS

Housing Stock Characteristics and Conditions

This section describes the housing characteristics and conditions that affect housing needs in Woodland. Important housing stock characteristics include housing type, vacancy rates, tenure, condition, age and affordability. Table 2-7 presents data on the housing stock in Woodland and Yolo County in 2010. The table breaks out the total housing stock by type. As shown in this table, the majority of housing in Woodland during 2010 was single-family detached housing, which accounted for 63 percent of all units. This is a larger proportion of the total in the State overall, where only 58 percent of all units are single-family detached. With 59 percent of single-family detached units in 2010, Yolo County has a higher proportion of single-family detached units than the State, but slightly lower than Woodland.

Multi-family units (units in structures that contain two or more units) comprised the next largest segment of Woodland's housing stock, approximately 28 percent of the total. This proportion of multifamily units is slightly lower than that in both Yolo County at 29 percent and the State at 30 percent. The proportion of mobile home units (2.6%) is higher than Yolo County (1.7%) as a whole, but lower than the State (4.1 percent).

Table 2-7 Housing Units by Units in Structure for Woodland and Yolo County

City/County	Total Housing Units	SF Detached	SF Attached	2-4 units	5+	Mobile Homes
Woodland	19,845	12,633	1,313	1,151	4,067	681
Yolo County	74,224	42,980	5,032	4,810	17,674	3,728

Note: All figures have been rounded.

Source: SACOG Housing Element Data Profiles Dec 2012 (Table 21) and Table E-5 City/County Population and Housing Estimates 1/1/2012

The proportion of the housing stock by unit type (e.g., single-family versus multifamily) does not equate to tenure (owner versus renter) because some single-family homes are renter-occupied and some multifamily units may be owner-occupied. The rate of home ownership in Woodland was 55.9 percent in 2010, slightly higher than the 52.8 percent in Yolo County (Table 2-8, below). Table 2-8 suggests that a significant portion of the single-family housing

stock in Woodland is rented, as there are few multifamily units in Woodland that are individually owned (such as Palmwood Condominiums). The percentage of homeownership in Woodland declined by 2.6 percent between 2000 and 2010, compared to a much smaller decline of 0.3 percent in Yolo County. The decline in Woodland may be due, in part, to foreclosure trends, in which some foreclosed homes became investor-owned rentals.

Table 2-8 Woodland and Yolo County Housing Tenure

<i>Woodland</i>			<i>Yolo</i>		
<i>Household Tenure</i>			<i>Household Tenure</i>		
Owner	10,472	55.9%	Owner	37,416	52.8%
Renter	8,249	44.1%	Renter	33,456	47.2%
Total	18,721	100.0%	Total	70,872	100%

Note: All figures have been rounded.

Source: SACOG Housing Element Data Profiles Dec 2012 (Table 9)

Table 2-9 shows the number of vacant units by vacancy status. It is important to note that these counts include all vacant units, including those units held vacant for seasonal use; not all of the vacant units are actually offered for sale or for rent. Woodland is shown as having an overall 5.5 percent vacancy rate in 2010, compared to 2.16 percent in 2006. Yolo County experienced a similar vacancy rate of 5.6 percent in 2010.

However an “effective” vacancy rate of approximately 5 percent for rentals and 2 percent for ownership is considered optimum for housing supply/demand pricing, taking into account the higher mobility rate for renters versus homeowners. The effective vacancy rate does not consider vacant housing units that are not available for sale or rent. When considering only vacant housing units being offered for sale or rent, the effective vacancy rate for owner-occupied homes was 2.1 percent, within the optimum range. The effective vacancy rate for rental dwellings was 6.5 percent, indicating that rental housing was readily available.

Table 2-9 Vacancy Status for Woodland and Yolo County

<i>City/County</i>	<i>Total</i>	<i>For Rent</i>	<i>For Sale only</i>	<i>Rented or Sold, not occupied</i>	<i>For Seasonal, recreational, or occasional use</i>	<i>For migrant workers</i>	<i>Other Vacant</i>
Woodland	1,085	534	218	67	49	0	217
Yolo County	4,182	1,774	734	279	454	76	865

Note: All figures have been rounded.

Source: SACOG Housing Element Data Profiles Dec 2012 (Table 22)

The U.S. Census provides only limited data that can be used to infer the condition of Woodland’s housing stock. In most cases, the age of a community’s housing stock is a good indicator of the likely condition of the housing stock. According to the 2010 Census data shown in Table 2-10 (below), 13.8 percent of Woodland’s 2010 housing stock was less than ten years old. Approximately 55 percent of the stock is less than 30 years old. As a general rule, structures older than 30 years begin to show signs of deterioration and require active

maintenance to maintain good condition and property value. Maintaining and improving housing quality is an important goal for the City.

In 2007, the City's Community Development Department contracted with Willdan to conduct a housing conditions survey as a part of the City's previous Housing Element update. The majority of the existing house stock was considered to be in good to fair condition, with about 24 percent of houses rated "poor" (significant structural and/or cosmetic repairs needed) or "needs improvement" (minor repairs needed).

Based on the age of the housing stock and the results of the previous study, the City estimates at least 25 percent of the housing stock (4,978 units) is in need of some type of rehabilitation.

Table 2-10 Age of Woodland Housing Stock

<i>Age of Structure</i>		
<i>Year Structure Built</i>	<i>All Housing Units</i>	<i>Category as Percentage of Total</i>
2005-2010	1,399	7.0%
2000-2004	1,345	6.8%
2000-2010 Sub-Total	2,744	13.8%
1999 to March 2000	265	1.3%
1995 to 1998	1,204	6.1%
1990 to 1994	1,250	6.3%
1980 to 1989	3,394	17.1%
1970 to 1979	4,485	22.6%
1960 to 1969	2,469	12.4%
1940 to 1959	2,624	13.2%
1939 or earlier	1,410	7.1%
Sub-Total 1900-2000	17,101	86.2%
TOTAL	19,845	100%

Note: All figures have been rounded.

Source: SACOG Housing Element Data Profile (Table 17)

Overpayment

One of the major barriers to housing availability is the cost of housing relative to income levels. In order to provide housing to all economic levels in the community, a wide variety of housing types should be available at a range of prices. Housing affordability is dependent on income and housing costs. According to the US Department of Housing and Urban Development (HUD) and the California Department of Housing and Community Development, a household is considered to be overpaying when 30% or more of its gross income is spent on rental or mortgage costs. Severe housing cost burden occurs when a household pays more than 50% of its income on housing. The prevalence of overpayment varies significantly by income, tenure, household type, and household size.

Of the 22.8 percent of total occupied units with owners/renters paying 30-50 percent of their income for housing, 58.5 percent of the households were in the Extremely Low, Very Low and Low income categories. Of the 17.0 percent of the total occupied units with owners/renters paying 50 percent or greater of their income for housing, 89.3 percent of the households were in the Extremely Low, Very Low and Low income categories (Tables 2-11 and 2-12).

Table 2-11 Woodland Households Paying 30-50% of Income for Housing

	<i>Total</i>	<i>Owner</i>	<i>Renter</i>
All Occupied Units	18,445	--	--
Total Paying 30-50%	4,205	2,215	1,990
Extremely Low Income	405	90	315
Very Low Income	870	100	770
Low Income	1,185	460	725
Moderate Income	390	295	95
Above Moderate Income	1,355	1,270	85

SACOG Housing Element Data Profile Dec 2012 (Table 14)

Table 2-12 Woodland Households Paying More than 50% of Income for Housing

	<i>Total</i>	<i>Owner</i>	<i>Renter</i>
All Occupied Units	18,445	--	--
Total Paying 30-50%	3,140	1,450	1,690
Extremely Low Income	1,345	280	1,105
Very Low Income	765	320	445
Low Income	655	575	80
Moderate Income	220	190	30
Above Moderate Income	115	85	30

SACOG Housing Element Data Profile Dec 2012 (Table 15)

Overcrowding

SACOG provides overcrowding data, expressed as the number of persons per room in occupied housing units. The Census includes living rooms, dining rooms, bedrooms, kitchens, finished attics and basements, family rooms, offices and permanently enclosed porches in the definition of a "room". A housing unit with more than 1 person per room is considered overcrowded, and a housing unit with 1.5 or more people per room is severely overcrowded.

In Woodland, 93.8 percent of the occupied housing units had less than 1 person per room during the 2005-2009 period. 6.2 percent of units were overcrowded, including 360 owner-occupied and 620 renter-occupied units. 45 owner-occupied and 115 renter-occupied units

were severely overcrowded. While Woodland saw a 0.9 percent decrease overall in overcrowding from the previous planning period, the data indicates a need for additional adequately-sized units that are affordable particularly for renters. Table 2-13 presents overcrowding data for Woodland.

Table 2-13 Number of Households In Woodland by Tenure With Overcrowding Conditions

<i>Total Occupied Units</i>	<i>Owner occupied units</i>		<i>Renter occupied units</i>	
	<i>Over-crowded/Severely</i>	<i>Over-crowded</i>	<i>Over-crowded/Severely</i>	<i>Over-crowded</i>
18,445	360	45	620	115

Source: SACOG Housing Element Data Profiles Dec 2012 (Table 16)

Large Families

According to Table 2-14, there were 3,086 large families (five or more members) living in family households in Woodland in 2010. This total accounts for 16.2 percent of the total number of family households. It is notable, that in 2000, 11.4 percent of families had five or more people. This increase may reflect the trend of extended family members sharing housing for reasons of economic need.

Table 2-14 2010 Tenure by Household Size Owner and Renter Occupied

		<i>1-person</i>		<i>2-person</i>		<i>3-person</i>		<i>4-person</i>		<i>5-person</i>		<i>6-person</i>		<i>7+person</i>	
		<i>Household</i>		<i>household</i>		<i>household</i>		<i>household</i>		<i>household</i>		<i>household</i>		<i>household</i>	
#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Owner Occupied															
10,742	100%	1,914	18.3%	3,452	33.0%	1,784	17%	1,699	16.2%	851	8.1%	428	4.1%	344	3.3%
Renter Occupied															
8,249	100%	2,183	26.5%	1,904	23.1%	1,404	17%	1,295	15.7%	773	9.4%	394	4.8%	296	3.6%

SACOG Housing Element Data Profiles Dec 2012 (Table 8)

Housing Costs Compared to Ability to Pay

The ability to pay for housing is a function of housing cost and other essential living expenses in relation to household income. The State of California uses common definitions of income levels and affordability for various housing and community development programs to provide a uniform basis of measuring income and ability to pay. The State definitions closely align with federal definitions used by the Department of Housing and Urban Development, but include a different measure of “moderate income.” For the purpose of this Housing Element, the state definitions are used and shown below in Table 2-15. Since above-moderate income households do not generally have problems in locating affordable units, affordable units are frequently defined as those reasonably priced for households that are low- to moderate-income.

Table 2-15 Housing Income Limit Definitions

Extremely Low-Income Households have incomes less than 30% of the median income for Yolo County as established by HUD. A household of four is considered to be very low-income in Yolo County if its 2012 combined income is \$23,050 or less.

Very Low-Income Households have incomes between 30% and 50% of the median income. A household of four is considered to be very low-income in Yolo County if its 2012 combined income is \$38,450 or less.

Low-Income Households have incomes between 50% and 80% of the median income. A household of four is considered to be low-income in Yolo County if its 2012 combined income is \$61,500 or less.

The Median-Income is the point where half of households earn more and half earn less. Yolo County's 2012 median income for a household of four is \$76,900.

Moderate-Income Households have incomes between 80% and 120% of the median income. A household of four is considered to be moderate-income in Yolo County if its 2012 combined income is \$92,300 or less.

Above-Moderate-Income Households have incomes above 120% of the median income. A household of four is considered to have above-moderate-income if its 2012 combined income exceeds \$92,300.

Source: State Income Limits for 2012 Department of Housing and Community Development February 1, 2012 Memorandum

Table 2-16 shows the 2010 income limits for Extremely Low-, Very Low-, Low-, Median-, and Moderate-Income households, and compares these income limits to affordable rent and purchase prices. Tables 2-17 and 2-18 present recent rental cost information (median gross rents and apartment rental rates). These tables show that median gross rents are generally within the range of affordability for households earning 80 percent or more of the Yolo County median income, but are not affordable for low-, very-low or extremely low-income households.

Table 2-16 City of Woodland Ability to Pay for Housing for Very Low, Low, and Moderate Income Households, and Fair Market Rents

	<i>Studio</i>	<i>1 Bedroom</i>	<i>2 Bedroom</i>	<i>3 Bedroom</i>	<i>4 Bedroom</i>	<i>5 Bedroom</i>
Number of Persons	1	2	3	4	5	6
Extremely Low-Income Households at 30% of 2012 Median Family Income						
Income Level	\$16,150	\$18,450	\$20,750	\$23,050	\$24,900	\$26,750
Max. gross rent ¹	\$404	\$461	\$519	\$576	\$623	\$669
Max. purchase price at 5% down ²	\$66,264	\$75,701	\$85,138	\$94,575	102,166	\$109,756
Max. purchase price at 20% down ³	\$79,685	\$91,033	\$102,381	\$113,729	\$122,857	\$131,985

Table 2-16 City of Woodland Ability to Pay for Housing for Very Low, Low, and Moderate Income Households, and Fair Market Rents

	<i>Studio</i>	<i>1 Bedroom</i>	<i>2 Bedroom</i>	<i>3 Bedroom</i>	<i>4 Bedroom</i>	<i>5 Bedroom</i>
Number of Persons	1	2	3	4	5	6
Very Low-Income Households at 50% of 2012 Median Family Income						
Income Level	\$26,950	\$30,800	\$34,650	\$38,450	\$41,550	\$44,650
Max. gross rent ¹	\$674	\$770	\$866	\$961	\$1,039	\$1,116
Max. purchase price ²	\$110,577	\$126,373	\$142,170	\$157,762	\$170,481	\$183,200
Max. purchase price at 20% down ³	\$132,972	\$151,968	\$170,964	\$189,713	\$205,009	\$220,304
Low-Income Households at 80% of 2012 Median Family Income						
Income Level	\$43,050	\$49,200	\$55,350	\$61,500	\$66,450	\$71,350
Max. gross rent ¹	\$1,076	\$1,230	\$1,384	\$1,538	\$1,661	\$1,784
Max. purchase price ²	\$176,636	\$201,869	\$227,103	\$252,337	\$272,647	\$292,752
Max. purchase price at 20% down ³	\$212,410	\$242,754	\$273,099	\$303,443	\$327,866	\$352,043
Median-Income Households at 100% of 2012 Median Family Income						
Income Level	\$53,880	\$61,553	\$69,227	\$76,900	\$83,072	\$89,244
Max. gross rent ¹	\$1,347	\$1,539	\$1,731	\$1,923	\$2,077	\$2,231
Max. purchase price ²	\$221,072	\$252,554	\$284,041	\$315,523	\$340,847	\$366,171
Max. purchase price at 20% down ³	\$265,845	\$303,704	\$341,568	\$379,427	\$409,880	\$440,332
Moderate-Income Households at 120% of 2012 Median Family Income						
Income Level	\$64,680	\$73,920	\$83,160	\$92,280	\$99,720	\$107,160
Max. gross rent ¹	\$1,617	\$1,848	\$2,079	\$2,307	\$2,493	\$2,679
Max. purchase price ²	\$265,384	\$303,296	\$341,208	\$378,628	\$409,155	\$439,681
Max. purchase price at 20% down ³	\$319,133	\$364,723	\$410,314	\$455,312	\$492,021	\$528,731

Based on Yolo HUD Metro FMR Area, FY 2012 Median Family Income; \$76,900: HUD FY 2012 Section 8 Income Limits.

Notes:

¹ 30% of income devoted to maximum monthly rent or mortgage payment, including utilities, taxes and insurance

² Assumes 95% loan (i.e., 5% down payment) @ 4.5% annual interest rate and 30-year term; assumes taxes, mortgage insurance, and homeowners insurance account for 21% of total monthly payments

³ Assumes 80% loan (i.e., 20% down payment) @ 4.5% annual interest rate and 30-year term; assumes taxes and homeowners insurance account for 20% of total monthly payments.

Table 2-17 Median Gross Rent

<i>Location</i>	<i>2000</i>	<i>2006-2010</i>
Woodland	\$655	\$935
Yolo County	\$687	\$1,041

SACOG Housing Element Data Profiles Dec 2012 (20)

Table 2-18 Rental Rates* in Woodland, 2013 Includes Apartments and Homes for Rent

Craigslist Apartments for Rent								
	Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom	5-Bedroom	6-Bedroom	Total
Number advertised	2	35	65	36	11	1	1	151
Mean	\$620	\$791	\$969	\$1,370	\$1,662	\$2,220	\$1,899	
Median	\$620	\$750	\$870	\$1,350	\$1,690	\$2,220	\$1,899	
YCH Data (mean and median rates based on price range of each unit type)								
	Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom			
Mean		\$612.5	\$683	\$837	\$1,157	\$1,310.5		
Median		\$612.5	\$675	\$850	\$1,117	\$1,310.5		

* Cost of Utilities are not included

Sources: Craigslist of Apartments for Rent 2/15/2013, Yolo County Housing Authority 2/13/2013.

HUD provides housing needs data that identifies the number of housing units with one or more problems. The four housing unit problems that are included in the data include: lack of kitchen, lack of plumbing, more than 1 person per room (overcrowding) and cost burden greater than 30 percent (overpaying), as shown in Table 2-19, below. The information is broken down by HUD income category and home owner/renter. As shown in Table 2-19, 43.1 percent of households have one or more of four housing unit problems. Because Woodland's 2007 housing condition study found that 99.4 percent of the housing units contained complete plumbing facilities, overcrowding and overpaying are of greatest concern. Of the households having one or more housing unit problems, 72.3 percent fall into the extremely-low, and low and very-low income categories.

Table 2-19 Housing Need Data: Households with One or More Housing Unit Problem by Income Level

<i>Total</i>		<i><=30% of Median</i>		<i>30-50% of Median</i>		<i>50-80% of Median</i>		<i>80-100% of Median</i>		<i>100% + of Median</i>		
<i>Total</i>	<i>Owner</i>	<i>Renter</i>	<i>Owner</i>	<i>Renter</i>	<i>Owner</i>	<i>Renter</i>	<i>Owner</i>	<i>Renter</i>	<i>Owner</i>	<i>Renter</i>	<i>Owner</i>	<i>Renter</i>
7,955	3,885	4,070	430	1,590	420	1,280	1,105	925	505	210	1,480	235

Source: SACOG Housing Element Data Profile Dec 2012 (Table 18)

Housing Prices

The subprime mortgage crisis that hit in 2007 affected financial markets and eliminated the opportunity for many first-time homebuyers to secure financing for home purchases as money lending tightened. The result was tumbling home values, vexing the efforts of those holding subprime loans to refinance as loan rates adjusted upward. The inability to refinance many of these subprime loans led to a large increase in bank foreclosures and loan defaults. Interest rates at the present time are not a constraint to affordable housing and are at historic lows. However, many homeowners have suffered severe financial distress (job loss or hours

reductions, salary decreases, etc.), and cannot afford to stay in their homes or purchase a home, even with lower interest rates and the drop in housing prices.

Affordability of homes for purchase is affected by both the cost of the housing stock and the ability of potential buyers to fulfill down payment requirements. Conventional home loans typically require 5 to 20 percent of the sales price as a down payment, and this represents the largest constraint to first-time homebuyers. As reported by the Sacramento Bee, between February 2011 and February 2013, 1,592 homes sold in Woodland. The median home sale price was \$201,000 (Table 2-20). This median sale price represents a 54.7 percent drop from the median home price of \$367,343 in 2007. Much of this drop was driven by the predominance of distressed property sales (foreclosures and short-sales) in contrast to regular market sales. The sales prices decrease was further skewed by the tendency of owners of higher-priced homes who were not in a distressed situation and did not need to sell their homes immediately to keep their homes off the market until prices improved. While, the drop in home prices has made market rate homes affordable to some very low and low income households, it has also led to foreclosures which are quantified later in this report.

Table 2-20 Home Sale Prices by Number of Bedrooms

<i>Bedrooms</i>	<i>Number of Sales</i>	<i>Average Price</i>	<i>Median Price</i>
1	-	-	-
2	43	\$127,541	\$115,000
3	144	\$171,381	\$154,500
4	41	\$250,599	\$247,000
5	2	\$140,000	\$140,000
6	3	\$257,667	\$210,000
Not Specified	1,362	\$227,347	\$295,000
Total	1,592	\$220,149	\$201,000

Data for home sales between February 2011 and February 2013.

Source: The Sacramento Bee (<http://ssl.sacbee.com/onboard/homes.html>)

Table 2-21 illustrates the sale price distribution of single-family residences between September 2012 and February 2013. More than three quarters of the homes sold during that period had sale prices between \$100,000 and \$300,000.

Table 2-21 Sale Price Distribution

<i>Sale Price Range</i>	<i>Number of Units Sold</i>	<i>Percent of Total</i>
Less than \$99,999	13	4.5
\$100,000-\$199,999	115	39.7
\$200,000-\$299,999	112	38.6
\$300,000-\$399,999	39	13.4
\$400,000-\$499,999	7	2.4
\$500,000-\$599,999	0	0
\$600,000 or more	4	1.4
Total	290	100

Note: Based on all full and verified sales of single-family residences in the 95695 and 95776 ZIP Codes between 9/1/2012 and 2/28/2013.

Source: DataQuick, BAE 2013

Special Housing Needs

The following subsections discuss these special housing needs of six groups identified in State housing element law (Government Code, Section 65583(a)(7)). These groups, referred to in this document as “special needs groups,” include seniors, persons with disabilities, large households, farm workers, families with female heads of households, and the homeless.

Persons with Disabilities

As shown in Table 2-22, 6,157 Woodland residents over the age of five have some form of disability. Table 2-23 presents data on the types of disabilities among people in Woodland from the ACS. Based on these data, more than 50 percent of people in Woodland who have a disability are not in the labor force.

The statistics for the Supplemental Security Income (SSI) program also provide information on the number of persons with disabilities who may have housing needs because of their low incomes. As of December 2011, the total number of SSI recipients receiving disability benefits in the two ZIP codes serving Woodland (95695 and 95776) was 1,370. This total may include SSI recipients who live outside the Woodland city limits but within those ZIP codes.

Table 2-22 Residents with Disabilities

	<i>Total Civilian non-institutionalized population aged 5 and over</i>	<i>With a Disability (number of persons)</i>	<i>Percent</i>
Woodland	54,648	6,157	11.3%

Source: SACOG Housing Element Data Profile Dec 2012 (Table 24)

Table 2-23 Disability Types and Employment

	Total Population: 33,730		
	Population In labor Force: 26,800		
	<i>Employed: 24,254</i>	<i>Unemployed: 2,546</i>	<i>Not in Labor Force: 6,930</i>
With a disability	1,085	177	1,524
With a hearing difficulty	413	77	180
With a vision difficulty	284	0	298
With a cognitive difficulty	208	81	674
With an ambulatory difficulty	395	74	1,014
With a self-care difficulty	59	0	614
With an independent living	55	55	935
No Disability	23,169	2,369	5,406

Source: SACOG Housing Element Data Profile Dec 2012 (Table 25)

The Alta California Regional Center coordinates services for persons with developmental disabilities (cognitive disability, cerebral palsy, epilepsy, autism, etc.). As of February 2013, there were 276 adult clients in Woodland. No information is available on their housing arrangements. While some live independently, it is likely that many are living with parents or other family members.

The Statewide Independent Living Needs Assessment prepared by the Department of Rehabilitation describes Yolo County as a formerly rural area that has undergone rapid population growth and urbanization over the past 20 years. The assessment concludes that growth has outpaced the expansion of Independent Living services, and human services of all kinds.

Latinos, Asian Americans and Native Americans are the most frequently mentioned ethnic minority populations in the need of Independent Living services. Disabled participants identified housing as a critical issue:

1. Adequate, affordable, universal design and safe housing is a basic need for community living. Many respondents discussed the need for housing, especially housing located near transportation and services. The built environment, including the relationship between housing, and transportation systems, can create barriers to independent living. Seven of ten people said that they could afford \$500 or less per month for housing. Almost 35% of the survey respondents have to go without basic needs such as childcare, health care or food in order to pay the rent or mortgage.
2. Transportation is the second most unmet service need due to the rising cost of fixed-route public transportation and paratransit services and lack of available non-emergency medical transportation.
3. The third most discussed unmet service need was health care. Co-pays are increasing and access to specialists accepting Medi-Cal and/or Medicare is increasingly difficult.

In-Home Supportive Services (IHSS) is the program administered by the County. It helps disabled and elderly people who need assistance with personal care and/or housework to remain safely in their own homes with independence and dignity. IHSS pays providers to do household tasks such as cooking, shopping, and cleaning as well as personal care such as help with bathing, bathrooming, getting dressed, transferring, and hygiene. To be eligible for IHSS an individual must meet both income and program requirements.

As of February 27, 2013, IHSS was providing support services to 512 disabled persons in Woodland. Summer House, Inc. provides housing for developmentally disabled adults and has 4 units. New Dimensions was completed in 2004, and is a 15-unit project that serves very low-income residents who are chronically mentally ill.

Many of the needs of residents with disabilities are related to housing affordability and may be met by implementing the City's programs supporting construction, rehabilitation, and preservation of affordable units. Residents with disabilities have special needs related to in-home services, mobility, or reasonable accommodations of disabilities. Programs 2.A.16, 2.C.3, and 2.C.4 address these special needs.

Senior Households

Senior households are defined as households with one or more persons over the age of 65 years. Approximately 10.8 percent of Woodland's population is comprised of seniors. Commonly seniors own their own home, but due to limited income or disabilities, may need assistance to remain in their homes.

Table 2-24 shows the number of persons over the age of 65 years and the percent of change in 2000-2010 per age category. Table 2-25 provides information about seniors with incomes below the poverty level. 11.2 percent of the total seniors had incomes below the poverty level during this period. The highest poverty rate is among seniors 75 years of age or more, at 14.5 percent. This rate is well below the overall poverty rate of Woodland residents as a whole (17.2 percent) and the poverty rate of other special needs groups (such as persons with disabilities and single mothers with minor children).

Table 2-24 Senior Population and Percentage Change

	Total Pop 65+	65-69	70-74	75-79	80-84	85-89	90-94	95-99	100-104	105-109	100+
Number of Persons	6,024	1,793	1,290	1,055	833	694	272	74	13	0	0
Percentage Change between 2000-2010	16.6%	38.0%	14.1%	-7.5%	6.1%	38.8%	18.3%	2.8%	62.5%	n/a	n/a

SACOG Housing Element Data Profile Dec 2012 (Table 26)

Table 2-25 Seniors with incomes below the poverty rate

<i>Total</i>		<i>Below Poverty</i>			
<i>65 to 74</i>	<i>75+</i>	<i>65 to 74</i>		<i>75+</i>	
2,876	3,380	210	7.3%	489	14.5%

SACOG Housing Element Data Profile Dec 2012 (Table 27)

As of 2010, the majority of senior households in Woodland were homeowners as shown in Table 2-26. Of all 2010 households headed by a person 65 years or older, 70.6 percent owned their homes and 29.4 percent rented.

Table 2-26 Housing Tenure of Woodland's Senior and Non-Senior Households

<i>Household Type and Tenure</i>	<i>Number</i>	<i>Percent</i>
Senior-Headed Households¹	3,678	100%
Renter	1,083	29.4%
Owner	2,595	70.6%
Households Headed by a Non-Senior Person¹	15,043	100%
Renter	7,166	47.6%
Owner	7,877	52.4%

¹ Based on 65+

Source: SACOG Housing Element Data Profile Dec 2012 (Table 28)

The 2010 census data indicates a need in Woodland for additional programs to assist senior renters. Although there are more senior homeowners, it is the renters who experience the greatest housing challenges because of fixed incomes and rising rental rates. Senior homeowners, however, do face the problem of maintaining their homes, often on fixed incomes as well.

According to statistics from the Social Security Administration, as of December 2011, there were 2,057 Supplemental Security Income (SSI) recipients 65 years and over in Yolo County. SSI is a needs-based program that pays monthly benefits to persons who are 65 or older, blind, or have a disability. Seniors who have never worked or have insufficient work credits to qualify for Social Security disability often receive SSI benefits. In fact, SSI is the only source of income for a number of low-income seniors. With the maximum monthly benefit of \$698 as of 2013, SSI recipients are likely to have difficulty in finding housing that fits within their budgets since they can only afford to pay \$209 a month for rent.

Many of the needs of senior households are related to housing affordability and may be met by implementing the City's programs aimed at providing, preserving, and rehabilitating affordable housing. Other needs include in-home services, and assistance in home rehabilitation or maintenance. Programs 2.A.16 and 2.B.1 include actions to address these needs.

Large Households

Large households are those with five or more household members. Large households require housing units with more bedrooms than housing units needed by smaller households. In general, housing for these households should provide safe outdoor play areas for children and should be located to provide convenient access to schools and child-care facilities. These types of needs can pose problems particularly for large families that cannot afford to buy or rent single-family houses, as apartment and condominium units are most often developed with childless, smaller households in mind. According to the 2010 Census, 3,086 households, or 16.5 percent of the total households in Woodland, had five or more members (Table 2-27, below).

The 2006-2010 ACS estimates that Woodland housing stock has 3,352 owner-occupied units and 439 rental units with 4 or more bedrooms. That is 30 percent of the owner-occupied housing unit stock and 5.4 percent of the rental unit stock. However, the majority of these larger homes are not affordable to lower-income large families, creating a gap in housing need for this group.

Table 2-27 Tenure for Large Households

	<i>1-4 person household:</i>	<i>Percent</i>	<i>5-or-more person household</i>	<i>Percent</i>	<i>Total</i>	<i>Percent</i>
Total	15, 735	83.5	3,086	16.5	18,821	100.0
Owner occupied	8,849	84.5	1,623	15.5	10,472	100.00
Renter occupied	6,786	82.3	1,463	17.7	8,249	100.00

Source: SACOG Housing Element Data Profile Dec 2012

In July 2011, the City approved funding assistance for the Mutual Housing at Spring Lake affordable project. The project will result in the construction of 101 rental units for very low and low income households. More than 30 percent of the units will have 3+ bedrooms. The City will continue to implement programs to facilitate construction, rehabilitation, and preservation of affordable housing, including larger units.

Farm Workers

Farm Workers are generally considered to have special housing needs because of their limited income and the often unstable nature of their employment (i.e., having to move throughout the year from one harvest to the next).

Farm workers are historically undercounted by the census and other data sources. The USDA Census of Agriculture provides a count of the number of farms and ranches and of the people who operate them, for each county in the nation. The USDA Census of Agriculture includes farm labor categorized by number of farms, total workers, workers working less than 150 days, and workers working more than 150 days. The latest available data is from the 2007 Census as the 2012 data has not been released to the public at this time. Table 2-28 summarizes the USDA Census of farm labor for Yolo County in 2007 by farm operation size. Table 2-29 provides a summary of the total number of farm, and farmers by permanent and part-time (seasonal) labor.

Table 2-28 Yolo County Hired Farm Labor Workers

	<i>Farm Workers</i>	<i>Farms</i>
Farm operations with fewer than 10 employees		
Permanent	875	269
Seasonal (e.g., fewer than 150 days)	650	218
Total	1,525	487
Farm operations with 10 or more employees		
Permanent	3,078	99
Seasonal (e.g., fewer than 150 days)	1,278	50
Total	4,356	149
Grand Total Permanent Farms (fewer than 10 and more than 10 employees)	3,953	368

Source: USDA 2007 Census of Farm Workers Volume 1, Chapter 2: County Level Data.

Table 2-29 Yolo County Farms and Farm Labor Workers

	<i>Farms</i>	<i>Total Workers</i>	<i>Workers >150 days</i>	<i>Workers <150 days</i>
Yolo County	368	3,953	2,025	1,928

Source: USDA 2007 Census of Agriculture; SAGOG Assessment of Farm Data January 22, 2012

In 2007, agricultural employment for farm workers working 150 days or more resulted in a payroll of \$24,459 (Yolo County). For those working less than 150 days, earnings were reported to be \$5,591. According to the U.S. Department of Agriculture, hired farm labor in Yolo County accounted for an annual average of 3,953 jobs.

The supply of farm worker housing remains inadequate in Woodland. Table 2-30 summarizes farm worker housing. As of February 2013, there was no publicly owned farm worker housing in Woodland. Based on discussions with local community members, many of the permanent farm workers live at the Casa Del Sol Mobile Home Park

Table 2-30 Farm Worker Housing in and near Woodland

<i>Facility Name</i>	<i>Location</i>	<i>Number of Units</i>
Casa Del Sol Mobile Home Park	Woodland	156
Madison Migrant Center	Madison	88
Davis Center	Davis	64
Total Units		308

Source: Yolo County and City of Woodland

In addition to expanding the stock of housing permanently available and affordable to farm workers, it is important to retain the existing stock of affordable housing that has been financed by federal and state sources. The USDA Section 515 rental housing program, while not specifically targeted to farm workers, provides low-cost housing in rural areas.

Most farm worker housing needs are related to housing affordability, and the City's programs to facilitate construction, rehabilitation, and preservation of affordable units will help meet the needs of farm workers in this area. In addition, Program 2.A.10, requires that the City amend its zoning code to facilitate farm worker housing, and that the City consider fee waivers and reduced development standards to encourage farm worker housing.

Female-Headed Households

Female headed households are another special needs group defined by state law. These households often have special needs due to their family or lower income status. Of particular concern are single female-headed households with children, as this group tends to have lower incomes and high dependency on social services. The U.S. Census provides household information regarding single female-headed households with children under the age of 18. Children living in female-headed households are more likely than others to live below the poverty level. Single mothers have a greater risk of falling into poverty than single fathers, due to such factors as the wage gap between men and women, limited training, required education for higher-wage jobs, and inadequate child support. According to the United States Bureau of Labor Statistics, in 2011, California women who were full-time wage and salary workers had median weekly earnings of \$751 or 89.9 percent of the \$835 median weekly earnings for their male counterparts.

As shown in Table 2-31, of the 13,548, households in 2010, females headed 19.6 percent of the City's households. Further examination shows that 34.9 percent had children under 18, and 1.7 percent had no children under the age of 18. Table 2-31 shows that of the 7.8 percent of Woodland's families living below the poverty level, 45.2 percent are female-headed households.

Historically, mothers receiving welfare benefits have been unable to rent decent housing in the private market. As of 2013, a CalWORKS (formally known as Aid for Dependent Children [AFDC]) family, which receives \$725 (family of 4) per month, is not able to afford the 2013 Fair Market Rent of \$850 for a 2 bedroom apartment in Woodland).

The housing need for this special needs group is also demonstrated by the fact that as of March 2013, 460 households in Woodland were receiving rental assistance from the Housing Choice Voucher Program (formerly known as Section 8). Although Yolo County Housing (YCH) does not track recipients by gender, the agency reported that the larger percentage of this total is received by female-headed households. YCH administers affordable housing programs for Woodland, Winters, West Sacramento, Davis and unincorporated communities in Yolo County, which are funded by HUD. The program subsidizes the balance of the rental cost in excess of 30% of a renter's gross income.

Table 2-31 Female-Headed Households

<i>Householder Type</i>	<i>Number</i>	<i>Percent</i>	<i>Percent Change from 2000-2010</i>
Total Households	13,548	100%	10.3%
Total Female-Headed Householders	2,649	19.6% of total families	22.2%
Female Heads with Children under 18	1,804	68.8% of female headed	34.9%

Table 2-31 Female-Headed Households

<i>Householder Type</i>	<i>Number</i>	<i>Percent</i>	<i>Percent Change from 2000-2010</i>
		families	
Female Heads without Children under 18	845	31.9% of female headed families	1.7%
Total Families Under the Poverty Level		7.8% of total families	
Female-Headed Households Under the Poverty Level		20.8% of total below poverty	
Female-Headed Households Under the Poverty Level with children under 18		24.4% of total below poverty	

Note: All percentages have been rounded.

Source: SACOG Housing Element Data Profiles Dec 2012 (Tables 32 and 33)

YCH owns and operates three affordable housing developments in Woodland: Yolano-Donnelly (132 units for the Yolano Village and Donnelly Circle facilities), Cottonwood Meadows (47 units), and Crosswood Apartments (48 units). YCH also owns and operates 8 transitional housing units. As of April 24, 2013 there were 3,060 households on the waiting list for Yolano-Donnelly units.

The difficulty that female heads of households encounter in obtaining affordable housing has often led to homelessness for both them and their children (see Table 2-32, below). The Yolo County Homeless and Poverty Action Coalition (HPAC) conducted a biannual count of the homeless in Woodland in January 2013 and reported 186 people to be homeless, including 45 women and 39 children.

The housing needs of female-headed households are similar to those of other groups, although these households are more likely to have lower incomes or to live in poverty. The City's programs to construct, rehabilitate, and preserve affordable housing, as well as programs supporting emergency shelters and homeless services address many of the needs of female-headed households.

Homeless Persons

Table 2-32 shows the estimated homeless population in Yolo County from the 2013 Yolo County Homeless Census, including the number of chronic homeless, homeless veterans, and homeless families with children.

Table 2-32 2013 Homeless Census

	<i>Sheltered</i>	<i>Unsheltered</i>	<i>Total</i>	<i>Chronic Homeless</i>	<i>Veterans</i>	<i>Persons in Households with children</i>
Woodland	146	40	186	16	18	60
Yolo County Total	276	198	474	134	44	129

Source: Yolo County Homeless Census Data Report 2013

The current federal definition of a chronically homeless person does not include persons in families. Many service providers believe that the definition should be expanded to include persons that meet the other conditions of chronic homelessness but are part of a family unit. These family members may face many of the same challenges as single individuals, while also dealing with family maintenance issues.

The City of Woodland recognizes the needs of the homeless population and is committed to the countywide 10-year plan to end homelessness. The adopted plan is called *One at a Time: Ending and Preventing Homelessness in Yolo County (2010-2020)*. Local Ten-Year Plans to End Homelessness are encouraged by the U.S. Interagency Council on Homelessness and are result-oriented plans that incorporate cost-benefit analyses, prevention, housing and services innovations, and best practices.

Six Key Action Steps in the Ten-Year Plan are:

- Create and expand Housing Resource Centers in each City to improve system coordination, reduce duplication, and increase access to available services, housing, and homeless services.
- Identify and access funding for extremely affordable permanent housing and services to access and maintain housing.
- Increase availability and access to mental health and substance use services.
- Make transportation assistance available to improve access to services and employment opportunities.
- Create or assign a staff position to support plan implementation and move the plan forward.
- Maximize use of the Homeless Management Information System (HMIS) to collect and analyze data on homelessness and program outcomes and to facilitate inter-agency case management and information sharing and to increase efficiency.

The City of Woodland supports and funds (when possible) an array of special services for the homeless. The City participates in the countywide Homeless Coordination Project that provides services to the homeless in Yolo County. The Project includes Homeless Coordination and the Cold Weather Shelter. The intent of the Homeless Coordination Project is to improve and expand services to the homeless and very low-income individuals, increase funding for local agencies serving these individuals, and increase the efficiency with which grant funds are obtained and managed. The Cold Weather Shelter provides shelter to homeless individuals during the four coldest months (120 nights) from November through February. There are beds for 24 persons each night and provisions for overflow. The City of Woodland provides funding for the shelter.

City of Woodland's programs for homeless services include the following:

Yolo Wayfarer Center (Cold weather shelter services): The singles' shelter program provides 14 transitional beds and 30 beds for residential treatment. The family shelter program provides 10 apartments, 4 three-bedroom duplexes, and a 5-bedroom women's house.

Walnut House: This program, operated by the Woodland Youth Services, provides shelter services to females ages 12 through 21 that are in the foster care system and also for AB12 non-minor dependents who are disabled or temporarily homeless after being abandoned, neglected, or abused. The home is licensed for 6 residents. Due to the current budget constraints, the City is unable to commit funding to this program as it had in the past.

Shelter Home: This program is also operated by the Woodland Youth Services and provides shelter services to male children ages 12 through 21 that are in the foster care system and also for AB12 non-minor dependents who are disabled or temporarily homeless after being abandoned, neglected, or abused. The home is licensed for 10 residents. Due to the current budget constraints, the City is unable to commit funding to this program as it had in the past.

Short Term Emergency Aid Committee (STEAC): This non-profit organization provides assistance to low income families with moving into long-term housing by paying first month's rent, assisting with utility costs, food and/or clothing throughout Yolo County

Countywide Homeless Coordinator: The City provides funds annually to support the activities of the Homeless Coordinator. Through 2012 to 2013, the City continued to contract for the services of Yolo County's Homeless Coordinator.

The City implements programs 2.A.14, 2.A.14, and 2.A.15 to provide emergency shelter services, fund transitional and special needs housing for homeless residents, and support the services of Yolo County's Homeless Coordinator.

PROJECTED HOUSING NEEDS

Regional Fair Description of Criteria for Identifying Housing Sites

Share Allocation

The Sacramento Area Council of Governments (SACOG) issued its Final Regional Housing Needs Plan (RHNP) and Regional Housing Needs Allocations (RHNA) on September 20, 2012 for the Housing Element compliance period of January 1, 2013 through October 31, 2021. The RHNP is part of a State-wide mandate to address housing issues that are related to future growth in the SACOG region, and is required by State law. The RHNP allocates to cities and counties their "fair share" of the region's projected housing needs by household income group over the planning period of each jurisdiction's housing element.

The core of the RHNP is a series of tables which indicate for each jurisdiction the distribution of housing needs (RHNA) for each of four household income groups, and the projected new housing unit targets by income group for the ending date of the plan. These units are considered the basic new construction need to be addressed by individual city and county housing elements. The allocations are intended to be used by jurisdictions when updating their housing elements as the basis for assuring that adequate sites and zoning are available to accommodate at least the number of units allocated.

The total number of units allocated to each jurisdiction for the 2013-2021 planning period are derived from regional allocations based on population forecasts produced by the California Department of Finance. SACOG also took each jurisdiction's draft percentage share of

growth forecasted in the Metropolitan Transportation Plan (MTP) adopted on April 19, 2012 and multiplied that percentage by the overall regional housing needs determination provided by HCD.

As shown in Table 2-33, SACOG allocated Woodland a total of 1,877 housing units for the 8-year planning period between January 1, 2013 and October 31, 2021. The allocation is equivalent to an average yearly need of 235 housing units. While the RHNA does not include an allocation for extremely low, Government Code Section 65583(a)(1) requires that a jurisdiction's housing element include a calculation on the subset of extremely low income (ELI) households either using existing data or presume that 50 percent of the very low income (VLI) households qualify as ELI households. The City has calculated its ELI at 195 units or half of the VLI.

The City of Woodland must demonstrate that it can accommodate a total of 1,877 new housing units by October 2021.

Table 2-33 Woodland Regional Housing Needs Allocations (RHNA) by Income, 2013-2021

<i>Total</i>	<i>Extremely Low (ELI)*</i>	<i>Very Low* (VLI)</i>	<i>Low (LI)</i>	<i>Moderate</i>	<i>Above Moderate</i>	<i>Combined Lower Income (ELI, VLI, and LI)</i>
1,877	195	195	274	349	864	664
100%	10.4%	10.4%	14.6%	18.6%	46.0%	35.4%

* The very low income housing need allocation provided by SACOG was 380 units, and the City has chosen to distribute 50 percent of this total into the extremely low income category.

Source: Sacramento Area Council of Governments (SACOG), 2013-2021 Final Regional Housing Needs Allocations

Since the Housing Element planning period starts on January 1, 2013, the City may count housing constructed beginning January 1, 2013, or housing approved for construction as of that date, toward its RHNA for this planning period. For the period of January – March 2013, the City issued building permits for the construction of 30 single-family homes ranging in price from \$177,278 - 319,911, including homes set aside for purchase by lower-income households pursuant to the City's Affordable Housing Ordinance (6A).

Units At-Risk of Conversion

Assisted Rental Housing Eligible for Conversion

California housing element law requires jurisdictions to include a study of all low-income housing units, which may at some future time be lost due to the expiration of affordability restrictions. The law requires that the analysis and study cover a ten-year period, and be divided into two periods, coinciding with updates of the housing element. There are three general cases that can result in the conversion of public assisted units:

- Prepayment of HUD Mortgages: Section 221(d) (3), Section 202, and Section 236 — Section 221 (d) (3) is a privately owned project where HUD provides either below-market interest rate loans or market-rate loans with a subsidy to the tenants. With Section 236 assistance, HUD provides financing to the owner to reduce the costs for

tenants by paying most of the interest on a market rate mortgage. Additional rental subsidy may be provided to the tenant. Section 202 assistance provides a direct loan to non-profit organizations for project development and rent subsidy for low-income elderly tenants. It also provides assistance for the development of units for physically handicapped, developmentally disabled, and chronically mentally ill residents.

- Opt-outs and Expirations of Project-Based Section 8 Contracts — Section 8 is a federally funded program that provides subsidies to the owner of a pre-qualified project. Subsidies make up differences between what the tenants are able to pay, and the actual cost of contract rent. Opt-outs occur when the owner of the project decides to opt-out of a contract with HUD by pre-paying any remaining mortgage. Usually the likelihood of opt-outs increases as market rents exceed contract rents.
- Other — Expiration of the low-income use period of various financing sources which may include one or more of the following: Low-income Housing Tax Credit (LIHTC), bond financing, density bonuses, California Housing Finance Agency (CALHFA), Community Development Block Grant (CDBG), and HOME funds. Generally, bond-financing properties expire according to a qualified project period or when the bonds mature. The qualified project period in the City's bond financed multifamily properties is 15 years. Density bonus units expire in 30 years, depending on the level of incentives. No density bonus property was found with a 10-year affordability term. Also, properties that were funded through the City of Woodland's redevelopment agency required an affordability term of 45 years for owner-occupied or 55 years for rental properties.

Table 2-34 lists all government assisted rental properties in the City. Generally, the inventory consists of HUD, the City of Woodland, and Yolo County multifamily bonds and density bonus properties. Target levels include the very low- and low-income groups. A total of 1,488 assisted housing units were identified in Woodland. Table 2-34 contains the total number of units in each building, the number that are subsidized, and the source of the information by address. The inventory was compiled from federal, state, and jurisdiction information.

As a part of the work for SACOG's HUD grant, SACOG staff compiled information from a number of sources to build an inventory of public housing units and affordable rentals built with some form of public subsidy in each jurisdiction.

SACOG staff also compiled information obtained from the California Housing Partnership Corporation on subsidized rental housing at risk of conversion to market rate and made that data available on January 18, 2013. Three projects, Greenery, Crosswood Apartments and Cherry Glen, were, initially, identified as "moderate" or "very high" risk. YCH staff states it has successfully preserved Crosswood Apartments and that Cherry Glen is being preserved by another party, so neither project is considered at risk. Greenery has been preserved with the use Tax Credits and LMSA funding. Another project, New Dimensions, is considered low-risk because it is owned and managed by the nonprofit Community Housing Opportunities Corporation of Davis and is dedicated to maintaining the affordability of the project.

Table 2-34 Assisted Housing

<i>Assisted Rental Units</i>								
<i>Project Name</i>	<i>Address</i>	<i>Owner/Contact</i>	<i>Total Units</i>	<i>Total Assisted Units</i>	<i>Type</i>	<i>Expiration Date- Restrictive Clause Expiration Date</i>	<i>Subsidy</i>	<i>Type of Conversion Risk</i>
Cherry Glen	762 W Lincoln Avenue		44	44	Family	Preserved ¹	HHFA Tax-Exempt Bonds, 8 NC, Deferred Developer Fee	Not-At-Risk
Crosswood Apartments	646 3rd Street	YCH	48	48	Family	Preserved ²	HUD Section 236 Section 8	Not-At-Risk
Hotel Woodland Apartments	436 Main Street	Community Housing Opportunities (CHOC)	76	76	Individuals/ Couples	--	RDA, CDBG, LIHTC Tax Credits	Not At-Risk
The Greenery	505 W. Cross Street	AF Evans	95	95	Family	Preserved	Tax Credits LMSA	Not At-Risk
Terracina Spring Lake Family Apartments		USA Properties/ USA Multi-Family Management	156	156	Family	--	LIHTC HOME	Not At-Risk
Heritage Oaks	186 Muir Street		120	120	Family	--	Tax-Exempt Bonds LIHTC	Not At-Risk
Eaglewood Apartments	1975 Maxwell Ave	American Property Development	156	40	Family	--	Density Bonus	Not At-Risk
Skylark Apartments	--	--	29	7	Family	--	--	Not At-Risk
Sycamore Point Apartments	521 Pioneer Ave	--	136	135	Family (Section 8 available)	--	Density bonus, LIHTC Tax Credits and HOME	Not At-Risk

Table 2-34 Assisted Housing

<i>Assisted Rental Units</i>								
<i>Project Name</i>	<i>Address</i>	<i>Owner/Contact</i>	<i>Total Units</i>	<i>Total Assisted Units</i>	<i>Type</i>	<i>Expiration Date- Restrictive Clause Expiration Date</i>	<i>Subsidy</i>	<i>Type of Conversion Risk</i>
Woodmark Apartments	7000 Kincheloe Court	--	173	171	Family	--	Tax Credits	Not At-Risk
925 North Street	925 North Street	Development Assistance Corp. (DAC)	7	7	Family	--	CDBG, LIHTC Tax Credits Tax-Exempt Bonds	Not At-Risk
Summertree Apartments	555 Community Lane	--	93	91	Disabled	2011	SEC 8 NC	Not At-Risk
Fair Plaza East Senior Apartments	35 West Clover Street	USA Properties	68	67	Senior	--	CALHFA HELP, Bonds, LIHTC Tax Credits	Not At-Risk
Lincoln Gardens	800 West Lincoln Avenue	PCC Properties	86	32	Senior	2012	Tax-Exempt Bonds, Density Bonus Section 8	Not At-Risk
Cottonwood Meadows	120 N. Cottonwood Street	--	47	14	Senior	--	Section 8 LIHTC Tax Credits	Not At-Risk
Courtside Towers/Village	320 West Court Street	--	102	102	Senior (Section 8)	--	Density bonus	Not At-Risk
Acacia Glen Senior Apartments	615 Acacia Way	--	41	8	Senior	--	--	Not At-Risk
Fowler Commons	135 Third Street	--	5	5	Senior	--	In perpetuity	Not At-Risk
Summer House Inc. Project		--	3	3	Persons with Disabilities	--	CDBG	Not At-Risk

Table 2-34 Assisted Housing

<i>Assisted Rental Units</i>								
<i>Project Name</i>	<i>Address</i>	<i>Owner/Contact</i>	<i>Total Units</i>	<i>Total Assisted Units</i>	<i>Type</i>	<i>Expiration Date- Restrictive Clause Expiration Date</i>	<i>Subsidy</i>	<i>Type of Conversion Risk</i>
New Dimensions	580 Kentucky Avenue	--	15	15	Persons with Disabilities	10/31/2012 ³	PRAC/811	Low Risk
Stella Senior Apartments – 25 West Lincoln Avenue	--	--	24	24	Senior	--	--	Not At Risk
Leisureville Mobile Home Park	1313 E Gibson Road	Resident-owned	150	76	Senior	--	CDBG/ HOME	Not At-Risk
Casa Del Sol Mobilehome Park	709 East Street	CHOC	156	156	Family	--	HCD MPROP, HELP funds Tax-Exempt Bonds CalHOME, Serna, CalHFA, AWHHP, RDA, CDBG	Not At-Risk
Rochdale Grange	2090 Heritage Parkway	Rochdale Grange, L.P.	44	43 (7 Accessible Units)	Family	2065	LITHC, HOME, AHP	Not At-Risk
Yolano-Donnelly	0 Lemen Ave	Yolo County Housing	0	0	Family		Public Housing	Not At Risk

Source: ¹ Conversation with YCH, specific data was not yet available or was unattainable.

² YCH is new owner

³ SACOG January 18, 2013 Data on SACOG Region-Preservation Units lists a Low Risk Level

To address subsidized housing units that may be at risk in the future, the City will keep its program that implements the following: monitoring of at-risk units, ensuring compliance with noticing requirements, establish partnerships with entities qualified to acquire and manage at-risk units, and provide assistance and education to tenants. Further, the City of Woodland is strongly committed to the preservation of affordable housing units and therefore has identified the following resources in an effort to save such at-risk units.

Efforts by the City to retain low-income housing must be able to draw upon two basic types of preservation resources that include organizational and financial assistance. Qualified non-profit and for-profit entities need to be made aware of the possibilities of units becoming at-risk. Groups with whom the City has an ongoing association are the logical entities for future participation. There are several non-profit and for-profit organizations active in the Yolo County region and other areas that have the managerial capacity to own and manage affordable housing. These groups have expressed an interest in being notified when assisted rental housing becomes available. Table 2-35 lists 12 non-profit and 13 for-profit organizations that are or have been interested in affordable rental housing in Woodland.

Table 2-35 Non-Profit and For-Profit Housing Organizations Interested in Acquiring At-Risk Rental Housing

<i>Name</i>	<i>Address</i>	<i>City</i>
Non-Profit		
ACLC, Inc.	42 N. Sutter St., Suite 206	Stockton
C. Sandidge and Associates	143 Scotts Valley	Hercules
Christian Church Homes of Northern California, Inc.	303 Hegenberger Road, Suite 201	Oakland
Community Housing Opportunities Corporation	5030 Business Center Drive, Suite 260	Fairfield
Eskaton Properties Inc.	5105 Manzanita Ave	Carmichael
Jamboree Housing Corporation	17701 Cowan Ave, Suite 200	Irvine
Mercy Housing California	3120 Freeboard Drive, Suite 202	West Sacramento
Nehemiah Progressive Housing Development Corp.	1851 Heritage Lane, Suite 201	Sacramento
Mutual Housing California	8001 Fruitridge Road, Suite A	Sacramento
Senior Housing Foundation	1788 Indian Wells Way	Clayton
Solano Affordable Housing Foundation	2400 Hillborn Rd, Lower Level	Fairfield
For-Profit		
Gala Construction	269 Technology Way, Suite B1	Rocklin
Neighborhood Partners	516 Rutgers Drive	Davis
Pacific Housing, Inc.	1801 L Street, Suite 245	Sacramento
Pacific West Builders	8700 Technology Way	Reno, Nevada
St. Anton Partners	1801 I Street, Suite 202	Sacramento
Simpson Housing Solutions	320 Golden Shore, Suite 200	Long Beach

Table 2-35 Non-Profit and For-Profit Housing Organizations Interested in Acquiring At-Risk Rental Housing

Name	Address	City
USA Properties Fund	2440 Professional Drive	Roseville
Wasatch Advantage Group	26522 La Alameda, Suite 260	Mission Viejo
CyrusYoussefi	1001 Sixth St. Suite 200	Sacramento

Source: City of Woodland, 2013. HCD, September 2008.

Strategies to Retain Affordable Units. The following is a list of potential financial resources considered a part of the City's overall financial plan to deal with retaining affordable units. The number and availability of programs to assist cities and counties toward increasing and improving their affordable housing stock is limited, and public funding for new projects is unpredictable. Listed below are some federal, state, and local programs.

- **City Funds Deferred Fee and Developer Pass:** The City Funds Deferred Fee and Developer Pass is a program ran by the City. The City has deferred the payment of a portion of City development fees for a number of affordable housing projects. The City collects an affordable housing fee for each single family, market-rate unit in the Spring Lake Specific Plan. The funds collected are used to support affordable housing projects. The City on a case-by-case basis has approved the payment of affordable housing in-lieu fees and used these funds to support multifamily affordable housing development.
- **HOME Program:** HOME funds are made available to the City of Woodland on an annual competitive basis. These funds help make it possible to develop and support affordable rental housing and home ownership assistance. Activities include acquisition, rehabilitation, construction, and rental assistance. The City of Woodland has primarily used HOME funds for first-time homebuyers (down payment assistance) and new construction of multifamily projects. HOME funds may be used also for owner-occupied rehabilitation and acquisition/rehabilitation of multifamily projects.
- **Housing Enabled by Local Partnerships (HELP):** HELP funds are made available to the City of Woodland as an unsecured loan from CalHFA for up to 10 years at a simple interest per annum, and carry minimal restrictions and conditions. HELP funds are intended to help the City address its unmet affordable housing needs. The City has received HELP loans for three multifamily projects: Casa Del Sol Mobile Home Park, Heritage Oaks, and Fair Plaza East Senior Apartments.
- **Tax Credit Allocation Committee (TCAC):** TCAC funds are made available from federal tax credits to the City of Woodland.
- **YCH:** The YCH administers the Housing Choice Voucher Program (HCV) that is formerly known as Section 8 Rental Assistance. This is a federally funded rental assistance program for low-income families. Very low-income persons and/or families are defined as having income at or below 50% of the area median income as established by HUD. The program's primary purpose is to provide rental assistance to very low-income families for affordable, decent, safe, and sanitary housing.

Recipients of the assistance receive a voucher to rent homes in the private market. The voucher covers a portion of the rent and the tenant is expected to pay the balance. The tenant's share of the rent is an affordable percentage of their income, which is generally between 30% to 40% of the monthly income for rent and utilities. The program is based on income and ranges from a household size of one to four persons. As of April, 2013, 460 households in Woodland were receiving rental assistance from this program.

As previously mentioned, with the dissolution of the Redevelopment Agency in 2012, Woodland lost its ability to set aside 20% of the gross tax increment revenues into a low- to moderate- income housing fund for its affordable housing activities. Projects that were funding before the elimination of the RDA included \$67,000 toward the acquisition/rehabilitation of the Fair Plaza East Senior Apartments.

The City Council allocates Community Development Block Grant (CDBG) entitlements funds on an annual basis. Funding allocations during the period of FY 2008-2009 through 2012-2013 have included the City's First Time Homebuyer Assistance Program, a foreclosure prevention project with Legal Services of Northern California (LSNC), the City's CDBG Owner-Occupied Rehabilitation Program, the Fair Housing Hotline operated by LSNC (multiple funding years), the Yolo Wayfarer Center emergency shelter (multiple funding years), New Dimensions Supportive Housing for mentally ill adults (multiple funding years), the Sexual Assault and Domestic Violence Center emergency shelter (multiple funding years), Short Term Emergency Aid Committee (homeless prevention), Yolo County Care Continuum's supportive housing rehabilitation (mentally ill adults), Habitat for Humanity Yolo County's Heidrick Ranch Duplex Build (payment of development fees), and Summer House Accessible Entrance (developmentally disabled adults).

2.3 Resource Inventory

AVAILABILITY OF LAND AND SERVICES

Inventory of Regulatory Requirements and Incentives

General Plan Designation and Zoning

Table 2-36 shows the General Plan land use designations that allow residential development. These eight designations permit a range of residential development types from Rural Residential development (density of up to two units per acre) up to High Density Residential (density of 16 to 25 units per acre). The Central Commercial designation also allows residential units above the ground floor at 5 to 12 units per acre.

Table 2-36 General Plan Land Use Designations Permitting Residential Development

<i>General Plan Designation</i>		<i>Residential Use</i>	<i>Density Range</i>	<i>Corresponding Zoning Districts</i>
Rural Residential	RR	Single family detached homes, second units.	0-2.0 units/ gross acre	Used outside city limits
Very Low Density Residential	VLDR	Single family detached homes, second units.	1.0-4.0 units/ gross acre	Used in the R-3 Land Use Category in the Spring Lake Specific Plan Area
Low Density Residential	LDR	Single family detached and attached homes, second units.	3.0-8.0 units/ gross acre	R-1 R-2
Neighborhood Preservation	NP	Single family detached and attached homes, duplexes, existing triplexes and fourplexes, existing multifamily units.	3.0-8.0 units/ gross acre	N-P
Medium-Low Density Residential	MLDR	Single family detached and attached homes, second units.	5.0-12.0 units/ gross acre	R-1 R-2
Medium Density Residential	MDR	Single family detached and attached homes, duplexes, triplexes and fourplexes, multifamily units, group quarters, mobilehome parks.	8.0-15.0 units/ gross acre	R-2 R-M
High Density Residential	HDR	Triplexes, fourplexes, multifamily units, group quarters, mobilehome parks.	16.0 to 25.0 units/gross acre	R-M
Planned Neighborhood	PN	Single family detached and attached homes and multifamily units.	1.0-25.0 units/ gross acre. Overall average residential density shall not exceed 7.0 units/ gross acre	Replaced with primary land use designation prior to annexation.
Central Commercial	CC	Residential units above the ground floor.	5.0-12.0 units/ gross acre	C-2

Source: City of Woodland General Plan.

As shown in Table 2-37 below, there are four residential zoning districts in Woodland. The table shows the residential uses permitted in each district, as well as the minimum lot sizes for each district.

Table 2-37 Residential Zoning Districts

<i>Zoning District</i>		<i>Residential Uses Permitted</i>	<i>Minimum Lot Area</i>
Single Family Residential	R-1	Single family dwellings, second attached residential unit, duplexes on corner lots, mobilehome parks.	6,000 sq. ft. – corner lot (single-family (SF)) 5,000 sq. ft. – interior lot (SF) 7,000 sq. ft. – corner lot (duplex) coverage: 50%
Duplex Residential	R-2	Single family dwellings, duplexes, mobilehome parks.	6,000 sq. ft. – corner lot (SF) 5,000 sq. ft. – interior lot (SF) 7,000 sq. ft. – corner lot (duplex) 6,000 sq. ft. – interior lot (duplex) coverage: 50%
Neighborhood Preservation	N-P	Single family dwellings, duplexes, mobilehome parks, existing apartments and multiple family dwellings.	6,000 sq. ft. – corner lot (SF) 5,000 sq. ft. – interior lot (SF) 7,000 sq. ft. – corner lot (duplex) 6,000 sq. ft. – interior lot (duplex) coverage: 50%
Multiple Family Residential	R-M	Single family dwellings, duplexes, apartments, multiple family dwellings and mobile home parks.	6,000 sq. ft.= lot area 1,500 sq. ft. max. lot area per dwelling unit 4,000 sq. ft. min. lot area per dwelling unit coverage: 50%

Source: City of Woodland Zoning Ordinance.

Survey of Available Land

In 2012, the Sacramento Area Council of Governments (SACOG) Board approved the 2013-2021 Regional Housing Needs Plan (RHNP). Woodland was assigned a portion of the regional housing need for a total of 1,877 new housing units distributed in the following household income groups:

- 390 very low-income units,
- 274 low-income units,
- 349 moderate-income units, and
- 864 above moderate-income units,

Housing element law requires an inventory of land suitable for residential development (Government Code Section 65583(a)(3)). An important purpose of this inventory is to determine whether a jurisdiction has allocated sufficient land for the development of housing to accommodate the needs of all household income levels.

This section provides an analysis of the land available within the City of Woodland for residential development. In addition to assessing the quantity of land available to accommodate the City's total housing needs, this section also considers the availability of sites to accommodate a variety of housing types suitable for households with a range of income levels and housing needs.

Description of Criteria for Identifying Housing Sites

The City identified vacant and potentially redevelopable (as of January 2013) land that could accommodate residential development within Woodland's City Limits (see Figure 1).

All identified developable land designated for residential use (all residential land use designations in the General Plan) is considered available for residential development. Additionally, land within the Central Commercial (CC) designation is available for residential development. The General Plan permits residential uses above the ground floor in the CC designation. The Zoning Ordinance also permits single-family dwellings, duplexes, and multi-family units in the C-2 district (General Commercial Zone) – which implements the General Commercial (GC) designation – by use permit. A conditional use permit is required in C-2 and C-3 zoning district for most residential use types except single-family developments and duplexes, which require a Zoning Administrator permit.¹

Inventory of Vacant and Underdeveloped Sites

Table 2-38 provides a summary of estimated developable land within the City limits. Also shown are the residential density ranges for each designation and the holding capacity for residential units based on 80% of the maximum density for each designation. The table breaks down the developable land into two categories: (1) vacant parcels and (2) underutilized parcels that are considered “redevelopable” for residential development. All of the sites summarized below are within the City limits and served by backbone infrastructure for water, sewer, roads, and drainage. Basic municipal services such as police and fire are also available in all of these areas. As shown in the table, there is a total theoretical holding capacity of 4,096 units. However, as discussed in the material that follows, the City has made certain adjustments to this estimate in order to provide a more conservative estimate of the capacity to accommodate housing during this planning period.

Realistic Development Capacity

As noted, although the C-2 and C-3 zones allow residential development with a conditional use or zoning administrator permit, they have been removed from the total estimate of the City's housing development capacity. The City also reviewed project sizes for projects that included very low- and low-income units, which ranged from 10 units to 663 units. Although it appears that, based on the recent history of development proposals, that relatively small projects could be viable in Woodland, certain sites were removed from further consideration to ensure that the inventory is realistic and conservative. The site with CBD zoning of 0.18 acre is not included in the sites inventory when calculating total development capacity for housing. The 41 vacant and underutilized sites with ESD zoning that are less than one acre were also removed from consideration. The 14 sites with R-M zoning of less than one acre in land area were also removed when calculating development capacity for housing.

¹ Please refer to the Zoning Ordinance, which is available online, for more details: <http://www.cityofwoodland.org/civica/filebank/blobdload.asp?BlobID=6143>.

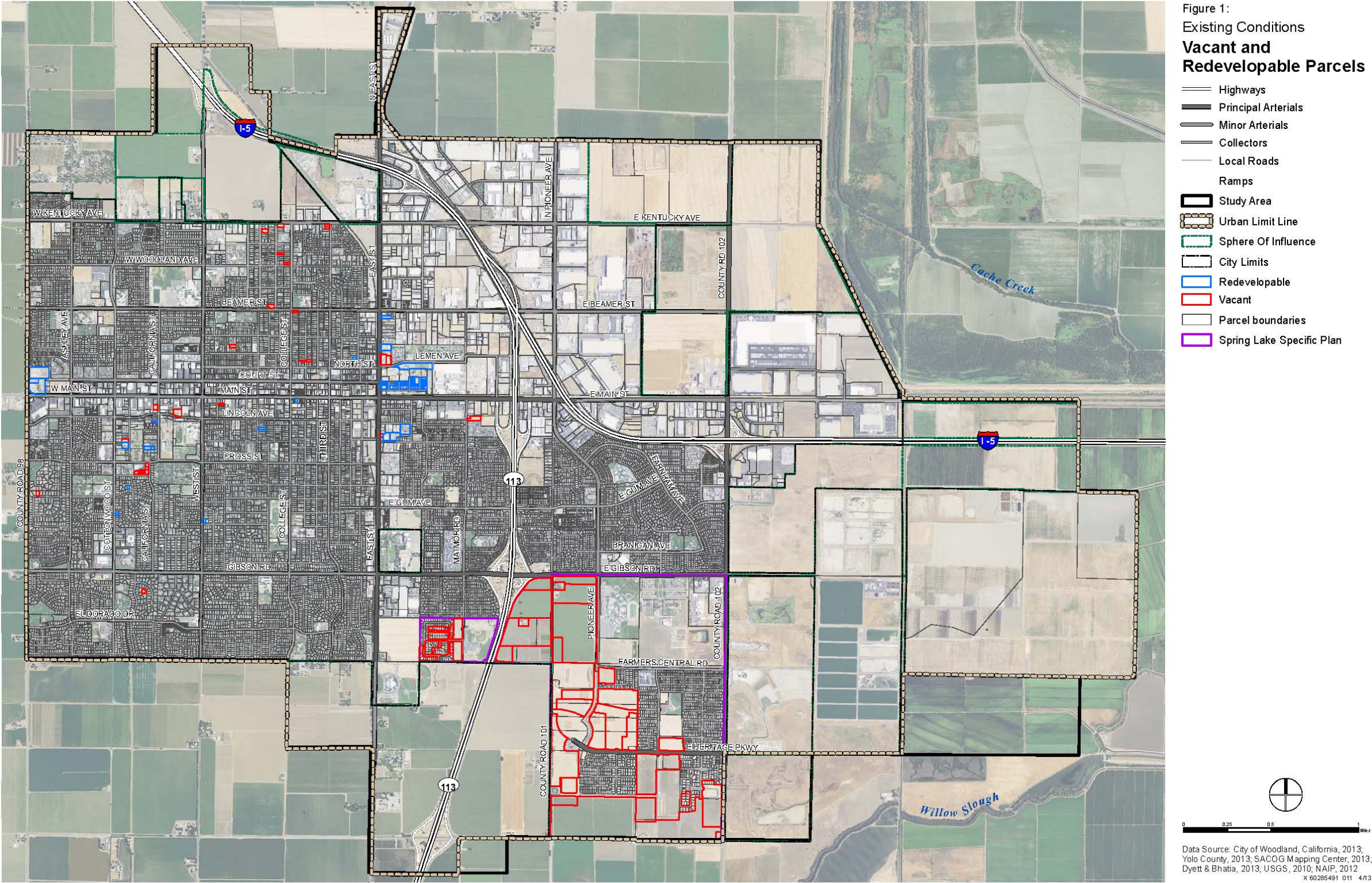
Table 2-38 Land Inventory by General Plan Designation and Zoning District

<i>GP Designation</i>	<i>LU²</i>	<i>Zone (2)</i>	<i>Maximum Density (Units/Acre)</i>	<i>Vacant Acreage</i>	<i>Redevelopable Acreage</i>	<i>Total Acreage</i>	<i>Residential Holding Capacity (Units)¹</i>
Central Commercial	CC	CBD	12	0	0.18	0.18	2
East Street Corridor Specific Plan (ESCSP)	ESD	ESD	25	2.47	18.13	20.60	412
General Commercial	GC	C-2	n/a	1.90	9.09	10.99	0
High Density Residential	HDR	RM	25	3.22	1.82	5.04	101
Medium Density Residential	MDR	R-2	16	2.16	n/a	2.16	28
Medium-Low Density Residential	MLDR	R-1	12	0.68	0.59	1.27	12
Neighborhood Commercial	NC	C-1	n/a	0.46	n/a	0.46	0
Neighborhood Preservation	NP	N-P	8	0.34	0.59	0.92	6
Service Commercial	SC	C-3	n/a	0.51	n/a	0.51	0
Spring Lake Specific Plan (SLSP)	SLSP	R-25	25	27.82	n/a	27.82	556
Spring Lake Specific Plan (SLSP)	SLSP	R-15	15	50.74	n/a	50.74	609
Spring Lake Specific Plan (SLSP)	SLSP	R-12	12	62.70	n/a	62.70	602
Spring Lake Specific Plan (SLSP)	SLSP	R-8	8	220.37	n/a	220.37	1,410
Spring Lake Specific Plan (SLSP)	SLSP	R-4	4	112.03	n/a	112.03	359
Total	-	-	-	485.4	30.4	515.79	4,096

Note: Vacant/redevelopable parcels in all residential and commercial land use designations are included in this inventory.

1 Numbers for the Residential Holding Capacity have been rounded. The residential yield was calculated at 80% of maximum density. Based on typically constructed densities, a residential yield of 80% is a conservative approach.

2 Residential units are allowed within the C-2 and C-3 Zones with a conditional use permit. Since there are certain criteria and restrictions that must be met to obtain a use permit, the projected unit count was not included with this survey.



Although the City is specifically examining opportunities to encourage infill development and reinvestment as a part of the 2035 General Plan Update, to provide a more conservative estimate for the purposes of the Housing Element, two-thirds of the potential housing development capacity for the parcels identified as “redevelopable” has been removed from the final estimate of housing development capacity for lower-income units. None of the redevelopable land has been factored into the supply of land for moderate- or above moderate-income households.

The City conducted a comprehensive review of development standards and on-site improvement requirements, and other potential governmental constraints. As noted in the constraints section of this report, the City’s development standards, procedures, and fees do not pose undue constraints on the development of housing in Woodland.

Based on the previously provided analysis of rents and sales prices, the City has assumed that the R-M and Spring Lake Specific Plan R-25 zones provide lower-income housing opportunities (assuming a 50%-50% split between very low and low income); the R-2 and Spring Lake Specific Plan R-12 and R-15 zones provide moderate-income housing opportunities; and the R-1, N-P, and Spring Lake Specific Plan R-4 and R-8 zones provide above moderate-income housing opportunities. Table 2-39 provides a summary of residential development capacity in Woodland compared to the City’s assigned housing need.

As shown, the City has demonstrated the capacity to accommodate a total of 3,828 dwelling units within the existing City limits during the planning period. For very low-income households, the City has a surplus capacity of approximately 11 units, while for lower-income households, the surplus is 127 units. For moderate-income units, the City’s surplus is 896 units, while for above moderate-income households, the surplus is 916 units. Please refer to Tables A.1 and A.2 in the Appendix for more detail.

Table 2-39 Residential Development Capacity

	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Above Moderate</i>	<i>Total</i>
Total RHNA	390	274	349	864	1,877
Capacity	401	401	1,245	1,780	3,828
Surplus	11	127	896	916	1,951

Note: *Located within the Redevelopment Agency Project Area.

Source: *City of Woodland Community Development, 2013.*

Land Available for Other Types of Housing and Shelter

State law (Government Code Section 65583(c)(a)) requires that local land use regulations accommodate a range of housing types, as well as facilities for people in need of emergency shelter and transitional housing. The following is a brief analysis of the availability of land for other types of housing.

Manufactured Housing

Manufactured homes on permanent foundations are allowed in all residential zoning districts and the A-1 and CBD zones. Mobile home parks are allowed in all residential zoning districts

and the A-1 zone. The Zoning Ordinance establishes standards for mobile homes in Section 25-21-50.

In November 2001, Woodland voters approved a mobile home rent control ordinance (Measure T). Under the ordinance current rents were rolled back to 1996 levels and then increased by adding 3 percent per year, or 75 percent of the annual increase in the Consumer Price Index (CPI), whichever is lower. The measure restricts annual rent increases to the CPI or a cap of 3 percent.

Transitional Housing

The City amended its zoning code in March 2013 to treat transitional housing as a residential use, subject to the same requirements as a similar residential development.

The City's transitional housing facilities are listed below. Woodland also provides funding or has provided funds for several programs (listed in the "Programs Section") that help the homeless as well as low-income families.

Summer House – (CDBG) The City allocated \$11,000 in CDBG funds during Fiscal 2010-2011. The funding was used to construct an ADA accessible entrance. Summer House serves adults with traumatic brain injuries.

Safe Harbor House – (CDBG) A total of \$180,000 in CDBG funds were allocated for Safe Harbor House from 2001 to 2003. The project added 15 new low-income "supportive housing" apartments for adults with mental illness. Additional CDBG funds, in the amount of \$38,683, were allocated to help complete the project during 2006 to 2007.

Cache Creek Lodge Women's Residential Treatment and Housing Facility – (CDBG) During 2004 to 2005, the City committed \$90,000 in CDBG funds for Phase I of the Cache Creek Lodge Women's Residential Treatment and Housing Facility. Phase I included the demolition of three structures and construction of a 6,000 square foot building to house services for women, and a 5-plex to house those undergoing drug/alcohol treatment at the facility.

New Dimension Supportive Housing – (CDBG current planning period) The City provided funds for the operations of the New Dimension Supportive Housing project.

Family Transitional Housing – This facility provides transitional housing for families.

Emergency Shelters

The City amended the East Street Corridor Specific Plan in March 2013 to add emergency shelters as permitted uses in Areas C and E. In addition, the City amended its zoning code to include emergency shelters as a conditional use in the Multiple Family Residential (R-M) Zone.

The City's emergency shelters are listed below. Woodland also provides funding or has provided funds for several programs (listed in the "Programs Section") that help the homeless as well as low-income families.

Friends of the Mission – (CDBG) During 2003 to 2005, a total of \$89,450 in CDBG funds were allocated to Friends of the Mission for the construction of a year-round homeless shelter (Yolo Wayfarer Center) in Woodland. The City provided an additional \$90,000 in CDBG funds for the program in Fiscal Year 2005-2006. The homeless shelter project also received \$65,992 in CDBG funds in Fiscal Year 2006-2007. Construction of the shelter was completed in Fall 2006. The shelter features a 5,000 plus square foot facility with a cold weather shelter area/dining room for over 100 homeless individuals.

Yolo Wayfarer Center Homeless Shelter (cold weather shelter services): (CDBG) The facility is licensed for 73 beds, but is funded for only 50 beds. The City has provided CDBG funds for the operation of the shelter on multiple occasions during the period of Fiscal Years 2008-2009 through 2012-2013. The City has also received Continuum of Care (CoC) transitional housing grant funds from HUD to support the Wayfarer Center. The City received a \$165,920 grant award for 2012.

Wallace and Vannucci Domestic Violence Shelter (Sexual Assault and Domestic Violence Center) – (CDBG) This shelter opened in 1999, to provide domestic violence shelter services for women and children. Emergency shelter includes 98 days of comprehensive programs for battered women and their children. The facility currently has 25 beds. The City has provided CDBG funds for the operation of the shelter on two occasions during the period of Fiscal Years 2008 – 2009 through 2012-2013.

Shelter Home – The facility contains 10 beds and provides emergency housing for young male victims of abuse and abandonment. .

Programs

The City supports and funds an array of special services for the homeless. The City has partnered with the other cities in Yolo County and the County since July 1996 to support the countywide Homeless Services Coordinator and Cold Weather Shelter Program. The project contracts for a coordinator to seek State, Federal, and private grants for countywide homeless services and provides funding assistance for the Yolo Wayfarer Center's cold weather shelter for the homeless. City programs for homeless services include the following:

1. Yolo Wayfarer Center: The City sponsored the Day Services Program at the Friends of the Mission Yolo Wayfarer Center to serve the homeless population of Woodland.
2. Crossroads House and the Shelter Home: This program is operated by Woodland Youth Services and provides shelter services to children who are temporarily homeless after being abandoned, neglected, or abused. The Crossroad House provides services for females and can house up to 6 individuals. Shelter Home provides services for males and can house up to 10 individuals.
3. Short Term Emergency Aid Committee (STEAC): This organization provides a Rental Assistance Program, an Emergency Shelter Program, and an Eviction Prevention Program. STEAC offers several other services including Free Food and Clothing Programs.

4. Countywide Homeless Coordinator: The City provides funds to support the activities of the Homeless Coordinator.

Second Units

The City permits second units in all of the General Plan residential land use designations and in the following zoning districts:

- Single Family Residential Zone (R-1)
- Duplex Residential Zone (R-2)
- Neighborhood Preservation Zone (N-P)
- Multiple Family Residential Zone (R-M)

Second attached residential units are also allowed in the A and C Zones of the East Street Specific Plan at a maximum of 10% of the existing living area.

Sites Suitable for Redevelopment for Residential Use

As described previously, the analysis of developable land includes both vacant land and land that is classified as “underdeveloped” and is available for redevelopment for residential uses.

Adequacy of Public Facilities and Infrastructure

Roads

The General Plan states that all new development projects are required to construct or fund improvements necessary to mitigate any traffic impacts resulting from the project. In addition, the 1998 City of Woodland Street Master Plan Update identifies roadway improvements required through 2020 to accommodate growth as proposed under the General Plan.

The City is in the process of updating its 1998 Master Plan with its update of the General Plan. The Master Plan uses revised traffic counts to update the traffic model, which projects future traffic patterns based on buildout land use estimates and resulting level of service (LOS), and develops a future project list and evaluates policy considerations and project priority.

Water

The City of Woodland is the only provider of water for domestic, commercial, and industrial use within the city limits with groundwater as the City’s sole source of water supply. There are a total of 19 groundwater wells located throughout the City, and an elevated water tank is located at Beamer and Walnut Streets. According to the Woodland Public Works Department, the City pumped approximately 4,535 billion gallons of groundwater (or 13,921 acre-feet) in 2010. In 2000, the City pumped approximately 5,376 billion gallons of groundwater (or 16,500 acre-feet). As new development has occurred new wells have been drilled to provide capacity for growth. However, as existing wells have failed, replacement wells have not been provided.

While the City's groundwater currently meets State requirements, its decreasing water quality will soon require major improvements to several wells, the drilling of new wells, use of storage tanks with booster pumps, and/or nitrate treatment to stay in compliance. Similar actions are also caused by the aging of wells. The Davis/Woodland Water Supply project will provide treated surface water from the Sacramento River to the Woodland and Davis communities and UC Davis. In November 2007, the City Council adopted and certified the EIR for the Water Supply Project (after the Davis City Council adopted and certified the EIR in October 2007). In 2009, the City entered into a Joint Powers Authority named the Woodland-Davis Clean Water Agency; with the City of Davis as a partner and UC Davis as a participating agency. The new JPA will finalize planning, and design, construct, own and operate the new water supply.

Phase 3 Water Meter Project is scheduled to begin in April 2013. Phase 3 will install approximately 300 ¾-inch to 2-inch meters and several 3-inch and 8-inch meters. This is the final phase of the water meter installation project and will mostly include a number of condominium communities and several meter installations that were missed during Phases 1 & 2 of the project. This will complete the City's water meter installation project and bring the City into compliance with the State's water usage requirements. Water development fees, including fees for the surface water project were updated in 2011.

Sewer

The City of Woodland maintains the collection system facilities that distribute wastewater to the City's wastewater treatment plant (WWTP), which is located in the southeastern portion of Woodland. The wastewater collection system consists of pipelines ranging from 6 to 48 inches in diameter. There are three main collection systems controlled by gravity flow to the Woodland WWTP: the Kentucky Trunk System, Beamer Trunk System, and Gibson Trunk System. The Beamer Trunk sewer system has adequate capacity until the City reaches buildout in 2020. According to the Wastewater Collection System Master Plan Report, while the Kentucky and Gibson Trunk Systems had adequate capacity as of 2000, these systems may reach capacity in the future because of new development occurring on the City edges.

The City completed the WWTP Stage 2 Expansion, Tertiary Treatment Improvements, and Flood Protection Projects in 2008 at a construction cost of more than \$27 million. The expansion project increased the average dry weather flow capacity of the WWTP from 7.8 million gallons per day (mgd) to 10.4 mgd, the tertiary treatment improvements included the installation of a ultraviolet disinfection system and new cloth-disc filters, and the flood protection work resulted in the construction of levees around the WWTP Mechanical Plant site and Overflow Pond to provide flood protection from a 100-year Cache Creek flood event as well as the improvement of levees around the remaining ponds to protect against a localized 100-year flood event. Development impact fees funded all of the work associated with the WWTP expansion in order to address new growth.

Infrastructure Financing

Existing master plans are being updated or completed to cover major capital facilities. The City's Capital Improvement Program (CIP), which schedules projects through 2020, is based

on existing development impact fees. The development impact fee is updated periodically to ensure that sufficient funds are generated to finance new development's share of the CIP.

INVENTORY OF LOCAL, STATE, AND FEDERAL HOUSING AND FINANCING PROGRAMS

Current Programs

The City of Woodland utilizes local, State, and Federal funds to implement its housing strategy. Because of the high cost of new construction, more than one source of public funds is required to construct an affordable housing development. The City does not act as a developer in the production of affordable units, but relies upon the private sector to develop new units with the assistance of various funding sources.

As an entitlement community under the Community Development Block Grant (CDBG), the City of Woodland receives an annual grant from HUD to use to meet the objectives of the CDBG program. Between 2009 and 2012, the City received approximately \$2.15 million in CDBG funds.² These funds are used to fund a variety of housing and community development related activities. The City does not have entitlement status under the HOME, ESG, and HOPWA programs. However, in the past the City has applied for and received HOME grants from the State. These funds have been used to fund the construction of affordable multifamily housing projects as well as to assist first-time homebuyers purchase single-family homes.

The Woodland Redevelopment Agency and Successor Agency were historically an important source of funds for the City's housing programs. In the absence of Redevelopment funding, the City will have to consider a more limited scope of housing programs that can be achieved with available funds. The City currently funds or has funded a number of housing programs that are summarized below:

- HOME, First Time Homebuyer Program – In 2011, the City received a grant of \$800,000 and to date has closed four loans for low-income households.
- HOME, First Time Homebuyer Program – In 2007, the City received a grant of \$800,000 and closed 26 loans for low-income households.
- HOME, Multi-Family Construction – In 2005, the City received a HOME grant in the amount of \$4,000,000 and used the grant and \$189,000 in HOME Program Income funds for the Terracina Spring Lake Family Apartments project. The project resulted in the construction of a 156-unit multifamily development with 85 units for very low- and 71 units for low-income households. The City received a \$4,000,000 HOME grant in 2007 for the 44-unit Rochdale Grange multifamily development. The project includes 43 units for very low-income households. Terracina and Rochdale are located in the Spring Lake Specific Plan area.

² http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/about/budget

- CalHome, First Time Homebuyer Program – In 2007, the City received \$600,000 in first time homebuyer funds. The City closed 21 loans for low-income households with the CalHome funds.
- CDBG Housing Rehabilitation Program – The City offers assistance to low-income households to rehabilitate existing single-family units. This program, which is funded by CDBG funds, is designed to correct health and safety hazards in deteriorated owner-occupied units. The maximum loan amount for the program is \$75,000 per housing unit. Over the past decade the City has approved and conducted over 85 housing rehabilitation loan projects for qualified households. The source of funding for the housing rehabilitation loans comes from program income generated through the repayment of these loans as well as through direct funding from the CDBG program. In 2009-2010, the City dedicated \$88,988 to three housing rehabilitation loans.
- Fair Housing Services – CDBG funds are used to contract with Legal Services of Northern California to provide fair housing services, including counseling related to tenant/landlord rights and responsibilities, fair housing complaint process, investigation and referral, and fair housing workshops. While the fair housing services are available to residents of all income categories, the majority of Legal Services' fair housing clients are from low-income households.
- Homeless Prevention Program – The Short Term Emergency Aid Committee received CDBG funds from the City of Woodland in Fiscal Year 2008-2009 for rental payment assistance to low-income households.
- Emergency Shelters – The City provided CDBG funds this planning period for operations of the Yolo Wayfarer Center and Sexual Assault and Domestic Violence Center.
- BEGIN Program – In January 2008, the City identified 18 units in the Spring Lake Specific Plan area that met the BEGIN Criteria and received \$540,000 for homebuyer activities. To date, the City has committed funding for thirteen loans in the amount of \$390,000 for low and moderate-income households.
- Spring Lake Specific Plan Inclusionary Units Production (Single-Family) – To date, 62 units have been closed with deeds of trust totaling \$4,408,917 (silent seconds) for low-income households in Spring Lake and the Stonehaven and Starlyn Park Subdivisions which are located in the Southeast Area Special Plan as a result of the City's Inclusionary Housing Program.
- Mutual Housing at Spring Lake Project – The City in 2013 approved a \$910,000 loan through the Spring Lake Affordable Housing Fund for the 101-unit multifamily project that will include 100 units for lower-income households. Previously, in 2011, the City approved a \$350,000 pre-development loan for the project and to date nearly all the loan funds have been disbursed.

Woodland residents may benefit from affordable housing programs administered by YCH, which are funded by the United States Department of Housing and Urban Development (HUD). The Housing Choice Voucher Program (formerly known as Section 8) provides

rental assistance through private landlords. As of March 1, 2013, 500 households in Woodland were receiving rental assistance from this program. As of April 24, 2013, there were 4,429 households on the waiting list throughout Yolo County for these units which range in size from one to six bedrooms.

YCH owns and operates three affordable housing developments in Woodland: Yolano-Donnelly (132 units for the Yolano Village and Donnelly Circle facilities), Cottonwood Meadows (47 units), and Crosswood Apartments (48 units). Yolano-Donnelly and Crosswood provide family housing while Cottonwood is for senior citizens. YCH also owns and operates 8 transitional housing units..

YCH has used \$727,977 in CDBG and other funds for rehabilitation at Yolano Village, Donnelly Circle, and Cottonwood, including window and HVAC improvements, new playgrounds, and ADA site improvements at Yolano Village and Donnelly Circle in 2009 and 2010; and ADA bridge, sidewalk, and driveway repairs at Cottonwood in 2013.

Assisted/Affordable Housing Projects

In June 2004, the City adopted an amendment to its citywide inclusionary housing ordinance (Chapter 6A. Affordable Housing). This amendment requires any new housing project, for-sale or rental, produced anywhere in the City to provide affordable units, thereby implementing a “scattered sites” (affordable units shall be located (scattered) throughout the plan area to the greatest feasible extent) policy citywide. In the Spring Lake Specific Plan area, a Scattered Site Program also requires the development of each market rate unit to pay an “offsite” fee of \$1,100 per market rate unit. This fee will be used to assist with an additional 74 units of affordable housing.

Subsidized housing projects in Woodland, except those operated by YCH, are summarized in Table 2-34.

In addition, there are a total of 132 units of public housing in Woodland. YCH owns and operates these units, which are located in the center of the City, north of Lemen Avenue at Yolano-Donnelly (Yolano Village and Donnelly Circle housing facilities). There are 16 studio and one-bedroom units, 56 two-bedroom units, and 60 units that have three or four bedrooms.

Other Funding Programs

There are several local, state, and federal funding programs that can be used to assist first-time homebuyers, build affordable housing, and help special needs groups. Because of the high cost of new construction, more than one source of funds is usually required to construct an affordable housing development. Funds provided may be low-interest loans, or in some instances, grants are provided that do not require repayment.

In most cases other entities, including for-profit and non-profit developers, apply for funds or other program benefits. For example, developers apply directly to HUD for Section 202 and Section 811 loans or to the California Tax Credit Allocation Committee (TCAC) for low-income housing tax credits. The City of Woodland does not act as a developer in the

production of affordable units, but relies on the private sector to develop new units with the assistance of these various funding sources, such as the Rochdale Grange affordable housing project, which received low income housing tax credits and a \$4,000,000 HOME loan from the City.

The City can help sponsor grant and loan applications, provide matching funds, or furnish land at below-market cost. However, there are also programs, such as CalHFA's HELP program, to which the City applies directly. Finally, there are a few programs, such as the Mortgage Credit Certificate (MCC) Program or the Lease Purchase Program which is available directly to households. City funding may help satisfy a local match requirement for a funding program. Or, in other instances such as the awarding of low income housing tax credits through TCAC, the City's assistance may be counted as local leverage and enhance the competitive advantage of a funding application.

ENERGY CONSERVATION OPPORTUNITIES

State housing element law requires an analysis of the opportunities for energy conservation in residential development. Energy efficiency has direct application to affordable housing because the more money spent on energy, the less available for rent or mortgage payments. High energy costs have particularly detrimental effects on low-income households that do not have enough income or cash reserves to absorb cost increases and many times must choose between basic needs such as shelter, food, and energy.

Pacific Gas and Electric (PG&E) provides gas and electricity services for the City of Woodland. PG&E assists low-income, disabled, and senior citizen customers through several programs and community outreach projects that include the following:

- CARE (California Alternate Rates for Energy) – The CARE program provides a 20 percent discount on monthly bills for qualified low- or fixed-income households and housing facilities. Qualifications are based on the number of people living in the home and total annual household income.
- FERA (Family Electric Rate Assistance) – Family Electric Rate Assistance is PG&E's rate reduction program for large households of three or more people with low- to middle-income.
- Energy Partners Program – The Energy Partners Program provides qualified low-income customers free weatherization measures and energy-efficient appliances to reduce gas and electricity usage.
- Medical Baseline Allowance – Residential customers can get additional quantities of energy at the lowest (baseline) price. To qualify for Medical Baseline, a California-licensed physician must certify that a full-time resident in the home has a serious medical condition such as being dependent on life-support equipment while at home.
- Low-Income Home Energy Assistance Program (LIHEAP) – The program is funded by the federal government and the State Department of Community Services & Development (CSD) administers LIHEAP. The federal Department of Health and Human Services distributes funds to states annually to assist with energy bills and

offset heating and/or cooling energy costs for eligible low-income households. California's annual share is approximately \$89 million which CSD distributes to contracted community energy service providers.

- Relief for Energy Assistance through Community Help (REACH) – This is a one-time energy-assistance program sponsored by PG&E and administered through the Salvation Army from 170 offices in Northern and Central California. Those who have experienced an uncontrollable or unforeseen hardship may receive an energy grant of up to \$300. Generally, recipients can receive REACH assistance only once within a 12-month period, but exceptions can be made for seniors, the physically challenged, and the terminally ill.

All new buildings in California must meet the standards contained in Title 24, Part 6 of the California Code of Regulations (Energy Efficiency Standards for Residential and Nonresidential Buildings). These regulations were established in 1978 and most recently updated in 2010, including CalGreen standards to increase energy efficiency and water conservation. The City adopted the 2010 California Building Standards Code and the 2010 California Green Building Code. Energy efficiency requirements are enforced by local governments through the building plan check and inspection process. All new construction must comply with the standards in effect on the date a building permit application is submitted.

Solar Access

The California Subdivision Map Act (Government Code Sections 66473-66498) allows local governments to provide for solar access as follows:

66475.3. For divisions of land for which a tentative map is required pursuant to Section 66426, the legislative body of a city or county may by ordinance require, as a condition of the approval of a tentative map, the dedication of easements for the purpose of assuring that each parcel or unit in the subdivision for which approval is sought shall have the right to receive sunlight across adjacent parcels or units in the subdivision for which approval is sought for any solar energy system, provided that such ordinance contains all of the following:

- (1) Specifies the standards for determining the exact dimensions and locations of such easements.
- (2) Specifies any restrictions on vegetation, buildings and other objects, which would obstruct the passage of sunlight through the easement.
- (3) Specifies the terms or conditions, if any, under which an easement may be revised or terminated.
- (4) Specifies that in establishing such easements consideration shall be given to feasibility, contour, configuration of the parcel to be divided, and cost, and that such easements shall not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or a structure under applicable planning and zoning in force at the time such tentative map is filed.

- (5) Specifies that the ordinance is not applicable to condominium projects, which consist of the subdivision of airspace in an existing building where no new structures are added.

As previously mentioned, the City adopted the 2010 California Green Building Code. Fees for Solar projects have been reduced and plan review times have been shortened.

The Rochdale Grange project was completed in 2011 and includes solar panels on the Community Center to help supply energy to the complex. New homes built by Standard Pacific in Spring Lake are required to have a minimum of 5 percent of their homes utilizing solar panels. The Pulte development in the Southeast Area offers solar on all of its 79 homes.

Planning and Land Use Energy Conservation:

The City's Community Design Standards address site planning for new residential development and modifications to existing buildings, as well as provide standards for landscaping and screening techniques to enhance the streetscapes. The intent of the Design Standards is to create better neighborhoods, reduce emphasis on the automobile and encourage alternative modes of transportation. The Spring Lake Specific Plan (SLSP) area development design guidelines are patterned around the Neo-Traditional neighborhood. The SLSP also allows for residential compact development, requires that the maximum number of residential dwelling units to be oriented in a north or south direction (within 30 degrees), and provides for the installation of roof-mounted photovoltaic energy or alternative energy systems for a portion of the residential units. The landscaping requirements stipulate the use of drought tolerant plant species and the planting of a shade tree canopy for all streets within the SLSP.

Opportunities for Energy Conservation

The City is currently preparing a Climate Action Plan (CAP), which will include a more comprehensive program for residential energy efficiency. The following list details the draft strategies and actions from the CAP:

- Reduce per capita energy consumption and overall energy demand
 - Require that natural factors, such as cross ventilation, solar access, wind protection, and shade, be considered in site and building design for new construction.
 - Promote participation in Energy Upgrade California, Yolo Energy Watch, and other state, federal, and PG&E incentive programs for improving home energy efficiency, including lighting, appliance, insulation, roof, and other energy efficiency upgrades.
 - With other local jurisdictions, establish and/or promote a local turn-key PACE program, group purchasing discount programs such as Energy Benefits Yolo, and other available financing programs that can be used by homeowners for affordable residential energy efficiency retrofits.
 - Promote energy efficiency upgrades for historical structures that are consistent with maintaining historical integrity.

- Conduct and support educational outreach on the energy-saving benefits of new lighting technologies such as CFLs, LEDs, and solar tubes, and support the establishment of improved industry standards for lighting technologies.
 - Provide targeted outreach and continue City rebates for the planting of shade trees that help reduce energy demand, and provide information to support proper tree maintenance.
 - Provide new homeowners with information on energy and water efficiency tips and assistance programs.
- Increase renewable energy generation and procurement
 - Increase the percentage of homes in new development that are solar ready and/or that have solar water heaters.
 - Encourage builders to install EV charging stations in new developments.
 - Promote participation in state, federal, and PG&E financing, incentive, and rebate programs for solar installations.
 - With other local jurisdictions, establish and/or promote a local turn-key PACE program, group purchasing discount programs such as Energy Benefits Yolo, and other available financing programs that can be used by homeowners for affordable solar PV installations.
 - Support the establishment of community solar opportunities to expand access to solar power for renters, those with shaded roofs, and those who choose not to install a residential system on their home for financial or other reasons.
- Reduce per capita water demand
 - Continue to promote water conservation through targeted leak-detection assistance, landscape water reduction guidance, rebates and incentives, workshops, and additional education and outreach programs.
 - Provide new homeowners with information on energy and water efficiency tips and assistance programs.
 - Continue to provide information on water use patterns and comparative water use in utility bills to help water users understand consumption patterns and adjust water use.
- Reduce the number of vehicle miles travelled within and outside of Woodland
 - Encourage pedestrian and bicycle-oriented design in the allocation of space, building size and placement, site enhancement, open space design, connection to pedestrian/bikeways and site amenities such as plazas, courtyards, and breezeways.
 - Design new neighborhoods so that daily shopping errands can generally be completed within easy walking and biking distances.
 - Encourage telecommuting and live/work arrangements to reduce commuting through policies and regulations that allow home occupations, home offices, and live/work uses, provided they are compatible with surrounding neighborhood uses and do not cause significant negative impacts.
- Promote infill development, adaptive reuse, and densification where possible

- Promote a mix of uses in new development and redevelopment projects
 - Promote mixed use of commercial areas – including upstairs spaces in the downtown area (e.g., uses including retail, entertainment, services, and residential).
 - Encourage the redevelopment of vacant or underutilized lots with buildings including second stories for retail, residential, or office uses.

In addition, the City will consider additional actions, some of which would be included in the CAP:

- Apply for or support applications for affordable housing funds from agencies that reward and incentivize good planning. Examples include the HCD's Multifamily Housing Program (MHP) and California Tax Credit Allocation Committee resources which provide competitive advantage for affordable infill housing and affordable housing built close to jobs, transportation, and amenities.
- Promote Location Efficient Mortgage (LEM) and Energy Efficient Mortgage (EEM) programs. These programs provide homeowners with affordable mortgage assistance if they purchase a home in specified location efficient areas or by meeting certain energy conservation standards.
- Promote broad public outreach, including educational programs and the marketing of energy-saving incentives.
- Target local funds, including CDBG, to assist affordable housing developers incorporate energy efficient designs and features.

A CAP, or similar strategy, can serve as a mitigation strategy under CEQA for GHG/climate change impacts associated with a proposed project. A suite of greenhouse gas reduction strategies, including strategies for energy efficiency, and a framework for implementation will be finalized in the adopted CAP.

2.4 Potential Housing Constraints

POTENTIAL GOVERNMENTAL CONSTRAINTS

Land Use Controls – General Plan Land Use Designations and Zoning

Permitted Uses and Development Standards

By definition, local land use controls constrain housing development by restricting housing to certain sections of the City and by limiting the number of housing units that can be built on a given parcel of land. The City of Woodland General Plan establishes land use designations for all land within the City's boundaries. These designations specify the type of development that the City will permit. The General Plan includes seven designations that permit a range of residential development types (see Table 2-40), from Rural Residential development (density of 2 units per acre) up to High Density Residential (density of 16 to 25 units per acre).

Table 2-42 lists which housing types Woodland's zoning districts allow. The Planning Commission considers uses that require a Conditional Use Permit (CUP).

Special Needs Housing

City Municipal Code Section 25-3-10 defines a "Residential Care Home" as a state authorized, certified or licensed family care home, foster home, or group home serving six or fewer mentally disordered or otherwise handicapped persons or dependent and neglected children on a twenty-four-hour basis. The City currently allows "Residential Care Homes" in the R-1, R-2, N-P, and R-M zones as a permitted use without further discretionary entitlements.

Currently, "Residential Care Homes" with more than six mentally disordered or otherwise handicapped persons or dependent and neglected children are allowed in the R-1, R-2, N-P, R-M, and ESD zones with a conditional use permit (CUP). To remove this constraint, the City will need to amend the zoning ordinance to permit a "Residential Care Home" that allows more than six guests in its R-M zone.

Table 2-40 City General Plan Residential Land Use Designations

<i>General Plan Designation</i>	<i>Description</i>
Rural Residential (RR)	Single family detached homes and second units at a maximum density of 2 units per acre.
Very Low Density Residential (VLDR)	Single family detached homes and second units with a density range of 1 to 4 units per acre.
Low Density Residential (LDR)	Single family detached and attached homes and second units with a density range of 3 to 8 units per acre.
Neighborhood Preservation (NP)	Single family detached and attached homes, duplexes, triplexes and fourplexes, existing multifamily units (as of 1979), with a density range of 3 to 8 units per acre.
Medium-Low Density Residential (MLDR)	Single family detached and attached homes and second units with a density range of 5 to 12 units per acre.
Medium Density Residential (MDR)	Single family detached and attached homes, duplexes, triplexes and fourplexes, multifamily units, group quarters, and mobile home parks with a density range of 8 to 15 units per acre.
High Density Residential (HDR)	Triplexes, fourplexes, multifamily units, and group quarters with a density range of 16 to 25 units per acre.
Planned Neighborhood (PN)	Single family detached and attached homes, multifamily units, and second units at a maximum density of 7 units per acre.

Source: City of Woodland General Plan.

Table 2-4I City Zoning Designations

	<i>Zoning Designation outlined within section 25.4.10 Table I</i>													<i>Specific Plans</i>		
	<i>A-I</i>	<i>O-S</i>	<i>R-1</i>	<i>R-2</i>	<i>N-P</i>	<i>R-M</i>	<i>C-1</i>	<i>CBD</i>	<i>C-2</i>	<i>ESD</i>	<i>C-3</i>	<i>C-H</i>	<i>I</i>	<i>Down-town</i>	<i>Spring lake</i>	<i>East Street Corridor</i>
Requires a Use Permit for Residential	No	N/A*	No	No	No	No	N/A*	Yes(m)	Yes(l)	Yes(n)	Yes(l)	N/A*	N/A	****	No	****
Minimum Lot Width																
Corner Lot	-	-	60'	60'	60'	60'	-	-	-	-	-	-	-	-	-	-
Interior Lot	125	-	50'	50'	50'	-	-	-	-	-	-	-	-	-	-	-
Min. Lot Area/Unit Corner/interior	2 1/2 acres	-	6000 5,000	6000 5,000	6000 5,000	6,000/ 1,500 per unit	-	-	-	***	-	-	-	-	-	-

* Residential use not permitted.

*** Requirement depends on zone within the specific plan

**** Permitted within certain zones within the specific plan; see Specific Plan

Note: The following special conditions apply to those land uses indicated by corresponding letter in Table

- (a) Existing uses in N-P zone on December 6, 1979. These uses may be replaced with new structures containing the same number of, but no additional, dwelling units, rooms or beds than existed on December 6, 1979. Nursing and convalescent homes may be expanded or enlarged by conditional use permit;
- (b) Conditional use permit required if for more than six guests or persons;
- (c) Permitted on corner lots only. Each entrance must front on a separate street;
- (d) Conditional use permit required;
- (e) Accessory use, incidental to principal use;
- (f) See Section 25-7-50;
- (g) Conditional use permit subject to Section 25-21-30;
- (h) Subject to Section 25-21-50;
- (i) Residence must be located in the building of the use. If use is open storage that has no buildings, a mobile home is permitted;
- (j) Office must be converted to residences when sales activity ceases;

	<i>Zoning Designation outlined within section 25.4.10 Table 1</i>													<i>Specific Plans</i>		
	<i>A-1</i>	<i>O-S</i>	<i>R-1</i>	<i>R-2</i>	<i>N-P</i>	<i>R-M</i>	<i>C-1</i>	<i>CBD</i>	<i>C-2</i>	<i>ESD</i>	<i>C-3</i>	<i>C-H</i>	<i>I</i>	<i>Down-town</i>	<i>Spring lake</i>	<i>East Street Corridor</i>

(k) Conditional use permit required. Only allowed in neighborhood preservation/transitional overlay zone (NP/T);

(l) Zoning administrator permit required;

(m) Refer to downtown specific plan and the land use area matrix contained in Article 14.5;

(n) Conditional use permit required and subject to the following restrictions:

(1) Such use must be located more than one thousand feet from any other such use.

(o) Refer to East Street corridor specific plan and the land use area matrix contained in Article 15.5;

(p) Permitted use if in compliance with zoning requirements and community design standards, site plan and design review by the planning commission is required. (Ord. No. 1024, § 2; Ord. No. 1050, § 1; Ord. No. 1147, § 10; Ord. 1157, § 1 (part); Ord. No. 1180, § 2; Ord. No. 1238, § 1 (part); Ord. No. 1254, § 4; Ord. No. 1314, § 4; Ord. No. 1372, § 2; Ord. No. 1394, § 3 (part).)

Table 2-42 Housing Types Permitted by Zoning District

Residential Use		Zone								
Conditional		A-I	R-1 (1)	R-2 (2)	N-P	R-M (3)	CBD	C-2	ESD	C-3
Yes =C	No =X									
Single-Family/Duplex (4)		X	X	X	X	X	(5)	(6)	(7)	(8)
3 + DU		-	-	-	(9)	X	(10)	C	(11)	C
Residential Care <6P		-	X	X	X	X	-	-	(12)	-
Residential Care >6P			C	C	C	C	-	-	(13)	-
Emergency Shelter		-	-	-	-	-	C	-	(14)	-
Manufactured Homes/Mobile-Homes on Permanent Foundations		X	X	X	X	X	X	-	(15)	-
Mobile Home Parks		X	X	X	X	X			(16)	
Transitional Housing		(17)	(17)	(17)	(17)	(17)	(17)	(17)	(17)	(17)
Farm Worker Housing (18)		-	-	-	-	-	-	-	-	-
Supportive Housing		(17)	(17)	(17)	(17)	(17)	(17)	(17)	(17)	(17)
2nd Unit		X	X	X	X	X	-		X	-

Notes: (1) This Zone District is consistent with Land Use Categories R-4, R-5, and R-8 in the Spring Lake Specific Plan.

(2) This Zone District is consistent with Land Use Categories R-5, R-8, R-15, R-20, and R-25 in the Spring Lake Specific Plan.

(3) This Zone District is consistent with Land Use Categories R-15, R-20, and R-25 in the Spring Lake Specific Plan.

(4) Duplexes not permitted in A-I, permitted on corner lots of R-I.

(5) Permitted use in District C (of CBD) and permitted use in Districts D and E (portion of district). If performance standards cannot be met, conditional use in Districts D and E.

(6) Zoning Administrator Permit (ZAP) required.

(7) Permitted use in Zone A (of ESD) and ZAP required for Zones C – F.

(8) ZAP required.

(9) Existing uses as of December 6, 1979 are permitted. These uses may be replaced with new structures containing the same number of, but no additional, dwelling units, rooms or beds than existed on December 6, 1979. Nursing and convalescent homes may be expanded or enlarged by CUP.

(10) Permitted use in Districts A, B, D, and E if minimum standards met. Otherwise, CUP required.

(11) Existing uses as of December 6, 1979 are permitted in Zone A. These uses may be replaced or expanded with CUP. Conditional use in Zone C.

(12) Permitted use in Zone A.

(13) Conditional use in Zone A.

(14) Emergency shelters are allowed by right in Zones C and E.

(15) Permitted use in Zones A and B.

(16) Permitted use in Zone A and ZAP required for Zone B.

(17) Transitional Housing and Supportive Housing are defined as a residential use and only subject to those restrictions that apply to other residential uses of the same type in the same zone

(18) Currently, the City has no public farm worker housing.

Source: City of Woodland, 2013.

The State has removed any city discretion for review of small group homes for persons with disabilities (six or fewer residents). The City does not impose additional zoning, building code, or permitting procedures other than those allowed by State law.

The City also allows residential retrofitting to increase the suitability of homes for persons with disabilities in compliance with accessibility requirements.

Farm worker housing is not permitted in any zone district. This represents a constraint to the provision of housing for this special needs group, and is addressed through Program 2.18, which requires that the City propose an amendment to the Zoning Code to permit farm worker housing.

Supportive housing and transitional housing are defined in the code, and permitted as a typical residential use. Emergency shelters are permitted in the CBD and R-M zone with a use permit, or by right in Zones C and E of the East Street Corridor Plan subject to development standards defined in the code. The development standards applied to emergency shelters include:

- At least 300 feet from an existing emergency shelter
- Maximum of 40 beds
- One off-street parking space for each employee or volunteer plus one space per family sheltered and 0.35 space for each non-family bed. Planning Director can grant modifications to parking requirements. Bicycle parking must also be provided, and may be used to reduce automobile parking requirements.
- Size and location of indoor and intake and waiting areas, including minimum of 10 square feet per bed and two private offices/cubicles. Outdoor security lighting is required.
- On-site management must be present at all times during operation. Annual management plans must be filed with the City.
- Maximum stay is six months in a 12 month period.
- Central cooking, dining, and laundry facilities must be adequate for the maximum number of residents. A designated outdoor smoking area must be provided, and must not be visible from the street.

As of 2013, sheltered and transitional housing are available in the City of Woodland as described in the discussion of the Homeless special needs group in Section B.6.

Development Standards

Through its Zoning Ordinance, the City enforces minimum site development standards for new residential uses. These include: maximum number of dwelling units, minimum lot size, lot width, setbacks, and lot coverage; maximum building height; and minimum parking standards. These standards are comparable to those in other communities, and do not pose undue constraints on the development of housing in Woodland. Tables 2-43 through 2-45 below summarize the basic standards for the City's residential zoning districts.

Table 2-43 City of Woodland Zoning Ordinance Development Standards

<i>Zone Description</i>	<i>Zone</i>	<i>Setbacks (Front/Rear/Side) (ft.)</i>	<i>Coverage</i>	<i>Height (ft.)</i>	<i>Parking (spaces per unit)</i>
Single Family Residential	R-1	25/20/5	50%	30	2 approved off-street
Duplex Residential	R-2	25/20/5	50%	30	2 approved off-street
Neighborhood Preservation	N-P	25/20/5	50%	40	2 approved off-street
Multiple Family Residential	R-M	20/20/7.5	50%	4 stories/40 feet	1.5 spaces/unit + 1 space per every 5

Note: Front yard setbacks of 20 ft. are permitted in the R-1, R-2, and N-P zones when the garage is equipped with roll-up doors and under other conditions.

Source: City of Woodland, Community Development Department.

Table 2-44 City of Woodland Southeast Area Specific Plan Development Guidelines

<i>Zone Description</i>	<i>Land Use Category</i>	<i>Setbacks (Front/Rear/Side) (ft.)</i>	<i>Coverage</i>	<i>Open Space</i>	<i>Height (ft.)</i>
Single Family Residential	LDR-4	20/20/5	50%	-	30
Single Family Residential	LDR-5	20/20/5	50%	-	30
Single Family Residential	LDR-7	20/20/5	50%	-	30
Multiple Family Residential	MDR-20	20/20/10	-	25%	40

Source: City of Woodland, Community Development Department.

Table 2-45 City of Woodland Spring Lake Specific Plan Development Guidelines

<i>Zone Description</i>	<i>Land Use Category</i>	<i>Setbacks (Front/Rear/Side) (ft.)</i>	<i>Height (ft.)</i>
Single Family Residential	R-3	20/25/5	35
Single Family Residential	R-4	17/20/5	35
Single Family Residential	R-5	15/20/5	35
Single Family Residential	R-8	12/15/5	35
Multiple Family Residential	R-15	10/10/5	35
Multiple Family Residential	R-20	10/20/5	35
Multiple Family Residential	R-25	10/20/5	35

Source: City of Woodland.

Development standards are similar across all residential zoning districts. One exception to note is that the minimum lot area per unit decreases as allowable development intensity increases from the R-1, single family residential zone to the R-M, multiple family residential. Likewise the front setback requirement becomes less restrictive as permitted density increases. That is the R-1 front yard is 25 feet while the R-M zone required front setback is reduced to 20 feet. In addition, some specific plans, such as the Spring Lake Specific Plan and Downtown Specific Plan, allow greater unit density and less restrictive setbacks for mixed use and multi-family residential projects.

The maximum building height for all residential zoning districts is between 30 to 40 feet. This allows for development to exceed two stories in all zones for all residential housing types. The zoning code also contains a provision for exceeding the maximum height limit for architectural features and projections such as domes and cupolas. Parapet walls can extend four feet above the maximum height limit.

Residential parking standards in the City of Woodland are based on the number of units for both single and multi-family developments. All single-family residences, and duplex dwelling units are required to provide a minimum of two parking spaces for each unit. Apartments and multiple-family dwellings are required to provide 1.5 parking spaces plus one guest parking space for each five units. Qualified senior citizen housing requires one parking space for each two dwellings. The parking requirement for a second unit is one space for each bedroom not to exceed two spaces, which do not have to be covered. The zoning code requires one space per two beds (with a minimum of two spaces) for boarding houses, rooming houses, and group quarters, which do not have to be covered.

The downtown parking standards encourage and promote mix-use in the downtown. The ordinance reduced parking standards (one space per live/work unit, one space for studio and one-bedroom apartments, 1.75 spaces per two-bedroom apartment, and 2 spaces for apartments with 3 or more bedrooms). The City Council also established a parking in-lieu fee for the downtown area.

While all of the base residential development standards are listed above, the City's zoning code contains other provisions that provide flexibility for many of the base standards, which allows property owners and developers to maximize development on their lots without requiring discretionary action. For instance, certain architectural features may project into required yards and courts such as canopies, chimneys, cornices, eaves, rain gutters and other architectural features supported from the structure may project twenty-four inches into a required yard or court. Also, balconies, fire escapes, handicapped ramps and outside stairways may project into a required yard. The zoning code also allows patio covers, sunshades and similar structures attached to the main building, may utilize up to twenty percent of the required rear yard area.

Other provisions that provide flexibility include: second-story additions may be constructed in the side yard, relocation of rear yard setback for corner lots, and reduced setbacks for accessory structures.

The city's residential development standards—including setbacks, minimum lot sizes, building height limits, and parking requirements—have not served as constraint to the provision of housing as a number of residential housing projects, ranging in size from smaller 3-unit developments in the R-3 zone to the 156-unit Terracina multifamily development located in the Spring Lake Specific Plan area, have achieved the maximum permitted densities.

The City of Woodland has adopted numerous provisions in its Zoning Ordinance that facilitate a range of residential developments types and encourage affordable housing:

Density Bonus

The City's Bonus Density Ordinance is consistent with Government Code Section 65915. In summary, applicants of residential projects of five or more units may apply for a density bonus and additional incentive(s) if the project provides for construction of one of the following:

- a. Ten percent of the total units of a housing development for lower income households as defined by Health and Safety Code Section 50079.5; or
- b. Five percent of the total units of a housing development for very low income households; or
- c. A senior citizen housing development as defined in Sections 51.3 and 51.12 of the Civil Code; or
- d. Ten percent of the total dwelling units in a common interest development (condominium) for persons and families of moderate income.

The amount of density bonus to which the applicant is entitled varies according to the amount by which the percentage of the affordable housing units exceeds the minimum percentage established in this section, but generally ranges from 20-35 percent above the specified General Plan density. In addition to the density bonus, eligible projects may receive 1-3 additional development incentives, depending on the proportion of affordable units and level of income targeting. The incentives are offered:

- a. Use of federal, state or local affordable housing funds to subsidize the cost of the qualifying project;
- b. Waiver or reduction of city building permit, plan check and inspection fees (excluding re-inspection fees);
- c. Waiver and/or deferral of city impact fees until issuance of a certificate of occupancy for the qualifying project;

- d. Reduction of local zoning standards that indirectly increase housing costs, including, but limited to, to off street parking requirements, minimum square footage, height limitations or setback requirements;
- e. Construction by the city of such public improvements as streets, sewers and sidewalks, street name and traffic signs, water mains, storm drains and street lights in association with the project;
- f. Approval of mixed-use zoning in conjunction with the housing project if commercial, office, industrial or other land uses will reduce the cost of the housing development and if the commercial, office, industrial or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located;
- g. For projects that are composed exclusively of affordable housing units, averaging of development impact fees due for the number of units permitted prior to calculation of the density bonus and such fees are averaged over the total number of units in the project including both the original units and the density bonus units;
- h. Other regulatory incentives or concessions proposed by the developer or the city that result in identifiable, financially sufficient and actual cost reductions.

Inclusionary Zoning

The City of Woodland has had an inclusionary (affordable) housing requirement since the mid-1990s. Under inclusionary zoning, market-rate developers of projects exceeding a specified unit threshold (e.g., 5, 10, 15, or 20 units) are required to provide some percentage of these units at affordable prices or rents.

The requirements of the City's Affordable Housing Ordinance are based on both the type of housing, for-sale or multifamily rental units, and the geographic location, defined as Phase I and all other areas. Phase I is the area within the city limits at the time of adoption of the ordinance, including the Southeast Area. The ordinance applies to projects of eight or more for-sale units and at least ten units for multifamily rental projects.

The Affordable Housing Ordinance requires that 10 percent of all multifamily rental units shall be affordable to low-income households and 20 percent shall be affordable to very low-income households; or 25 percent of the units shall be affordable to very low-income households. These requirements apply to all multifamily rental projects of at least 10 units. The Affordable Housing Ordinance has a separate requirement for for-sale residential units. Under the Ordinance, ten percent of all units in new subdivisions of eight units or greater need to be set aside for low- or moderate-income households.

The City requires that all inclusionary units must be built on the site of the residential project, unless approved otherwise by the City Council and Planning Commission. Where the City determines that a development is not suitable for inclusionary units because of various

factors, the developer may contribute in-lieu fees or dedicate land that may be suitable for development of inclusionary units.

The City of Woodland has had its 10 percent inclusionary requirement in place since the mid-1990s, and the requirement has not served as constraint to development. The City's ordinance provides an effective mechanism to integrate affordable units within market rate developments. The City grants density bonuses, regulatory relief, and/or other financial incentives for projects to meet their inclusionary requirements. Since 2004, 456 multifamily rental units have been built or existing units preserved for people with very low- and low-incomes. Included in this total is 43 very low-income units constructed at the Rochdale Grange development in . More than 60 owner-occupied units have been constructed for low-income households since 2004.

In December of 2007, the Woodland City Council approved revisions to the Affordable Housing Ordinance allowing for the affordable low-income units to be sold to households earning median income (100% AMI) as well as moderate-income (120% AMI) if the City was not able to identify low-income households within 90 days of the units being made available for sale. If the City is not able to identify a buyer after 210 days of the unit being available, the developer is then allowed to sell the unit on the open market and is seen as meeting their requirements under the Plan and/or Ordinance.

Condominium Conversions

As a means of maintaining the supply of rental units and preserving the affordable housing stock, the City requires a Conditional Use Permit for conversion of existing dwelling units to condominiums and new condominium construction. The conversion requirements mandate relocation assistance for eligible tenants and anti-discrimination policies in the sale of converted units. The conversion also requires an economic report on availability of comparable rental units at similar rental rates remaining within the city, including vacancy rate information. Several reports are required for condominium conversion: a report outlining the available low and moderate income housing within the city; a report on the feasibility of providing all or a portion of the conversion units for sale to low and moderate income individuals or families; and a report on the feasibility of retaining a portion of the total units for rental occupancy.

Small Lot Development

The Spring Lake Specific Plan provides standards for small lot developments (lots less than 4,000 square feet). The standards act as an alternative to attached housing in multi-family districts. They apply to all small lot subdivisions, whether the tentative map is designed with single or multiple units per lot (condominium). By providing greater development flexibility and allowing smaller lot sizes, the ordinance facilitates development and reduces development costs. Development standards for small lot development are summarized in Table 2-46.

Table 2-46 Small Lot Development Standards

<i>Specific Plan Land Use</i>	<i>Minimum Lot Size (Gross)</i>	<i>Lot Dimensions</i>	<i>Front Setback House/Garage</i>	<i>Side Setback Interior/Street</i>	<i>Rear Yard Setback</i>	<i>Height</i>
R-15	2904	40 x 76	10'/20'	5'/10'	10'	35'
R-20/R-25	2178	30 x 62	6'/6'	3.5'/10'	10'	35'

Source: City of Woodland, Community Development Department.

Growth Controls/Growth Management

The City of Woodland manages growth primarily through the specific plan process and the requirement for development to be consistent with General Plan goals and policies. In addition, the General Plan defines an urban limit line where urban development can occur until 2020 (time frame of the 1996 General Plan). The City does not have a specific growth control ordinance which could serve as a constraint to affordable housing. The City's General Plan policy 1.A.7 states that residential growth shall occur at an even and reasonable pace so that single family residential construction in new planned residential neighborhoods does not exceed 5,000 houses by the year 2020 per approved Specific Plans. The intent is to encourage growth to progress at a reasonable and even pace, but not to limit infill and multi-family development. A balance of 3,056 units remains until the cap of 5000 is reached. Through the fiscal year 2020, this results in a possible annual unit rate of 382. New multifamily homes and infill units are exempted from the cap.

The growth policy, therefore, does not represent a constraint on Woodland meeting its RHNP housing allocation.

Building Codes and Enforcement

New construction in Woodland including additions must comply with the 2010 California Building Codes (CBC) and the City of Woodland Floodplain Ordinance. The City of Woodland adopted the 2010 CBC with no major revisions, meaning that there are no extraordinary building regulations that would adversely affect the ability to construct housing in Woodland.

With regard to existing residences, the Fire Department inspects all apartment buildings annually to ensure that the units comply with life safety requirements, such as having appropriate smoke detectors and emergency exits. Other than the inspections of apartments, City inspectors will only inspect existing residences in response to complaints of substandard housing or life safety conditions received from the public. In these cases, the City takes enforcement action only in cases where the dwelling in question does not comply with the Uniform Housing Code, which specifies minimum standards for the health, safety, and welfare of residents. These standards are less stringent than the current CBC for new construction.

Existing residences may be remodeled or expanded provided that the existing structure has no obvious sanitary or safety hazards, all building code requirements have been met, and the necessary permits have been issued. Additions must comply with the current building codes.

On/Off Site Improvement Requirements

The City of Woodland requires that developers complete certain minimum site improvements in conjunction with new housing development (Table 2-47). Required improvements include the installation of water mains, fire hydrants, sewer mains, storm drainage mains, and streetlights and the construction of streets, curbs, gutters, and sidewalks. These standards are typical of many communities and do not adversely affect the provision of affordable housing in Woodland.

Table 2-47 2008 Lot Improvement Costs for the City of Woodland

Lot Width	Curb & Gutter	Side-walk	Water (lot)	Water (st)	Storm Drain (st)	Sewer (lot)	Sewer (st)	Street Lights	Land-scape	Road	Total
30'(1)	916	999	400	1243	1709	400	1320	983	750	1130	\$9850
50'	1527	1665	667	1243	1709	667	1320	1639	1250	1884	\$13,571
60'	1832	1998	800	1243	1709	800	1320	1967	1500	2261	\$15,430
70'	2137	2331	933	1243	1709	933	1320	2295	1750	2638	\$17,289

Notes: Cost data is derived from the Beeghly Ranch Subdivision which is located in the Spring Lake Specific Plan area and is assumed to represent the average lot improvement costs for a detached single family development. Costs assume a front setback of 25 feet and a street width of 35 feet.

(1) Small lot product.

(2) Includes easements.

Source: City of Woodland (Standard Specifications and Details 2007), 2008.

Development Fees and Other Exactions Required of Developers

Table 2-48 indicates the development impact fees for a typical 1,200 square foot single family home outside of the Spring Lake Specific Plan area, while Table 2-49 shows what it would cost inside the SLSP area. The City Council approved an urgency ordinance in December 2008 to allow the deferral of development impact fees (MPFP fees) for residential and non-residential projects and extended through June 30, 2013 for residential projects. This program allows the City to defer seven development impact fees (General City, Library, Police, Water, Roads, Administration, and Storm Drain) for a maximum period of 12 months. The City Council may extend the deferral period. For residential projects, the deferred fees are due at final inspection, but no later than the maximum deferral period, whichever occurs first. Residential deferrals do not incur interest charges. The City Council on May 7, 2013 will consider a City staff recommendation to extend the deferral program for an additional two years.

A comparison of the fees shows a \$37,910 difference between the SLSP area and non-SLSP locations for a typical 1,200 square foot single family home. This difference is attributable to the payment of the Spring Lake Infrastructure Fee (SLIF) and a Fiscal Deficit Fee at building permit issuance. The comparison of fees does not include the payment of other Spring Lake-related fees (fire operations & maintenance fund fee, habitat education fee, offsite affordable housing fee, and public transit fee), a total of \$2,170, which are due at final map. In addition, the comparison does not include the payment of the Storm Drainage Fee at building permit issuance for areas outside of Spring Lake. The area outside of Spring Lake is divided into 10 different fee zones for payment of the Storm Drainage Fee. The SLIF was established as a

financing mechanism for the common, backbone infrastructure required for the SLSP. Because of the SLSP area's distant location from existing City infrastructure, a significant amount of infrastructure was installed to connect the SLSP area to the existing City infrastructure. Developers who have financed and constructed SLIF facilities are able to take fee credits against nearly 70% of the SLIF fees at building permit issuance. As a result, using fee credits would reduce the payment of fees due at permit issuance. It should be noted that SLIF credits can be transferred.

Table 2-48 Development Impact Fees Outside of Spring Lake Specific Plan Area

<i>City Development Impact Fees for Single Family Unit</i>	
General City	\$794
Fire	\$1,224
Library	\$49
Police	\$1,047
Wastewater	\$5,744
Water	\$527
Parks & Recreational Facilities	\$6,594
Roads	\$5,292
Major Projects Financing Plan Administration Fee	\$137
Surface Water	\$2,742
Surface Water Administration Fee	\$21
Total Fees Due at Building Permit Issuance	\$24,171
<i>Non-City Development Impact Fees</i>	
Yolo County Facilities & Services Authorization Fee	\$3,141.60
Woodland Joint Unified School District Fees (based on 1,200 square foot home)	
Southeast Area Specific Plan Area	\$6,946.21
All other areas of City (not including Spring Lake Specific Plan Area)	\$3,840

Notes: Total does not include the Storm Drain Facilities Impact Fee which ranges from \$1,487 to \$8,347 per acre for single family development. Plan Check and Building Inspection Fees not included in table.

Table 2-49 Development Impact Fees for Spring Lake Specific Plan Area

<i>City Development Impact Fees for Single Family Unit</i>	
General City	\$794
Fire	\$1,224
Library	\$49
Police	\$1,047
Wastewater	\$5,744
Water	\$527
Parks & Recreational Facilities	\$3,627

Table 2-49 Development Impact Fees for Spring Lake Specific Plan Area

Roads	\$5,292
Surface Water	\$2,742
Major Projects Financing Plan Administration Fee	\$158
Total Development Impact Fees	\$21,204
<i>Spring Lake Infrastructure Fees (SLIF) (Due at Building Permit Issuance)</i>	
Roadway*	\$15,601
Water*	\$2,157
Sewer*	\$3,359
Drainage*	\$10,157
Parks	\$6,591
On-going Administration Costs	\$1,512
Total SLIF Fees	\$39,377
<u>Fiscal Deficit Fee (Due at Building Permit Issuance)</u>	<u>\$1,500</u>
Total Fees Due at Building Permit Issuance	\$62,081
<u>Fees Due at Final Map</u>	
Fire Operations & Maintenance Fund Fee (per unit)	\$771
Habitat Education Fee (per unit)	\$56
Offsite Affordable Housing Fee (applies only to market-rate single family)	\$1,100
Public Transit Fee (per unit)	\$243
Total Fees Due at Final Map (per unit)	\$2,170
Non-City Development Impact Fees	
Yolo County Facilities & Services Authorization Fee	\$3,141.60
Woodland Joint Unified School District Fees (based on 1,200 square foot home)	\$5,688

Notes: *Allowed to be used for SLIF credits. No Storm Drain Development Impact Fees for Spring Lake. Plan Check and Building Inspection Fees not included in table.

Table 2-50 lists the development impacts fees for construction of a multi-family development. Similar to fees for single-family developments (Tables 2-48 and 2-49), the cost is higher within the Spring Lake Specific Plan Area. The total development impact fees within Spring Lake are \$41,653, while those outside are \$17,087. These fees are due at building permit issuance; however, a portion of MPFP fees (General City, Library, Police, Water, Roads, Administration, and Storm Drain) can be deferred. The difference between the multi-family development impact fees in Spring Lake and outside of Spring Lake is attributable to the payment of the Spring Lake Infrastructure Fee (SLIF) and payment of a Fiscal Deficit Fee at building permit issuance. The comparison of fees does not include the payment of other Spring Lake-related fees (fire operations & maintenance fund fee, habitat education fee, and public transit fee), a total of \$750, at final map. In addition, the comparison does not include the payment of the Storm Drainage, Surface Water, and Surface Water Administration Fees at building permit issuance for areas outside of Spring Lake. The area outside of Spring Lake is divided into 10 different fee zones for payment of the Storm Drainage Fee. For Surface Water, the fees are based on the meter size.

Table 2-50 Development Impact Fees for Multi-Family Development

<i>City Development Impact Fees for a Multi-Family Unit in Spring Lake Specific Plan Area</i>	
General City (per unit)	\$662
Fire (per unit)	\$917
Library (per unit)	\$41
Police (per unit)	\$873
Wastewater (per unit)	\$4,788
Water (per unit)	\$323
Parks & Recreational Facilities (per unit)	\$3,022
Roads (per unit)	\$3,862
Surface Water	per project
Major Projects Financing Plan Administration Fee (per unit)	\$127
Storm Drainage Facilities Fee (per unit)	\$0
Spring Lake Infrastructure Fee (per unit)	\$25,988
<u>Fiscal Deficit Fee (per unit)</u>	<u>\$1,050</u>
<u>Total Fees Due at Building Permit Issuance (Spring Lake Specific Plan Area)</u>	<u>\$41,653</u>
<i>Fees Due at Final Map</i>	
Fire Operations & Maintenance Fund Fee (per unit)	\$540
Habitat Education Fee (per unit)	\$40
Public Transit Fee (per unit)	\$170
Total Fees Due at Final Map (Spring Lake Specific Plan Area)	\$750
<i>City Development Impact Fees for a Multi-Family Unit outside of Spring Lake Specific Plan Area</i>	
General City (per unit)	\$662
Fire (per unit)	\$917
Library (per unit)	\$41
Police (per unit)	\$873
Wastewater (per unit)	\$4,788
Water (per unit)	\$323
Parks & Recreational Facilities (per unit)	\$5,494
Roads (per unit)	\$3,862
Major Projects Financing Plan Administration Fee (per unit)	\$127
Surface Water Fee	See below
Surface Water Administration Fee	See below
Storm Drainage Facilities Fee (per acre)	\$2,231 - \$12,521
Total Fees Due At Building Permit Issuance (Outside Of Spring Lake Specific Plan Area, Doesn't Include Storm Drainage Facilities Fee, Surface Water Fee, and Surface Water Administration Fee)	\$17,087
<i>Non-City Development Impact Fees</i>	
Yolo County Facilities & Services Authorization Fee (per unit)	\$2,307.80

Table 2-50 Development Impact Fees for Multi-Family Development**Woodland Joint Unified School District Fees**

Areas Outside of Southeast Area Specific Plan & Spring Lake Specific Plan Area (per square foot)	\$3.20
Southeast Area Specific Plan (per unit)	\$2,911.13.76
Spring Lake Specific Plan Area (per square foot)	\$4.74

Table 2-51 identifies the estimated fees and development costs per unit that would be collected for a new 1,200 square foot home and a 156 unit multi-family complex. The single-family home is counted as one unit for comparison. In 2007, the Terracina at Spring Lake Family Apartments development was completed at a cost of \$32 million. The 156unit development provides 85 units for very low-income and 71 units for low-income households.

The total estimated development impact fees per unit for a single-family home inside the Spring Lake area is \$58,134 and the typical estimated cost of development per unit is \$271,985. The estimated development impact fee per a multi-family unit in the Spring Lake Area is \$39,831, and the typical estimated cost of development per unit is \$205,128 (based on the Terracina at Spring Lake Family Apartments). The overall cost of developing a multi-family unit is \$85,160 less than a single-family unit.

Table 2-51 Impact Fees and Development Costs Per Unit for Single-Family and Multi-family Developments in the Spring Lake Area

<i>Development Cost for a Typical Unit</i>	<i>New Single-Family</i>	<i>New Multi-family</i>
Total estimated development impact fees per unit	\$62,801	\$41,653
Typical estimated cost of development per unit	\$267,318 ¹	\$205,128 ²
Estimated proportion of fee cost to overall development cost (development impact fees and construction costs) per unit	17.6%	16.3%

Note: Total estimated development impact fees per unit were taken from the total development impact fees due at building permit issuance (Tables 2-48 to 2-50).

¹ Typical estimated cost of development per unit for New Single-Family was derived from taking \$330,119 from Table 2-55 (inside the Spring Lake area), subtracting estimated fees per unit (\$62,801) = \$267,318.

² Typical estimated cost of development per unit for the New Multifamily is based on the development cost for Terracina at Spring Lake Family Apartments (2007).

Source: City of Woodland, 2013.

Table 2-52 details the Community Development Department's processing fees for common planning entitlements. One or more of the entitlements would be required to process a residential project.

Table 2-52 City of Woodland Planning Fees, 2012**Permits/Entitlements**

Conditional Use Permit	\$3,807
General Plan Petition	\$588
General Plan Amendment	\$5,540
Variance	\$2,075

Table 2-52 City of Woodland Planning Fees, 2012

Zone Change	\$5,340
Site Plan Review (Multifamily)	\$2,287
Design Review (Multifamily)	\$1,186
Design Review (Single Family)	\$363
Design Review (Subdivision >10 units)	\$2,528
Environmental	
Categorical Exemption	\$514
Initial Study	\$6,155
Negative Declaration	\$1,922
Mitigated Negative Declaration	\$3,974
Land Division	
Certificate of Compliance	\$276
Lot Line Adjustment	\$651
Lot Merger	\$942
Tentative Parcel Map	\$3,353
Tentative Subdivision Map	\$8,014 + \$27/lot

Notes: Each fee represents the total processing fee for planning, public works, fire, police, and parks.

Some development projects will be deemed “major projects” and will be charged time and materials.

Major projects include projects requiring an EIR.

Source: City of Woodland Community Development Department, 2013.

Spring Lake Specific Plan Development Fee Reduction

The Spring Lake financing and development plan was set up based on a building unit allocation process and a payback system assuming development would occur in three releases. The intent at the time was to moderate growth and ensure development of key oversized infrastructure while also providing a method to pay back the original developers who had to install much of the early infrastructure. With the economic downturn however, the strategy is not working and has become an impediment to growth.

The City worked with the Spring Lake development community to find ways to facilitate development despite the unavailability of bond financing. To that end, the City Council has approved modifications of the building unit allocation for Spring Lake to facilitate continued development in Spring Lake. However, cost of infrastructure improvements and the building unit allocation in Spring Lake has functioned as a constraint in the past. Although fees in Spring Lake are a potential constraint on the provision of housing, these fees are necessary to provide the infrastructure that enables development in this area, and the City has taken actions to reduce this constraint to the extent feasible.

Processing and Permit Procedures

Permit Processing

The time required to process a project varies greatly from one entitlement to another and is directly related to the size and complexity of the proposal, as well as the number of actions or approvals needed to complete the process. Table 2-53 identifies the typical processing times for most entitlements followed by the reviewing body. It should be noted that each project does not necessarily have to complete each step in the process (i.e., small scale projects consistent with general plan and zoning designations do not generally require Environmental Impact Reports (EIR)), General Plan Amendments, Rezones, or Variances). Also, certain review and approval procedures may run concurrently. The City also encourages the joint processing of related applications for a single project. For example, a rezone petition may be reviewed in conjunction with the required site plan, a tentative tract map, and any necessary variances. These procedures save time, money, and effort from both the public and private sector and could decrease the costs for the developer by as much as 30%.

Table 2-53 Timelines for Permit Procedures (Estimates)

<i>Type of Approval or Permit</i>	<i>Processing Time</i>	<i>Reviewing Body</i>
Site Plan Review	2 - 6 weeks	City Staff (Planning Commission if CUP required and then 8 to 12 weeks)
Zoning Administrator Permit	6 - 8 weeks	Community Development Director
Conditional Use Permit	8 - 12 weeks	Planning Commission
Variance	8 - 12 weeks	Planning Commission
Zone Change	12 - 24 weeks	City Council
General Plan Amendment	12 - 24 weeks	City Council
Architectural/Design Review – minor	2 - 6 weeks	City Staff
Architectural/Design Review – Major	8 - 12 weeks	Planning Commission
Final Subdivision Map	6 weeks	City Council
Tentative Subdivision Map	10 - 16 weeks	Planning Commission
Parcel Map	8 - 12 weeks	Planning Commission
Negative Declaration	8 - 16 weeks	Planning Commission
Final Parcel Map	6 weeks	Community Development Director/City Engineer
Environmental Impact Report	4 - 6 months	Planning Commission

Source: City of Woodland.

City staff avoids any unnecessary timing constraints on development by working closely with developers to expedite approval procedures. For a typical project, an initial pre-consultation meeting is arranged with the involved departments to discuss the development proposal. The next step in the process usually includes submittal of an application for the proposed entitlement. The application includes instructions that are meant to simplify the process for the applicant by providing steps on how to proceed. Once staff is satisfied that all required information has been submitted to the City, and the application is consistent Woodland's General Plan and Zoning Ordinance, an initial study is prepared. During the initial study

period, commenting departments will review the project and provide comments. At the same time, planning staff will prepare other documents to expedite the process as previously mentioned. All scheduling, noticing, and correspondence with interested parties usually coincides with this period. After the project is approved, the building department performs plan checks and issues building permits. Larger projects requiring minor use permits are sent to the Community Development Director. Minor use permit hearings are publicly noticed and take place at the discretion of the Community Development Director. Throughout construction, the building department will perform building checks to monitor the progress of the project. This process does not put an undue time constraint on most developments because of the close working relationship between City staff, developers, and the decision-making body. Table 2-54 outlines typical approval requirements for a 30-unit subdivision and a 50-unit multi-family project.

Table 2-54 Typical Processing Procedures by Project Type

	<i>Subdivision</i>	<i>Multifamily Units</i>
	Tentative Subdivision Map	Site Plan
	Final Map	-
	Initial Study	Initial Study
		Design Review
	Site Plan Review	Variance
	Design Review	Negative Declaration
Estimated Total Processing Time	6 months	6 months

Source: City of Woodland.

Second-Unit Ordinance

Woodland's Second-Unit Ordinance includes guidelines for residents who wish to construct a second-unit on their property. In accordance with State law, applications are reviewed ministerially, and approved at the staff level. The ordinance set forth criteria for the application of second units including the definition of a second-unit, the maximum allowable square footage, and the development standards for these units. Criteria for second units include:

- No more than one additional dwelling unit is allowed on any one legal lot or parcel.
- Second units must conform to setback requirements of the zoning district applicable to primary residence.
- The second dwelling unit shall incorporate the same or similar architectural features as the primary residence.
- One on-site parking spot (uncovered) is required per unit.

These criteria are comparable to the requirements for other residential uses, and do not represent a constraint on the production of second units.

Residential Design Guidelines

The City of Woodland's Community Design Standards (adopted in 1998 and updated in 2004) were prepared to aid designers, the public, and decision-makers by expressing the community's shared vision for the level of quality and attractiveness expected from new development. The City's Community Design Standards include specific design objectives that serve as standards by which staff evaluates residential development. Residential projects must obtain approval from the Planning Commission or City staff depending on the project. Figures 2 and 3 illustrate the City's design review process. Figure 2 lists the steps for projects that require a discretionary permit, such as a conditional use permit. Figure 3 lists the process for projects that require only building permit approval. As with all other development-related matters in Woodland, design review is handled by the Community Development Department. Anyone considering a development project is instructed to make an appointment to discuss the project and design standards with a member of the Community Development Department staff. The staff member will help explain the City's development procedures and determine if design review is required. The staff member can also provide an approximate timetable for the processing of the project and describe any other permits or approvals that may be required.

Design review is not a separate process apart from other discretionary approvals such as site plan review or a conditional use permit. To the extent allowed by the City's codes and ordinances, any additional planning or building permits are processed concurrently.

The guidelines include objective parameters for both single-family and multi-family projects including emphasizing entryways, deemphasized garages, using appropriate window forms, varying roof styles, and emphasizing the appropriate use of trim, materials, and colors where appropriate. Multi-family projects are required to use a variety of materials and colors with architecture variations. Staff works closely with the architects to ensure designs conform to existing guidelines.

One of the goals of the City's design review process is to preserve and enhance buildings and districts that have historical value by virtue of its architecture, historic association, or age. For example, when converting a Victorian house to offices, it would be unacceptable to replace wood-sash windows with modern materials such as aluminum, and signage would need to respect the style of the building and neighborhood.

Design review approval typically takes 2-6 weeks for minor projects and 8-12 weeks for major projects, which require more of staff's time. Major building projects, such as large scale commercial or subdivisions over 100 units require hearings before the Planning Commission and can take 8-12 weeks. The Commission meets twice a month. The purpose of the review is to determine compliance with adopted design guidelines that are intended to enhance the appearance and value of property and the livability of neighborhoods. These design standards do not represent a constraint to development.

Figure 2 Woodland's Design Review for Discretionary Approval(s)

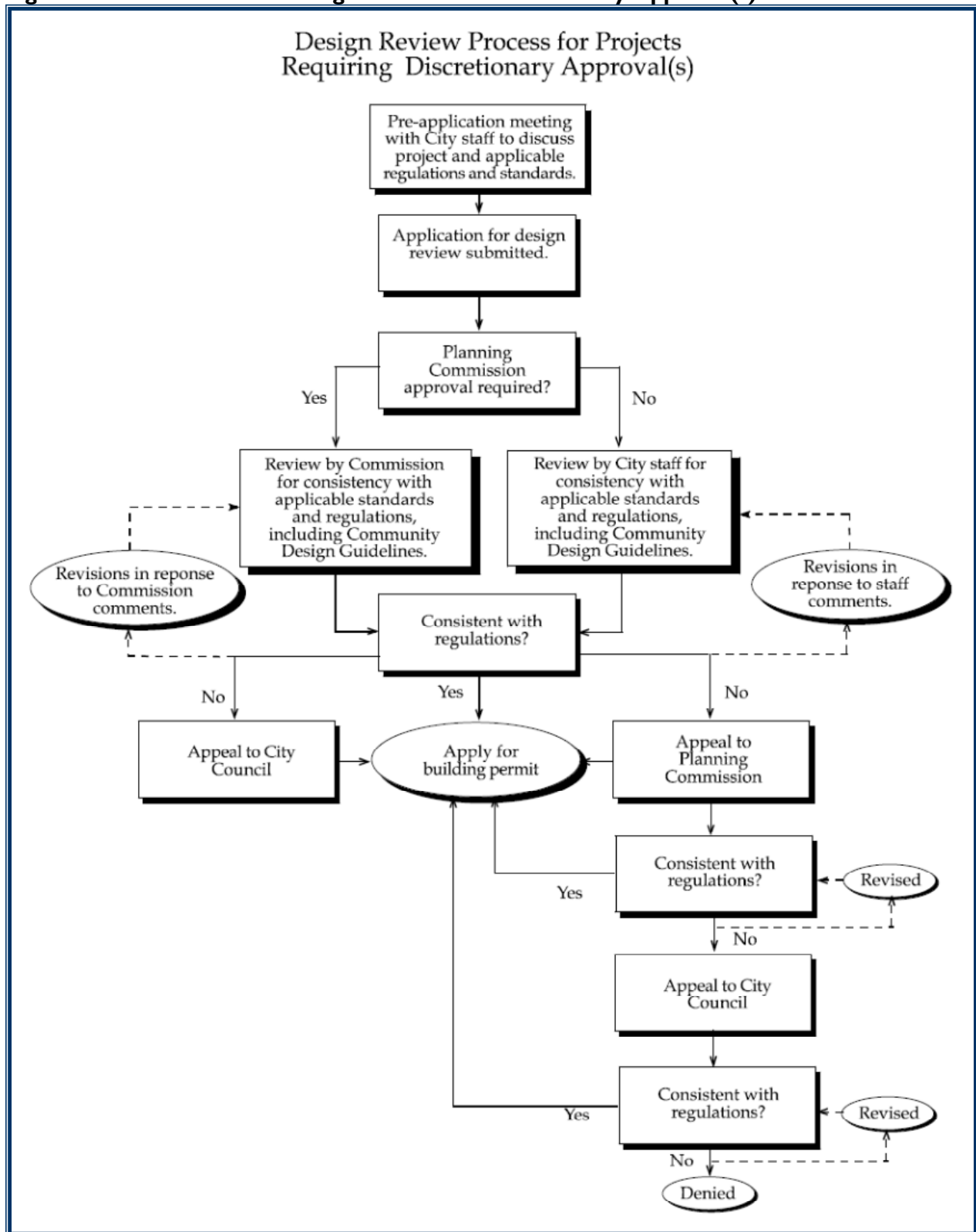
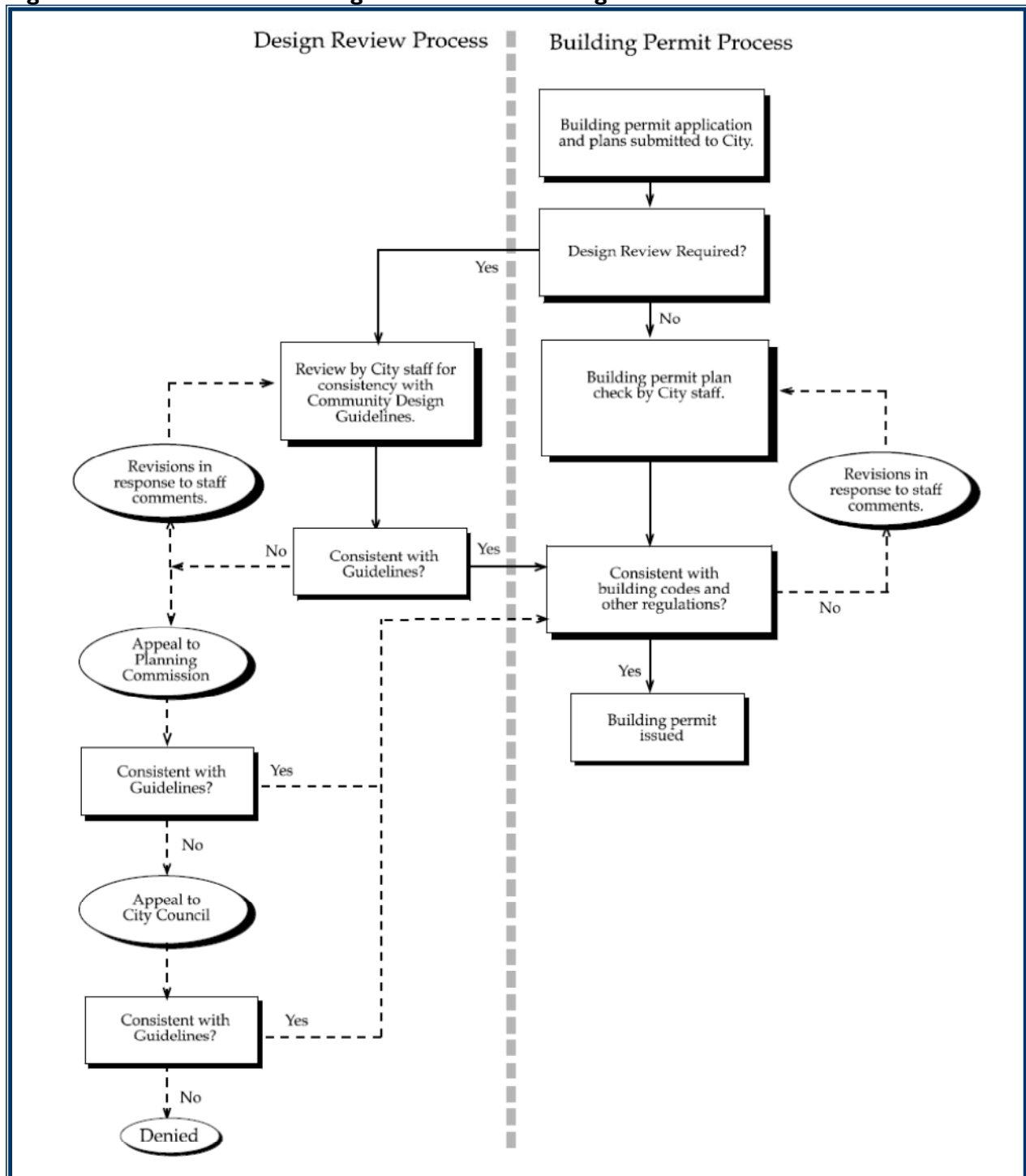


Figure 3 Woodland's Design Review and Building Permit Process

Source: City of Woodland.

Reasonable Accommodation

Persons with disabilities normally have a number of housing needs that include accessibility of dwelling units; access to transportation, employment, and commercial services; and alternative living arrangements that include on-site or nearby supportive services. Woodland ensures that new housing developments comply with California building standards (Title 24 of the California Code of Regulations) and federal requirements for accessibility.

The City's Municipal Code includes Section 25-21-85, "Reasonable Accommodation for Persons with Disabilities." The Code establishes a process and provides criteria for reviewing reasonable accommodation requests for persons with disabilities. Section 25-21-85 states "A request for reasonable accommodation may include a modification or exception to the rules, standards, and practices for the site, development, and use of housing-related facilities that would eliminate regulatory barriers and provide a person with a disability equal opportunity to housing of their choice."

Woodland implements and enforces Chapter 11, of the 2010 California Building Code. The City provides information to all interested parties regarding disabled accommodations within the zoning ordinance, the permitting processes, and the application of relevant building codes for housing for persons with disabilities.

Zoning and Other Land Use Regulations

As part of Woodland's previous housing element update, the City conducted a comprehensive review of its zoning laws, policies and practices for compliance with fair housing laws. The City has not identified any zoning or other land-use regulatory practices that could discriminate against persons with disabilities and impede the availability of such housing for these individuals.

The City permits housing for special needs groups—which includes the disabled—without regard to distances between such uses or the number of uses in any part of the City. The Land Use Element of the General Plan does not restrict the siting of special needs housing.

The Woodland Zoning Ordinance provides the following definition of "family."

One (1) or more persons occupying a premise and living as a single housekeeping unit, as distinguished from a group occupying a boarding house, lodging housing, or hotel, as herein defined.

The Zoning Ordinance's definition of family does not constrain housing for persons with disabilities.

As discussed above, the City allows group homes of six or fewer persons by right, as required by State law. The City does not require a CUP or other special permitting requirements for group homes of six or fewer persons. The City does; however, require a CUP for "Residential Care Homes" that house more than six mentally disordered or otherwise handicapped persons or dependent and neglected children in the R-1, R-2, N-P, R-M, and ESD zones. To

remove this constraint, the City will need to amend its zoning code to permit a “Residential Care Home” that allows more than six guests in its R-M zone.

POTENTIAL NON-GOVERNMENTAL CONSTRAINTS

Availability of Financing³

The availability of financing for residential development and home mortgages in Woodland is partly a function of local conditions but mostly dependent on the nationalized home mortgage market. Since the start of the Great Recession in October 2008, the federal government has largely assumed responsibility for the American home mortgage market. Banks and other for-profit financial services companies lend money to homeowners, but mostly based on guarantees and other support the government provides through Fannie Mae, Freddie Mac, and other government institutions. During the turmoil of 2009 – 2010, home loans were difficult to obtain as lenders tightened credit requirements. Refinancing was even more difficult for homeowners with high interest fixed loans or adjustable / indexed rates. This credit tightening contributed to the home foreclosure crisis.

Fannie Mae and Freddie Mac guaranteed nearly 70 percent of new mortgages in 2012, accounting for \$5 trillion, or about half, of the nation’s mortgage market. Most of the balance (21 percent) is financed by the Federal Housing Authority and the Department of Veteran's Affairs. The large presence of these federal agencies, in combination with the Federal Reserve’s ongoing efforts to keep interest rates low, means that home mortgage rates have been at historic lows for several years, reaching the mid-3 percent range in late 2012 and early 2013 for 30-year fixed home loans to buyers with good credit ratings and significant down payments. Homebuyers with good credit and the ability to make a down payment have better access to home loans compared to the period between 2008 and 2011.

On the homebuilding side of finance, the near collapse of the nation’s financial system in 2008 meant that commercial credit for residential construction nearly shut down. The greatest barrier to increased commercial lending for residential development in recovering markets is that banks, because of federal restrictions, are limited in their ability to lend money for land development. These restrictions have impacted small and medium-sized builders that depend on commercial credit in contrast to larger, publicly held companies that raise funds in equity markets.

Nevertheless, financing for home builders is slowly improving. During the timeframe of this Housing Element, both home loans and commercial lending for residential development is expected to become more readily available but will remain an impediment to accommodating the region’s housing needs.

³ Sources for this section include Jesse Eisinger, We’ve Nationalized the Home Mortgage Market. Now What? ProPublica, Dec. 18, 2012; and CNBC at www.cnbc.com/id/48690097/US_Home_Builders_Begin_to_See_Credit_Thaw

Land Costs

A search of residential land for sale in late March 2013 found a range parcel sizes and costs. The cost of undivided land for a five-acre parcel zoned residential was \$290,000 (\$58,000 / acre). Another lot of 0.45 acres was listed for \$300,000. Buildable lots subdivided for single-family homes with stubbed out utilities ranged in cost from \$59,000 to \$99,000 for lots sizes ranging from 7,000 square foot to quarter-acre parcels. Individual lots of approximately one acre ranged in cost from \$118,800 to \$122,400.⁴

Development Costs

Required Site Improvement Costs (Finished Lots)

Upon securing the raw land, a residential developer would have to make certain site improvements to “finish” the lot before a home could actually be built on the property. Such improvements would include the installation of water mains, fire hydrants, sewer mains, storm drainage mains, and street lights and the construction of streets, curbs, gutters, and sidewalks. In addition, the developer is required to provide a deposit for street trees pursuant to the City fee schedule for a lot’s street frontage. Site improvement costs for a single-family lot in Woodland are estimated at \$25,000 to \$30,000. This estimate does not include the cost of land.

Construction Costs

According to the City, construction costs in the region have increased over the past several months due to increases in building materials costs. However, labor costs in general have actually remained stable. In 2013, construction costs (including materials and labor) range from \$100 to \$150 per square foot (\$120,000 - \$180,000) for a typical 1200 square foot single-family home in Woodland.

Total Housing Development Costs

As shown in Table 2-55, the total of all housing development costs discussed above for a typical entry-level single-family home (1,200 square feet), including land, site improvements, construction costs, fees and permits (as shown in Tables 2-48 to 2-50). This figure does not include developer profit, marketing, or financing costs.

Table 2-55 Estimated Single-Family Housing Development Costs

Finished Lot Price	\$25,000 - \$30,000
Land Costs Spring Lake Specific Plan Area	\$86,667
Land Costs Remaining Areas	\$61,667 - \$66,667
Total Construction Cost	\$150,000 - \$180,000
Total Development Impact Fees Spring Lake Specific Plan Area +Yolo County Development Impact Fees	\$62,801 + 3,141.60 = \$65,942.60
Total Development Impact Fees Remaining Areas + Yolo County Development Impact Fees	\$24,171 + 3,141.60 = \$27,312.60

⁴ Source: <http://template.metrolistmls.com/sacramentobee>, March 24, 2013 search.

Permit Fees (Plan Check & Building Inspection)	\$2,592
Developer Fees (School) Spring Lake Specific Plan Area	\$5,688
Developer Fees (School) Southeast Specific Plan Area	\$6,946.21
Developer Fees (School) All Other Areas of City	\$3,840
Spring Lake Area Total Development Cost	\$335,890 - \$370,890
Southeast Area Total Development Cost	\$273,518 - \$313,518
Remaining Areas Total Development Cost	\$270,412 - \$310,412

Notes: Prices based on a new 1,200 square foot single-family residence with 450 square foot garage. Total Housing Development Costs for the Southeast Specific Plan Area and other areas of the City do not include the Storm Drainage Fee which ranges from \$1,487 to \$8,347 per acre for single family development; the Spring Lake Specific Plan Area does not pay the fee.

¹ Finished Lot Price does not include cost of land.

² Total numbers have been rounded off to the nearest dollar.

Source: City of Woodland Community Development Department, Remax Realty.

2.5 Evaluation of Existing Programs

EFFECTIVENESS OF THE ELEMENT

The following section reviews and evaluates the City's progress in implementing the 2009 Housing Element. Table 2-56 presents the difference between projected housing need and actual housing production. Table 2-57 contains a review of the results and effectiveness of programs, policies, and objectives from the previous Housing Element planning period which covered the period of 2008 to 2013.

PROGRESS TOWARDS RHNA

Table 2-56 shows the previous RHNA allocation by income and the units built and under construction in Woodland from January 1, 2006 through June 2013 under the 2009 Housing Element Planning period 2006-2013. A total of 85 units built since 2006 fall into the very low-category, 71 units fall into the low-category, and 44 units fall into the above-moderate category.

Table 2-56 Woodland Progress towards RHNA 2006-2013

	Very Low	Low	Moderate	Combined Very Low, Low, and Moderate	Above Moderate	Total
Total RHNA Allocation (2006-2013)	425	266	238	929	942	1,871
Units Built/Under Construction	85	71	0	156	44	200
Approved/On-Line Units	278	245	23	546	1,224	1,770
Total Units Built or Approved	363	316	23	702	1,268	1,970

Source: City of Woodland Community Development (March 5, 2013)

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

<i>Program</i>	<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Objective (quantified/qualified)</i>	<i>Result</i>	<i>Evaluation</i>	<i>Should the City Continue As-Is, Modify, or Remove this Program and Why?</i>
2.1	The City shall continue to cooperate with and advise developers in the use of the P-D Planned Development Overlay Zone to reduce housing costs by utilizing various techniques such as: zero lot lines, cluster development, private streets, higher densities, mixed uses, parking and setback variations and other innovative approaches. The City shall establish guidelines to promote alternative land use development.	Community Development Department, City Manager, Planning Commission, City Council	Ongoing		The City continues to work with developers on the use of Planned Development Overlay Zones to reduce housing costs.	While residential construction slowed significantly during the planning period, and the overall program success cannot be measured, the City continues to work with developers on this program.	The City should continue this program. During the General Plan update, guidelines to promote alternative land use development will be established to encourage innovative designs to reduce overall housing development costs. Established Guidelines will enhance and improve the program.
2.2	The City shall continue to cooperate with and advise developers in the use of the City's Density Bonus Incentive Program as contained in §25-21-25 of the Zoning Ordinance. Bonus incentives are available to developers for including lower income units in their projects. Housing projects with 5 or more units are eligible by reserving 10 percent of the total number of proposed units for lower-income households; 5 percent of the total number of proposed units for very low-income households; a senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code; or at least 10 percent of the total dwelling units in a condominium project as defined in subdivision (f) of the Civil Code Section 1351 or in a planned development as defined in subdivision (k) of Civil Code Section 1351, for persons and families of moderate, and defined in Health and Safety Code Section 50093.	Community Development Department, City Manager, Planning Commission, City Council	Ongoing		No additional bonus incentive projects have been constructed since the Terracina Spring Lake Family Apartments in 2008.	While no additional bonus incentive projects have been constructed since Terracina in 2008, it is a viable option for the development of affordable units.	The City should continue this program and provide a one page fact-sheet to advise developers regarding its availability and applicability.
2.3	The City shall continue to cooperate with Yolo County, other cities in the County, developers and builders and with financial institutions to secure tax-exempt mortgage revenue bonds.	Community Development Department, City Council, Planning Commission	Ongoing		No projects were funded with tax-exempt mortgage revenue bonds this housing period. The City continues to work with developers on the use of this funding option for the delivery of affordable housing units.	Residential construction slowed significantly during the planning period and the overall program success should not be measured as a failure due to the housing collapse. Several affordable projects were partially funded with tax-exempt mortgage revenue bonds during the previous cycle and bonds are considered a viable financing option.	This program has been successful in providing funding for affordable rental housing projects in the past. The City should continue this program and actively work with affordable housing developers interested in multi-family housing bonds.

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

Program	Action	Responsibility	Timeframe	Objective (quantified/qualified)	Result	Evaluation	Should the City Continue As-Is, Modify, or Remove this Program and Why?
2.4	The City shall annually review its eligibility for various federal and state programs that will provide rehabilitation and maintenance assistance for 258 low-income units and special needs groups. The City shall submit applications for programs for which the City is eligible, as appropriate.	Community Development Department	Annually		City of Woodland CDBG funding allocations during the period of FY 2008-2009 through FY 2012-2013 have included the City's First Time Homebuyer Assistance Program for low-income households, a foreclosure prevention program with Legal Services of Northern California (LSNC), the City's CDBG Owner-Occupied Rehabilitation Program, the Fair Housing Hotline operated by LSNC (multiple funding years), the Yolo Wayfarer Center emergency shelter (multiple funding years), New Dimensions Supportive Housing for mentally ill adults (multiple funding years), the Sexual Assault and Domestic Violence Center emergency shelter (multiple funding years), Short Term Emergency Aid Committee (homeless prevention), Yolo County Care Continuum supportive housing rehabilitation (mentally ill adults), Habitat for Humanity Yolo County's Heidrick Ranch duplex build (payment of development fees), and Summer House accessible entrance (developmentally disabled adults). Quantified results are listed below in other program accomplishments.	The program has been effective to support rehabilitation and maintenance assistance for existing affordable housing stock.	The City should continue this program and will submit applications for funding programs as appropriate.
2.5	The Planning Commission shall hold a meeting each year to review the Housing Monitoring Report and make a report to the City Council.	Community Development Department, Planning Commission, City Council	Annually		Housing staff continues to monitor affordable projects and has produced semi-annual reports for the Planning Commission and City Council. Due to limitation of staff availability there have been gaps in formal annual Housing Monitoring Reports. Formal reports for two public meetings are a challenge to prepare annually with staff constraints.	An annual report with two public meetings may be too onerous for the City staff. The housing report information can be conveyed by a less time consuming method such as a staff memorandum or "report card".	The City should continue the annual evaluation component of this program, but the program should be modified to allow for flexibility of how the information is presented. Staff can prepare a report or memo to the Planning Commission and the City Council on an annual basis.
2.6	The City shall accommodate development of at least an additional 34 units at densities that will facilitate production of housing affordable to moderate-income households by redesignating sufficient vacant land as Medium Density Residential (MDR: 8-16 units/gross acre). If,	Community Development Department, Redevelopment Agency,	Ongoing Monitoring of Availability of	Accommodate development of at least an additional 34 units at densities that will facilitate production of affordable to	City has sufficient amount of vacant land zoned for moderate-income housing with 32.7 acres of R-15 sites in Spring Lake, providing capacity to	Due to the slowdown in development during this housing period, the supply of sites for multifamily did not fall below the	The specific rezoning portion of this program has been completed. This program should continue, with

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

Program	Action	Responsibility	Timeframe	Objective (quantified/qualified)	Result	Evaluation	Should the City Continue As-Is, Modify, or Remove this Program and Why?
	at any time, the supply of sites zoned for multi-family housing falls below the quantity of land required to accommodate the City's remaining need for sites to accommodate higher density multi-family housing during the Housing Element planning period, the City shall initiate redesignations and rezonings to provide additional land. The City shall ensure that future sites designated for higher-density housing are large enough to provide for economies of scale in construction and are located near transit stops or arterial streets by maintaining an inventory of potential sites that meet those criteria. Procedures to increase residential densities in the Spring Lake Specific Plan shall be reviewed for possible city-wide application. The Redevelopment Agency will also consider rezones from commercial districts to mixed-use districts to allow for residential densities. Where feasible and appropriate, the City shall also consider the redesignation of vacant land as High Density Residential (HDR: 16-25 units/gross acre).	Planning Commission, City Council	Sites	moderate-income households by redesignating sufficient vacant land as MDR 8-16 units per acre.	accommodate 34 moderate-income households. The City has sufficient multifamily zoning in the Spring lake Specific Plan area to meet its remaining RHNA need during the Housing Element planning period.	quantity of land needed to accommodate the City's RHNA. The Spring Lake Specific Plan project contains vacant land at densities that can accommodate production of 34 moderate-income units. The program has been an effective safeguard to facilitate accommodation.	modifications to reflect the revised land inventory for the 2013-2021 RHNA period.
2.7	The City shall seek financial assistance from and cooperation with the City of Woodland Redevelopment Agency to provide financing to assist housing construction of very low-income units, low-income units, and moderate-income units that serve families and special needs groups using its 20 percent housing set-aside funds, HOME, CalHome, and other Federal and State funding sources.	Community Development Department, City Manager, City Council, Redevelopment Agency Board of Directors	Annually	21 very low-income units, 27 low-income units, and 5 moderate-income units	The Redevelopment Agency was dissolved by February 2012 and associated RDA housing funds are no longer available. RDA low-moderate incoming housing funds were not used in FY 2010-11. The City actively pursues applications to augment the affordable housing stock of Woodland. The program has contributed to: • 29 VLI units in Casa Del Sol Mobile Home Park • YCH Crosswood Apartment acquisition of 48 affordable units • 43 VLI and LI units in the Rochdale Grange housing project (completed in 2011). The City was awarded an \$800,000 HOME grant in 2011 to assist lower income first time homebuyers	Program will be less effective because the RDA has been dissolved and the 20 percent RDA funds are no longer available. The City will not be able to provide staff resources to fill the role of the former Redevelopment Agency and therefore the scope of the program should be smaller during the 2013-2021 planning period.	The City should modify this program to remove references to the Redevelopment Agency and associated funding, but should continue to submit applications for appropriate programs as staff time permits.
2.8	The City shall allocate CDBG funds for the provision of extremely low-income, very low-income units, low-income units, and moderate-income housing units. The City shall support the Redevelopment Agency in the identification of sites, the establishment of partnerships, and the pursuit of CDBG funds.	Community Development Department, Redevelopment Agency, City Manager, City Council	Annually	8 extremely low-income units, 8 very low-income units, 7 low-income units, and 3 moderate-income units	29 VLI units at Casa Del Sol were added using in part CDBG funds. The City allocated CDBG funds for First Time Homebuyer loans in the amount of \$19,900 and three housing rehabilitation loans in the amount of \$88,988.	The CDBG funds contributed to construction of 29 VLI units and funded two different housing loan programs during this housing period. The program currently references provision of units which does not reflect the flexibility the City needs to	The City should continue this program with modifications to remove references to the Redevelopment Agency. The City should continue to allocate CDBG funds for the provision of ELI, VLI, LI, and moderate-income housing

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

<i>Program</i>	<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Objective (quantified/qualified)</i>	<i>Result</i>	<i>Evaluation</i>	<i>Should the City Continue As-Is, Modify, or Remove this Program and Why?</i>
						address its housing program needs and/or funding availability year to year.	units or to fund housing programs.
2.9	The City shall allocate funds for transitional housing and other special-needs housing.	Community Development Department, City Council	Ongoing	7 low-income units	The City provided CDBG funds for operations of the New Dimension Supportive Housing, for the purchase of an emergency generator to serve the St. John's Retirement Village, and for the operations of the Sexual Assault and Domestic Violence Center's Shelter program.	The City was able to provide improvements to existing housing programs, but it did not meet the goal of providing 7 additional low-income units with this program. The program currently references funding transitional housing or special-needs housing which does not reflect the flexibility the City needs to address its housing program needs and/or funding availability year to year.	The City should continue this program, with modifications to include funding for transitional housing and other special-needs housing programs in addition to funding units serving these populations.
2.10	The City shall continue to implement §6A-3-30 (Affordable Housing - Incentives) of its Municipal Code that states that the City Council may, after review by the Planning Commission, grant incentives to developers of affordable housing that it deems appropriate, including but not limited to the following: 1) waiver and/or deferral of all or a portion of City development fees; 2) waiver or modification of City development standards; or 3) assistance in obtaining such federal, state, or local financing and/or subsidies.	Community Development Department, City Council, Planning Commission	Ongoing on a case-by-case basis		In July 2011, the City Council approved up to \$910,000 in funding assistance through its Spring Lake Affordable Housing fund for the Mutual Housing at Spring Lake affordable housing project. The project will result in 101 rental units for very low and low income households. During this planning period, 156 units have been built or existing units preserved for people with very low- and low-incomes.	The affordable Housing Incentives provide a menu of possible inducements to meet inclusionary housing requirements which has successfully facilitated the construction of affordable units. The success of the program is limited by the development of market rate units.	The City should continue this program.
2.11	The City shall continue to facilitate the provision of emergency shelter beds through its participation in the countywide Homeless Coordination Project that provides services to the homeless in Yolo County. The Project includes Homeless Coordination and the Cold Weather Shelter.	Community Development Department	Ongoing		The City has maintained its contract with the Yolo County Homeless Coordinator. The City participates in events hosted by the Homeless Coordinator, such as the annual Yolo County Homeless Summit and semiannual homeless count that is required by HUD for Continuum of Care assistance. Along, with Yolo County, the City has adopted the "One at a Time: Ending and Preventing Homelessness in Yolo County (2010-2020)" 10-year plan to end homelessness.	The program has been successful in terms of efficiently sharing resources and services with Yolo County.	The City should continue this program.
2.12	The City shall review the HUD Section 8 voucher program administered by the Yolo County Housing Authority and encourage	Community Development	Ongoing		No action was taken.	With CDD staff positions eliminated due to budget cuts,	The City should not continue this program.

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

<i>Program</i>	<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Objective (quantified/qualified)</i>	<i>Result</i>	<i>Evaluation</i>	<i>Should the City Continue As-Is, Modify, or Remove this Program and Why?</i>
	the Housing Authority to raise its payment standard to 110 percent of HUD Fair Market Rent (FMR)	Department				staff time was not available to address the work program. It is unlikely that staff will have time to champion this program during the next planning cycle.	
2.13	The City shall continue to contract for the services of Yolo County's Homeless Coordinator. Program to be funded through the General Fund and Housing Monitoring Funds.	Homeless Coordinator, Redevelopment Agency, City Council	Ongoing		The City has maintained its contract with the Yolo County Homeless Coordinator. The City participates in events hosted by the Homeless Coordinator, such as the annual Yolo County Homeless Summit and semiannual homeless count that is required by HUD for Continuum of Care assistance. Along, with Yolo County, the City has adopted the “One at a Time: Ending and Preventing Homelessness in Yolo County (2010-2020)” 10-year plan to end homelessness. CDBG funds were allocated for early literacy activities for children at Wayfarer Center.	General Fund funding as a funding source is not absolute, but the City recognizes the benefit of the program and its success in terms of efficiently sharing resources and services with Yolo County.	The City should continue this program and modify the reference that the funding source may include, but is not limited to General Fund and Housing Monitoring Funds.
2.14	The City shall require relocation assistance in compliance with State law to tenants relocated as a result of removal of housing by the City or the RDA.	Community Development Director, Redevelopment Agency	Ongoing as needed		N/A	No housing was removed by the City (or Redevelopment Agency).	The program should continue, but should be modified to remove the reference to RDA.
2.15	The City shall continue to enforce the provisions of its Affordable Housing Ordinance (Chapter 6A of the Municipal Code) that require that 10 percent of all new for-sale units in any residential project consisting of eight or more units shall be affordable to low-income households. For multifamily rental projects with ten or more units, 10 percent of all new units shall be affordable to low-income households, and an additional 20 percent shall be affordable to very low-income households. In the alternative, a developer may elect to make 25 percent of the multifamily rental units affordable to very low-income households. The City shall continue to enforce the provisions of the Southeast Area Specific Plan that require corner lots to provide split-lot duplex housing with an overall goal of providing 10 percent of the for-sale units affordable to moderate-income households. 25 percent of multi-family units shall be affordable to low-income households with 10 percent reserved for very low-income households. To the extent the affordable housing requirements in the Southeast Area Specific Plan differ from the requirements of Chapter 6A, the provisions of the specific plan shall govern. The City shall enforce the provisions of the Spring Lake Specific Plan that require that 10 percent of the units in a for-sale	Community Development Department	Ongoing	155 very low-income units, 177 low-income units, and 91 moderate-income units	The Spring Lake “offsite” fee of \$1,100 per market rate unit has yielded 74 affordable units dispersed throughout the City. Approved Standard Pacific and Pulte Homes subdivisions will yield 20 low income and 4 moderate units of which 3 low income have been provided.	This program has made progress in implementing this program, but has not reached the quantified objective because the success of the program is limited by the development of market rate units, and housing development occurred at a slower rate than projected. The program yields affordable units when new housing development occurs.	The City should continue to implement this program.

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

<i>Program</i>	<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Objective (quantified/qualified)</i>	<i>Result</i>	<i>Evaluation</i>	<i>Should the City Continue As-Is, Modify, or Remove this Program and Why?</i>
	residential project shall be affordable to low-income households. For multifamily rental projects, 20 percent of the units shall be affordable to very-low income households, and 10 percent of the units shall be affordable to low-income households. In the alternative, a developer may make 25 percent of the units affordable to very-low income households. To the extent the affordable housing requirements in the Spring Lake Specific Plan differ from the requirements of Chapter 6A, the provisions of the specific plan shall govern.						
2.16	The City shall amend Chapter 25 of the Municipal Code to permit transitional and supportive housing as a residential use and only subject to those requirements that apply to other residential uses of the same type in the same zone as required by Senate Bill 2, which took effect in 2008.	Community Development Director, Planning Commission, City Council	Within one-year of Housing Element Certification		On March 3, 2013, the City Council approved a zoning amendment to the Woodland Municipal Code to include transitional and supportive housing as residential uses, only subject to those restrictions that apply to other residential uses of the same type in the same zone.	Program was completed successfully.	The objective of this program has been achieved. The program should not be continued.
2.17	The City shall amend East Street Specific Plan to allow emergency shelters as a permitted use in the Mixed Use Residential/Commercial (Area C) and the General Commercial (Area E) Areas of the East Street Corridor Specific Plan (ESCSP). Emergency shelters will be subject to the same development and management standards as other permitted uses in the Areas C and E of the ESCSP. Sufficient land is available for at least 1 emergency shelter and objective standards to regulate emergency shelters shall be developed as provided for under SB 2.	Community Development Director, Planning Commission, City Council	Within one-year of Housing Element Certification		On March 3, 2013, the City Council approved a zoning amendment to the East Street Corridor Specific Plan to allow Emergency Shelters as permitted uses in Areas C and E. Sufficient land is available for at least 1 emergency shelter and objective standards are provided to regulate emergency shelters.	Program was completed successfully.	The objective of this program has been achieved. The program should not be continued.
2.18	The City shall contact non-profit builders and agricultural stakeholders to identify suitable and available sites for the development of migrant and seasonal farm worker housing in the Multiple-Family Residential Zone (R-M), the Duplex Residential Zone (R-2), and the Agricultural Zone (A-1). In addition, the City shall amend zoning consistent with Health and Safety Code Section 17021.5 and 17021.6 to further facilitate housing for farm workers. Other programs to facilitate the development of affordable housing may include fee waivers and reduced development standards. Financial and technical assistance will be sought from HCD's Office of Migrant Services, the Joe Serna Jr. Farm worker Housing Grant Program, the California Tax Credit-Allocation Committee's Farm worker Housing Assistance Program, and the USDA Rural Development Program.	Redevelopment Agency	Annually		The City Council approved funding of up to \$910,000 for the Mutual Housing at Spring Lake affordable rental project on July 20, 2011. The project also received funding through the Serna Farm worker Housing Grant Program and will include units reserved for households employed as agricultural workers.	The program has had moderate success and provides opportunity for the development of farm worker housing. In addition, new FEMA floodplain maps were issued in 2011 that have removed a large section of the City out of the floodplain making additional land available for the possibility of farm worker housing at the time the of the General Plan and comprehensive zoning update. The zoning code was not amended to be consistent with Health and Safety Code Sections 17021.5 and 17021.6 due to limited staff availability.	The City should continue this program, with modifications to propose an amendment to the zoning code to make the code consistent with Health and Safety Code Sections 17021.5 and 17021.6 during the comprehensive zoning update.
2.19	The City shall consider options to allow Residential Care Homes with more than six mentally disordered or otherwise handicapped	Community Development Director,	Within one-year of Housing		No action.	Due to staff decreases and budget reductions, the City will address	The program should continue, but should be modified to

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

<i>Program</i>	<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Objective (quantified/qualified)</i>	<i>Result</i>	<i>Evaluation</i>	<i>Should the City Continue As-Is, Modify, or Remove this Program and Why?</i>
	persons or dependent and neglected children as a permitted use in the Multiple-Family Residential Zone (R-M).	Planning Commission, City Council	Element Certification			this program at the time of the General Plan and comprehensive zoning update in 2013-2014. The program cannot be evaluated at this time.	indicate that the City will address this objective during the on-going General Plan and comprehensive zoning update.
2.20	The City shall amend Chapter 25 of the Municipal Code to allow single-room occupancy (SRO) in the A2, A3, and E2 Districts of Downtown Specific Plan (DSP). Development standards will be established that will allow and encourage the construction of new SROs.	Community Development Director, Planning Commission, City Council	Within one-year of Housing Element Certification		No action.	Due to staff decreases and budget reductions, the City will address this program at the time of the General Plan and comprehensive zoning update in 2013-2014. The program cannot be evaluated at this time.	The substance of this program should be addressed during the on-going General Plan and comprehensive zoning update, but the program should be revised to include a focus on pursuing funding for this type of housing, also known as “efficiency units,” as well as compliance with the Land Use and Community Design Element policies.
2.21	The City shall provide flexibility on the identification of sites for accommodating its Regional Housing Needs Plan (RHNP) Allocation. A rezone request of a site counted towards meeting the City’s RHNP Allocation shall include findings that justify the rezone and identify an adequate replacement site(s) that will provide the minimum number of units by income level for accommodating the City’s RHNP Allocation and is developable during the term of the Housing Element planning period.	Community Development Director, Planning Commission, City Council	Ongoing as needed		N/A	No rezone actions governed by this program were undertaken. The program effectiveness cannot be evaluated at this time.	The program should continue, with modifications to reflect the new RHNA allocation sites and the General Plan and comprehensive zoning update in process.
2.22	The City shall continue rehabilitation and replacement (where required) of substandard residential units using the CDBG program and other available government programs, continue to provide information to all residents regarding available home rehabilitation programs, and increase public awareness of self-help and rehabilitation programs through outreach programs.	Redevelopment Agency	Ongoing	12 extremely low, 12 very low, and 20 low-income units	The City provided CDBG funds for two housing rehabilitation projects in FY 2008 – 09.	The City provided funding for housing rehabilitation, but did not meet the quantified objective of 12 ELI, 12 VLI, and 20 LI units.	This program should be continued, with modifications to reflect the absence of redevelopment funding.
2.23	The City shall continue to include funds in its operating budget for building code and blight enforcement programs.	Community Development Department, City Council	Ongoing		The City has a half-time code enforcement officer. Code enforcement actions have been reduced as a result of staff budget reductions. The Community Development Department has requested funding as part of the FY 2013-14 budget to increase code enforcement to a full-time position.	The City continues to include operating funds for code enforcement, but at a lower level.	The City is implementing this program. The program should continue.
2.24	The City shall review its eligibility for Federal and State home repair, renovation, and replacement programs annually and apply for programs, as appropriate.	Community Development Department	Ongoing		The City provided CDBG funds for two housing rehabilitation projects in FY 2008 – 09.	The City continues to fund repair, renovation, and replacement programs.	The City is implementing this program. The program should continue.

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

<i>Program</i>	<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Objective (quantified/qualified)</i>	<i>Result</i>	<i>Evaluation</i>	<i>Should the City Continue As-Is, Modify, or Remove this Program and Why?</i>
2.25	The City shall continue to periodically update the status of housing conditions to determine the need for housing rehabilitation and the removal of unsafe units.	Community Development Department, Code Enforcement, Building Inspection	Ongoing		The City employs a half-time code compliance officer. A housing conditions study was prepared as part of the 2008 Housing Element Update.	The City continues to include operating funds for code enforcement to monitor housing conditions, but at a lower level.	The City is implementing this program. The program should continue.
2.26	The City will commit assistance to the renovation and rehabilitation of existing mobile home parks in the East Street Corridor through a rezone to eliminate their non-conforming status, for the purposes of preservation and maintenance of affordable housing for very low-, low-, and moderate-income households.	Community Development Department	Ongoing		The City has completed the rehabilitation/renovation and the rezoning of the 156-unit Casa del Sol mobile home park. The City worked closely with the Community Housing Opportunities Corporation (CHOC) to close the final financing for the project. The final funding for the project, a HOME loan, was approved for CHOC in 2011 and 30 new coaches (residential units) were installed during the same year. To date, the new coaches have been rented to lower income houses with the exception of manager's unit and two coaches that remain vacant.	The City has successfully completed this program.	This program should not be continued.
2.27	The City will contact property owners of units at-risk of converting to market rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. Participation from agencies interested in purchasing and/or managing units at-risk will be sought. Funding assistance, which can be leveraged with outside sources by the non-profit or for-profit developer to either transfer ownership, or provide rent subsidies to maintain affordability, shall utilize all available federal, state, and local financing sources. Property owners are required to give a nine-month notice of their intent to opt out of low-income use restrictions. The City will work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law.	Community Development Department, Redevelopment Agency	Ongoing	144 extremely low, 145 very low-income units	The City continues to monitor affordable housing projects at-risk of converting to market rate housing and offer assistance to maintain the projects as affordable. The City continues to review HUD's information on potential opt-outs and attempt to preserve them. In August 2010, the City Council approved a HOME application for an expiring Section 8 project. While the application was not successful, the City continues to work with Yolo County Housing on preserving affordable units.	287 units in Woodland have been preserved since 2009. YCH preserved affordability at Crosswood Apartments. Cherry Glen is being preserved by another party, Greenery has been preserved with the use Tax Credits and LMSA funding. Another project, New Dimensions, is considered low-risk because it is owned and managed by the nonprofit Community Housing Opportunities Corporation of Davis and is dedicated to maintaining the affordability of the project.	This program should be continued, but modified to reflect the absence of redevelopment funding.
2.28	The City shall continue to strive for greater energy conservation in residential development. Through the Redevelopment Agency, CDBG monies are available for energy efficiency work through their housing rehabilitation program for lower-income households. Additionally, the City will continue to provide information to all residents regarding available home rehabilitation programs, and increase public awareness of self-help and rehabilitation programs	Redevelopment Agency	Ongoing		The Rochdale Grange project was completed in 2011 and includes solar panels on the Community Center to help supply energy to the complex. Also through the City's CDBG housing rehab program, energy efficiency upgrades are encouraged.	The City is making progress in implementing this program.	This program should continue, but should be modified to reflect the absence of redevelopment funding.

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

Program	Action	Responsibility	Timeframe	Objective (quantified/qualified)	Result	Evaluation	Should the City Continue As-Is, Modify, or Remove this Program and Why?
	through outreach programs.				These include installing dual paned windows, new insulation and other items that can positively affect energy consumption. The new homes being built by Standard Pacific in Spring Lake are required to have a minimum of 5% of their homes have solar. The Pulte development of 79 homes which is under construction intends to offer solar on 100% of their homes.		
2.29	The City shall continue to distribute Fair Housing brochures and booklets indicating what the Fair Housing laws are and where advice, assistance and enforcement activities can be obtained. The City will provide this information to any person who feels they have been discriminated against in acquiring housing within the City and to any housing provider who requests such information. Information will be made available at the City's website and at the City's Homebuyer Education Seminars.	Fair Housing Specialist	Ongoing		Information such as Fair Housing brochures are published in English and Spanish and are on display at the Fair Housing kiosk located at the City's Community Development Department office.	The City is making progress in implementing this program.	This program should continue.
2.30	The City shall affirmatively further fair housing by contracting with the Fair Housing Hotline Project provided through Legal Services of Northern California	Community Development Department, City Council	Ongoing		Legal Services of Northern California is contracted by the City to provide the Fair Housing Hotline Project. Quarterly updates are reported by Legal Services of Northern California.	The City is making progress in implementing this program.	This program should continue.
2.31	The City shall facilitate an Annual Fair Housing Open House for rental property owners and various social services organization and agencies to discuss mechanisms to evaluate tenant applications according to fair housing law.	Community Development Department	Ongoing		Legal Services of Northern California, the Yolo County Housing Authority, and the City jointly held a Fair Housing Workshop in April 19, 2012. Speakers from Legal Services and California Department of Fair Employment and Housing provided an overview of State fair housing laws, disability discrimination, reasonable accommodations and modifications, and legal rights for victims of domestic violence and stalking in voucher housing to housing tenants, landlords, and other interested individuals and organizations.	The City has participated in an open house, in 2012.	This program should continue.
2.32	The Community Development Department shall refer fair housing complaints to the Fair Housing Hotline Project provided through Legal Services of Northern California and State Department of Fair Employment and Housing for resolution	Community Development Department	Ongoing		Fair housing issues are referred to the Fair Housing Hotline Project for housing.	The City is making progress in implementing this program.	This program should continue.

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

<i>Program</i>	<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Objective (quantified/qualified)</i>	<i>Result</i>	<i>Evaluation</i>	<i>Should the City Continue As-Is, Modify, or Remove this Program and Why?</i>
2.33	The City shall initiate a change to the General Plan and Zoning Ordinance to allow for additional mobile home units to be located in a mobile home park.	Community Development Department, Planning Commission, City Council	Ongoing		No action was taken in FY 2010-11.	No actions governed by this program were undertaken. The program effectiveness cannot be evaluated at this time.	The program should continue, with modifications to reflect the new General Plan and comprehensive zoning update in process.
2.34	The City shall affirmatively further fair housing by contracting with the Fair Housing Hotline Project provided through Legal Services of Northern California	Community Development Director, City Council	Ongoing		Legal Services of Northern California is contracted by the City to provide the Fair Housing Hotline Project. Quarterly updates are reported by Legal Services of Northern California.	The City is making progress in implementing this program.	This program should continue.
2.35	The City shall review and amend its Municipal Code as necessary to provide individuals with disabilities reasonable accommodation in rules, policies, practices and procedures that may be necessary to ensure equal access to housing. The purpose of this is to provide a process for individuals with disabilities to make requests for reasonable accommodation in regard to relief from the various land use, zoning, or building laws, rules, policies, practices and/or procedures of the City.	Community Development Department, City Council	Ongoing		Reasonable Accommodation for Persons with Disabilities was added to the Municipal Code in 2004 (§25.21.85).	The City is making progress in implementing this program.	This program should continue.
2.36	The City shall develop measures to encourage developers to use barrier-free design in new housing developments. Such measures could include density bonuses, fee reductions or other incentives. The City shall develop and make available information showing recommended barrier-free design features for residential projects.	Community Development Department, City Council	FY 2009		Barrier-free design is governed by accessibility law and incorporated with all designs. All apartments are required to comply with Chapter 11B of the California Building Code. Construction of the Rochdale Grange affordable housing project was completed in 2011 and a number of the first floor units include accessible features. The City Council approved up to \$910,000 in funding for the Mutual Housing at Spring Lake affordable housing project on July 20, 2010. A number of the first floor units planned for the project will include accessible features,	The City is making progress in implementing this program.	This program should continue.
2.37	The City shall increase its educational outreach efforts by assuring that all flyers are available in both English and Spanish regarding fair housing issues as related to migrant and seasonal farm workers. Financial and technical assistance may be sought from California Rural Legal Assistance, the Farm worker Justice Fund, the USDA Rural Development Program, and HCD's Office of Migrant Services	Community Development Department	Ongoing		Fair Housing brochures are published in English and Spanish and are on display at the Fair Housing kiosk located at the City's Community Development Department office. In addition, the Fair Housing Hotline Project can accommodate Spanish speakers.	The City is making progress in implementing this program.	This program should continue.
2.38	The City shall enforce Title 24 provisions of the California Administrative Code for residential energy conservation measures.	Community Development	Ongoing		The City adopted the 2010 California Building Standards Code and the 2010	The City is making progress in implementing this program.	This program should continue.

Table 2-57 Evaluation of Existing City of Woodland Housing Element Policies

Program	Action	Responsibility	Timeframe	Objective (quantified/qualified)	Result	Evaluation	Should the City Continue As-Is, Modify, or Remove this Program and Why?
		Department			California Green Building Code. Fees for Solar projects have been reduced and plan review times have been streamlined.		
2.39	The City shall encourage the continued affordability of both rental and ownership housing by encouraging energy conservation in all existing development. The City will make available an informational fact sheet for distribution that will describe the measures that can be instituted in homes for little cost and will save energy and utility expenses.	Community Development Director, Building Division	Ongoing		No action was taken during FY 2010-11.	No actions governed by this program were undertaken. The program effectiveness cannot be evaluated at this time.	The program should continue, with modifications to reflect the new CAP, General Plan and comprehensive zoning update in process.
2.40	The City shall apply its energy conservation policies in the Spring Lake Specific Plan citywide. These policies include but are not limited to the use of energy efficient air conditioners, light-colored roofing materials, photovoltaic energy systems, and Energy Star appliances.	Community Development Director, Public Works Director, Building Division	FY 2009		No action was taken in FY 2010 – 11; however, it should be noted that the California Building Standards Commission approved a “green” building code in July 2008. The code imposes new, increased requirements in the areas of energy efficiency, water conservation, indoor air quality, and moisture control. The code will be phased in between 2009 and 2011 for cities and counties. The requirements of the code are similar to if not more stringent than the energy efficiency provisions of the Spring Lake Specific Plan.	The City has not taken action to implement this program; however, changes in the California Building Code accomplish the goals of this program without action required on the part of the City.	This program should be continued.

2.6 Other Requirements

PUBLIC PARTICIPATION

State law requires cities and counties to make a “diligent effort” to achieve participation by all segments of the community in preparing a housing element (Section 65583 (c) (6) of the California Government Code). This diligent effort translates into local jurisdictions doing more than issue the customary public notices and conduct standard public hearings prior to adopting a housing element. State law requires cities and counties to take active steps to inform, involve, and solicit input from the public, particularly low-income and minority households that might otherwise not participate in the process. The City continued to solicit public input throughout the update process, beginning with City Council awarding the contract for preparation of the Housing Element, during the development of the Draft Element, during public review of the Draft Element, and during the adoption process.

During preparation of the Woodland Housing Element, the City decided to solicit input early in the process during preparation of the Draft Element. This was done in order to identify issues upfront and then include solutions, policies, and programs in the Draft Element that would address the citizens and stakeholders concerns. Opportunities for public input included the following meetings:

- Feb 7/8 Stakeholder interviews
- Feb 11 General Plan website launch
- Feb 21 Planning Commission #1 (kick-off meeting)
- Mar 7 Community Housing Forum
- Mar 21 Community-wide household survey mail-out
- Apr 11 Community Workshop #1 (community vision)
- Apr 13 Community Workshop #2 (community vision)
- Apr 30 General Plan Steering Committee #2 (Housing Element)
- May 16 Planning Commission hearing on draft Housing Element
- May 21 City Council hearing on draft Housing Element

The stakeholder interviews and Community Housing Forum included participation by a range of community-based organizations that serve special needs groups and lower-income households, housing developers (including affordable housing developers), the business community (including real estate and finance), and others with an interest in housing policy issues and supportive services for special needs and lower-income populations. The City also distributed a community survey to solicit public input a wide variety of topics, including housing, and created a webpage (Woodland General Plan 2035) to allow the public to stay informed and provide input during the General Plan update process (including the Housing Element update).

In addition to these opportunities for community participation in the update to the Housing Element update, the City conducted several public forums during preparation of a technical report⁵ that will inform the adoption of a Climate Action Plan and strategies related to housing, neighborhoods, healthy communities, energy and water conservation, and greater access to community services within a walkable and transit-supportive environment. These strategies will be important to the successful implementation of the Housing Element. Through a webpage created by the City for the Climate Action Plan, the public was invited to provide suggestions for climate action plan strategies. The City also conducted public forums in 2012, including a community-wide public “visioning” workshop on June 12 to introduce the project and gather community input and a Public Strategies Workshop on August 8.

Summary comments from the Housing Forum, subsequent meetings, and other forms of public outreach are included in Appendix B.

A summary of comments from public participation during the early stages of the Climate Action Plan related to housing, neighborhoods, and community health are included in Appendix C.

CONSISTENCY WITH GENERAL PLAN AND POLICIES

State Law requires that the Housing Element be consistent with other elements of the City of Woodland’s General Plan. Policies and programs were developed subject to the constraints of the policies and programs contained in the other General Plan elements. Of all the other General Plan elements, the Housing Element is most closely related to the Land Use and Community Design Element in the General Plan because the Land Use and Community Design Element specifies the lands within the City that may be utilized for housing development.

Areas available for residential development along with the range of allowable densities and direction on appropriate housing types are designated through the Land Use Diagram and the land use definitions in the Land Use and Community Design Element, thereby laying the foundation for all other goals, policies, and programs related to the provision of housing. The Land Use and Community Design Element also provides further detail in the implementation of many Housing Element policies. The policies and implementation programs contained under the “Residential Development” and “New Residential Neighborhoods” sections of the Land Use and Community Design Element discuss providing a variety of housing types and encouraging infill development, while preserving the quality and character of existing neighborhoods.

Other elements in the General Plan also discuss policy directions for residential development. For example, the Economic Development Element states “it is crucial that economic development be balanced with adequate housing for city resident workers and that it contributes to the character and quality of life in Woodland.” Policy 9.C.4 in the Economic

⁵ City of Woodland Climate Action Plan Technical Report, December 2012.

Development Element calls for the City to “actively pursue the creation of significant new housing opportunities within the Downtown Central Business District.”

The expression of the community’s goals and objectives regarding housing production are embodied in this document. This Housing Element provides an effective framework to address the housing needs and demands for future housing development, rehabilitation, and conservation through its policies and programs.

Relationship to Other City Plans and Policies

The Housing Element identifies priority goals, objectives, policies and action programs for the next eight years that directly address the housing needs of Woodland. The Housing Element goals, objectives, and policies are implemented through other plans and policies as summarized below, including the City's Municipal Code and Specific Plans.

Woodland Municipal Code

The Woodland Municipal Code (WMC) consists of all the regulatory ordinances and certain administrative ordinances of the City, codified pursuant to the provisions of Sections 50022.1 through 50022.8 and 50022.10 of the Government Code. The WMC includes the City's Subdivision Ordinance and Zoning Ordinance.

Specific Plans

Specific plans are customized regulatory documents that provide focused guidance and regulations for a particular area. They generally include a land use plan, circulation plan, infrastructure plan, zoning classifications, development standards, design guidelines, phasing plan, financing plan, and implementation plan. Woodland has four approved specific plans. The specific plan is designed to allow for development in a manner that is compatible with surrounding areas, and the general character of the City of Woodland. These plans are listed below:

- Downtown Specific Plan
- Spring Lake Specific Plan and Design Standards
- East Street Corridor Specific Plan
- Southeast Area Specific Plan

PRIORITY FOR WATER AND SEWER

Per Chapter 727, Statutes of 2004 (SB 1087), upon completion of an amended or adopted housing element, a local government is responsible for immediately distributing a copy of the element to area water and sewer providers. In addition, water and sewer providers must grant priority for service allocations to proposed developments that include housing units affordable to lower-income households. Chapter 727 was enacted to improve the effectiveness of the law in facilitating housing development for lower-income families and workers.

Local public and/or private water and sewer providers must adopt written policies and procedures that grant a priority for service hook-ups to developments that help meet the community's share of the regional need for lower-income housing. In addition, the law prohibits water and sewer providers from denying, conditioning the approval, or reducing the amount of service for an application for development that includes housing affordable to lower-income households, unless specific written findings are made.

As mentioned in the Adequacy of Public Facilities and Infrastructure section, the City of Woodland provides water and sewer services for the area.

2.7 Resources

LIST OF AGENCIES AND ORGANIZATIONS CONTACTED OR CITED

Alta Regional Center

California Housing Partnership Corporation

City of Woodland

Department of Housing and Community Development (HCD)

Department of Housing and Urban Development (HUD)

Elderly Nutrition Program

Legal Services of Northern California, Yolo County Office

Remax Realty

Rural Communities Assistance Corporation

Sexual Assault & Domestic Violence Center of Yolo County

Woodland Joint Unified School District

Woodland Senior Center

Woodland Youth Services

Yolo County Homeless Coordinator

Yolo County Housing Authority

Yolo County Adult Protective Services, In-Home Support Services (IHSS)

Appendix A: Parcel Inventory

Table A.1 Land Inventory (Not Including Spring Lake Specific Plan Area)

<i>Address</i>	<i>Acres</i>	<i>APN_New</i>	<i>Existing LU</i>	<i>Zoning</i>	<i>Status</i>	<i>Realistic Capacity</i>
514-518 MAIN ST	0.18	006-561-006-000	Retail Sales	CBD	Redevelopable	1
318 D ST	0.07	063-072-006-000	Vacant	ESD	Redevelopable	1
301 C ST	0.10	063-072-001-000	Vacant	ESD	Redevelopable	1
315 1/2 D ST	0.10	063-073-004-000	Vacant	ESD	Redevelopable	1
315 D ST	0.10	063-073-005-000	Single Family Residential	ESD	Redevelopable	1
1245 ARMFIELD AVE	0.11	063-074-002-000	Single Family Residential	ESD	Redevelopable	1
1241 ARMFIELD AVE	0.13	063-075-004-000	Single Family Residential	ESD	Redevelopable	1
1237 ARMFIELD AVE	0.13	063-075-002-000	Vacant	ESD	Redevelopable	1
317 D ST & 1243 ARMFIELD AVE	0.13	063-074-001-000	Multiple Family Residential	ESD	Redevelopable	1
1239 ARMFIELD AV & 1239 1/2 ARMFIELD AVE	0.13	063-075-003-000	Multiple Family Residential	ESD	Redevelopable	1
312 C ST	0.13	063-076-002-000	Single Family Residential	ESD	Redevelopable	1
1219 ARMFIELD AVE	0.13	063-077-004-000	Single Family Residential	ESD	Redevelopable	1
1215 ARMFIELD AVE	0.13	063-077-003-000	Automotive Uses	ESD	Redevelopable	1
1213 ARMFIELD AVE	0.13	063-077-002-000	Single Family Residential	ESD	Redevelopable	1
310 A ST	0.13	063-078-003-000	Single Family Residential	ESD	Redevelopable	1
315 EAST ST	0.13	063-078-001-000	Automotive Uses	ESD	Redevelopable	1
309 B ST	0.14	063-071-011-000	Single Family Residential	ESD	Redevelopable	1
308 B ST	0.14	063-071-010-000	Single Family Residential	ESD	Redevelopable	1
308 A ST	0.14	063-071-006-000	Single Family Residential	ESD	Redevelopable	1
303 EAST ST	0.14	063-071-005-000	Automotive Uses	ESD	Redevelopable	1
311 C ST	0.14	063-072-005-000	Automotive Uses	ESD	Redevelopable	1
308 C ST	0.14	063-071-014-000	Single Family Residential	ESD	Redevelopable	1
307 B ST	0.14	063-071-012-000	Single Family Residential	ESD	Redevelopable	1
306 B ST	0.14	063-071-009-000	Single Family Residential	ESD	Redevelopable	1
306 A ST	0.14	063-071-007-000	Single Family Residential	ESD	Redevelopable	1
301 EAST ST	0.14	063-071-004-000	Single Family Residential	ESD	Redevelopable	1
313 C ST	0.14	063-072-013-000	Vacant	ESD	Redevelopable	1
309 C ST	0.14	063-072-004-000	Vacant	ESD	Redevelopable	1
306 C ST	0.14	063-071-013-000	Single Family Residential	ESD	Redevelopable	1
305 C ST, A-C	0.15	063-072-012-000	Multiple Family Residential	ESD	Redevelopable	1

Table A.1 Land Inventory (Not Including Spring Lake Specific Plan Area)

Address	Acres	APN_New	Existing LU	Zoning	Status	Realistic Capacity
313 D ST	0.21	063-073-003-000	Single Family Residential	ESD	Redevelopable	2
311 D ST	0.21	063-073-002-000	Single Family Residential	ESD	Redevelopable	2
1247-49 ARMFIELD AVE	0.24	063-074-003-000	Multiple Family Residential	ESD	Redevelopable	2
1233-35 ARMFIELD AVE	0.26	063-075-001-000	Single Family Residential	ESD	Redevelopable	2
1211 ARMFIELD AVE	0.26	063-077-001-000	Vacant	ESD	Redevelopable	2
309 D ST	0.33	063-073-001-000	Single Family Residential	ESD	Redevelopable	3
1207 ARMFIELD AVE	0.40	063-078-002-000	Automotive Uses	ESD	Redevelopable	3
1225 ARMFIELD AVE	0.53	063-076-001-000	Single Family Residential	ESD	Redevelopable	4
310 D ST	0.59	063-072-008-000	Vacant	ESD	Redevelopable	5
25 EAST ST	0.68	063-090-031-000	Vacant	ESD	Redevelopable	6
1225 E OAK AVE	1.17	066-021-027-000	Industrial	ESD	Redevelopable	10
119-123 EAST ST	1.40	063-060-001-000	Industrial	ESD	Redevelopable	12
1237 E OAK AVE	1.52	066-021-028-000	Commercial	ESD	Redevelopable	13
534 JOHNSTON ST	2.14	066-021-004-000	Single Family Residential	ESD	Redevelopable	18
1285 LEMEN AVE	4.36	063-060-005-000	Government	ESD	Redevelopable	37
613 EAST ST	0.28	066-021-025-000	Vacant	ESD	Vacant	0
NO ADDRESS	0.94	063-060-012-000	Vacant	ESD	Vacant	0
145 EAST ST	1.25	063-060-010-000	Mini Mart	ESD	Vacant	31
148 FIFTH ST	0.25	005-162-045-000	Vacant	N-P	Redevelopable	0
527 WALNUT ST	0.34	006-582-007-000	Single Family Residential	N-P	Redevelopable	0
170 FIRST ST	0.14	005-632-014-000	Vacant	N-P	Vacant	1
167 FIRST ST	0.19	005-633-012-000	Single Family Residential	N-P	Vacant	2
1005 COTTONWOOD ST	0.16	065-175-021-000	Single Family Residential	R-1	Redevelopable	0
505 CHAPMAN CIR	0.16	065-211-022-000	Single Family Residential	R-1	Redevelopable	0
1021 WEST ST	0.27	006-281-030-000	Single Family Residential	R-1	Redevelopable	1
10 AMHERST PL	0.33	039-361-005-000	Vacant	R-1	Vacant	4
882 W SOUTHWOOD DR	0.35	065-370-006-000	Vacant	R-1	Vacant	4
315 WOODLAND AVE	0.13	005-716-009-000	Single Family Residential	R-2	Vacant	2
203 N COLLEGE ST	0.13	005-716-010-000	Single Family Residential	R-2	Vacant	2
NO ADDRESS	0.21	005-615-017-000	Vacant	R-2	Vacant	3
267 PALM AVE	0.22	005-692-061-000	Vacant	R-2	Vacant	4
224 FREEMAN ST	0.26	005-715-007-000	Multiple Family Residential	R-2	Vacant	4
269 PALM AVE & 808 KENTUCKY AVE	0.27	005-692-059-000	Vacant	R-2	Vacant	4
NO ADDRESS	0.43	005-540-029-000	Vacant	R-2	Vacant	7
317 BEAMER ST	0.52	005-604-006-000	Vacant	R-2	Vacant	8
508 CALIFORNIA ST	0.22	065-290-039-000	Commercial	R-M	Redevelopable	2
622 CALIFORNIA ST	0.23	065-300-024-000	Single Family Residential	R-M	Redevelopable	2

Table A.1 Land Inventory (Not Including Spring Lake Specific Plan Area)

<i>Address</i>	<i>Acres</i>	<i>APN_New</i>	<i>Existing LU</i>	<i>Zoning</i>	<i>Status</i>	<i>Realistic Capacity</i>
626 CALIFORNIA ST	0.48	065-300-025-000	Single Family Residential	R-M	Redevelopable	4
608 COMMUNITY LN	0.89	065-300-004-000	Single Family Residential	R-M	Redevelopable	8
NO ADDRESS	0.14	065-221-006-000	Vacant	R-M	Vacant	1
NO ADDRESS	0.14	065-221-007-000	Vacant	R-M	Vacant	1
NO ADDRESS	0.14	065-221-008-000	Vacant	R-M	Vacant	1
NO ADDRESS	0.14	065-221-009-000	Vacant	R-M	Vacant	1
NO ADDRESS	0.14	065-221-010-000	Vacant	R-M	Vacant	1
NO ADDRESS	0.20	065-221-012-000	Vacant	R-M	Vacant	2
NO ADDRESS	0.26	065-221-013-000	Vacant	R-M	Vacant	2
NO ADDRESS	0.26	065-221-005-000	Vacant	R-M	Vacant	2
NO ADDRESS	0.27	065-221-011-000	Vacant	R-M	Vacant	2
530 COMMUNITY LN	0.44	065-290-007-000	Vacant	R-M	Vacant	4
NO ADDRESS	1.09	066-030-033-000	Vacant	R-M	Vacant	27

Table A.2 Land Inventory (Spring Lake Specific Plan Area)

<i>Zone</i>	<i>Land Use Description</i>	<i>Density</i>	<i>Acreage</i>	<i>Maximum Density</i>	<i>Capacity at 80%</i>
R-25	High Density Residential	16.0 - 25.0 du/gross ac	5.14	25.0	103
R-25	High Density Residential	16.0 - 25.0 du/gross ac	5.04	25.0	101
R-25	High Density Residential	16.0 - 25.0 du/gross ac	6.58	25.0	132
R-25	High Density Residential	16.0 - 25.0 du/gross ac	11.05	25.0	221
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	50.09	8.0	321
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	21.75	8.0	139
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	16.36	8.0	105
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	18.07	8.0	116
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	24.01	8.0	154
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	24.81	8.0	159
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	26.81	8.0	172
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	6.02	8.0	39
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	1.02	8.0	7
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	2.29	8.0	15
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	1.43	8.0	9
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	2.86	8.0	18
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	0.90	8.0	6
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	14.95	8.0	96
R-8	Low Density Residential	3.0 - 8.0 du/gross ac	9.00	8.0	58
R-15	Medium Density Residential	8.0 - 15.0 du/gross ac	5.02	15.0	60
R-15	Medium Density Residential	8.0 - 15.0 du/gross ac	5.02	15.0	60
R-15	Medium Density Residential	8.0 - 15.0 du/gross ac	3.79	15.0	45
R-15	Medium Density Residential	8.0 - 15.0 du/gross ac	5.36	15.0	64
R-15	Medium Density Residential	8.0 - 15.0 du/gross ac	5.04	15.0	60
R-15	Medium Density Residential	8.0 - 15.0 du/gross ac	6.04	15.0	73
R-15	Medium Density Residential	8.0 - 15.0 du/gross ac	9.96	15.0	120
R-15	Medium Density Residential	8.0 - 15.0 du/gross ac	1.14	15.0	14
R-15	Medium Density Residential	8.0 - 15.0 du/gross ac	9.37	15.0	112
R-12	Medium Low Density Residential	5.0 - 12.0 du/gross ac	3.51	12.0	34
R-12	Medium Low Density Residential	5.0 - 12.0 du/gross ac	25.55	12.0	245
R-12	Medium Low Density Residential	5.0 - 12.0 du/gross ac	6.82	12.0	65
R-12	Medium Low Density Residential	5.0 - 12.0 du/gross ac	6.30	12.0	60
R-12	Medium Low Density Residential	5.0 - 12.0 du/gross ac	20.52	12.0	197
R-4	Very Low Density Residential	1.0 - 4.0 du/gross ac	109.77	4.0	351
R-4	Very Low Density Residential	1.0 - 4.0 du/gross ac	2.26	4.0	7

Appendix B: Comment Summary

Housing Forum

March 7, 2013, 4:00-6:00 PM | Woodland City Council Chambers, 300 1st Street

TRENDS AND HOUSING NEEDS

Senior Housing

- Housing is needed to allow Woodland residents to “age in place,” which would allow seniors to stay in the community and would also provide fiscal benefits to City by retaining the tax base.
- Stand-alone, age-restricted housing is needed, stand-alone senior housing is needed, and “active adult” housing is needed (City only has one facility currently).
- Smaller dwelling units with reduced yards are needed for seniors, easier to maintain.
- Senior housing could include townhomes and condominiums, particularly single-story units.
- Active adult housing is also needed (not assisted living). Similar to Heritage Park in Natomas but smaller.

Single Farmworker Housing

- There are family options, but not option for singles (smaller, affordable units, studio apartments, for example).
- Based on the growing season, the need is for year-round, as opposed to seasonal.
- Need locations close to place of work.

Extremely Low-Income Housing

- This type of housing is a need.
- Accommodate those living on Supplemental Security Income (SSI) income, especially individuals.
- The City should also consider ownership opportunities for low income households/individuals.

Entry level housing

- Smaller units can help households build equity.

Types of Housing Needed – Compact Housing, Second Units

- Townhomes and condos are needed.
- Compact housing helps to accommodate needs of seniors and lower income households/individuals.
- Need to index housing to income.
- Second units (“in-law” units) could fulfill some of the housing needs (affordable, senior), in particular on properties with larger backyards.
- Mixing: different housing types should be mixed with a fine grain.

Amenities and Housing

- Bike paths, trails, walking paths are needed in areas with housing so people can travel without a car.
- Should have green space near housing – in both existing communities and new developments.
- Higher-density housing is better and more accepted if it has green spaces – could be nearby (not necessarily on-site).
- Parks: linear, especially allows people to walk near home.
- Senior apartments and other apartments should have nearby community gardens.
- City should buffer large roads from homes with open space.
- Recreation: 91% prefer walking near home. Should promote multi-use open space.
- Be smarter about drainage (use naturalized drainage) and also provide in same area walking and habitat. Includes these concepts in both streetside and residential drainage.
- City should have a greenbelt around Woodland for walking.
- Dog parks, swimming, wheelchair and disability accessible; open space should have water. Areas for children to explore and play are important, as well.
- Creating a good place to raise a family results in economic development value because businesses and employees desire those amenities.

Special Needs

- Need supportive housing for people with disabilities

- Need programs paired with housing to serve people with disabilities.
- Transitional Housing is a need and will be in the future. HUD is moving away from transitional to permanent supportive housing.

Larger Family Housing

- There is a limited availability of large family housing. Need some with six bedrooms.

Examples

- Margaret Manor in West Sacramento as an example; income/deed restricted housing project.
- Rossmoor
- Lafayette
- Natomas – Heritage Park
- Metro Square – 25 units per acre – good design; same project in West Sacramento.

Opportunities, Locations for Compact Housing

Downtown

- Downtown housing is a good opportunity. Second-story units above retail.
- Second story units could share parking with retail. Peak periods for residential and nonresidential downtown would not overlap, so this would be an opportunity to make more efficient use of parking. Parking should be considered to avoid major capacity problems.
- Live/work units are another opportunity downtown.
- Living downtown near services has many benefits.

West Main Street

- There are opportunities to repurpose low-performing commercial properties into residential uses. Main Street west of downtown, for example.

Repurposing other commercial areas for compact housing

- Warehouses could also provide residential re-use opportunities.

Spring Lake Specific Plan Area and other new growth areas

- Look for areas throughout the City to include in higher-density housing.

Fees/Funding

- Impact fees: have increased the last 5 years. City should consider fee deferrals until later phases, not just waiving. This could help incentivize development in Woodland vis-à-vis elsewhere.
- Bank financing is an issue.
- Loss of redevelopment eliminates a key method for developing affordable housing. City could consider non-profit entity to do similar actions to RDA; perhaps look at Roseville model. This was funded through multiple millions of dollars, however.
- Local non-profits can help. Local banks may be willing to donate foreclosed properties to non-profits to rehabilitate for low income housing.

Constraints

- City should ensure that zoning code requirements do not inhibit the development of live/work units downtown.
- City should remove regulatory barriers to downtown housing and live/work units.
- Difficult to provide affordable housing when income is \$800 per month.
- City should ensure that process to entitle mixed-use development (housing and commercial) is simple and quick.
- City should ensure process for easements is simple and quick.

Density

- Higher densities need open space and park areas. Include community gardens.
- Mixed densities work well.
- Allow/encourage second units. Especially on the back of long lots with alley access.
- Explore old bungalow courts.
- Consider third stories – need architectural control.
- Allow higher density on blighted or vacant parcels
- Don't concentrate density in one area – spread around city.
- Include linear greenway connections.
- Possible locations for new 30 du/ac default density:

- Old Willow Springs school site
- East Street corridor
- Vacant commercial
- Lincoln, Grand, Main Streets area
- County Fair Mall
- County Fairgrounds
- City surplus properties
- Near community center
- Country Oaks site (old tennis court site)
- Woodhaven Lanes (between West Main and Court Streets)
- Ashley near CR 98
- Current County courthouse site

Miscellaneous

- City should look to decrease VMT throughout the City.
- General Plan Update: should look at a Blueprint Alternative.
- City should also be looking at range of housing in areas outside City limits. Consider a separate housing element for the land between the City limits and the Urban Limit Line (ULL).

Need to avoid segregating housing of various types/incomes. Interspersed housing is the best model.

Comments Received after Housing Forum

- **Compact Housing.** Support for smaller-scale housing (including detached, ownership) with a reduced amount of square footage. Smaller-scale housing should start at approximately 400 square feet, with a good design approach. The City should consider whether there are any zoning code constraints, such as those related to lot coverage or allowable land uses, which would adversely affect smaller-scale housing construction.
- **Land Trusts.** Support for the use of land trusts to promote housing development. One approach could be to place land into rotating, long-term, capped-cost leases,

which revert to a land trust, under certain conditions. It is possible that there could be tax benefits for this approach and it is possible that some of the low-income housing providers already use such techniques.

- **Senior Housing.** Support for the development of senior housing, including affordable “Del Webb” style senior developments.
- **Second Units.** The City should allow existing property owners to build second units (otherwise known as “in-law” units, “granny” units).
- **Locate Compact Housing near Services.** The City should promote the development of compact housing in areas close to services.
- **Downtown Development.** Mixed-use development should be promoted in the Downtown core, along with bed & breakfast uses (in order to promote tourism).
- **Affordability.** Affordable housing and market-rate housing should be provided with the appropriate balance. Housing should be available both to households and individuals with low incomes, as well as those with high incomes and everything in between. The City should accommodate housing that is affordable to young people.
- **Agricultural Land.** Prime agricultural land should be preserved as the City develops.
- **Sustainable Development.** Both new developments and reuse projects should incorporate principles of conservation and “sustainability.”
- **Zoning.** The City’s zoning ordinance should clearly outline what uses are, and what uses are not allowed in each zoning district. The appeals process should be uniform and streamlined. The City should facilitate review and approval of development applications.

Housing Forum Attendees

- Karen Hulbert (Coldwell Banker)
- Ken Konecny (Coldwell Banker)
- John Murphy
- Liz Johnson
- David Storer (Knaggs Commercial Properties)
- Al Aldrete
- Rodney B Higgins

- Larry Love
- Debbie Bruno
- Chris Holt
- Roger Ashton
- Alysa Meyer
- Marianne Krager (Yolo County Housing)
- Michael Clifford
- Jan Gillette

Stakeholders / Participants

Stakeholders who participated in the General Plan Update stakeholder process on February 7/8 included local affordable housing professionals, Mercy Housing, local business owners, local real estate and housing finance, experts, members of the City's Sustainability Committee and Historic Preservation Commission, a social justice activist, and community residents.

Appendix C: Public Comment during Development of the Climate Action Plan

Energy

NEW CONSTRUCTION

- Require greater energy efficiency in new development, including Title 24 building code requirements, site planning, and building orientation.
- Promote greater use of solar energy (solar panels, water heaters, etc.) in new construction.

RETROFITS

- Require older homes to become more energy efficient and consider low-interest loans for upgrades.
- Consider a voluntary assessment district approach to help fund energy efficiency upgrades in older homes.
- Encourage use of trained volunteers and community-based organizations to assist with providing information and education to property owners on energy efficiency upgrades.
- Assist with identifying affordable financing for solar energy installation.

Transportation

WALKING AND BIKING

- Improve bicycle / pedestrian path system.
- Make streets more walkable and bikable (safe routes to school, bike friendly streets, better bicycle and pedestrian connections).

TRANSIT

- Improve transit service to connect homes, schools, shopping, and jobs.
- Improve transit connections to regional systems (Amtrak, Light Rail, etc.).
- Increase transit availability to special needs populations that rely more on transit.

LAND USE

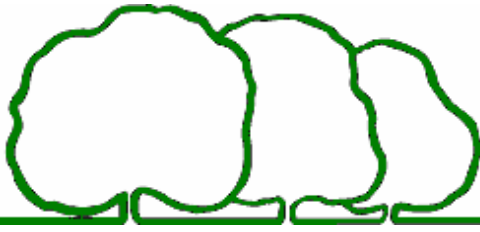
- More mixed-use development where possible and increased development densities (including residential), particularly along major transit routes and in the downtown area.
- Revise commercial zoning to encourage development where residents get “what they need” nearer to home.
- Incentivize high-density residential development in the General Plan Housing Element.
- Encourage infill / redevelopment / centralization—both commercial and housing.
- Create Priority Areas for infill, mixed-use and higher density development within ½-mile walking distance to transit (including housing).

Landscaping and Tree Canopy

- Work with Woodland Tree Foundation to promote the City tree rebate program to increase the number of street trees.
- Be proactive in encouraging homeowners to plant trees in planting strips.
- Require all new home construction to include 2 shade trees per home on the east, west, or south face of the home to provide the most energy savings.
- Focus on maintenance of mature trees that already provide energy benefits vs. planting new trees that will provide no benefit for many years.
- Allow people to remove large, grassy lawns and replace with appropriate low-water using plants and shrubs.
- In all new construction, allow less landscaping to be grass.
- Reduce water usage and energy associated with water by emphasizing native landscaping (drought-tolerant) at city-owned property.

Stakeholders / Participants

An informal “stakeholders planning group” was formed at project initiation to help build community awareness of and participation in the plan development effort and to ensure input from key community groups. Included are the members of the Sustainability Committee and representatives of the Woodland Planning and Historical Preservation Commissions, the Water Utility Advisory Committee, the Chamber of Commerce, the North Valley Hispanic Chamber of Commerce, Historic Woodland Downtown Business Association, Yolo County Board of Realtors, Pacific Coast Producers, Dignity Healthcare, Woodland Community College, Woodland Joint Unified School District, Supervisors Chamberlain and Rexroad, Yolo County Health Council, the League of Women Voters, Tuleyome, Woodland Tree Foundation, and the Springlake Homeowners group.



City of Woodland

MEMORANDUM

TO: **MEMBERS OF THE WOODLAND PLANNING COMMISSION**

FROM: Lynn Johnson, Senior Management Analyst

SUBJECT: City of Woodland 2013/14-2016/2017 Capital Budget

DATE: May 16, 2013

RECOMMENDATION:

Staff recommends that the Planning Commission take action on the following:

- Review of the proposed City of Woodland Capital Improvement Program (CIP) for 2013/14 – 2016/2017
- Finding of conformity with the General Plan, per Government Code 65401

PROJECT PROPOSAL: Beginning in 2008, the City of Woodland began adopting 10-year Capital Improvement Programs (CIP) that presented a balanced ten-year spending plan. The Capital Budget represents the first year of the CIP and identifies projects for which appropriations will be requested. The CIP and associated Capital Budget are typically re-evaluated, updated and presented to the City Council annually.

Last year, FY 2012/13, the City made drastic reductions to the CIP due to the continued economic decline and adopted a reduced one year Capital Budget. A multi-year plan was not presented to the Planning Commission nor brought to the City Council. There were no new projects added that the Planning Commission had not already reviewed.

The projects contained in the CIP have been reviewed and discussed with the City Manager to prioritize and program in alignment with the projected revenues. Prior to City Council approval, California Government Code 65401 requires that the Planning Commission (in the case of a municipality) first determine that the proposed CIP and associated Capital Budget is in conformity with the General Plan. A complete CIP project list with General Plan analysis is included as **“Attachment 1”**. All new projects that have not been reviewed by the Planning Commission previously are shown in bold.

In February 2012, the City adopted a Water Rate Increase with rate adjustments planned through January 2016. These approved rate adjustments allow the City to move forward with the regional Surface Water Supply Project including all of the required local projects that support surface water. We are currently working on a Sewer Rate Study and anticipate new sewer rates in place this fall given a successful Proposition 218 process.

The City Council will receive the proposed CIP and Capital Budget on May 21, 2013, hopefully with a Planning Commission conformity determination.

APPLICABLE LAWS, CODES AND ORDINANCES: The projects are subject to several laws, codes and ordinances:

- The California Environmental Quality Act (CEQA)
- City of Woodland's General Plan
- City of Woodland Infrastructure Master Plans (various)
- Public Contracts Code

ENVIRONMENTAL ASSESSMENT STATUS: Individual projects are subject to separate CEQA compliance on a project by project basis. Per the Capital Budget Policy approved January 2008, the CEQA compliance plan (e.g., likely a Categorical Exemption, Neg Dec, EIR, etc.) is reviewed and concurred with by the Community Development Department prior to the start of design.

STAFF ANALYSIS: The Community Development Department staff has reviewed these projects and is of the opinion that they are in conformity with the General Plan.

CONSISTENCY WITH OTHER PLANS: The majority of the projects are contained in the respective infrastructure master plans, the Measure E Spending Plan, the Major Projects Financing Plan and the Spring Lake Infrastructure Fee Nexus Study and Reconciliation Update Report. Those plans implement General Plan policies and goals. All are separately reviewed and adopted by Council.

RECOMMENDATION: Staff recommends that the Planning Commission take action on the following:

- Review of the proposed City of Woodland Capital Improvement Program (CIP) for 2013/14 – 2016/2017
- Finding of conformity with the General Plan, per Government Code 65401

ATTACHMENTS:

1. Summary of proposed CIP projects/General Plan Analysis
2. Funding summary of proposed CIP Projects

CITY OF WOODLAND
10-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS (FISCAL YEARS 13/14 TO 16/17)

Project No.	Category	Project Title	General Plan Policy Analysis
1	Information Technology	EIS	GP Goal 4.K – To expand the use of information technology as a communication tool in order to improve personal convenience, to reduce dependency on nonrenewable resources, to take advantage of the ecological and financial efficiencies of new technologies, and to develop a better-informed citizenry.
2	Planning	General Plan Update	GP Goal 10.2 - The City shall conduct a major review of the <i>General Plan</i> , including the <i>General Plan Policy Document</i> and <i>Background Report</i> , beginning every five years from the date of final approval of this General Plan, and shall revise it as deemed necessary.
3	Planning	Zoning Ordinance	GP Policy 1.A.4 - The City shall promote and support the development of a healthy balance of residential, commercial, and industrial development within the city.
4	Planning	MPFP Annual Update	GP Policy 4.A.6 – The City shall annually review the Major Projects Plan (MPFP) and every five years update the MPFP to ensure the implementation and adequacy of the MPFP Plan.
5	Library	Library Material Collection	GP Policy 5.J.7. – The City shall strive to maintain a library standard of 1,800 volumes per 1,000 population with an annual acquisition rate of 200 volumes per 1,000 population.
6	Library	Library Facility Improvements	GP Policy 5.J.3. – The City shall actively support the library’s six goals as stated in the 1993 Woodland Public Library Planning Document: a) Expand humanities programming; b) Strengthen children’s and young adult materials and programs; c) Continue to provide literacy services; d) Strengthen and improve reference resources and offerings; e) Use new and developing technologies effectively to provide improved customer services; and f) Market library services to increase the general knowledge of the public about the services the library supplies now and its capacity for new services in the future.
7	Parks+Rec	SLSP Park N3-Land	GP Policy 5.A.8. – The City shall ensure that appropriate funding mechanisms are identified to adequately fund the development of new parks and recreational facilities and the redevelopment of existing parks and recreational facilities.
8	Parks+Rec	Park Irrigation Project-Phase 3 & 4	GP Policy 5.A.19. – The City shall maintain and systematically renovate and upgrade existing parks and recreation facilities. Existing parks and recreation facilities shall be retrofitted to meet all ADA requirements and Consumer Product Safety Commission recommendations.
9	Parks+Rec	Renovation of Brooks Swim Center	GP Policy 5.A.19. – The City shall maintain and systematically renovate and upgrade existing parks and recreation facilities. Existing parks and recreation facilities shall be retrofitted to meet all ADA requirements and Consumer Product Safety Commission recommendations.

CITY OF WOODLAND
10-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS (FISCAL YEARS 13/14 TO 16/17)

10	Parks+Rec	Clark Field	GP Policy 5.A.19. – The City shall maintain and systematically renovate and upgrade existing parks and recreation facilities. Existing parks and recreation facilities shall be retrofitted to meet all ADA requirements and Consumer Product Safety Commission recommendations.
11	Storm Drain	Flood System SCADA and Floodprotection	GP Goal 4.E – To collect and dispose of stormwater in a manner that minimizes inconvenience to the public, minimizes potential water-related damage, and enhances the environment and complies with state and federal laws.
12	Storm Drain	North Gibson Ponds Detention	GP Goal 4.E – To collect and dispose of stormwater in a manner that minimizes inconvenience to the public, minimizes potential water-related damage, and enhances the environment and complies with state and federal laws.
13	Storm Drain	FloodSAFE Yolo/Cache Creek Feasibility Study	GP Goal 4.E – To collect and dispose of stormwater in a manner that minimizes inconvenience to the public, minimizes potential water-related damage, and enhances the environment and complies with state and federal laws.
14	Storm Drain	Storz Pond Maintenance	GP Goal 4.b.-To ensure that adopted facility and service standards are achieved and maintained through the use of equitable funding methods.
Sewer			
15	Sewer	Annual Sewer Repair & Replacement	GP Policy 4.D.1. – The City shall promote reduced wastewater system demand through efficient water use by: a) Requiring water conserving design and equipment in new construction; b) Encouraging retrofitting with water-conserving devices; and c) Designing, constructing, and repairing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
16	Sewer	Beamer Trunk Repair	GP Policy 4.D.1. – The City shall promote reduced wastewater system demand through efficient water use by: a) Requiring water conserving design and equipment in new construction; b) Encouraging retrofitting with water-conserving devices; and c) Designing, constructing, and repairing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
17	Sewer	Water Pollution Asset Replacement	GP Policy 4.D.1.- The City shall promote reduced wastewater system demand through efficient water use by: a) Requiring water conservation design and equipment in new construction; b) Encouraging retrofitting with water-conserving devices; and c) Designing, constructing, and repairing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
18	Sewer	Treatment Plant Exp - Biosolids	GP Policy 4.D.1.- The City shall promote reduced wastewater system demand through efficient water use by: a) Requiring water conservation design and equipment in new construction; b) Encouraging retrofitting with water-conserving devices; and c) Designing, constructing, and repairing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
19	Sewer	Sewer/Wastewater Master Plan	GP Policy 4.A.4. – The City shall update City facility master plans on a regular basis to ensure: compliance with appropriate state and federal laws; use of modern and cost-effective technologies; and compatibility with current land use policy.

CITY OF WOODLAND
10-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS (FISCAL YEARS 13/14 TO 16/17)

20	Sewer	Aeration Retrofit of Oxidation Ditch	GP Policy 4.D.1.- The City shall promote reduced wastewater system demand through efficient water use by: a) Requiring water conservation design and equipment in new construction; b) Encouraging retrofitting with water-conserving devices; and c) Designing, constructing, and repairing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
21	Sewer	Sewer Main Inspection & Assessment Project	GP Policy 4.D.1.- The City shall promote reduced wastewater system demand through efficient water use by: a) Requiring water conservation design and equipment in new construction; b) Encouraging retrofitting with water-conserving devices; and c) Designing, constructing, and repairing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
22	Sewer	Preliminary Odor Abatement	GP Implementation Program 4.8. – In connection with the <i>Wastewater Treatment and Disposal Master Plan</i> update, the City will investigate potential hazards associated with chlorine gas use and potential nuisance associated with odor at the plant, and will identify and implement buffer zone requirements or operational changes at the plant to address these issues including alternative disinfection purposes.
23	Sewer	Replace Orangeburg Pipe	GP Policy 4.D.1. - The City shall promote reduced wastewater system demand through efficient water use by: a) Requiring water conservation design and equipment in new construction; b) Encouraging retrofitting with water-conserving devices; and c) Designing, constructing, and repairing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
24	Sewer	New Calibrated City Sewer Model	GP Policy 4.D.1. – The City shall promote reduced wastewater system demand through efficient water use by: a) Requiring water conserving design and equipment in new construction; b) Encouraging retrofitting with water-conserving devices; and c) Designing, constructing, and repairing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
25	Sewer	Headworks Structural Concrete Repair	GP Policy 4.D.1.- The City shall promote reduced wastewater system demand through efficient water use by: a) Requiring water conservation design and equipment in new construction; b) Encouraging retrofitting with water-conserving devices; and c) Designing, constructing, and repairing wastewater systems to minimize inflow and infiltration to the extent economically feasible.
26	Trans+Circ	Traffic Engineering Services	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
27	Trans+Circ	Planning Analysis Studies	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
28	Trans+Circ	Update Traffic Model	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
29	Trans+Circ	Measure E Road Maintenance Planning	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
30	Trans+Cir	2013/14 ADA	GP 3.D.3- The City shall consider the transit needs of senior, disabled, minority, low-

CITY OF WOODLAND
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	c	Improvements	income, and transit dependent persons in making decisions regarding transit services and in compliance with Americans with Disability Act.
31	Trans+Circ	East Kentucky Rehab Project	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
32	Trans+Circ	Safe Routes to School	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
33	Trans+Circ	Install traffic signal at Kentucky/Cottonwood	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
34	Trans+Circ	Install traffic signal at Kentucky/CR 102	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
35	Trans+Circ	I5/113 Phase 2	GP Policy 3.A.7. – The City shall complete a study of alternatives for completing the connection of SR 113 to I-5 to reduce the use of Woodland streets for this connection, and shall provide corridor protection for the selected route.
36	Trans+Circ	Kentucky Ave Widening	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
37	Trans+Circ	2012 Maintenance (Seal) Project	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
38	Trans+Circ	2013 Maintenance (Seal) Project	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
39	Trans+Circ	2014 Maintenance (Seal) Project	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
40	Trans+Circ	2015 Maintenance (Seal) Project	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
41	Trans+Circ	2016 Maintenance (Seal) Project	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
42	Trans+Circ	2017 Maintenance (Seal) Project	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
43	Trans+Circ	Annual O&M Support	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
44	Trans+Circ	I-5/CR 102 Landscaping	GP Goal 1.K – To maintain and enhance the quality of Woodland's major corridors, City entrances, landscape, and streetscape.
45	Trans+Circ	Main St/Cleveland Signal Intersection Improvements	GP Policy 3.A.5. – The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
46	Trans+Circ	Series Street Lights Phase 3	GP Goal 3.A – To provide for the long-range planning and development of the City's roadway system to ensure the safe and efficient movement of people and goods.
47		E. Main Street	GP Goal 3.A – To provide for the long-range planning and development of the City's

CITY OF WOODLAND
10-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS (FISCAL YEARS 13/14 TO 16/17)

	Trans+Circ	Improvement Project	roadway system to ensure the safe and efficient movement of people and goods.
48	Public Facilities	Downtown Streetscape Improvements	GP Policy 1.F.4. – The City shall work jointly with the Redevelopment Agency to undertake and maintain streetscape improvements Downtown to give the area a clear and visually-appealing identity. The Downtown landscaping program should distinguish Downtown from the rest of Main Street and include special street plantings at the eastern and western entrances to downtown.
Water			
49	Water	Water System Leak Detection, Maintenance & Repairs	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the City.
50	Water	Destroy Old Wells	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the City.
51	Water	Future Aquifer Storage Recovery Well	GP Policy 4.C.9. – The City shall approve new development only where an adequate City water supply can be delivered and an adequate funding source is in place to finance system development and maintenance.
52	Water	Modify Well Casings	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the City.
53	Water	Well Replacements	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the City.
54	Water	Surface Water	GP Policy 4.C.1. – The City shall protect the groundwater basin from overdraft due to City pumpage. The City shall study the groundwater basin and the feasibility of using surface water supplies (e.g., obtaining water rights, transfers, or exchanges) for domestic and/or agricultural use within the Woodland area. Water management programs such as conjunctive use and recharge programs will also be considered. The City shall use this information to determine the most appropriate long-term water supply to serve Woodland.
55	Water	First New Ground Level Tank	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
56	Water	Well #1 Replacement	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
57	Water	East St. to Pioneer 36" Water Main	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
58	Water	Pipeline Ashley to Tank	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
59	Water	2 nd Ground Level Tank	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
60	Water	Pipeline WTP to 2 nd Ground Level Tank – Ph 1	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
61	Water	Farmers Central Pipe (Rd	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the

CITY OF WOODLAND
10-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS (FISCAL YEARS 13/14 TO 16/17)

		102 to Pioneer & East to Ashley) Phase 1	future needs of the city.
62	Water	Pipe Connections from Farmers Central Pipe to Dist System – Ph 1	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
63	Water	Groundwater Monitoring Wells	GP 4.C.2 – The City shall study groundwater basin quality and seek to maintain or enhance the quality of the basin supply or of delivered potable water or both.
64	Water	Water Source Security Systems	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the City.
65	Water	Water Master Plan	GP Policy 4.A.4. – The City shall update City facility master plans on a regular basis to ensure: compliance with appropriate state and federal laws; use of modern and cost-effective technologies; and compatibility with current land use policy.
66	Water	Water Pipeline Realignment from sewer & storm assets	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
67	Water	Well Modification to ASR	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
68	Water	Water Focus Study	GP Policy 4.A.4. – The City shall update City facility master plans on a regular basis to ensure: compliance with appropriate state and federal laws; use of modern and cost-effective technologies; and compatibility with current land use policy.
69	Water	Ashley Storm Gate	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
70	Water	ASR Testing & Modeling	GP Goal 4.C – To maintain a safe, reliable, and sufficient water supply that will meet the future needs of the city.
71	Water	Nitrate Profiling of Wells	GP 4.C.2 – The City shall study groundwater basin quality and seek to maintain or enhance the quality of the basin supply or of delivered potable water or both.
Spring Lake			
72	Spring Lake	Pioneer Avenue from Gibson to Farmers Central	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
73	Spring Lake	Marston Drive between Parkland and Harry Lorenzo Ave	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
74	Spring Lake	Parkland Avenue between Heritage Pkwy and Marston	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
75	Spring Lake	Pioneer Avenue High School Entrance to FCR	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.

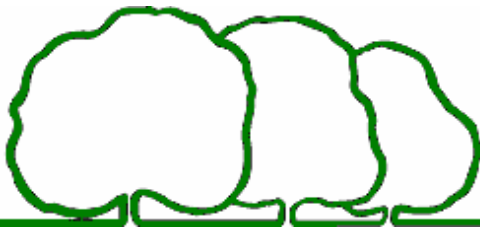
CITY OF WOODLAND
10-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS (FISCAL YEARS 13/14 TO 16/17)

76	Spring Lake	Beeghly Greenbelt	GP 5.A.6 – The City shall seek to establish and maintain a linear park system of greenbelts, bicycle paths, and pedestrian walkways that link the City park facilities, schools and Downtown.
77	Spring Lake	Farmers Central Road between Harry Lorenzo Ave and Pioneer	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
78	Spring Lake	Harry Lorenzo Ave between Gibson and Farmers Central Roads	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
79	Spring Lake	CR 25A between Harry Lorenzo Ave and SR113	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
80	Spring Lake	Galvin Way Storm Drain	GP Goal 4.E – To collect and dispose of storm water in a manner that minimizes inconvenience to the public, minimizes potential water-related damage, and enhances the environment and complies with state and federal laws.
81	Spring Lake	Meikle between Parkway and Road 25A	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
82	Spring Lake	Parkland Drive between Heritage Pkwy and Harry Lorenzo Ave	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
83	Spring Lake	Harry Lorenzo Ave between Farmers Central and Parkland	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
84	Spring Lake	SR113 Utility Crossings	GP Policy 3.A.5- The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
85	Spring Lake	R&B Greenbelt	GP 5.A.6 – The City shall seek to establish and maintain a linear park system of greenbelts, bicycle paths, and pedestrian walkways that link the City park facilities, schools and Downtown.
86	Spring Lake	Monuments & Bus Shelters	GP 3.D.5 – The City shall require new development to provide sheltered public transit stops, with turnouts, where sufficient population or employment concentrations warrant an existing or future bus route.

CITY OF WOODLAND CAPITAL IMPROVEMENT PROGRAM BY PROJECT

Category	Project #	Project Name	Project Totals
General	07-06	General Plan Update	\$ 1,100,000
General	07-07	Zoning Ordinance	\$ 100,000
General	08-37	Enterprise Information System (EIS) Project - Eden	\$ 1,368,360
General	08-57	MPFP Annual Update	\$ 424,427
Library	94-45	Library Material Collection	\$ 510,000
Library	LIB-004	Library Facility Improvements	\$ 600,000
Parks	10-01	Park Irrigation Project - Phase 2, 3 & 4	\$ 2,920,722
Parks	12-18	Renovation of Brooks Swim Center	\$ 975,000
Parks	13-03	Clark Field	\$ 510,000
Parks	PR-029	Park N-3 Land	\$ 1,477,455
Sewer	08-21	Annual Sewer Repair & Replacement	\$ 3,337,500
Sewer	08-22	Preliminary Odor Abatement	\$ 344,500
Sewer	08-35	New Calibrated City Sewer Model	\$ 244,100
Sewer	10-11	Treatment Plant Exp-Biosolids	\$ 5,264,000
Sewer	12-02	Aeration Retrofit of Oxidation Ditch	\$ 12,000,000
Sewer	12-03	Headworks Structural Concrete Repair	\$ 166,000
Sewer	13-10	Sewer Main Inspection & Assessment Project	\$ 217,500
Sewer	14-07	Sewer Collection System Wastewater Treatment Master Plan/Permit Re	\$ 288,208
Sewer	04-02	Asset Replacement Phase II	\$ 3,736,100
Sewer	14-03	Replace Orangeburg Pipe	\$ 1,228,000
Sewer	SAS-006	Beamer Trunkline	\$ 1,000,000
SLIF	06-12	Springlake E. Regional Pond Landscaping	\$ 484,000
SLIF	09-24	Pioneer Ave: Gibson to Slaven/Farmer's Central	\$ 4,395,000
SLIF	09-25	CR 25A Improvements: SR113 to Harry Lorenzo	\$ 1,079,000
SLIF	11-03	Marston Dr between Parkland & Harry Lorenzo	\$ 426,000
SLIF	11-04	Farmers Central Road between Harry Lorenzo Ave & Pioneer Ave	\$ 1,619,000
SLIF	11-11	Parkland Ave between Heritage Parkway & Marston	\$ 3,311,000
SLIF	14-08	Pioneer Avenue High School Entranc to FCR	\$ 2,300,000
SLIF	14-01	Beeghly Greenbelt	\$ 285,000
SLIF	14-04	Monuments & Bus Shelters	\$ 25,000
SLIF	SL-010	Harry Lorenzo Ave between Gibson & Farmers Central Roads	\$ 1,097,000
SLIF	SL-012	Galvin Way Storm Drain	\$ 88,000
SLIF	SL-013	Meikle between Heritage Parkway & Road 25A	\$ 400,000
SLIF	SL-015	Parkland Dr between Pioneer Ave & Harry Lorenzo Ave	\$ 2,294,000
SLIF	SL-018	Harry Lorenzo Ave between Farmer's Central & Parkland	\$ 516,000
SLIF	SL-019	SR113 Utility Crossings	\$ 2,835,000
SLIF	SL-021	R&B Greenbelt	\$ 1,743,000
Storm Drain	09-15	FloodSAFE Yolo/Cache Creek Feasibility Study	\$ 1,400,000
Storm Drain	09-31	Storz Pond Maintenance	\$ 80,000
Transportation	00-04	Lemen/North/East Realignment	\$ 2,640,952
Transportation	02-28	Traffic Engineering Services	\$ 155,860
Transportation	04-07	Kentucky Ave Widening	\$ 16,477,600
Transportation	06-06	Measure E Road Maintenance Planning	\$ 463,301
Transportation	06-14	Annual In-House Road Program Support	\$ 5,680,000
Transportation	08-58	Downtown Streetscape Improvements	\$ 1,065,000
Transportation	09-21	Series Street Lights Phase 3	\$ 235,000
Transportation	10-07	East Kentucky Rehab Project	\$ 1,222,683
Transportation	11-24	I-5/CR 102 Landscaping	\$ 1,101,989

Category	Project #	Project Name	Project Totals
Transportation	11-27	Main St/Cleveland Signal Intersection Imps	\$ 312,000
Transportation	12-10	Water Meter Pavement Maintenance	\$ 600,000
Transportation	13-02	2012/13 ADA Improvements	\$ 150,000
Transportation	13-05	E. Main Street Improvement Project	\$ 3,380,000
Transportation	13-06	Safe Routes to School Improvement Project	\$ 650,000
Transportation	14-05	2013/14 ADA Improvements	\$ 110,000
Transportation	14-06	Series Street Light Replacements	\$ 25,000
Transportation	95-24	Planning Analysis Studies	\$ 160,413
Transportation	97-24	I-5/Road 102 Interchange	\$ 14,208,492
Transportation	TRANS-013	Traffic Signal at Cottonwood/Kentucky	\$ 365,000
Transportation	TRANS-015	Traffic Signal at CR102/Kentucky	\$ 365,000
Transportation		Transportation Grant Match	\$ 300,000
Transportation		Contract Pavement Maintenance	\$ 2,065,000
Water	08-07	Surface Water	\$ 118,718,482
Water	08-28	Modify Well Casings	\$ 565,000
Water	08-29	Groundwater Monitoring Wells	\$ 156,000
Water	08-33	First New Ground Level Tank	\$ 8,517,400
Water	09-05	Water Source Security Systems	\$ 355,000
Water	09-06	Nitrate Profiling of Wells	\$ 75,000
Water	09-22	Water Meter Phase II	\$ 15,264,000
Water	09-23	Water Leak Detection, Maint, & Repairs	\$ 7,534,000
Water	10-08	Well #1 Replacement (Well #28)	\$ 2,953,000
Water	11-10	Destroy Old Wells	\$ 302,000
Water	11-14	East St to Pioneer - 36" Water Line	\$ 8,782,927
Water	12-05	Surface Water - Local Pipelines	\$ 6,534,000
Water	12-06	Second Ground Level Tank	\$ 1,303,000
Water	12-09	Water Meters Phase III	\$ 1,300,000
Water	14-09	Water Master Plan	\$ 100,000
Water	14-11	Water Focus Study	\$ 35,000
Water	14-12	Ashley Storm Gate	\$ 320,000
Water	14-13	ASR Testing and Modelling	\$ 550,000
Water	WTR-004	Future ASR Wells	\$ 200,000
Water	WTR-021	Nitrate Source Repair	\$ 150,000
Water	WTR-025	Well Modification to ASR	\$ 250,000
Water	14-10	Water Pipeline Realignment from Sewer and Storm Assets	\$ 300,000
Water	WTR-028	Well Replacements	\$ 200,000
Grand Total			\$ 288,386,971



City of Woodland

MEMORANDUM

TO: MEMBERS OF THE WOODLAND PLANNING COMMISSION

FROM: Dan Sokolow, Senior Planner/Housing and CDBG Coordinator

SUBJECT: Woodland Commerce Center Draft Environmental Impact Report Circulation

DATE: May 16, 2013

RECOMMENDATION:

Staff recommends that the Planning Commission take action on the following:

- Provide comment on the adequacy of the Draft Environmental Impact Report (Draft EIR) for the proposed Woodland Commerce Center project. The purpose of this item is informational and to offer Planning Commissioners with an opportunity to provide comments. Comments on the Draft EIR will be accepted through June 10, 2013.

BACKGROUND: An Environmental Impact Report is prepared to provide public agencies and the public in general with detailed information about the possible effects which a project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project. A “project” for the purposes of CEQA is defined as “an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment...” If there is substantial evidence that a project may have a significant effect on the environment, an environmental impact report shall be prepared. Consideration of significant environmental effects, either direct or indirect of the project on the environment shall be evaluated, including both short-term and long-term effects. Generally, economic and social effects of a project shall not be treated as a significant effect on the environment as they do not result in direct physical impacts to the environment.

Where individual projects or a phased project is to be undertaken and where the total undertaking comprises a project with significant environmental effect, the lead agency shall prepare a single program EIR for the ultimate project. Use of a program EIR can provide more exhaustive consideration of effects and alternatives and ensure consideration of cumulative impacts that might be slighted on a case-by-case analysis. It also allows the city to consider broad policy implications and program wide mitigation measures at an early time.

In this case, the Draft EIR for Woodland Commerce Center is a program level analysis for annexation, a General Plan Amendment to formally change the City’s corporate boundaries, a Tentative Subdivision Map (TSM) to subdivide the site into approximately 15 parcels for future development, and a Development Agreement to extend the life of the TSM beyond the limits established in the

California Subdivision Map Act, and to provide for other provisions. There is no project specific application associated with this Draft EIR. The intent is that project specific applications would be reviewed at a later time and evaluated in terms of the maximum impacts assessed under the program EIR. Broad maximum, build-out assumptions have been made in order to provide some basis by which to determine impacts associated with the future development. At the time of each specific development application, a minimum of a site plan and design review will be required. Each project will be reviewed for consistency with the EIR and a determination made on the need for any additional environmental analysis.

PROJECT DESCRIPTION: Potential build-out of the proposed project includes the development of up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). Of the total square footage, approximately 20,000 square feet may be used for retail uses. Two existing parcels located at the south end of the proposed project site will not be subdivided, and their existing uses (a welding shop and a vacant train repair facility), are anticipated to remain. It is also anticipated that a railroad spur would be constructed in the southwestern portion of the project site; however, this would be market-driven, and the timing for the spur is not known at this time.

The proposed project includes annexation of approximately 146 acres into the City of Woodland, a General Plan Amendment to formally change the City's corporate boundaries, a Tentative Subdivision Map to subdivide the site into approximately 15 parcels for future development, and a Development Agreement (DA) to extend the life of the TSM beyond the limits established in the California Subdivision Map Act, and to provide for other provisions. The site is located within the City's General Plan boundaries and has been designated as Industrial (I). The City rezoned the site as Industrial (I) in 1994.

The TSM as shown on page 3-9 of the Draft EIR has been laid out to accommodate potential future access to the project site from County Road 102 at a location just north of Parcel 13 and from East Beamer Street just west of Parcel 5. A future amendment to the TSM may be needed in order to address internal roads, bicycle facilities, sidewalks, and landscape features. It is City staff's intent that a master design approach be required with the submittal of the first development application for the project. This requirement will be addressed as part of the conditions of approval and/or DA.

PUBLIC REVIEW: The Draft EIR public review period started on Friday, April 26, 2013, and will end on Monday, June 10, 2013. The Notice of Public Comment Meeting/Notice of Availability of the Draft EIR was published in the Daily Democrat newspaper on Thursday, April 25, 2013. A public comment meeting will be held on Thursday, May 30, 2013, in the City Council Chambers from 5:30 – 7:00 p.m. to receive comments from the public on the Draft EIR. The notice was mailed out to property owners within a 1000-foot radius of the project site, federal/state/local government agencies, utilities, organizations, and others who have requested notice. A number of the government agencies were provided with electronic copies of the Draft EIR and hard copies were distributed to select state agencies through the State Clearing House. A copy of the Draft EIR has been posted to the City's website. Hard copies of the Draft EIR are available for review at City Hall (Community Development Department), the Woodland Public Library (250 First Street), and the Woodland Community and Senior Center (2001 East Street).

The purpose of the May 30 Public Comment Meeting is to receive comments on the Draft EIR. All comments received will be responded to in the Final EIR which will be brought before the Planning Commission along with the review of the project for a recommendation to the City Council.

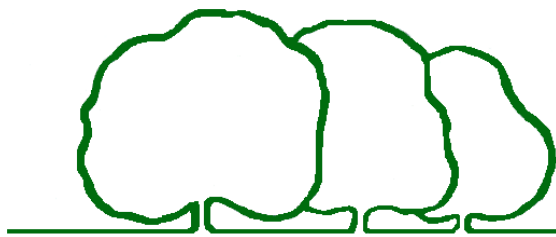
DISCUSSION: The Draft EIR provides an assessment of potential significant effects of proposed project with respect to the following issue areas: agricultural and forestry resources, land use and relevant planning, public health and safety, aesthetics, light and glare, traffic and circulation, noise, air quality, greenhouse gases, biological resources, cultural resources, public services and utilities, geology and soils, and hydrology and water quality. The Draft EIR has identified significant and unavoidable impacts for the following: agriculture and forestry resources, traffic and circulation, air quality, and biological resources.

RECOMMENDATION: Staff recommends that the Planning Commission take action on the following:

- Provide comment on the adequacy of the Draft Environmental Impact Report (Draft EIR) for the proposed Woodland Commerce Center project. The purpose of this item is informational and to offer Planning Commissioners with an opportunity to provide comments. Comments on the Draft EIR will be accepted through June 10, 2013.

ATTACHMENTS:

1. Woodland Commerce Center Draft EIR (under separate cover)
2. Notice of Public Comment Meeting for Woodland Commerce Center Draft EIR



City of Woodland

**NOTICE OF PUBLIC COMMENT MEETING
DRAFT ENVIRONMENTAL IMPACT REPORT (DRAFT EIR)
FOR THE PROPOSED WOODLAND COMMERCE CENTER PROJECT**

The City of Woodland will hold a public meeting for the purpose of taking comments on the Draft EIR for the proposed Woodland Commerce Center project. The following information is provided for the meeting:

Day and Date: Thursday, May 30, 2013
Time: 5:30 – 7:00 PM
Location: City Hall, City Council Chambers
300 First Street, (2nd floor)
Woodland, CA 95695

Draft EIR Public Review Period

The Draft EIR is hereby made available for public review and comment. The public review period for this document has a duration of 45 days beginning on Friday, April, 26 2013, and ending on Monday, June 10, 2013. You are invited to submit written comments on the Draft EIR to the City's contact person at the address provided below by Monday, June 10, 2013. Public comment regarding the proposed Project and/or adequacy of the Draft EIR, including requests for additional environmental review, will be accepted up to 5:00 p.m., on Monday, June 10, 2013. Written comments on the Draft EIR can be submitted directly to the Woodland Community Development Department, located at 300 First Street, Woodland, California, 95695 (Attention: Dan Sokolow).

Document Availability

The Draft EIR is available for public review on the City of Woodland web site at <http://www.cityofwoodland.org> or copies are available to view or for sale (including CDs) at the City Community Development Department, 300 First Street, Woodland, CA 95695 during regular business hours 8:00 a.m. –5:00 p.m. Monday through Friday. Copies are also available for public review during normal business hours at the Library located at 250 First Street, Woodland and the Community and Senior Center located at 2001 East Street, Woodland, CA 95776.

If you have any questions, please contact Dan Sokolow, Senior Planner in the Community Development Department at (530) 661-5927 or email at Dan.Sokolow@cityofwoodland.org.

Project Location

The proposed Project is located in the northeast portion of Woodland, adjacent to the City of Woodland's City boundaries, in Yolo County, California. The proposed Project site is identified as Yolo County Assessor Parcel Numbers (APNs) 027-370-34, 027-370-19, 027-370-35, 027-370-09, 027-370-08 and 027-370-29. The proposed Project site is further described as being located in a portion of the southeast quarter of Section 27, Township 10 North, Range 2 East, Mount Diablo Base and Meridian (MDBM). Specifically, the proposed Project is located north of East Main Street, south of East Beamer Street, and west of County Road (CR) 102. The proposed Project site encompasses approximately 146 acres of land that is primarily under rotational crops of safflower and/or wheat production. A small number of industrial-use structures are present in the southeastern portion of the proposed Project site. On-site topography is relatively flat, with elevations ranging from approximately 38 feet above mean sea level (msl) to 45 feet above msl.

Surrounding land uses include East Beamer Street, industrial facilities, and vacant parcels zoned for industrial and open space uses to the north; East Main Street, retail development, the Sierra Railroad rail line, I-5, and residential uses to the south; CR-102 and regional distribution centers to the east; and industrial facilities to the west.

Project Description

The following actions are being requested as part of the proposed Project:

- *Annexation.* The 146-acre proposed Project site would require an annexation of the site from Yolo County into the City of Woodland. The Yolo County Local Agency Formation Commission (LAFCO) requires that a city pre-zone land to be annexed to indicate its intended use before annexation occurs. The proposed Project site is located outside the City limits; however, the City pre-zoned the proposed Project site to Industrial (I) in 1994, in anticipation for annexation. Upon annexation, the proposed Project will receive City services and will be subject to the City's regulations.
- *General Plan Amendment.* If the annexation is approved, the proposed Project would change the boundaries of the Woodland City Limits; therefore, a General Plan Amendment (GPA) is one of the entitlements required to formally modify the City's established corporate boundaries.
- *Tentative Subdivision Map.* Subdivide the proposed Project site into approximately 15 parcels for future industrial development.
- *Development Agreement.* A development agreement between the Project Applicant and the City extending the life of the Tentative Subdivision Map beyond the limits established in the California Subdivision Map Act, and to provide for other provisions.

The proposed Project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). Of the total square footage, approximately 20,000 square feet may be used for retail uses. Two existing parcels located at the south end of the proposed Project site will not be subdivided, and their existing uses (a welding shop and a vacant train repair facility), are anticipated to remain. It is also anticipated that a railroad spur would be constructed in the southwestern portion of the proposed Project site; however, this would be market-driven, and the timing for the spur is not known at this time.

Environmental Analysis

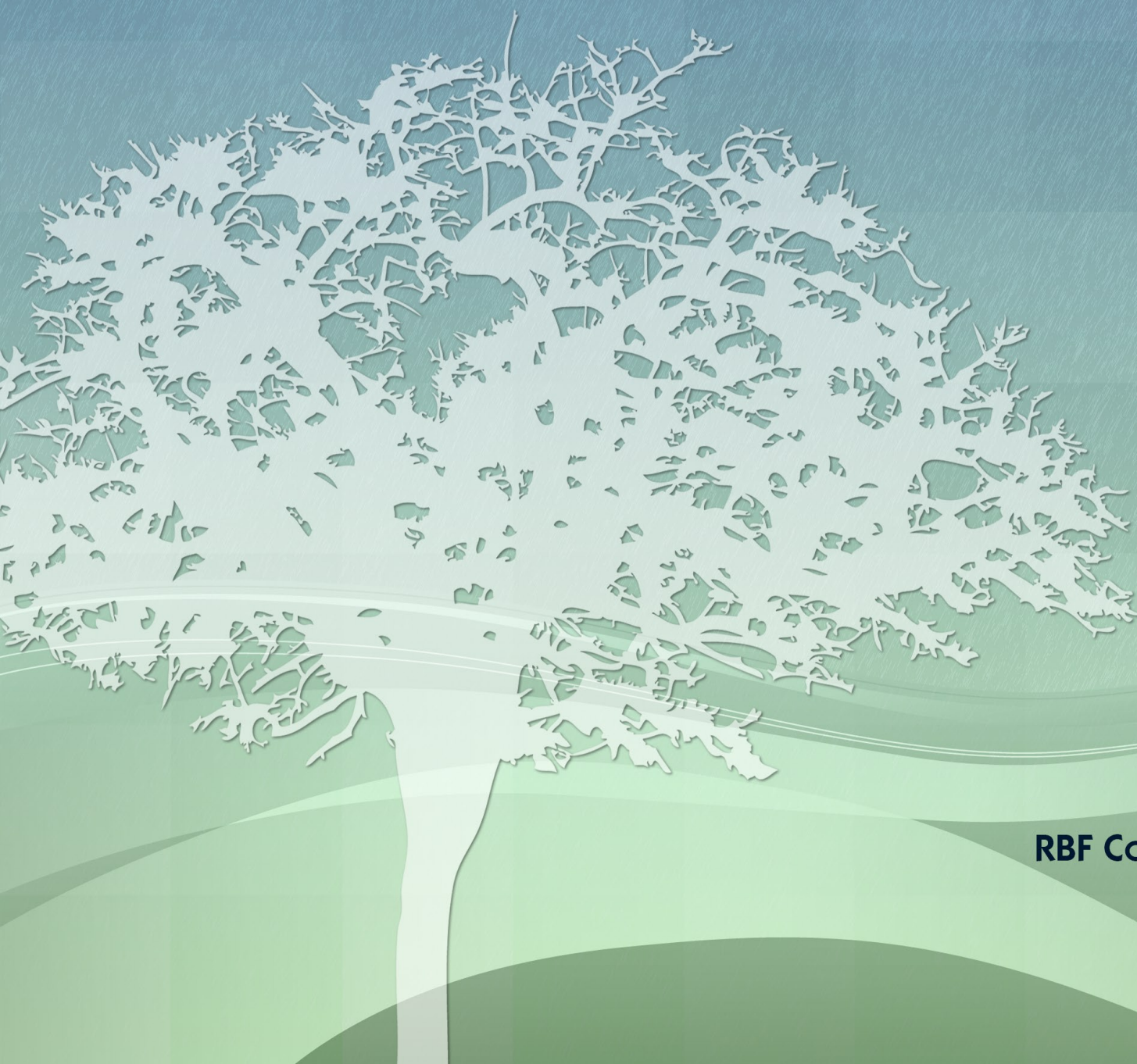
The Draft EIR provides an assessment of potentially significant effects of the proposed Project with respect to the following issue areas: agricultural and forestry resources, land use and relevant planning, public health and safety, aesthetics, light, and glare, traffic and circulation, noise, air quality, greenhouse gases, biological resources, cultural resources, public services and utilities, geology and soils, and hydrology and water quality. The Draft EIR has identified significant and unavoidable impacts for the following: agricultural and forestry resources, traffic and circulation, air quality, and biological resources.



DRAFT • APRIL 2013

Woodland Commerce Center

ENVIRONMENTAL IMPACT REPORT



PREPARED BY:
RBF Consulting

Administrative Draft EIR Completed: January 10, 2013
Draft EIR Completed: April 25, 2013
Final EIR Completed:

DRAFT
PROGRAM ENVIRONMENTAL IMPACT REPORT
WOODLAND COMMERCE CENTER

SCH NO. 2011042042

LEAD AGENCY:



Community Development Department
300 First Street
Woodland, California 95695
Contact: Dan Sokolow, Senior Planner
530-661-5927

TECHNICAL ASSISTANCE BY:



4540 Duckhorn Drive, Suite 202
Sacramento, CA 95834

APRIL 2013

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LIST OF ACRONYMS AND SHORT TERMS

°	Degrees
§	Section
µg/m ³	Micrograms per cubic meter
A-1	Agricultural General Zone (Zoning Designation)
A-E	Agricultural Exclusive Zone (Zoning Designation)
A-P	Agricultural Preserve Zone (Zoning Designation)
AB	Assembly Bill
ACM	Asbestos Containing Material
ADAM	Aerometric Data Analysis Measurement System
ADT	Average Daily Traffic
ANSI	American National Standards Institute
AP Zone Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor Parcel Number
AQAP	Air Quality Attainment Plan
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
BAAQMD	Bay Area Air Quality Management District
BAU	Business as Usual
BFE	Base Flood Elevations
bgs	Below ground Surface
BMP	Best Management Practice
C-2	General Commercial Zone (Zoning Designation)
btu/hr	British Thermal Units per Hour
C-H	Highway Commercial Zone (Zoning Designation)
Ca	Capay silty
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards

LIST OF ACRONYMS AND SHORT TERMS (Continued)

CAFE	Corporate Average Fleet Fuel Economy
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CalRecycle	California Department of Resources Recycling and Recovery
CAPCOA	California Air
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
C&D	Construction & Demolition
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CDPH	California Department of Public Health
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
CFR	Code of Federal Regulation
cfs	Cubic Feet per Second
CGS	California Geological Survey
CHP	California Highway Patrol
CIP	Cast-in-Place
CIPC	Cast-in-Place Concrete
CITY	City of Woodland
CIWMB	California Integrated Waste Management Board
CNDDb	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon monoxide
CO ₂ eq	Carbon Dioxide Equivalent
COUNTY	County of Yolo
CPI	Consumer Price Index
CPRA	California Public Records Act
CPUC	California Public Utilities Commission
CR	County Road
CRHR	California Register of Historic Resources
CSC	California Species of Special Concern
CSMP	Corridor System Management Plan
CSWMP	Comprehensive Stormwater Management Program
CTC	California Transportation Commission
CUPA	Certified Unified Program Agencies
CWA	Clean Water Act
dB	Decibel
dBA	A-Weighted Decibel Scale
DDD	Dichlorodiphenyldichloroethane (banned pesticide)
DDE	Dichlorodiphenyldichloroethylene (banned pesticide)
DDT	Dichlorodiphenyltrichloroethane (banned pesticide)
DHS	(California) Department of Health Services
DOC	Department of Conservation
DOF	Department of Finance

LIST OF ACRONYMS AND SHORT TERMS (Continued)

DOGGR	Division of Oil, Gas, and Geothermal Resources
DOT	Department of Transportation
DPM	Diesel Particulate Matter
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
E	East
E	Endangered
EAC	Early Action Compact
EAP	(California) Energy Action Plan
EB	Eastbound
EDR	Environmental Data Resources, Inc.
EHD	Environmental Health Department
EIR	Environmental Impact Report
EO	Executive Order
EOZ	Entryway Overlay Zone (Zoning Designation)
EPA	(United States) Environmental Protection Agency
EPACT	Energy Policy Act
ESA	Endangered Species Act
FAR	Floor to Area Ratio
FBFM	Flood Boundary and Floodway Map
FCAA	Federal Clean Air Act
FDMP	Fire Department Master Plan
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FP	(State) Fully Protected
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration
GC	General Commercial (Land Use Designation)
GHG	Greenhouse Gas
GPA	General Plan Amendment
gpd	Gallons per Day
gpd/acre	Gallon per Day per Acre
gpm	Gallons per Minute
GPS	Global Positioning System
GSF	Gross Square Footage
GVW	Gross Vehicle Weight
GWP	Global Warming Potential
H ₂ O	Water
HAP	Hazardous Air Pollutant
HC	Highway Commercial (Land Use Designation)
HCFC	Hydrochlorofluorocarbon
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbon
HHWE	Household Hazardous Waste Element
HIST Cortese	Historic "Cortese" Hazardous Waste and Substances Sites List
HMTA	Hazardous Materials Transportation Act
HOV	High-Occupancy Vehicle
HPLV	High-Pressure-Low-Volume
HVAC	Heating/Ventilation/Air Conditioning
HWMP	Hazardous Waste Management Plan

LIST OF ACRONYMS AND SHORT TERMS (Continued)

I	Industrial (Land Use Designation)
IN	Industrial Zone (Zoning Designation)
IPCC	International Panel on Climate Change
IS	Initial Study
ISO	Insurance Services Office
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
JPA	Joint Powers Agency
km	Kilometer
ksf	Thousand Square Feet
kV	Kilovolt
LAFCO	Local Agency Formation Commission
LBP	Lead Based Paint
lbs/day	Pounds per Day
LCC	Land Capability Classification
LCFS	Low Carbon Fuel Standards
LDR	Low Density Residential
L_{dn}	Day-Night Average Sound Level
LED	Light Emitting Diodes
Leq	Equivalent Sound Level
LESA	Land Evaluation and Site Assessment Model
LID	Low Impact Development
L_{max}	Maximum Sound Level
L_{min}	Minimum Sound Level
LOMR	Letter of Map Revision
LOS	Level-of-Service
LUST	Leaking Underground Storage Tank
lux	Lumen per Square Meter
LVW	Loaded Vehicle Weight
M-2	Heavy Industrial Zone (Zoning Designation)
MCL	Maximum Contaminate Level
MDBM	Mount Diablo Base and Meridian
MEI	Maximally Exposed Individual
mgd	Million Gallons Per Day
mg/l	Milligram per Liter
MM	Mitigation Measure
MMT	Million Metric Tons
MPFP	Major Project Financing Plan
mpg	Miles Per Gallon
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer Systems
msl	Mean Sea Level
MSR	Municipal Service Review
MT	Metric Ton
$MTCO_{2eq}$	Metric ton of Carbon Dioxide Equivalent
MTIP	Metropolitan Transportation Improvement Plan
MTP	Metropolitan Transportation Plan (for 2035)
N	North
NA	Not Applicable
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

LIST OF ACRONYMS AND SHORT TERMS (Continued)

NB	Northbound
NCCP	Natural Community Conservation Plan
NCCPA	(California) Natural Community Conservation Planning Act
NDFE	Non-Disposal Facility Element
NEHRP	National Earthquake Hazards Reduction Program
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHP	National Heritage Program
NIH	National Institute of Health
NM	Not Measured
NO ₂	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOC	Notice of Completion
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NSVAB	Northern Sacramento Protection Air Basin
NWI	National Wetlands Inventory
NWP	Nationwide Permit
O ₃	Ozone
OAL	Office of Administrative Law
OEHA	(California) Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHP	(State) Office of Historic Preservation
OHWM	Ordinary High Water Mark
OPR	Office of Planning Research
OS	Open Space (Land Use Designation)
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCBs	Polychlorinated Biphenyls
PD	Planned Development Zone (Zoning Designation)
PFC	Perfluorocarbons
PG&E	Pacific Gas & Electric
PM	Particulate matter
ppb	Parts per billion
ppm	Parts per million
ppt	Parts Per Trillion
PPV	Peak Particle Velocity
PRC	(California) Public Resources Code
Project	Woodland Commerce Center
psi	Pounds per Square Inch
PSM	Process Safety Management
R	Range
PST	Pacific Standard Time
RBF	RBF Consulting
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
RH	Relative Humidity
RMP	Risk Management Planning
RMS	Root Mean Square

LIST OF ACRONYMS AND SHORT TERMS (Continued)

ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SARA	Superfund Amendment and Reauthorization Act
SCH	State Clearinghouse
SDFMP	Storm Drainage Facilities Master Plan
SDWA	(Federal) Safe Drinking Water Act
SF ₆	Sulfur Hexafluoride
SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SMARA	State Surface Mining and Reclamation Act of 1975
SMP	Street Master Plan
SO ₂	Sulfur dioxide
SOI	Sphere of Influence
SR	State Route
SRRE	Source Reduction and Recycling Program
St	Sycamore silty clay loam, drained
STIP	State Transportation Improvement Program
SVAB	Sacramento Valley Air Basin
SWANCC	Solid Waste Agency of Northern Cook County
SWMP	Stormwater Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TDF	Travel Demand Forecasting
TMDL	Total Maximum Daily Load
TPHd	Total Petroleum Hydrocarbons as Diesel
TLC	Total Threshold Limit Concentration
TRB	Transportation Research Board
TTLC	Total Threshold Limit Concentrations
UBC	Uniform Building Code
UNFCCC	United Nations Framework Convention on Climate Change
U.S.	United States
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOE	United States Department of Energy
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
UV	Ultraviolet Light
UWMP	Urban Water Management Plan
VCP	Vitrified Clay Pipe
VELB	Valley Elderberry Longhorn Beetle
WB	Westbound
Wb	Willows clay
Wc	Willows clay alkali
WFD	Woodland Fire Department
Williamson Act	California Land Conservation Act
WJUSD	Woodland Joint Unified School District

LIST OF ACRONYMS AND SHORT TERMS (Continued)

WMW	Waste Management of Woodland
WPCF	(Woodland) Water Pollution Control Facility
WPD	Woodland Police Department
WSA	Water Supply Assessment
WSS	Web Soil Survey
YCCL	Yolo County Central Landfill
YCTD	Yolo County Transportation District
YSAQMD	Yolo-Solano Air Quality Management District

1.0 INTRODUCTION AND PURPOSE

1.1 INTRODUCTION

The City of Woodland (City) is the Lead Agency under the California Environmental Quality Act (CEQA), and is responsible for preparing the Environmental Impact Report (EIR) for the proposed Woodland Commerce Center (State Clearinghouse No. 2011042042). This EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] §21000 et seq.), California CEQA Statutes and Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City. The principal State *CEQA Guidelines* sections governing content of this document are §15120 through §15132 (Content of an EIR) and §15168 (Program EIR).

CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. For the purposes of CEQA, the term *project* refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (State *CEQA Guidelines* §15378[a]). Pursuant to CEQA's definition, the City has determined that the proposed Woodland Commerce Center is a *project*, which has the potential for resulting in significant environmental effects.

1.2 PURPOSE OF THE EIR

As provided in State *CEQA Guidelines* §15021, public agencies are charged with the duty to avoid or minimize environmental damage where feasible. The public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social issues.

The EIR is an informational document that appraises decision-makers and the general public of the potential significant environmental effects of a proposed Project. An EIR must describe a reasonable range of feasible alternatives to the project and identify possible means to minimize the significant effects. The Lead Agency, which is the City of Woodland, is required to consider the information in the EIR along with any other available information in deciding whether to approve or deny the application. The basic requirements for an EIR include discussions of the environmental setting, environmental impacts, mitigation measures, alternatives, growth inducing impacts, and cumulative impacts.

TYPE OF DOCUMENT

This EIR has been prepared as a Program EIR, addressing the environmental effects of the proposed Woodland Commerce Center. A Program EIR is an EIR prepared on a series of actions that can be characterized as one large project and are related in any of the following ways:

- 1) Geographically;
- 2) As logical parts in the chain of contemplated actions;
- 3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- 4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally environmental effects which can be mitigated in similar ways.

PROPOSED PROJECT

The proposed Woodland Commerce Center (herein referenced as the "proposed Project") consists of approximately 146 acres of land located in the northeast portion of Woodland, adjacent to the City of

Woodland's City boundaries. Specifically, the proposed Project site is located north of East Main Street, south of east Beamer Street, and west of County Road (CR) 102. The proposed Project site is proposed to be annexed into the City of Woodland. The proposed Project would contain approximately 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing), in addition to approximately 20,000 square feet of retail uses. Development of the proposed Project would require annexation into the City of Woodland, a General Plan Amendment (GPA) to formally change the City limits, a Tentative Subdivision Map to subdivide the proposed Project site into approximately 15 parcels for future industrial development, and a Development Agreement. The specifics of the industrial development are not included as part of this application and the requested entitlements are policy-level approvals. Buildout assumptions were made for the purposes of completing the environmental analyses. Detailed project design approvals will be part of a subsequent application.

1.3 EIR PROCESS

The EIR process begins with the decision by the Lead Agency to prepare an EIR, either during a preliminary review of a project or at the conclusion of an Initial Study. Once the decision is made to prepare an EIR, the Lead Agency sends a Notice of Preparation (NOP) to appropriate government agencies and, when required, to the State Clearinghouse (SCH) in the Office of Planning and Research (OPR), which will ensure that responsible State agencies reply within the required time. The SCH assigns an identification number to the project, which then becomes the identification number for all subsequent environmental documents on the project.

Applicable agencies have 30 days to respond to the NOP, indicating, at a minimum, reasonable alternatives and mitigation measures they wish to have explored in the Draft EIR, and whether the agency will be a responsible agency or a trustee agency for the project.

INITIAL STUDY

In accordance with State *CEQA Guidelines* §15063(a), as amended, the City undertook the preparation of an Initial Study. An Initial Study and NOP was prepared for the proposed Project and circulated from April 14, 2011 through May 16, 2011. The Initial Study determined that a number of environmental issue areas may be impacted by the construction and buildout of the proposed Project. As a result, the Initial Study determined that the Draft EIR should address the proposed Project's significant impacts on a variety of environmental issue areas that are addressed in Section 5.0, DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES, in this EIR.

Based on the Initial Study, no impacts on recreation or mineral resources are anticipated as a result of the proposed Project. Therefore, these issues are addressed in Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT, in this EIR.

NOTICE OF PREPARATION

Pursuant to the provision of State *CEQA Guidelines* §15082, as amended, the City circulated an NOP to public agencies, special districts, and members of the public who had requested such notice for a 30-day period commencing April 14, 2011, and ending on May 16, 2011. The purpose of the NOP and Initial Study was to formally announce that the City is preparing a Draft EIR for the proposed Project, and that, as Lead Agency, was soliciting input regarding the scope and content of the environmental information to be included in the EIR. The Initial Study was circulated with the NOP. The NOP, Initial Study, and comment letters received during the NOP circulation period are provided in Appendix 15.1, NOTICE OF PREPARATION (NOP), INITIAL STUDY, AND NOP COMMENT LETTERS, of this EIR.

EARLY CONSULTATION (SCOPING)

During the NOP circulation period, the City of Woodland advertised a public scoping meeting. The public scoping meeting took place on Wednesday, April 27, 2011, and was intended to facilitate public input. The meeting was held with the specific intent of affording interested individuals, groups, and public agencies a forum in which to orally present input directly to the Lead Agency, to assist in further refining the intended scope and focus of the Program EIR as described in the NOP and Initial Study. No written or verbal comments were received during the public scoping meeting.

NOP AND SCOPING RESULTS

The City of Woodland received ten (10) comment letters during the public comment period on the NOP and Initial Study. The following specific environmental concerns were raised by responses to the NOP and Initial Study for the proposed Project (refer to Table 1-1). All of these issues are addressed in this Draft EIR, in the relevant sections identified in the middle column. The NOP and Initial Study comment letters are contained in Appendix 15.1 of this EIR.

Table 1-1
Summary of Written Comments on Notice of Preparation/Initial Study

Commenter	EIR Section(s) Where Comment is Addressed	Summary of Comment
U.S. Department of Agriculture, Natural Resources Conservation Service (letter dated April 18, 2011)	Section 5.1, Land Use and Planning Section 5.2, Agricultural and Forestry Resources Section 5.9, Biological Resources	The commenter did not submit specific comments; however, NRCS provided various maps (soils, topographic, land capability classification, important farmlands, storie index grade, and protected species) for the proposed Project site.
U.S. Fish and Wildlife Service (letter dated April 20, 2011)	Not Applicable	The commenter did not have any comments or concerns at the time of the NOP and Initial Study.
Sac-Yolo Mosquito and Vector Control District (letter dated April 25, 2011)	Section 5.13, Hydrology and Water Quality	The commenter requested that the proposed Project incorporate the District's Best Management Practices, and forward plans to the District for review.
Yocha Dehe Wintun Nation (letter dated May 10, 2011)	Section 5.10, Cultural Resources	The commenter stated that the proposed Project is within the aboriginal territories of the Yocha Dehe Wintun Nation. Yocha Dehe Wintun Nation is not aware of any known cultural resources near the proposed Project site, but recommends protection of any important and sacred artifacts that are found during construction.
Yolo County Farm Bureau (letter dated May 10, 2011)	Not Applicable	The commenter did not have any comments or concerns at the time of the NOP and Initial Study.
Yolo County Local Agency Formation Commission (LAFCO) (letter dated May 12, 2011)	Section 5.1, Land Use and Planning Section 5.2, Agricultural and Forestry Resources Section 7.0, Alternatives	The commenter expressed concerns related to loss of prime agricultural land, associated mitigation measures, and agricultural buffer considerations. A General Plan Amendment is not required to annex the proposed Project into the City of Woodland; LAFCO only requires that a city pre-zone the territory to be annexed to indicate its intended use before annexation occurs. Concerns were also expressed regarding the appropriateness of proposed Project location; commenter requests the consideration of utilizing other vacant industrial sites that currently exist inside City boundaries.

Table 1-1 (Continued)
Summary of Written Comments on Notice of Preparation/Initial Study

Commenter	EIR Section(s) Where Comment is Addressed	Summary of Comment
California Department of Transportation (letter dated May 13, 2011)	Section 5.5, Traffic and Circulation	The commenter requested that a Traffic Impact Study be completed for the proposed Project, including trip distribution/traffic analysis of the County Road (CR) 102/Interstate 5 (I-5) interchange, mainline I-5 within the vicinity of the proposed Project site, East Beamer Street, East Main Street, and CR-102.
California Public Utilities Commission (letter dated May 13, 2011)	Section 5.3, Public Health and Safety Section 5.5, Traffic and Circulation	The commenter requested that the EIR specifically evaluate traffic safety issues to the rail corridor located in proximity of the proposed Project site. Incorporate measures to reduce adverse impacts to rail safety. Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing.
RMK3 Investments, LLC (letter dated May 16, 2011)	Section 5.5, Traffic and Circulation	The commenter owns property directly adjacent (western side) to the proposed Project site. The commenter is interested in having the north/south right-of-way (between commenter's property and proposed Project site) improved as a road, giving street access to East Main Street and/or to have direct road access to a new road that would intersect the commenter's property, giving access to current tenants and allowing future access.
RMK3 Investments, LLC (letter dated May 16, 2011)	Section 5.11, Public Services and Utilities Section 5.13, Hydrology and Water Quality	The commenter owns property directly adjacent (western side) to the proposed Project site. The commenter requests that the proposed Project be designed to allow for the drainage at the north-east corner of the commenter's property to flow across the City-owned "dirt road" parcel, and into a curb and gutter or storm drain, so the remaining portion of the commenter's parcel can be developed in the future.

DRAFT EIR

The EIR focuses primarily on changes in the environment that would result from the proposed Project. The EIR identifies potential impacts resulting from the construction and operation of the proposed Project and provides measures to mitigate potentially significant impacts. Those impacts that cannot be mitigated to less than significant levels are also identified. This EIR addresses impacts in the following areas:

- Land Use and Relevant Planning;
- Agricultural and Forestry Resources;
- Public Health and Safety;
- Aesthetics, Light and Glare;
- Traffic and Circulation;
- Noise;

- Air Quality;
- Greenhouse Gases;
- Biological Resources;
- Cultural Resources;
- Public Services and Utilities;
- Geologic and Seismic Hazards; and
- Hydrology and Water Quality.

As soon as the Draft EIR is completed, a Notice of Completion (NOC) is filed with the SCH, and a public notice is published to inform interested parties that a Draft EIR is available for agency and/or public review. In addition, the NOC provides information regarding the location of drafts and any public meetings or hearings that are scheduled. The Draft EIR is circulated for a 45-day period, during which time reviewers may make comments. The Lead Agency must evaluate and respond to comments in writing, describing the disposition of any significant environmental issues raised and explaining in detail the reasons for not accepting any specific comments concerning major environmental issues. If comments, received after public notice is given, result in the addition of significant new information to an EIR, the revised EIR or affected chapters must be recirculated for an additional public review period with related comments and responses.

FINAL EIR

Once the Lead Agency is satisfied that the EIR has adequately addressed the pertinent issues in compliance with CEQA, then a Final EIR is prepared. The Final EIR is made available for review by the public and/or commenting agencies. Before approving a project, the Lead Agency shall certify that the Final EIR has been completed in compliance with CEQA, and that the Final EIR has been presented to the decision-making body of the lead agency, which has reviewed and considered the EIR. The Lead Agency shall also certify that the Final EIR reflects the Lead Agency's independent judgment and analysis.

The Findings of Fact prepared by the Lead Agency must be based on substantial evidence in the administrative record and must include an explanation that bridges the gap between evidence in the record and the conclusions required by CEQA. Based on these findings, the Lead Agency may also prepare a Statement of Overriding Considerations as part of the project approval process. If the decision-making body elects to proceed with a project that would have unavoidable significant impacts, then a statement explaining the decision to balance the benefits of the project against unavoidable environmental impacts must be prepared.

1.4 ORGANIZATION OF THE EIR

The Draft EIR is organized into fifteen (15) sections, as follows:

- Section 1.0, INTRODUCTION AND PURPOSE, provides an introduction and overview describing the intended use of the Draft EIR and the review and certification process. Also provides summaries of the chapters included in the Draft EIR, and summaries of the issues and concerns received from the public and public agencies during the NOP and Initial Study review period.
- Section 2.0, EXECUTIVE SUMMARY, summarizes the elements of the proposed Project and the environmental impacts that would result from implementation of the proposed Project,

describes proposed mitigation measures, and indicates the level of significance of impacts after mitigation. Acknowledges alternatives that would reduce or avoid significant impacts.

- Section 3.0, PROJECT DESCRIPTION, provides a detailed description of the proposed Project, including the project's location, background information, major objectives, and technical characteristics.
- Section 4.0, BASIS FOR THE CUMULATIVE ANALYSIS, describes the approach and methodology for the cumulative impacts analysis.
- Section 5.0, DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES, contains a detailed environmental analysis of the existing conditions, project impacts, recommended mitigation measures, and unavoidable adverse impacts (if applicable). The analysis of each environmental category in Section 5.0 is organized as follows:
 - "Existing Conditions" describes the physical conditions that exist at the time of the NOP/IS and that may influence or affect the issue under investigation.
 - "Significance Criteria" provides the thresholds that are the basis of conclusions of significance, for which the primary source for the criteria is Appendix G of the State *CEQA Guidelines* (CCR §15000 through §15387).
 - "Project Impacts" describes potential environmental changes to the existing physical conditions that may occur if the proposed Project is implemented.
 - A designation of "no impact" is given when no adverse changes in the environment are expected.
 - A "less than significant impact" would cause no substantial adverse change in the environment.
 - A "less than significant impact with mitigation incorporated" avoids substantial adverse impacts on the environment through mitigation.
 - A "significant and unavoidable impact" would cause a substantial adverse effect on the environment, and feasible mitigation measures are not available to reduce the impact to a less than significant impact.
 - "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur with the proposed Project, together with all other reasonably foreseeable, planned, and approved future projects.
 - "Mitigation Measures" are those specific measures that may be required of the proposed Project to avoid a significant adverse impact; minimize a significant adverse impact; rectify a significant adverse impact by restoration; reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or compensate for the impact by replacing or providing substitute resources or environment.
 - "Level of Significance After Mitigation" discusses whether the proposed Project and the project's contribution to cumulative impacts can be reduced to levels that are considered less than significant.
- Section 6.0, LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT, discusses significant environmental changes that would result from the proposed action, should it be implemented, and discusses growth-inducing impacts of the proposed Project.
- Section 7.0, ALTERNATIVES TO THE PROPOSED PROJECT, describes a reasonable range of alternatives to the proposed Project or to the location of the proposed Project that could feasibly attain the basic Project objectives, and provides and a determination of the environmentally superior alternative.

- Section 8.0, INVENTORY OF MITIGATION MEASURES, lists mitigation measures proposed to minimize the significant impacts of the proposed Project.
- Section 9.0, INVENTORY OF SIGNIFICANCE AFTER MITIGATION, describes those proposed Project impacts that remain significant following mitigation.
- Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT, explains proposed Project impacts that have been determined not to be significant.
- Section 11.0, ORGANIZATIONS AND PERSONS CONSULTED, identifies all Federal, State, and local agencies, other organizations, and individuals consulted in the preparation of the EIR.
- Section 12.0, BIBLIOGRAPHY, provides bibliographic information for all references and resources cited.
- Section 13.0, MITIGATION MONITORING PROGRAM, identifies responsibilities for monitoring mitigation.
- Section 14.0, COMMENTS AND RESPONSES, is the Final EIR and provides comments and responses pertaining to the Draft EIR.
- Section 15.0, APPENDICES, contains comments received during the NOP and Initial Study comment period, and the technical documentation prepared for the proposed Project.

1.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies to be implemented. Such other agencies are referred to as “Responsible Agencies” and “Trustee Agencies.” Pursuant to State *CEQA Guidelines* §15381 and §15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

“Responsible Agency” means a public agency that proposes to carry out or approve a project for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “Responsible Agency” includes all public agencies other than the Lead Agency that have discretionary approval power over the project (State CEQA Guidelines §15381).

“Trustee Agency” means a State agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. (State CEQA Guidelines §15386).

Responsible and Trustee Agencies and other entities that may use this EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

- AT&T
- California Office of Historic Preservation
- California Department of Conservation
- California Department of Fish and Wildlife, Region 2
- California Department of Public Health
- California Department of Transportation, District 3

- California Air Resources Board
- California Integrated Waste Management Board
- City of Davis
- City of Woodland Fire Department
- City of Woodland Police Department
- Native American Heritage Commission
- Regional Water Quality Control Board, Central Valley Region
- Sacramento-Yolo County Mosquito Abatement District
- Sierra Railroad/Sierra Northern Railway
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture, Natural Resources Conservation Service
- U.S. Fish and Wildlife Service
- WAVE Broadband
- Waste Management
- Woodland Joint Unified School District
- Yolo County Local Agency Formation Commission
- Yolo County Planning and Public Works Department
- Yolo County Environmental Health Department
- Yolo County Agriculture Department
- Yolo County Farm Bureau
- Yolo County Transportation District
- Yolo County Flood Control & Water Conservation District
- Yolo Solano Air Quality Management District

1.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with State *CEQA Guidelines* §15148, which encourages incorporation by reference to reduce redundancy in and the length of environmental reports. The following documents, which are available for public review at the City, are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for this EIR. A synopsis of the scope and content of each of these documents is provided below.

Woodland General Plan Policy Document, December 2002. The *City of Woodland General Plan* formalizes a long-term vision for the physical evolution of Woodland and outlines policies, standards, and programs to guide day-to-day decisions concerning Woodland development through the year 2020. The Policy Document includes the City's formal statements of *City of Woodland General Plan* policy in the form of goals, policies, standards, and implementation programs. The *City of Woodland General*

Plan was utilized throughout this EIR as the fundamental planning document governing development on the proposed Project site. Background information and policy information from the *City of Woodland General Plan* is cited in several sections of the EIR.

Woodland General Plan Background Report, February 1996. The *Woodland General Plan Background Report* discusses areas of land use, community design, and economic development.

Woodland Zoning Ordinance (Chapter 25 of the Woodland City Code), adopted January 2007. The Zoning Ordinance establishes land use districts in which specific regulations apply, such as density, structure, height and size, and development character.

Project Environmental Studies. As part of the preparation of this EIR, the following studies, which are included in the Technical Appendices (Section 15.0, APPENDICES), were prepared or utilized to develop baseline information and Project-related impact discussions:

- *Air Quality/Greenhouse Gases Analyses*, prepared by RBF Consulting: Modeling of long- and short-term air quality impacts that would result from the proposed Project.
- *Acoustical Assessment*, prepared by RBF Consulting: Noise monitoring and assessment of short- and long-term noise impacts that would result from proposed Project implementation.
- *Biological Resources Assessment*, prepared by Estep Environmental Consulting: Determines if any plants or animals listed by State or Federal agencies as endangered, rare, threatened, or of special concern occur on the proposed Project site and identifies potential critical habitat.
- *Cultural Resources Survey*, prepared by Peak & Associates, Inc.: Assesses the cultural resources of the proposed Project site through a cultural resources records search and archaeological field survey.
- *Water Supply Modeling/Fire Flow Analysis*, prepared by Sierra West Consultants, Inc.: Presents water distribution system modeling results and a water supply analysis for the proposed Project.
- *Hazardous Materials Evaluation Memorandum*, prepared by RBF Consulting: Identifies recognized environmental conditions (hazardous materials/wastes) that could compromise the proposed Project site.
- *Traffic Impact Study*, prepared by Fehr & Peers: Evaluates the potential traffic impacts the proposed Project would have on existing and future traffic operations in the vicinity of the proposed Project.
- *Wastewater Facilities Evaluation*, prepared by Nexgen Utility Management: Describes the required off-site wastewater facilities to serve the proposed Project.
- *Water Supply Assessment*, prepared by Sierra West Consultants, Inc.: Presents an analysis of the City of Woodland water supply and distribution systems, including an evaluation of: the existing water supply source; current and projected water demands; water supply capabilities; and the sufficiency of the water supply for the proposed Project.
- *Flood Analysis*, prepared by Wood Rodgers: Provides an evaluation of the flooding potential of the proposed Project site.

The City of Woodland is the Lead Agency in the preparation of this EIR. RBF Consulting is the environmental consultant hired by the City for the proposed Project. The names and contact information of the consultants who prepared the technical studies that are a part of this EIR are provided in Section 11.0, ORGANIZATIONS AND PERSONS CONSULTED.

Lead Agency	City of Woodland Community Development Department 300 First Street Woodland, California 95695
Project Applicant	Rubicon Partners, Inc. 1107 9th Street Sacramento, California 95814
Environmental Consultant	RBF Consulting 4540 Duckhorn Drive, Suite 202 Sacramento, CA 95834

1.7 REVIEW OF THE DRAFT EIR

This Draft EIR will be distributed to responsible and trustee agencies, other affected agencies, County of Yolo, and interested parties, as well as all parties requesting a copy of the Draft EIR in accordance with PRC §21092 (b)(3). The NOC of the Draft EIR will also be distributed as required by CEQA. During the 45-day public review period, the Draft EIR, including technical appendices, is available for review at the City of Woodland Community Development Department, 300 First Street, Woodland, California 95695.

Written comments on the Draft EIR should be addressed to:

Dan Sokolow, Senior Planner
City of Woodland
Community Development Department
300 First Street
Woodland, California 95695

Upon completion of the 45-day public review period, written responses to all substantive environmental issues raised will be prepared and available for review prior to the public hearing before the Woodland City Council, at which the certification of the Final EIR will be considered. These environmental comments and their responses, as well as any proposed changes in the Draft EIR based on the comments, will be included as part of the environmental record for consideration by decision-makers for the proposed Project.

2.0 EXECUTIVE SUMMARY

2.1 INTRODUCTION

The Executive Summary chapter of the Environmental Impact Report (EIR) provides an overview of the proposed Project, which is described in detail in Chapter 3.0, PROJECT DESCRIPTION, and the conclusions of the environmental analysis, provided in detail in Sections 5.1 through 5.13. This chapter also summarizes the alternatives to the proposed Project that are described in Chapter 7.0, ALTERNATIVES TO THE PROPOSED PROJECT, and identifies the Environmentally Superior Alternative. Table 2-1, PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES, at the end of section 2.3, provides a summary of the environmental effects of the proposed Project identified in each technical issue chapter. The table consists of the environmental impacts, the significance of the impacts for the proposed Project, the proposed mitigation measures, and the significance of the impacts after the mitigation measures are implemented.

The Draft EIR for the proposed Project is a program-level analysis and broad buildout assumptions have been made in order to determine impacts associated with the future development. At the time of each specific development application, a minimum of a site plan and design review will be required. Each project will be reviewed for consistency with this EIR and the determination made on the need for any additional environmental analysis. All feasible mitigation measures and alternatives developed in this program-level EIR will be incorporated into any subsequent land use approvals, pursuant to *California Environmental Quality Act (CEQA) Guidelines §15168(c)(3)*.

2.2 PROJECT SUMMARY

The proposed Project is located in the northeast portion of Woodland, adjacent to the City of Woodland's City boundaries, in Yolo County, California. The proposed Project site is identified as Yolo County Assessor Parcel Numbers (APNs) 027-370-34, 027-370-19, 027-370-35, 027-370-09, 027-370-08 and 027-370-29. The proposed Project site is further described as being located in a portion of the southeast quarter of Section 27, Township 10 North, Range 2 East, Mount Diablo Base and Meridian (MDBM). Specifically, the proposed Project is located north of East Main Street, south of East Beamer Street, and west of County Road (CR) 102. The proposed Project site encompasses approximately 146 acres of land that is primarily under rotational crops of safflower and/or wheat production. A small number of industrial-use structures are present in the southeastern portion of the proposed Project site. On-site topography is relatively flat, with elevations ranging from approximately 38 feet above mean sea level (msl) to 45 feet above msl.

Surrounding land uses include East Beamer Street, industrial facilities, and vacant parcels zoned for industrial and open space uses to the north; East Main Street, retail development, the Sierra Railroad rail line, I-5, and residential uses to the south; CR-102 and regional distribution centers to the east; and industrial facilities to the west.

PROPOSED PROJECT

The proposed Project includes annexation of the Project site from Yolo County into the City of Woodland, a General Plan Amendment (GPA) to formally modify the City's established corporate boundaries, a Tentative Subdivision Map to subdivide the site into approximately 15 parcels for future industrial development, and a Development Agreement. Approval of the annexation would add approximately 146 acres to the City of Woodland. Upon annexation, the proposed Project would receive City services and would be subject to the City's regulations. Two existing parcels located at the south end of the proposed Project site would not be subdivided, and their existing uses (a welding shop

and a vacant train repair facility), are anticipated to remain. A third parcel at the south end of the proposed Project site (in the northwest corner of East Main Street and CR-102), would not be subdivided, but over time its existing uses would change. It is also anticipated that a railroad spur would be constructed in the southwestern portion of the proposed Project site; however, this would be market-driven, and the timing for the spur and rail trip generation numbers are not known at this time. The proposed Project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). Of the total square footage, approximately 20,000 square feet may be used for retail uses. Primary access to the Project site is proposed from a new signalized intersection on CR-102. The assumed intersection configuration provides a dedicated northbound left-turn pocket into the proposed Project site. Full access would also be provided on Beamer Street. Additional right-in/right-out driveways were assumed along CR-102 and Beamer Street. Detailed proposed Project design approvals would be part of subsequent applications.

2.3 SUMMARY OF ENVIRONMENTAL IMPACTS

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. For these areas, this Draft EIR discusses the impacts and mitigation measures that would be implemented by the City of Woodland to reduce potential adverse impacts to a level that is considered less-than-significant. An impact that remains significant after mitigation is considered an unavoidable adverse impact of the proposed Project. The mitigation measures presented in the Draft EIR form the basis of the Mitigation Monitoring Program.

LAND USE AND RELEVANT PLANNING

The land use and relevant planning section identifies the existing land use conditions, in order to analyze proposed Project compatibility with existing uses and consistency with relevant planning policies, and to recommend mitigation measures to eliminate or reduce the significance of potential impacts for the proposed Project. The proposed Project site supports approximately 110 acres of active agricultural uses. The remaining 36 acres of the proposed Project site contain existing industrial-use structures. The proposed Project would be consistent with existing city *General Plan* land use designations and zoning, and no changes to the existing designations are required to allow for future development. However, upon annexation, the proposed Project would change the boundaries of the Woodland City Limits; therefore, in addition to LAFCO approval for annexation, a GPA is required to formally change the City Limits.

The proposed Project site is located within the City Planning Area and the Urban Limit Line, and therefore, is intended for urban-type development. Although development of the site as proposed would ultimately increase the intensity of land uses on-site (primarily agricultural to industrial uses), such growth has been anticipated for this and other such lands within the Urban Limit Line, allowing those properties outside of the boundary to develop at lower intensities, largely maintaining the rural character of surrounding County lands.

Development within Woodland is required to comply with the goals, policies, and measures identified within the City's *General Plan*. As described in the EIR, the proposed Project complies with all regional plans with implementation of required mitigation measures. In that development of the proposed Project area is anticipated to occur in accordance with the *General Plan* and zoning classifications, potential cumulative effects on land use and planning, such as an adverse effect resulting from the intensity of land use, are not anticipated.

AGRICULTURAL AND FORESTRY RESOURCES

The agricultural and forestry resources section identifies and evaluates, to the extent feasible, potential impacts of the proposed Project, resulting from the conversion of agricultural land to non-agricultural use. Additionally, this section discusses potential conflicts between proposed urban uses and any agricultural and/or forestry activities in the vicinity of the proposed Project.

The proposed Project site has been historically used for agricultural purposes for several decades (particularly in the 1940's, 50's, and 60's). The proposed Project consists of approximately 146 acres, of which approximately 135 acres are designated as "Prime Farmland if Irrigated" and approximately 11 acres are designated as "Farmland of Statewide Importance." Although approximately 110 acres of the total 146-acre proposed Project site presently support agricultural uses, the land is dry farmed, and no irrigation of crops occurs. Therefore, the land designated as "Prime Farmland if Irrigated" is not considered to be Prime Farmland. The proposed Project site is located within the City's Planning Area and within the City's Urban Limit Line, and is intended for future urban-type development. The proposed Project site is not zoned for nor designated as being intended for agricultural uses, although dry farming has been historically conducted on-site.

Future development of the Project site would contribute to the permanent conversion of farmland to urban uses. Other major areas of growth within the region, as well as the State, have experienced similar effects as communities continue to grow and expand into areas that have historically supported agricultural uses, resulting in a cumulative loss of farmland. Future development of the proposed Project site would contribute to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses within the region. Mitigation would be required to permanently protect an equal amount of agricultural land elsewhere in Yolo County to reduce impacts resulting from the loss of agricultural productivity and agricultural lands; however, as an overall net loss of agricultural land within the County would still occur, impacts would be significant and unavoidable.

PUBLIC HEALTH AND SAFETY

The public health and safety section identifies the potential for the proposed Project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions or new hazards created as a result of the proposed Project. A visual site inspection of the proposed Project site was conducted on April 19, 2011, in combination with research of available Federal, tribal, State, and local regulatory databases, as well as other available documentation (e.g., historical aerial photographs, and historical topographic maps, and building records). Environmental Data Resources, Inc. (EDR) provided a regulatory database search, dated April 22, 2011, of the proposed Project site and surrounding area from all publicly available governmental databases regarding storage, use, and past or current hazardous materials incidents. The search radius (up to one mile) complies with the American Society of Testing and Materials (ASTM) E 1527-05 Standard Practice for Environmental Site Assessments. Further, available hazardous materials records maintained by the Yolo County Environmental Health Department (EHD) were requested for the proposed Project site on April 20, 2011.

The on-site regulatory property Adams Grain (17900 County Road 102 at Highway 16) has been reported within multiple regulatory databases maintained by the State Water Resources Control Board (SWRCB) and Department of Toxic Substances Control (DTSC) per §65962.5 regarding on-site underground storage tanks (USTs) and a past release. The proposed Project site is not listed within a database maintained by the State Department of Health Services or other local enforcement agencies pertaining to solid waste disposal facilities. The Adams Grain facility reported three former USTs (installed in

1976). The single-walled petroleum tanks were noted as inactive and permanently closed. Further, contamination was reported in the HIST Cortese database. Although no formal closure letters were reviewed, the closure status, per the requirements of the EHD, was confirmed with the Operations Manager for the property per an interview. However, the potential for persons at the proposed Project site to be exposed to hazardous conditions as a result of this regulatory property would be less than significant.

All construction and demolition activities, as well as all new development, would be subject to compliance with hazardous materials regulations. Compliance with all Federal, State, and local regulations during the construction and operation of new developments would ensure that there are no significant hazards to the public or the environment associated the routine transport, use, disposal, or release of hazardous materials. Mitigation measures that minimize the potential hazards to public health to less than significant are included in the Public Health and Safety section of the EIR.

AESTHETICS, LIGHT, AND GLARE

The aesthetics, light, and glare section describes the existing visual environment in and around the proposed Project area. It assesses the potential for aesthetics, light, and glare impacts using accepted methods of evaluating visual landscape quality, as well as identifying the type and degree of changes the proposed Project would likely have. The proposed Project encompasses approximately 146 acres which includes rotational crops and industrial uses. On-site topography is relatively flat, with elevations ranging from approximately 38 feet above msl to 45 feet above msl. The southwest, northwest, and northeast quadrants of the proposed Project site are primarily under rotational crops of safflower and/or wheat production, representing approximately 110 acres (or 75 percent) of the total proposed Project site. Therefore, the majority of views across the proposed Project site are currently unobstructed as a result of low-lying agricultural activities and level terrain. The southeast quadrant consists of a small number of industrial-use structures, including a merchandise and warehouse wheat, corn, and safflower facility (Adams Grain), a stone milled whole grain produce distributor (Certified Foods, Inc.), a welding shop, and a vacant train repair facility. In addition, eight grain storage silos and associated equipment related to grain operations are located on-site. Several of the existing structures exceed 100 feet in height.

East Beamer Street forms the northern boundary of the proposed Project site, CR 102 forms the eastern boundary of the proposed Project site, and East Main Street forms the southern boundary of the proposed Project site. The Sierra Railroad rail line trends along the southern border of the proposed Project site. A mixture of paved and dirt roads / parking areas are also located within the existing industrial portion of the proposed Project site. A 69-kilovolt (kV) transmission line extends east west across the center of the proposed Project site. The general setting of the proposed Project site would be considered agricultural/urban interface, as surrounding land is intermixed with agricultural, industrial, and commercial/retail uses.

The proposed Project would change the character of the site from land that is primarily under rotational crops of safflower and/or wheat production (approximately 110 acres of the total 146-acre site) to industrial uses. However, the proposed Project is located in an area with existing industrial and commercial uses, and the intended uses would be consistent with the City's *General Plan*. The area is not regarded or designated as visually important or "scenic" in the City's *General Plan*. Additionally, development of the proposed Project would not block or preclude views to any area containing important or what would be considered visually appealing landforms.

Construction impacts associated with the short-term degradation of character/quality in the proposed Project area would be short-term in duration and would cease upon Project completion. However, since the City considers East Main Street and CR-102 as major roadway corridors, mitigation is provided to reduce potential impacts to these major roadway corridors.

Potential aesthetic, light, and glare impacts would be reduced through the use of building materials that are consistent with the general character of the area, landscaping design, and proper lighting techniques to direct light on-site and away from adjacent properties. Additionally, cumulative projects would be designed consistent with the land use designations, zoning requirements, and other requirements of the City. The absence of scenic vistas, major landforms, and scenic resources in the area all contribute to a finding of less than cumulatively significant with implementation of existing City of Woodland development regulations and mitigation measures.

TRAFFIC AND CIRCULATION

The traffic and circulation section describes the existing and future setting for transportation and circulation, both with and without the proposed Project. The proposed Project is expected to generate 16,824 daily trips, 1,701 AM peak hour trips, and 1,810 PM peak hour trips. Under Existing Plus Project conditions, traffic volumes at study intersections would increase. Project-related traffic would cause the existing no project level of service (LOS) to deteriorate to an unacceptable level or exacerbate conditions at an intersection already performing at an unacceptable level; however, all intersections are projected to operate at an acceptable LOS after mitigation, except for the Main Street / State Route (SR) 113 intersection (southbound ramps). Impacts would be significant and unavoidable due to the difficulty of obtaining additional right-of-way at this location. Under Existing Plus Project conditions, traffic volumes on study roadways would increase. Project-related traffic would degrade LOS on CR-102 between Beamer Street and Main Street to an unacceptable level. After mitigation, this impact would be reduced to a less than significant level. The proposed Project would increase AM and PM peak hour traffic volumes on study freeway locations, but would not result in significant impacts for any of the I-5 mainline segments. Therefore, impacts would be less than significant.

Some proposed Project trips, which utilize either Pioneer Avenue or CR-102, would require crossing the Sierra Railroad at an existing at-grade crossing. In addition, a railroad spur from the existing mainline track may be constructed in the southwestern portion of the proposed Project site to provide product import and export, which would increase rail facility volumes. Pedestrian and bicycle traffic may also increase along these routes. Mitigation requires the Project Applicant to coordinate and obtain California Public Utilities Commission (CPUC) approval for crossing of the Sierra Railroad mainline, which would reduce impacts to a less than significant level.

Under Cumulative Plus Project conditions, traffic volumes at study intersections would increase. Project-related traffic would cause the existing no project LOS to deteriorate to an unacceptable level, or exacerbate conditions at an intersection already performing at an unacceptable level. Impacts at Main Street / CR-102 (AM and PM peak hours), Maxwell Avenue / CR-102 (AM and PM peak hours), and Main Street / SR-113 southbound ramps (AM and PM peak hours) would have significant and unavoidable impacts, even after mitigation is incorporated.

Project Applicant participation in the I-5 Corridor System Management Plan (CSMP), based on a fair share contribution toward implementation of High-Occupancy Vehicle (HOV) lanes, would reduce impacts to a less than significant level. However, the proposed Project would require coordination between the City and California Department of Transportation (Caltrans) to implement construction, with a contribution of fair-share cost provided by the Project Applicant. At this time, a funding and

implementation mechanism has not been established for the I-5 CSMP; therefore, there is uncertainty of the timing and/or ultimate implementation of mitigation measures. Due to these uncertainties, the proposed Project's traffic contribution along the I-5 corridor (generally from CR-102 to Main Street) would result in a significant and unavoidable cumulative impact.

NOISE

The noise section addresses construction and operational noise impacts related to the proposed Project. Short-term (construction) noise is a localized activity and would affect only land uses that are immediately adjacent to the proposed Project area. It is likely that each of the related projects would have to comply with the local noise ordinance, as well as mitigation measures that may be prescribed pursuant to the CEQA provisions that require significant impacts to be reduced to the extent feasible. In addition, all construction equipment should be equipped with adequate mufflers and be properly maintained. Adherence to the *City of Woodland General Plan* goals and policies, *Municipal Code* Section 15-26 (D) requirements, and compliance with mitigation measures would minimize any impacts from construction noise, and would ensure that impacts are reduced to a less than significant level. Furthermore, the closest existing sensitive receptors in the vicinity of the proposed Project site are residences located 1,500 feet to the south. Therefore, impacts to the generation and/or exposure of persons or structures to excessive groundborne vibration would be less than significant.

Near-term development within the proposed Project area would result in additional traffic on adjacent roadways, thereby increasing the vehicular noise in the vicinity of the existing and proposed land uses. An increase of three A-Weighted Decibel Scale (dBA) or greater in noise levels occurring from project-related activities would be significant when the "Without Project" noise level is between 60 to 65 dBA Day-Night Average Sound Level (L_{dn}). Finally, an increase of 1.5 dBA or greater would be significant if the "Without Project" noise level is above 65 dBA L_{dn} . The maximum increase would be 4.3 dBA along CR-102 (between Hanson Way and Beamer Street). However, land uses located along with roadway segment are designated as Business Park and Industrial, which are allowed to have exterior noise levels of up to 70 dBA L_{dn} . As the resultant noise level is 66.4 dBA L_{dn} , impacts in this regard would be less than significant. Cumulative operational and mobile noise impacts would also be less than significant.

AIR QUALITY

The air quality section evaluates short- and long-term air quality impacts associated with buildout of the proposed Project. Short- and long- term air quality impacts were quantified and evaluated in this EIR. The short-term impacts are caused by construction related dust and vehicle emissions. Construction emissions result from grading, construction activities, and exhaust from construction equipment. Short-term construction impacts are anticipated to be less than significant; however, the application of asphalt and surface coatings creates Reactive Organic Gases (ROG) emissions, which are Ozone (O_3) precursors. In accordance with the methodology prescribed by the Yolo-Solano Air Quality Management district (YSAQMD), the ROG emissions associated with paving and architectural coatings have been quantified with the CalEEMod model. Based on the modeling, the proposed Project would result in an exceedance of ROG emissions during the architectural coating application in 2018 during Phase 2, and in 2020 during Phase 3. These exceedances would occur despite the implementation of mitigation measures, which requires the use of low ROG content paint for architectural coatings. Therefore, impacts would be considered significant and unavoidable.

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, nitrogen oxides (NO_x), sulfur oxides (SO_x), Particulate matter 10 microns or less in diameter (PM_{10}), and Particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) are all

pollutants of regional concern (NO_x and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_x , PM_{10} , and $\text{PM}_{2.5}$). However, carbon monoxide (CO) tends to be a localized pollutant, dispersing rapidly at the source. Despite implementation of mitigation measures, impacts from operational emissions would remain above YSAQMD thresholds, and impacts would be significant and unavoidable. As the proposed Project would exceed YSAQMD thresholds for both construction and operational activities, the proposed Project would have significant and unavoidable cumulative air quality impacts.

GREENHOUSE GASES

The greenhouse gas (GHG) section evaluates GHG emissions associated with the proposed Project and analyzes Project compliance with applicable regulations. Operational-related “business as usual” emissions would be 99,677.81 metric tons of carbon dioxide equivalent per year ($\text{MTCO}_2\text{eq/yr}$). The proposed Project would implement the Project design features required by Mitigation Measures which target the transportation, water, energy, solid waste, and land use emission sectors and are consistent with the Attorney General’s recommended design features. Implementation of these measures would reduce GHG emissions to 68,725.41 $\text{MTCO}_2\text{eq/yr}$, which equates to a 31.05 percent reduction. Assembly Bill (AB) 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28.5 percent reduction in “business as usual” GHG emissions for the entire State. Therefore, as implementation of Mitigation Measures would reduce “business as usual” emissions by 31.05 percent, the proposed Project would be considered to be consistent with the reduction goals of AB 32, and a less than significant impact would occur.

The proposed Project, as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would also reduce the GHG emissions of the proposed Project. Because the proposed Project incorporates GHG reduction measures and design features, the proposed Project’s cumulative GHG emissions would have a less than significant impact on the environment.

BIOLOGICAL RESOURCES

The biological resources section describes the presence and distribution of natural communities and habitats, the occurrence or potential for occurrence of special-status species, and the general biological use of the proposed Project area. Nine of the special-status wildlife species listed have potential to occur within the proposed Project site. One of these species, the Swainson’s hawk, was observed foraging within the proposed Project site during the biological survey.

Many species use agricultural land for food and cover during various times of the year. The cumulative loss of agricultural foraging habitat throughout the Woodland region may affect the distribution and abundance of nesting Swainson’s hawks. In addition, several important raptor prey species, including pocket gopher (*Thomomys bottae*), meadow vole (*Microtus californicus*), and black-tailed jackrabbit (*Lepus californicus*) use the agricultural lands for habitat. The development of the proposed Project site would result in the conversion of approximately 110 acres (of the total 146-acre site) of agricultural land. Development of the proposed Project site, in combination with other planned developments within the City of Woodland and Yolo County, would result in a significant cumulative loss of biological resources.

The cumulative loss of habitat would be partially offset through implementation of the *City of Woodland General Plan* policies and the Yolo County Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), but the *City of Woodland General Plan EIR* concludes that cumulative impacts would remain significant and unavoidable because the NCCP/HCP had not yet been formally

adopted (*City of Woodland General Plan EIR*, p. 8-19). However, the City Council, which determined that the benefits of the *City of Woodland General Plan* outweighed the loss of habitat, adopted a Statement of Overriding Considerations for the *City of Woodland General Plan* and adopted the General Plan in 2002. Because the Yolo County Draft NCCP/HCP, as of publication of this EIR, remains to be adopted and the proposed Project would result in the conversion of approximately 110 acres of agricultural land, proposed Project implementation would result in a significant and unavoidable cumulative impact.

CULTURAL RESOURCES

The cultural resources of this section describes cultural (prehistoric and historic) and paleontological resources known to be located on the proposed Project site. No historical resources were identified from the records search. The field survey identified a complex of three foundations and a windmill; two of the three foundations and the windmill appear to be of relatively recent age, and are likely 50 years in age or less. The remnant features lack integrity and are not particularly good examples of California's agricultural heritage.

No archaeological resources were identified from the records search or pedestrian survey (May 2011). Although no archaeological resources or significant built environment resources were identified during the cultural resources survey, it is possible that erosional or depositional processes, along with the use of the proposed Project site for agricultural uses, have obscured archaeological resources that may be present. While it is unlikely that significant village or habitation sites exist within the proposed Project site, there is always the potential, regardless of how remote, that cultural resources may yet be unearthed during construction. Because there is a chance that buried or otherwise hidden archaeological deposits or isolated artifacts would be located on the proposed Project site, development of the proposed Project has the potential to disturb or destroy undocumented archaeological resources. Uncovering archaeological resources could result in damage or destruction of such resources, which would constitute a significant impact. With implementation of mitigation measures, the potential for impacts to cultural and/or archaeological resources is less than significant. Due to the site-specific nature of cultural resources, mitigation measures shall be determined on a project-by-project basis. Therefore, cumulative impacts to cultural resources are considered less than significant.

PUBLIC SERVICES AND UTILITIES

The public services and utilities section identifies and evaluates, to the extent feasible, potential impacts of the proposed Project with regard to public services, utilities, and service systems. Public services include fire protection, police protection, and schools. Utilities and service systems comprise wastewater, water distribution, solid waste, natural gas, and electricity.

Due to the increase in urban development beyond existing conditions resulting with the proposed Project, additional demand for fire and police protection services, in addition to other public services and utilities, may occur with implementation of the proposed Project. Although there would be a substantial service and utility demand increase attributable to the extent of the potential cumulative development, the overall potential for service-related cumulative effects to occur is not considered to be significant. Potential impacts to these public services are reduced to less than significant with implementation of fire safety standards and requirements, compliance with City standards, and implementation of Mitigation Measures.

GEOLOGIC AND SEISMIC HAZARDS

Due to the existing geology on the proposed Project site and the presence of numerous faults within California, the proposed Project has the potential to be impacted by geologic and seismic hazards;

however, seismic risks are low. During the construction of the proposed Project, grading activities would increase erosion and siltation from the proposed Project site. Additionally, the presence of fault lines within the vicinity of the proposed Project site has the potential to expose future tenants and visitors of the proposed Project to seismic ground shaking. However, adherence to applicable specifications and procedures mandated by the UBC and the California Building Code (CBC) and adherence with standard engineering practices and City design criteria would serve to minimize both long- and short-term effects associated with geology, soils, and seismicity. In addition, seismic and geologic significance would be considered on a project-by-project basis through the preparation of a design-level geotechnical study and such exposures would be minimized through strict engineering guidelines. Therefore, cumulative effects of increased geological risk, such as seismic and expansive soils, would be less than significant.

HYDROLOGY AND WATER QUALITY

The introduction of industrial uses on the proposed Project site has the potential to increase flood hazards, due to the increase of impermeable surfaces, or impact groundwater and water quality. The introduction of impervious surfaces associated with the development of commercial buildings, landscaping, and roadways within the proposed Project site would alter the drainage pattern within the site. However, with incorporation of drainage and hydrologic design measures, the potential impacts associated with the increased runoff would be reduced to less than significant.

In addition, with implementation of the proposed Project, the potential exists for water quality to be degraded through the introduction of pollutants. However, pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements, set by the Regional Water Quality Control Board, Best Management Practices (BMP) shall be implemented at the proposed Project site during construction.

Similar to the site-specific degradation of water quality, the proposed Project, in addition to other cumulative projects, has the potential to create cumulative impacts to water quality. However, the cumulative impacts are mitigated through required drainage studies, conformance with City and County drainage master plans and other standards, implementation of on and off-site drainage improvements, and implementation of NPDES and BMP requirements, on a project-by-project basis. Overall, the proposed Project would have a less than significant impact on hydrology and water quality.

Table 2-1
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT		LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
Section 5.1. Land Use and Relevant Planning				
IMPACT 5.1-1	IMPLEMENTATION OF THE PROPOSED PROJECT MAY PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.1-2	THE PROPOSED PROJECT MAY CONFLICT WITH AN APPLICABLE LAND USE PLAN, POLICY, OR REGULATION 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 AN ENVIRONMENTAL EFFECT.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.1-3	THE PROPOSED PROJECT, COMBINED WITH OTHER FUTURE DEVELOPMENT, MAY INCREASE THE INTENSITY OF LAND USES IN THE AREA.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
Section 5.2. Agricultural and Forestry Resources				
IMPACT 5.2-1	PROJECT IMPLEMENTATION MAY RESULT IN THE CONVERSION OF PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE	Significant and unavoidable impact.	MM 5.2-1 Prior to the issuance of a grading permit for each phase of the proposed Project, the Project Applicant shall set aside in perpetuity, at a ratio of 1:1 of active agricultural acreage, an amount equal to the current phase. The Project Applicant may choose to set aside in perpetuity an amount equal to the remainder of the proposed Project site instead of at each phase. The agricultural land shall be elsewhere in Yolo County through the purchase of development rights and execution of an irreversible conservation or agricultural easement. These soils	Significant and unavoidable impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
CALIFORNIA RESOURCES AGENCY, TO NON AGRICULTURAL USE.		shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis already experiencing, or likely to experience, growth pressures shall be targeted to the extent reasonably possible. The location and easement requirements shall be subject to the review and approval of the City of Woodland Community Development Director. Soils and farming conditions shall be equivalent or superior to the proposed Project area. Required mitigation acreage shall be set aside prior to commencement of any development activity. The holder of the agricultural easement shall be determined in accordance with Yolo County LAFCO agricultural policy.	
IMPACT 5.2-2 IMPLEMENTATION OF THE PROPOSED PROJECT MAY 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)).	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.2-3 IMPLEMENTATION OF THE PROPOSED PROJECT MAY RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.2-4 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT THAT, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND TO NON AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.2-5 DEVELOPMENT OF THE PROPOSED PROJECT, AS WELL AS BUILDOUT IN ACCORDANCE WITH THE CITY OF WOODLAND GENERAL PLAN, MAY RESULT IN THE CUMULATIVE LOSS OF FARMLAND.	Significant and unavoidable impact.	Implement MM 5.2-1.	Significant and unavoidable impact.
Section 5.3. Public Health and Safety			
IMPACT 5.3-1 SHORT-TERM CONSTRUCTION AT THE PROPOSED PROJECT SITE COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS.	Potentially significant impact.	MM 5.3-1(a) The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of asbestos containing materials (ACMs) prior to the commencement of any remedial work, including demolition. Due to the age of on-site structures, and from review of past documentation, ACMs may be present. Prior to demolition work, areas of potential ACMs shall be sampled as part of an asbestos survey. Any demolition of the existing buildings within the boundaries of the proposed Project site shall comply with State law, which requires a contractor, where there is asbestos-related work involving 100 square feet or more of ACMs, to be certified and that certain procedures regarding the removal of asbestos be followed. MM 5.3-1(b) Due to the age of on-site structures, LBPs may be present. If during demolition of any structures within the boundaries of the	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		proposed Project site, paint is separated from the building material (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material to determine its proper management. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material shall be disposed of as construction debris (a non-hazardous waste). The landfill operator shall be contacted in advance to determine if any specific requirements regarding the disposal of lead-based paint materials are required. MM 5.3-1(c) The Project Applicant shall retain a qualified environmental specialist (an Environmental Professional as defined by the American Society of Testing and Materials [ASTM] or similarly qualified individual) to perform pre-construction hazardous materials surveys to inspect existing building areas subject to demolition or renovation for the presence of any unidentified polychlorinated biphenyls (PCBs), mercury, lead, or other hazardous materials anticipated by the Specialist to be present in on-site structures. If found at levels that require special handling, the Project Applicant shall manage these materials as required by law and according to Federal and State regulations and guidelines, including those of the Department of Transportation, the DTSC, the Yolo-Solano Air Quality Management District, the California Occupational Health and Safety Association, and any other agency with jurisdiction over these hazardous materials. MM 5.3-1(d) Prior to construction activities, the on-site ASTs shall be removed and properly disposed of at an approved landfill facility, under the supervision of the Yolo County Environmental Health Department (EHD). Once the ASTs are removed, a visual inspection of the areas beneath and around the removed ASTs shall be performed by a qualified Hazardous Materials Specialist with Phase II/Site Characterization experience, in	

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		accordance with EHD standards and regulations. If necessary, sampling and remedial activities shall occur by the Hazardous Materials Specialist under the supervision of the EHD. MM 5.3-1(e) A qualified Hazardous Materials Specialist with Phase II/Site Characterization experience shall examine the southern portion of the proposed Project site that was formerly occupied by Foster Trucking. The Hazardous Materials Specialist shall determine whether or not the former trucking operation has resulted in the contamination of on-site soils (including via underground storage tanks, if determined to be present). If elevated contaminants above regulatory levels in on-site soils are present, further site characterization activities shall be conducted, in consultation with the Yolo County EHD, in order to determine the appropriate level of remedial activities necessary for the proposed Project. MM 5.3-1(f) Prior to issuance of a grading permit, soil sampling shall occur within the portions of the proposed Project site that have historically been utilized for agricultural purposes and may contain pesticide residues in the soil, as determined by a qualified Hazardous Materials Specialist with Phase II/Site Characterization experience. The sampling, conducted in consultation with the Yolo County EHD, shall determine if pesticide concentrations exceed established Total Threshold Limit Concentrations (TTLCs) for future industrial use (based on Federal and State standards) at the proposed Project site and shall identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities shall be conducted per the applicable regulatory agency requirements, as directed by the Yolo County EHD and Community Development Department. MM 5.3-1(g) Any transformers to be relocated during construction/demolition shall be conducted under the purview of the local utility purveyor to identify proper handling procedures regarding	

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		potential polychlorinated biphenyls (PCBs). MM 5.3-1(h) If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following: ▪ Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area; ▪ Notify the City Project Engineer; ▪ Secure the areas as directed by the Project Engineer; and ▪ Notify the Yolo County EHD's Hazardous Waste/Materials Coordinator. MM 5.3-1(i) Prior to issuance of a grading permit, the Project Applicant shall provide written documentation to the satisfaction of the City Engineer that on-site water wells have been closed in accordance with DOGGR requirements for well abandonment as contained in CCR Title 14, Natural Resources. This requirement includes the removal and disposal of all well-related facilities and equipment, including tanks, pipelines, debris, in accordance with DTSC and RWQCB requirements.	
IMPACT 5.3-2 LONG-TERM OPERATIONS OF THE PROPOSED PROJECT COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS, OR THROUGH ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.3-3 DEVELOPMENT OF THE PROPOSED PROJECT COULD IMPACT HAZARDOUS MATERIALS SITES LISTED ON GOVERNMENT CODE §65962.5 AND CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT..	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.3-4 DEVELOPMENT OF THE PROPOSED PROJECT COULD RESULT IN INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.3-5 THE PROPOSED PROJECT MAY PROVIDE AREAS OF STANDING WATER WHICH WOULD RESULT IN THE PRESENCE OF VECTORS, SUCH AS MOSQUITOES, AND REQUIRE VECTOR CONTROL.	Potentially significant impact.	MM 5.3-5 During construction and operation of the proposed Project, the Project Applicant shall adhere to the Sacramento-Yolo Mosquito and Vector Control District's Mosquito Reduction Best Management Practices manual to reduce or eliminate potential mosquito breeding areas on-site.	Less than significant impact with mitigation incorporated.
IMPACT 5.3-6 DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN CUMULATIVELY CONSIDERABLE HAZARDS AND HAZARDOUS MATERIALS IMPACTS.	Less than significant impact.	Implement MM 5.3-1(a) through MM 5.3-1(i), and MM 5.3-5.	Less than significant impact with mitigation incorporated.
Section 5.4. Aesthetics, Light, and Glare			
IMPACT 5.4-1 THE PROPOSED PROJECT MAY HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.4-2 THE PROPOSED PROJECT MAY SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING	No impact.	No mitigation measures are required.	No impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY.			
IMPACT 5.4-3 THE PROPOSED PROJECT MAY SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS.	Potentially significant impact.	MM 5.4-3(a) With submittal of a grading plan for each development phase, the Project Applicant shall provide the location of on-site temporary construction equipment staging areas. Should outdoor storage of goods, materials, equipment, and loading dock areas be incorporated as part of proposed Project design, appropriate screening (i.e temporary opaque fencing [six feet in height], landscaping etc.) shall be implemented to block on-site views from major corridors (i.e. East Main Street and CR-102). MM 5.4-3(b) During the proposed Project's design phase, any proposed buildings shall be enhanced with architectural and landscaping treatment (such as use of trim bands, wing walls, parapets, and reveals). All exterior elevations visible from major roadways (i.e. East Main Street and CR-102) shall have architectural treatment to alleviate long void surfaces. Where applicable, earth tones shall be used as the dominant color; colors such as white, black, blue, and red should be used as accents. Building surfaces should have color schemes that reduce their apparent size. MM 5.4-3(c) The Project Applicant shall develop a landscape plan that includes non-invasive, drought tolerant species, where applicable. Proposed Project streetscape shall be included in the landscape plan and shall be designed to further screen proposed loading facilities and parking lot lighting. The landscape palette shall vary in height from trees to flowering shrubs to ground cover, and shall be approved by the City of Woodland Community Development Director prior to ground disturbance. All proposed commercial uses shall include landscaped street frontages, in accordance with the City of Woodland Municipal Code.	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.4-4 THE PROPOSED PROJECT MAY CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.	Potentially significant impact.	MM 5.4-4 All external lighting fixtures shall be permanently hooded or screened to prevent light and glare from spilling onto adjacent properties. The proposed Project shall also comply with the following specific requirements: a. Luminaires will be cut-off-type fixtures (i.e., fully shielded and emitting no light above the horizontal plane) and will be models recommended by the International Dark-Sky Association. b. Luminaires will not utilize swivel mounting hardware, which can be inadvertently or intentionally adjusted to cause spillover impacts. Instead, luminaires will be professionally and permanently installed to direct light away from residential units and natural areas adjacent to the proposed project site. c. Fixtures that project upward and horizontally will not be used. d. Luminaires will be focused only where needed (such as on building entrances) and will not provide a general "wash" of light on building surfaces. e. Luminaires will be restricted to no more than 500 lux (1 lumen per square meter) or 50 foot-candles. f. Luminaire lamps will provide good color rendering and natural light qualities. Luminaire intensity will be the minimum feasible for security and maintenance and access safety. g. Luminaires will be placed at the minimum height to reduce the potential for backscatter into the nighttime sky and incidental spillover into adjacent properties and open space. h. Floodlighting will not be used. i. Luminaire mountings will have non-glare finishes.	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.4-5 PROJECT DEVELOPMENT, TOGETHER WITH CUMULATIVE PROJECTS, MAY RESULT IN GREATER URBANIZATION AND THE LOSS OF VIEWS IN UNDEVELOPED AREAS IN THE NORTHEASTERN PORTION OF THE CITY OF WOODLAND.	Potentially significant impact.	Implement MM 5.4-3(a) through MM 5.4-3(c), and MM 5.4-4.	Less than significant impact with mitigation incorporated.
Section 5.5. Traffic and Circulation			
IMPACT 5.5-1 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INCREASE INTERSECTION LEVEL OF SERVICE.	Significant and unavoidable impact.	MM 5.5-1(a) Main Street/CR-102 The Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the Project Applicant's fair share contribution shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. • Widening of CR-102 between Beamer Street and Main Street to four lanes (i.e., two lanes in each direction). Sufficient right-of-way shall also be reserved for six lanes; • Widening the CR-102 southbound approach to Main Street to provide an exclusive right-turn lane; and The Project Applicant shall coordinate CR-102 traffic signal timing between Main Street and Maxwell Avenue with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic study funded by the Project Applicant,	<u>Main Street / CR-102:</u> Less than significant impact with mitigation incorporated. <u>Main Street / SR-113 Southbound Ramps:</u> Implementation of MM 5.5-1(b) will provide LOS D or better operations during the AM and PM peak hours. The timing of the widening is uncertain due to the difficulty of obtaining additional right-of-way at this location. As such, the impacts at this intersection are <i>significant and unavoidable</i> <u>CR-102 / Project Access:</u> Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. With the exception of the signal timing coordination, this mitigation measure is development fee funded, subject to available funds or currently under construction. Signal timing coordination is a direct project cost. MM 5.5-1(b) Main Street/SR-113 southbound ramps The Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the Project Applicant's contribution shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. • The Main Street/SR-113 intersection shall be widened on the eastbound approach to provide an exclusive right turn lane. • Optimize signal timing between Main Street and the SR-113 southbound ramps to better accommodate resulting intersection traffic volumes. This mitigation is development fee funded subject to available funds. MM 5.5-1(c) CR-102/Project Access Consistent with Mitigation Measure 5.5-1(a), the Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the	



Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the Project Applicant's contribution shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. • Widening of CR-102 between Beamer Street and Main Street to four lanes (i.e., two lanes in each direction) with a raised median of sufficient width for a double left turn pocket. Sufficient right-of-way shall also be reserved for six lanes. • Install a second northbound left-turn lane with 400 feet of storage length on CR-102 to serve the proposed Project site. In addition, the Project Applicant shall optimize signal timing to better accommodate resulting intersection traffic volumes. • At ultimate buildout, the northbound left-turn volumes exceed 1,000 vehicles during the AM peak period and will result in queue lengths greater than the practical storage length (i.e., more than 400 feet) that can be provided with a left-turn pocket. To serve inbound traffic needs, the Project Applicant shall install a third northbound left-turn lane. The addition of a third left turn lane is not feasible given the level of truck traffic; however, the effect of not providing a third left turn lane at the signalized Project Access on CR-102 is a shift in project traffic volumes to the Project Access on Beamer Street. To mitigate this secondary impact, the Project Applicant shall install the following improvements on Beamer Street: installation of a raised median on Beamer Street along the project	

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		frontage as well as a traffic signal and westbound left turn pocket with 300 feet of storage at the primary Beamer Street access. Widening CR-102 to four lanes is development fee funded subject to available funds. Constructing a second northbound left-turn lane and signal timing coordination are direct project costs. Installation of a left turn pocket and a traffic signal at the primary Beamer Street/Project Access is a direct project cost. Installation of a raised median on Beamer Street along the project frontage is a direct project cost.	
IMPACT 5.5-2 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INCREASE ROADWAY LEVEL OF SERVICE.	Potentially significant impact.	MM 5.5-2 CR-102 between Beamer Street and Main Street Consistent with MM 5.5-1(a), the Project Applicant shall pay the proposed Project's fair share contribution toward the following improvement with the first final map. Or, should the Project Applicant submit final maps for a phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. Widening of CR-102 to provide four lanes (i.e., two lanes in each direction) between Beamer Street and Main Street, with a raised median of sufficient width for a double left turn pocket. This mitigation measure is development fee funded subject to available funds.	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.5-3 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INCREASE TRAFFIC VOLUMES ON SURROUNDING FREEWAY FACILITIES.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.5-4 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INCREASE RAIL FACILITY VOLUMES.	Potentially significant impact.	MM 5.5-4 With the first final map, the Project Applicant shall reconstruct rail crossing improvements in accordance with the California Public Utilities Commission (CPUC) standards when widening CR-102 and Pioneer Avenue. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. This mitigation measure is a direct project cost.	Less than significant impact with mitigation incorporated.
IMPACT 5.5-5 THE PROPOSED PROJECT MAY CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE	Potentially significant impact.	MM 5.5-5(a) Prior to issuance of any building permits, the Project Applicant shall contribute its fair-share of the capital cost associated with providing transit service to the proposed Project site, as it is anticipated that new transit vehicles may be required to provide additional service to the proposed Project site. The final determination of additional capital equipment or other costs shall be determined by the City of Woodland and the Yolo County Transportation District (YCTD). The fair-share cost or a plan for providing the fair-share cost over time shall be submitted to the City of Woodland prior to issuance of any building permits. This mitigation measure is fair share funded subject to available funds. MM 5.5-5(b) With the first final map, the Project Applicant shall modify the proposed Project to identify the specific locations of sheltered transit stops with bus turnouts, in accordance with the goals and	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
PATHS, AND MASS TRANSIT.		policies of the City of Woodland General Plan. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phase study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. The City of Woodland and YCTD shall approve the location, design, and implementation timing of the sheltered transit stops and bus turnouts. This mitigation measure is a direct project cost. MM 5.5-5(c) The Project Applicant shall provide a sidewalk adjacent to the proposed Project along Beamer Street and CR-102. The Project Applicant shall also construct crosswalk treatments at the intersection of CR-102/Beamer Street. In addition, the Project Applicant shall provide sidewalks along at least one side of the internal primary access roads on-site, and shall construct a perimeter fence along the southern boundary of the proposed Project site to prevent uncontrolled crossing of the rail line. Class II bicycle lanes shall be installed when CR-102 is widened. The above improvements shall occur with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. This mitigation measure is a direct project cost.	
IMPACT 5.5-6 THE PROPOSED PROJECT MAY SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN	Less than significant impact.	No mitigation measures are required.	Less than significant impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).			
IMPACT 5.5-7 THE PROPOSED PROJECT MAY RESULT IN INADEQUATE EMERGENCY ACCESS.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.5-8 IMPLEMENTATION OF THE PROPOSED PROJECT, COMBINED WITH CUMULATIVE PROJECT DEVELOPMENT, MAY CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM AND MAY EXCEED AN ESTABLISHED LOS STANDARD FOR INTERSECTIONS.	Significant and unavoidable impact.	MM 5.5-8(a) Main Street/CR-102 The Project Applicant shall construct the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. • Widen CR-102 between Beamer Street and Main Street to six lanes (i.e., three lanes in each direction). • Add a third northbound lane on CR-102, beginning at the northbound I-5 off-ramp through the Main Street intersection. This third northbound lane on CR-102 would become a shared through/right turn lane at the Main Street intersection, replacing the existing exclusive right turn lane. • Signalize CR-102/Andrew Stevens Drive/Bronze Star Drive to provide a half traffic signal controlling northbound CR-102 and westbound Bronze Star Drive. • Coordinate and optimize CR-102 traffic signal timing between Main Street and Maxwell Avenue.	<u>Main Street/CR-102 (AM and PM peak hours):</u> Implementation of MM 5.5-8(a) would provide LOS D and F operations during the AM and PM peak hours, respectively. Although these improvements would reduce proposed Project-related impacts, the adopted LOS policy threshold would still not be fully satisfied during the peak hours; therefore, the impact is considered significant and unavoidable. <u>Hays Lane/CR-102 (AM and PM peak hours):</u> Implementation of MM 5.5-8(a) would provide LOS D operations during the AM and PM peak hours, resulting in a less than significant impact with mitigation incorporated. <u>Andrew Stevens Drive/Bronze</u>

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		- The Project Applicant shall pay its fair share contribution toward additional improvements at I-5/CR-102, which include the following: - Widening the CR-102 southbound approach to Main Street to provide a third through lane and an exclusive right-turn lane. Three southbound through lanes will continue to the loop on-ramp to southbound I-5, which will require widening the overpass south to the on-ramp. - Modifying the exclusive southbound CR-102 right-turn lane at Maxwell Avenue to a shared through-right lane to provide additional capacity through the intersection. - Adding a third northbound through lane at the CR-102/Maxwell Avenue intersection (on the south leg of CR-102) through the intersection, and a second eastbound left-turn lane on the west leg of Maxwell Avenue. - Full mitigation of proposed Project impacts at Main Street/CR-102 requires four southbound lanes to the northbound I-5 slip on-ramp; however, this mitigation is deemed infeasible. Therefore, the Project Applicant shall also widen Beamer Street along the, proposed Project frontage to provide for a planned second eastbound through lane. This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost. MM 5.5-8(b) Hays Lane/CR-102 Implement MM 5.8-8(a). This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost.	<u>Star Drive/CR-102 (PM peak hour):</u> Implementation of MM 5.5-8(a) would provide LOS A and D operations during the AM and PM peak hours, respectively, resulting in a less than significant impact with mitigation incorporated. Maxwell Avenue/CR-102 (AM and PM peak hours): Implementation of MM 5.5-8(a) would provide LOS E and F operations during the AM and PM peak hours, respectively. Although these improvements would reduce proposed Project-related impacts, the adopted LOS policy threshold would still not be satisfied during the PM peak hour; therefore, the impact is considered significant and unavoidable. <u>Main Street/SR-113 southbound ramps (AM and PM peak hours):</u> Implementation of MM 5.8-8(e) would provide LOS C and E operations during the AM and PM peak hours, respectively. Although these improvements would reduce proposed Project-related

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		MM 5.5-8(c) Andrew Stevens Drive/Bronze Star Drive/CR-102 Implement MM 5.8-8(a). This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost. MM 5.5-8(d) Maxwell Avenue/CR-102 Implement MM 5.8-8(a). This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost. MM 5.5-8(e) Main Street/SR-113 southbound ramps The Project Applicant shall pay its fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. The Main Street/SR-113 southbound ramps intersection shall be widened on the eastbound approach to provide an exclusive right turn lane. This mitigation, which was previously identified for the Gateway project and is included in the MPFP, is fair share funded subject to available funds. MM 5.5-8(f) Main Street/Pioneer Avenue The Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the	impacts, the adopted LOS policy threshold would still not be satisfied during the PM peak hour; therefore, the impact is considered significant and unavoidable. <u>Main Street/Pioneer Avenue (PM peak hour):</u> Implementation of MM 5.8-8(f) would provide LOS D operations during the AM and PM peak hours, resulting in a less than significant impact with mitigation incorporated. <u>Beamer Street/Pioneer Avenue (PM peak hour):</u> Implementation of MM 5.8-8(g) would provide LOS C operations during the AM and PM peak hours, resulting in a less than significant impact with mitigation incorporated. <u>CR-102/Project Access (AM and PM peak hour):</u> Implementation of MM 5.8-8(h) would provide LOS C or better operations during the AM and PM peak hours resulting in a less than significant impact. However, the northbound left-turn volume exceeds 1,000 vehicles during the AM peak

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. • Convert the southbound shared through-right lane to a through lane and an exclusive right-turn lane; and • Optimize signal timing to better accommodate resulting intersection traffic volumes. This mitigation is a fair share cost subject to available funds. MM 5.5-8(g) Beamer Street/Pioneer Avenue The Project Applicant shall construct the following improvement with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. • Convert the eastbound shared through-right lane to a through lane and an exclusive right-turn lane; and • Optimize signal timing to better accommodate resulting intersection traffic volumes. This mitigation is a direct project cost. MM 5.5-8(h) CR-102/Project Access The Project Applicant shall construct the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the	period and would result in queue lengths greater than the practical storage length (i.e. more than 400 feet) that can be provided with a left-turn pocket. To serve inbound traffic needs, the Project Applicant shall install a third northbound left-turn lane. The addition of a third left-turn lane is not feasible given the level of truck traffic; however, the effect of not providing a third left-turn lane at the signalized Project Access on CR-102 would result in a shift in proposed Project traffic volumes to the Project Access on Beamer Street. To mitigate this secondary impact, the Project Applicant shall install the following improvements on Beamer Street with the first final map: installation of a raised median on Beamer Street along the proposed Project frontage as well as a traffic signal and westbound left-turn pocket with 300 feet of storage at the primary Beamer Street access. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. • Widen CR-102 between Beamer Street and Main Street to six lanes (i.e., three lanes in each direction), with a raised median of sufficient width for a double left turn pocket providing 400 feet in storage length; • Install an additional northbound left-turn lane on CR-102 to serve the proposed Project site; and • Optimize signal timing to better accommodate resulting intersection traffic volumes. This mitigation is a direct project cost.	be based on the results of traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. The impacts would be less than significant.
IMPACT 5.5-9 IMPLEMENTATION OF THE PROPOSED PROJECT, COMBINED WITH CUMULATIVE PROJECT DEVELOPMENT, MAY CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM AND MAY EXCEED AN ESTABLISHED LOS STANDARD FOR ROADWAYS.	Potentially significant impact.	MM 5.5-9 CR-102 between Beamer Street and Main Street The Project Applicant shall widen CR-102 to provide six lanes (i.e., three lanes in each direction), with a raised median of sufficient width for a double left turn pocket, between Beamer Street and Main Street with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. This mitigation measure is a direct project cost.	Implementation of MM 5.5-9 will provide LOS C or better operations during the PM peak hour, resulting in a less than significant impact with mitigation incorporated.
IMPACT 5.5-10 IMPLEMENTATION OF THE PROPOSED PROJECT, COMBINED WITH CUMULATIVE PROJECT DEVELOPMENT, MAY	Significant and unavoidable impact.	MM 5.5-10 With the first final map, the Project Applicant shall pay the proposed Project's fair share contribution toward implementation of high-occupancy vehicle (HOV) lanes consistent with the concept facility identified in the I-5 Corridor	Project Applicant participation in the I-5 CSMP, based on a fair share contribution toward implementation of HOV lanes,

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM AND MAY EXCEED AN ESTABLISHED LOS STANDARD FOR FREEWAY FACILITIES.		System Management Plan. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.	would reduce impacts to a less than significant level. However, the proposed Project would require coordination between the City and Caltrans to implement construction, with a contribution of fair-share cost provided by the Project Applicant. At this time, a funding and implementation mechanism has not been established for the I-5 CSMP; therefore, there is uncertainty of the timing and/or ultimate implementation of MM 5.5-10. Due to these uncertainties, the proposed Project's traffic contribution along the I-5 corridor (generally between CR-102 and Main Street) would result in a significant and unavoidable cumulative impact.
Section 5.6. Noise			
IMPACT 5.6-1 GRADING AND CONSTRUCTION WITHIN THE PROPOSED PROJECT SITE MAY RESULT IN TEMPORARY NOISE IMPACTS ON NEARBY NOISE SENSITIVE RECEPTORS.	Less than significant impact.	MM 5.6-1 Prior to grading permit issuance, the Project Applicant shall demonstrate, to the satisfaction of the City of Woodland Community Development Department, that the Project complies with the following: Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. - Construction activities (excluding activities that would result in a safety concern to the public or construction workers or if approved by the Community Development Department) shall be limited to between the daytime hours of 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays. - Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. - Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.). - During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.	

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.6-2 GRADING AND CONSTRUCTION WITHIN THE PROPOSED PROJECT SITE MAY RESULT IN TEMPORARY VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.6-3 PROJECT IMPLEMENTATION WOULD GENERATE ADDITIONAL VEHICULAR TRAVEL ON THE SURROUNDING ROADWAY NETWORK, THEREBY RESULTING IN PERMANENT NOISE LEVEL INCREASES.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.6-4 IMPLEMENTATION OF THE PROPOSED PROJECT MAY RESULT IN THE GENERATION OF ON-SITE NOISE ASSOCIATED WITH FUTURE INDUSTRIAL/RETAIL USES, AS WELL AS INCREASE IN AMBIENT NOISE LEVELS.	Less than significant impact.	No mitigation measures are required.	Less than significant impact..
IMPACT 5.6-5 IMPLEMENTATION OF THE PROPOSED PROJECT, COMBINED WITH CUMULATIVE PROJECTS, MAY INCREASE THE AMBIENT NOISE LEVELS IN THE PROJECT VICINITY.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
Section 5.7. Air Quality			
IMPACT 5.7-1 TEMPORARY CONSTRUCTION-RELATED DUST AND VEHICLE EMISSIONS MAY OCCUR DURING CONSTRUCTION WITHIN THE PROPOSED PROJECT SITE.	Significant and unavoidable impact due to ROG emissions.	MM 5.7-1(a) Prior to issuance of any grading permit, the Community Development Director and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with YSAQMD recommendations, excessive fugitive dust emissions shall be controlled by regular watering or	Significant and unavoidable impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		other dust prevention measures, as indicated below. • Water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. • Haul trucks shall maintain at least 2 feet of freeboard. • Cover all trucks hauling dirt, sand, or loose materials. • Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area. • Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). • Plant vegetative ground cover in disturbed areas as soon as possible. • Cover inactive storage piles. • Sweep streets if visible soil material is carried out from the construction site. • Install sandbags or other erosion control measures to prevent silt runoff into public roadways. • Use late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. • Treat accesses to a distance of 100 feet from the paved road with a 6 to 12 inch layer of wood chips or mulch. • Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel.	

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		MM 5.7-1(b) The following measures shall be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings: • Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent; • Use required coatings and solvents with a ROG content lower than required under YSAQMD Rule 2.14; • To the extent practicable construct/build with materials that do not require painting; and • Use pre-painted construction materials to the extent feasible.	
IMPACT 5.7-2 THE PROPOSED PROJECT WOULD RESULT IN AN OVERALL INCREASE IN THE LOCAL AND REGIONAL POLLUTANT LOAD DUE TO DIRECT IMPACTS FROM VEHICLE EMISSIONS AND INDIRECT IMPACTS FROM ELECTRICITY AND NATURAL GAS CONSUMPTION.	Significant and unavoidable impact due to mobile source emissions.	MM 5.7-2(a) Prior to the issuance of a Certificate of Occupancy, the Project Applicant shall provide a plan to the Community Development Director illustrating a program for compliance with the following measures that would reduce area source ROG emissions during reapplication of architectural coatings: • Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent; and • Use required coatings and solvents with a ROG content lower than required under YSAQMD Rule 2.14. MM 5.7-2(b) Prior to the issuance of a Certificate of Occupancy, the Project Applicant shall provide a plan to the City of Woodland Community Development Director illustrating a program for compliance with the following measures: • All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following: i) Informational flyers for truck drivers about health	Significant and unavoidable impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		effects of diesel particulates, the CARB diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas. ii) Truck drivers shall turn off engines when not in use. iii) All diesel delivery trucks servicing the Project shall not idle for more than five minutes per truck trip. - Warehouse managers and employees shall maintain records on equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the proposed Project are in good condition and in proper tune pursuant to the manufacturer's specifications. Said records shall be maintained and available for inspection on-site in the operations office and on an ongoing basis. - Training logs shall be maintained on an ongoing basis and shall be available for inspection on site at the operations office, which documents training for warehouse managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks within the facility. - Electrical power sources shall be provided for service equipment and docking of trucks to minimize idling emissions.	
IMPACT 5.7-3 ODOR IMPACTS MAY OCCUR AS A RESULT OF PROPOSED PROJECT IMPLEMENTATION.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.7-4 THE PROPOSED PROJECT MAY BE INCONSISTENT WITH THE AIR QUALITY ATTAINMENT PLAN (AQAP) CRITERIA.	Significant and unavoidable impact.	Implement MM 5.7-1(a), MM 5.7-1(b), MM 5.7-2(a), MM 5.7-2(b), and MM 5.8-1 (in Section 5.8, GREENHOUSE GASES).	Significant and unavoidable impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.7-5 IMPACTS ON REGIONAL AIR QUALITY RESULTING FROM THE PROPOSED PROJECT AND CUMULATIVE PROJECTS MAY IMPACT EXISTING REGIONAL AIR QUALITY LEVELS ON A CUMULATIVE BASIS.	Significant and unavoidable impact.	Implement MM 5.7-1(a), MM 5.7-1(b), MM 5.7-2(a), MM 5.7-2(b), and MM 5.8-1 (in Section 5.8, GREENHOUSE GASES).	Significant and unavoidable impact.
Section 5.8. Greenhouse Gases			
IMPACT 5.8-1 THE PROPOSED PROJECT MAY GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.	Potentially significant impact	MM 5.8-1 The proposed Project shall include, but not be limited to, the following list of potential design features. These features shall be incorporated into the project design to ensure consistency with adopted statewide plans and programs. The Project Applicant shall demonstrate the incorporation of project design features prior to the issuance of building or occupancy permits, as noted below. <i>Transportation</i> • Provide pedestrian connections within the proposed Project site (building permit). • Implement a trip reduction program, for which all employees shall be eligible to participate (occupancy permit). • Provide a ride sharing program, for which all employees shall be eligible to participate (occupancy permit). <i>Energy Efficiency</i> • Install light colored "cool" roofs and cool pavements, and strategically placed shade trees (building permit). • Install high efficiency lighting, and energy efficient heating and cooling systems (building permit). • Reduce unnecessary outdoor lighting (building permit).	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		<i>Water Conservation and Efficiency</i> • Install water-efficient irrigation systems (building permit). • Install low-flow faucets and toilets (building permit). <i>Solid Waste</i> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (building permit). • Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit).	
IMPACT 5.8-2 THE PROPOSED PROJECT MAY CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.	Potentially significant impact.	Implement MM 5.8-1.	Less than significant impact with mitigation incorporated.
IMPACT 5.8-3 GREENHOUSE GAS EMISSIONS RESULTING FROM DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT MAY IMPACT GREENHOUSE GAS LEVELS ON A CUMULATIVELY CONSIDERABLE BASIS.	Potentially significant impact.	Implement MM 5.8-1.	Less than significant impact with mitigation incorporated.
Section 5.9. Biological Resources			
IMPACT 5.9-1 THE PROPOSED PROJECT MAY HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY	Potentially significant impact.	<u>Western Burrowing Owl</u> MM 5.9-1(a) Prior to issuance of the first grading permit, the Project Applicant shall conduct a pre-construction survey. If the grading is conducted in phases, the pre-construction survey shall be conducted only on the portion of the site being graded. Two	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
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 WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.		surveys shall be conducted 90 days before ground disturbance associated with the proposed Project and two additional surveys shall be conducted in the 30-day period prior to ground disturbance associated with the project. Western burrowing owl surveys shall be conducted from two hours before sunset to one hour after, or one hour before sunrise to two hours after sunrise. All burrowing owl sightings, occupied burrows, and burrows with owl sign (e.g., pellets, excrement, and molt feathers) must be counted and mapped. Surveys shall be conducted by walking suitable habitat on the entire proposed Project site and (where possible) in areas within approximately 500 feet of the proposed Project boundary. The buffer zone is surveyed to identify burrows and owls outside of the Project area, which may be impacted by factors such as noise and vibration (heavy equipment) during Project construction. Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines shall not be more than approximately 100 feet and shall be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To effectively survey large projects (100 acres or larger), two or more surveyors shall be used to walk adjacent transects. (If the impacted area is smaller than 100 acres, one surveyor may be used.) To avoid impacts to owls from surveyors, owls and/or occupied burrows shall be avoided by a minimum of approximately 160 feet, wherever practical. Disturbance to occupied burrows shall be avoided during all seasons. The preconstruction surveys shall be completed within 30 days of grading prior to CDFW accepting a survey conclusion that burrowing owls do not occur in a proposed study area (i.e., negative findings), and proof of CDFW acceptance shall be provided to the City of Woodland Community Development Department for approval. If owls are not found during these surveys, further mitigation is not required.	



Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		However, if western burrowing owl is found on-site, implementation of Mitigation Measures 5.9-1(b) and 5.9-1(c) shall be required. MM 5.9-1(b) Prior to issuance of the first grading permit, the Project Applicant shall obtain a qualified biologist to conduct a nesting survey for western burrowing owl. If burrowing owls are detected on the site during the breeding season (between February 1 through August 31), and appear to be engaged in nesting behavior, a fenced 250-foot buffer shall be implemented between the nest site(s) (i.e., the active burrows) and any earth-moving activity or other disturbance in the study area. This 250-foot buffer could be removed once the qualified biologist determines that the young have fledged (i.e., left the nest). Typically, the young fledge by August 31. This date may be earlier than August 31, or later, and would have to be determined by a qualified biologist, and reviewed and approved by the City of Woodland Community Development Department. If active, occupied winter burrows are found (between September 1 through January 31), then a 160-foot no-disturbance buffer around the occupied winter burrow(s) shall be established. MM 5.9-1(c) If burrowing owls are found in the study area, the qualified biologist shall delineate the extent of burrowing owl habitat on the site, for the approval of the City of Woodland Community Development Department. CDFW prescribes that 6.5 acres of replacement habitat be set aside (i.e., protected in perpetuity) per pair of burrowing owls, or unpaired resident bird. Such a set-aside will offset permanent impacts to burrowing owl habitat. The protected lands shall be adjacent to occupied burrowing owl habitat if possible, and at a location selected in consultation with CDFW. Land identified to offset impacts to burrowing owls must be protected in perpetuity by a suitable property instrument, (e.g., a conservation easement or fee title acquisition).	

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		In addition, a Mitigation Plan shall be prepared and submitted to CDFW and the City of Woodland Community Development Department for their review and comment. The Mitigation Plan shall identify the mitigation site and any activities proposed to enhance the site, including the construction of artificial burrows and maintenance of California ground squirrel populations on the mitigation site. In addition, for each pair of burrowing owls found in the construction area, two artificial nesting burrows shall be created at the mitigation site. The Mitigation Plan shall also include a description of monitoring and management methods proposed at the mitigation site. Monitoring and management of any lands identified for mitigation purposes would be the responsibility of the applicant for at least five years. Contingency measures for any anticipated problems shall be identified in the plan. An annual report must be prepared for submittal to CDFW and City of Woodland Community Development Department by December 31 of each monitoring year. <u>Pallid Bat and Townsend's Big-eared Bat</u> MM 5.9-1(d) A qualified biologist shall conduct a bat survey of all on-site buildings prior to demolition. If demolition of the buildings will be completed during different development phases of the proposed Project, each bat survey shall be conducted only for the buildings proposed for demolition during a specific project development phase. Bat surveys are typically conducted using bat detection devices (e.g., SonoBat) that can determine bat species through their echolocation vocalizations. If bat roosts are found, demolition shall be postponed until the roosting bats have vacated the buildings. Bat roosts could potentially occur during any time of the year and function as seasonal night roosts from spring through fall, spring-summer maternity roosts, or winter time hibernation roosts. The qualified biologist shall determine the type of roost and the appropriate timing for	



Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		demolition of the building(s). <u>Swainson's Hawk</u> MM 5.9-1(e) shall be implemented upon adoption of the Yolo County Draft NCCP/HCP, which is currently undergoing review. MM 5.9-1(f) shall be implemented in the event the NCCP/HCP is not adopted. MM 5.9-1(e) Prior to issuance of the first grading permit, the Project Applicant shall mitigate for the loss of Swainson's hawk foraging habitat through participation in the Yolo County Draft NCCP/HCP. Because the proposed Project footprint exceeds 40 acres, the Yolo County Draft NCCP/HCP requires the dedication of a suitable conservation easement, as determined by the Yolo County NCCP/HCP JPA and CDFW and proof of the conservation easement shall be provided to the Community Development Department. In the event that the final Yolo County Draft NCCP/HCP is adopted before development occurs, the developer shall participate in the Yolo County Draft NCCP/HCP through payment of applicable fees designated for Swainson's hawk conservation. In the event that the NCCP/HCP is not adopted, implementation of MM 5.9-1(f) shall be required. MM 5.9-1(f) Prior to issuance of the first grading permit, in the event that the Yolo County Draft NCCP/HCP is not adopted, and in accordance with CDFW's Mitigation Guidelines, the Project Applicant shall replace any impacted Swainson's hawk foraging habitat within one mile of a nest site with one acre of suitable Habitat Management Land (1:1 impact to replacement ratio). Because the proposed Project site is located within one mile of a known Swainson's hawk nesting site, the NCCP/HCP would require a 1:1 mitigation ratio (110 acres of the total 146-acre site). Off-site occupied Swainson's hawk foraging habitat would be acquired by the applicant via fee title or through purchase of the right to record a conservation easement over the conserved property. The conserved property shall be managed by a	



Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		qualified conservation organization. The conservation organization would also require a cash endowment from the developer, the interest from which would be used to manage or otherwise monitor the conserved property in perpetuity. In lieu of a cash endowment, the applicant and conservation organization may develop another source of permanent funding that shall be used for the management of the conserved lands as approved by the conservation organization and the Community Development Department. <u>Palmate-bracted Bird's Beak, Brittlescale, and San Joaquin Spearscale</u> MM 5.9-1(g) A qualified botanist shall conduct a plant survey during the appropriate flowering period as follows: • Palmate-bracted bird's beak – May through October • Brittlescale – May through October • San Joaquin spearscale – April through September If plants of these species are found within the proposed Project site, the qualified botanist shall then coordinate with the California Department of Fish and Wildlife, California Native Plant Society staff, or other knowledgeable botanists to prepare a plan for relocation of plants into a more secure location, such as Grasslands Regional Park. If the proposed Project grading is conducted in phases, the plant survey shall be conducted only on the portion of the site being graded.	

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.9-2 THE PROPOSED PROJECT MAY HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.9-3 THE PROPOSED PROJECT MAY HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS, AS DEFINED BY SECTION 404 OF THE CWA (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.9-4 THE PROPOSED PROJECT MAY INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.9-5 THE PROPOSED PROJECT MAY CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.9-6 THE PROPOSED PROJECT, IN COMBINATION WITH OTHER CUMULATIVE DEVELOPMENT, WOULD CONVERT UNDEVELOPED LAND TO URBAN USES, RESULTING IN THE LOSS OF GENERAL WILDLIFE HABITAT FOR RESIDENT AND MIGRATORY SPECIES.	Significant and unavoidable impact.	Implement MM 5.9-1(a) through MM 5.9-1(g).	Significant and unavoidable impact.
Section 5.10. Cultural Resources			
IMPACT 5.10-1 IMPLEMENTATION OF THE PROPOSED PROJECT MAY CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA GUIDELINES §15064.5.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.10-2 IMPLEMENTATION OF THE PROPOSED PROJECT MAY CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA GUIDELINES §15064.5.	Potentially significant impact.	MM 5.10-2(a) All construction personnel shall undergo a cultural resources orientation and awareness training prior to commencing work activities on the proposed Project site. Such training shall include familiarization with the stop-work restrictions, noticing, and handling procedures, and ultimate disposition of ratifications. The operator shall provide the City with a verification list of the employees completing the orientation.	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		MM 5.10-2(b) If archaeological resources are discovered during excavation and grading activities on-site, the contractor shall stop all work and shall retain a qualified archaeologist, to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to §15064.5 of the State CEQA Guidelines shall be followed and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission. Work shall not commence until a qualified archaeologist is consulted to determine the significance of the find, and has recommended appropriate measures to protect the resource in accordance with the following standards: • A qualified archaeologist shall prepare an Assessment and Mitigation Plan for the City of Woodland Community Development Department, in consultation with the Native American Heritage Commission and local tribes, if appropriate. • The Assessment shall define the extent and steps necessary to mitigate the proposed Project impacts on the find. Discovered cultural resources shall be stored in a protected environment to prevent vandalism, damage, or theft; until such time as they are examined by an archaeologist and/or Native American consultant, as appropriate. Actions may then include removing and relocating the materials to an appropriate repository based on consultation with the Native American Heritage Commission and local tribes. Any Native American artifacts discovered shall be returned to the local Native American Community, which shall be responsible for the disposition of these materials.	
IMPACT 5.10-3 IMPLEMENTATION OF THE PROPOSED PROJECT MAY DIRECTLY OR INDIRECTLY	Potentially significant impacts.	MM 5.10-3 If paleontological resources are discovered during excavation and grading activities on-site, the contractor shall stop all work and shall retain a qualified paleontologist to evaluate the	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.		significance of the finding and appropriate course of action as defined by State CEQA Guidelines Appendix 4.5c, which addresses impacts on fossil sites; California Administrative Code Title 14 §5097.5. Collection and curation operation requirements shall be followed and the treatment of discovered paleontological resources shall comply with State codes and regulations. Work shall not commence until a qualified paleontologist is consulted to determine the significance of the find, and has recommended appropriate measures to protect the resource in accordance with the following standards: Prior to final map recordation for the first phase of the proposed Project, a qualified paleontologist shall prepare an Assessment and Paleontological Mitigation Plan for the City of Woodland Community Development Department, in consultation with the Native American Heritage Commission and local tribes, if appropriate. The Assessment shall define the extent and steps necessary to mitigate the proposed Project impacts on the find. Discovered paleontological resources shall be stored in a protected environment to prevent vandalism, damage, or theft; until such time as they are examined by a paleontologist. Actions may then include removing and relocating the materials to an appropriate repository based on consultation with the University of California Museum of Paleontology in Berkeley.	
IMPACT 5.10-4 IMPLEMENTATION OF THE PROPOSED PROJECT MAY DISTURB HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES.	Potentially significant impact.	MM 5.10-4 If human remains are discovered as a result of the proposed Project during construction, all activity shall cease immediately, the Contractor shall notify the Yolo County Coroner's Office immediately under state law, and a qualified archaeologist and Native American monitor shall be contacted. Should the Coroner determine the remains to be of Native American descent, construction shall not resume until the Native American Heritage Commission has been consulted to	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		determine the appropriate disposition of such remains and proof of appropriate action shall be provided to the City of Woodland Community Development Department for review.	
IMPACT 5.10-5 CUMULATIVE DEVELOPMENT MAY ADVERSELY AFFECT CULTURAL RESOURCES.	Potentially significant impact.	Implement MM 5.10-2(a), MM 5.10-2(b), MM 5.10-3 and MM 5.10-4.	Less than significant impact with mitigation incorporated.
Section 5.11. Public Services and Utilities			
IMPACT 5.11-1 THE PROPOSED PROJECT MAY RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE 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, INCLUDING FIRE PROTECTION, POLICE PROTECTION, AND OTHER PUBLIC FACILITIES.	Potentially significant impact.	<u>Fire Protection</u> MM 5.11-1(a) The City shall continue to implement the recommendations in the City of Woodland Fire Department Organizational Assessment and Master Plan adopted by the City Council on January 16, 2001. Annually, the City shall incorporate necessary service equipment and facilities into the Major Projects Financing Plan (MPFP). The City of Woodland Fire Department and City of Woodland Finance Department shall be responsible for implementing the programs. MM 5.11-1(b) At the time when site-specific development is proposed, the Project Applicant shall provide information regarding site-specific fire protection measures related to the site plan and building design for the proposed Project, for review and approval by the City of Woodland and the City of Woodland Fire Department. Such protection measures may include, but not be limited to the following: • Building the proposed Project in accordance with the version of the local building code in effect at the time of proposed development; • Incorporating smoke control systems (mechanical ventilation systems employed to supply fresh air to the exit path) into building design; • Maintaining proper fire exits and proper exit signage that	Less than significant impact with mitigation incorporated.



Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		can function in a power failure; • Placing and maintaining portable fire extinguishers in easily accessible places; and • Prohibiting flammable materials in certain areas of the proposed facilities. MM 5.11-1(c) At the time of future application for site-specific development, the Project Applicant shall pay the applicable MPFP fees. MM 5.11-1(d) All proposed buildings shall be constructed with an approved automatic fire sprinkler system, complying with the minimum requirements of the California Building Code, Chapter 9 (Fire Prevention Code) of the City of Woodland Municipal Code, and Code 13 (Standard for the Installation of Sprinkler Systems) of the National Fire Protection Association. <u>Police Protection</u> MM 5.11-1(e) The City shall update the plan for police services based on future development trends. The City shall incorporate necessary service equipment and facilities into the Major Projects Financing Plan (MPFP) on a continuous basis. The City of Woodland Police Department and City of Woodland Finance Department shall be responsible for implementing the programs. MM 5.11-1(f) At the time of future applications for site-specific development, the Project Applicant shall provide information regarding site-specific security measures related to the site plan and building design for the proposed Project, for the review and approval of the City of Woodland Police Department. MM 5.11-1(g) At the time of future applications for site-specific development, the Project Applicant shall pay the MPFP fees applicable to the proposed Project.	

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.11-2 THE PROPOSED PROJECT MAY EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.11-3 PROJECT IMPLEMENTATION MAY REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH WOULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.	Potentially significant impact.	<u>Water Supply</u> MM 5.11-3(a) If development of the proposed Project site occurs prior to construction of the City's surface water project or the surface water project is not constructed, the Project Applicant shall construct or fund the construction of a new water supply well or a water tank. MM 5.11-3(b) Prior to the issuance of a building permit for each phase of the proposed Project or connection of existing development to the City's water system, the Project Applicant shall pay the water development impact and surface water fees. <u>Wastewater</u> MM 5.11-3(c) The Project Applicant shall pay the City of Woodland wastewater development impact fees prior to connecting to the City's wastewater system for existing and new development.	Less than significant impact with mitigation incorporated.
IMPACT 5.11-4 PROJECT IMPLEMENTATION MAY 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.	Potentially significant impact.	<u>Storm Drainage</u> MM 5.11-4(a) With the first final map, the Project Applicant shall fund or construct the necessary improvements to widen and deepen the Outfall Channel and enlarge the Inlet Structure into the Yolo Bypass in order to handle the increased storm flows generated from development of the proposed Project. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a storm drain mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		mitigation measures, the Project Applicant shall be responsible for funding them. MM 5.11-4(b) Prior to the issuance of a building permit for each phase of the proposed Project, the Project Applicant shall pay the storm drainage development impact fee. <u>Flooding</u> MM 5.11-4(c) Prior to the issuance of a grading permit for each phase of the proposed Project, the plans shall indicate compliance with the City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator. Where development of the proposed Project causes an increase of the Base Flood surface elevation by more than one foot, the Project Applicant shall mitigate to one foot or less. Plans shall be subject to review and approval by the Flood Plain Administrator.	
IMPACT 5.11-5 PROJECT IMPLEMENTATION MAY RESULT IN INSUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENT AND RESOURCES, AND NEW OR EXPANDED ENTITLEMENT IS NEEDED.	Potentially significant impact.	Implement MM 5.11-3(a) and MM 5.11-3(b).	Less than significant impact with mitigation incorporated.
IMPACT 5.11-6 PROJECT IMPLEMENTATION MAY RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT DOES NOT HAVE ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS.	Potentially significant impact.	Implement MM 5.11-3(c).	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.11-7 THE PROPOSED PROJECT MAY BE SERVED BY A LANDFILL THAT DOES NOT HAVE SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.11-8 THE PROPOSED PROJECT MAY BE IN NON-COMPLIANCE WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.	Less than significant. Impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.11-9 POTENTIAL CUMULATIVE DEVELOPMENT WOULD INCREASE THE DEMAND FOR SERVICES AND UTILITIES. AN INCREASED DEMAND FOR SERVICES MAY BE EXPECTED FOR THE WOODLAND POLICE DEPARTMENT, WOODLAND FIRE DEPARTMENT, AND OTHER PUBLIC SERVICES. INCREASED DEMAND FOR UTILITIES MAY BE EXPECTED FOR ELECTRICITY, NATURAL GAS, WATER, WASTEWATER, AND SOLID WASTE.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
Section 5.12. Geologic and Seismic Hazards			
IMPACT 5.12-1 THE PROPOSED PROJECT MAY EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INCLUDING THE RISK OF LOSS, INJURY, OR DEATH	Less than significant impact.	No mitigation measures are required.	Less than significant impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
INVOLVING: RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP; STRONG SEISMIC GROUND SHAKING; SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION; AND LANDSLIDES.			
IMPACT 5.12-2 THE PROPOSED PROJECT MAY RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.12-3 THE PROPOSED PROJECT MAY BE LOCATED ON A GEOLOGIC UNIT OR SOILS THAT IS UNSTABLE, OR WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDES, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.12-4 THE PROPOSED PROJECT MAY BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE CALIFORNIA BUILDING CODE (2004), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.12-5 THE PROPOSED PROJECT MAY HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.12-6 THE PROPOSED PROJECT, COMBINED WITH FUTURE DEVELOPMENT, MAY RESULT IN THE INCREASED POTENTIAL FOR RELATED GEOLOGICAL IMPACTS AND HAZARDS.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
Section 5.13. Hydrology and Water Quality			
IMPACT 5.13-1 PROJECT IMPLEMENTATION MAY VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS.	Potentially significant impact.	MM 5.13-1(a) Prior to approval of individual development projects by the City of Woodland Community Development Director or his/her designee, the Project Applicant shall confirm that the proposed Project plans stipulate that prior to issuance of any grading permits, the Project Applicant shall file a Notice of Intent (NOI) and pay the appropriate fees, pursuant to the National Pollutant Discharge Elimination System (NPDES) program. MM 5.13-1(b) Prior to grading plan approval, the project Contactors shall incorporate stormwater pollution control measures into a Storm Water Pollution Prevention Plan (SWPPP); Best Management Practices (BMPs) shall be implemented; and evidence that proper clearances have been obtained through the State Water Resources Control Board (SWRCB), including coverage under the NPDES statewide General Stormwater Permit for Construction Activities, must be demonstrated. MM 5.13-1(c) Prior to tract recordation, the Project Applicant of future projects shall prevent any off-site impacts during the construction phase.	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
		Erosion control measures and temporary basins for desiltation and detention shall be in place, as appropriate and as required by the Community Development Director. The basins and erosion control measures shall be shown and specified on the grading plans and shall be constructed to the satisfaction of the City of Woodland Community Development Director prior to the start of any other grading operations.	
IMPACT 5.13-2 THE PROPOSED PROJECT MAY 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 (E.G., 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.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.13-3 PROJECT IMPLEMENTATION MAY 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.	Potentially significant impact.	Implement MM 5.13-1(a) through MM 5.13-1(c).	Less than significant impact with mitigation incorporated.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.13-4 PROJECT IMPLEMENTATION WOULD 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.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.13-5 PROJECT IMPLEMENTATION MAY 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.	Potentially significant impact.	Implement MM 5.13-1(a) through MM 5.13-1(c), and MM 5.11-4(a) and MM 5.11-4(b).	Less than significant impact with mitigation incorporated.
IMPACT 5.13-6 PROJECT IMPLEMENTATION MAY RESULT IN ACTIVITIES THAT WOULD OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.	Potentially significant impact.	Implement MM 5.13-1(a) through MM 5.13-1(c).	Less than significant impact with mitigation incorporated.
IMPACT 5.13-7 PROJECT IMPLEMENTATION MAY PLACE WITHIN A 100-YEAR FLOOD HAZARD AREA STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS.	Less than significant impact.	Implement MM 5.11-4(c).	Less than significant impact.

Table 2-1 (Continued)
Project Impacts and Proposed Mitigation Measures

IMPACT STATEMENT	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURE(S)	RESULTING LEVEL OF SIGNIFICANCE
IMPACT 5.13-8 PROJECT IMPLEMENTATION 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.	Less than significant impact.	No mitigation measures are required.	Less than significant impact.
IMPACT 5.13-9 THE PROPOSED PROJECT, IN COMBINATION WITH OTHER CUMULATIVE PROJECTS, COULD POTENTIALLY RESULT IN INCREASED DEGRADATION OF SURFACE WATER QUALITY AND FLOODING IMPACTS IN THE AREA.	Less than significant cumulative impacts.	No mitigation measures are required.	Less than significant impact.

2.4 SUMMARY OF PROJECT ALTERNATIVES

In accordance with State *CEQA Guidelines* §15126.6, Section 7.0, ALTERNATIVES TO THE PROPOSED ACTION, describes a range of reasonable alternatives to the proposed Project that could feasibly attain the basic objectives of the proposed Project and evaluates the comparative merits of each Alternative. The analysis focuses on Alternatives capable of eliminating significant adverse environmental effects or reducing them to less than significant levels, even if these Alternatives would impede, to some degree, the attainment of the proposed Project objectives. Potential environmental impacts are compared to impacts from the proposed Project. The following is a description of each of the Alternatives rejected and/or evaluated in Section 7.0.

ALTERNATIVES CONSIDERED AND REJECTED DURING THE PROJECT PLANNING PROCESS

The following is a discussion of the “Off-Site Alternative Location #1” Alternative, which was considered during the Project planning process and the reasons why it was not selected for detailed analysis in this EIR. This was the only Alternative reviewed and rejected during the scoping/planning process.

OFF-SITE ALTERNATIVE LOCATION #1

CEQA requires that the discussion of alternatives focus on alternatives to a Project or its location which are capable of avoiding or substantially lessening any significant effects of a project. The key questions and first step in the analysis is whether any significant effects of a project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the proposed Project need be considered for inclusion in the EIR (State *CEQA Guidelines* §15126.6(f)(2)(A)).

The “Off-Site Alternative Location #1” Alternative would result in the development of the proposed Project on the 157-acre parcel directly northeast of the proposed Project site, bounded by CR-20 to the north, CR-102 to the west, and East Beamer Street to the south (refer to Figure 7-1, ALTERNATIVE SITES). The City of Woodland/Yolo County boundary forms the southern boundary of the “Off-Site Alternative Location #1.” The current *Yolo County General Plan* land use designation is Agricultural, and existing County zoning is Agricultural General Zone (A-1). The *City of Woodland General Plan* land use designation is Business Park (BP), and the zoning is Industrial/Planned Development Zone (I/P-D). The “Off-Site Alternative Location #1” is approximately 157 acres. This Alternative was ultimately rejected because of the following:

- There would be complications with flooding, as this site has flood levels which are significantly higher than the proposed Project.
- There would be inefficient extension of urban services, as the utilities (sewer, water, etc.) constructed as part of the East Main Assessment District were not sized to serve this site.
- Loss of County-designated agricultural land.

Furthermore, any development would have similar impacts on aesthetics, light and glare, agricultural and forestry resources, air quality, greenhouse gases, land use and planning, noise, traffic and circulation, public health and safety, hydrology and water quality, geologic and seismic hazards, public services and utilities, and would result in the need for similar mitigation measures as the proposed Project. Without a site-specific analysis, impacts on biological resources and cultural resources cannot accurately be evaluated. As there would not be any environmental benefit that would result in the

development of this Alternative, the “Off-Site Alternative Location #1” Alternative is not included as part of the alternatives analysis.

PROJECT ALTERNATIVES

“NO PROJECT/NO DEVELOPMENT” ALTERNATIVE

Under the “No Project/No Development” Alternative, the proposed Project site would not be implemented and land uses and other improvements would not be constructed. The existing proposed Project site would remain unaltered and in its current condition; therefore, under this Alternative, the proposed Project site would continue to exist as primarily agricultural (approximately 110 acres of the total 146-acre site) with approximately 36 acres of existing industrial uses, located in Yolo County. Because the proposed Project site would remain unchanged, few or no environmental impacts would occur. This Alternative serves as the baseline against which to evaluate the effects of the proposed Project and other proposed Project alternatives; however, the “No Project/No Development” Alternative does not meet any of the Project objectives.

“BUILDOUT IN ACCORDANCE WITH THE *YOLO COUNTY GENERAL PLAN*” ALTERNATIVE

Under the “Buildout in Accordance with the *Yolo County General Plan*” Alternative, the proposed Project site would be developed to the maximum intensity allowed under the existing *Yolo County General Plan* land use designation. Implementation of this Alternative would consist of development on 146 acres under the current land use designation of IN (Industrial). The IN designation allows for the development of industrial-type uses with a Floor Area Ratio (FAR) not to exceed 0.50. Therefore, this Alternative would yield approximately 3,179,892 square feet of industrial uses on 146 acres (approximately 2,960 more square feet than the proposed Project) (refer to Table 2-2 “BUILDOUT IN ACCORDANCE WITH THE YOLO COUNTY GENERAL PLAN MAXIMUM DEVELOPMENT POTENTIAL”, below). This Alternative would not require LAFCO approval for annexation, and there would be minimal impact to City services, since the County would provide services to the site.

Table 2-2
“Buildout in Accordance with the Yolo County General Plan”
Maximum Development Potential

Site Acreage	Maximum Development Potential/Square Footage per County’s (IN) Land Use Designation
146 acres	3,179,892 square feet
(146 acres = 6,359,785 square feet)	(6,359,785 square feet x 0.50 FAR = square feet)

This Alternative would have equivalent impacts in all environmental categories listed above, except for public services and utilities, as there may be potentially greater demand with relying on County services and infrastructure. In addition, similar to the proposed Project, agricultural and forestry resources, traffic and circulation, air quality, and biological resources under this Alternative would remain significant and unavoidable. This Alternative meets most of the proposed Project objectives. Since this Alternative would result in similar (if not greater) impacts to the environmental categories discussed above, the “Buildout in Accordance with the *Yolo County General Plan*” Alternative is environmentally inferior compared to the proposed Project.

“REDUCED INTENSITY” ALTERNATIVE

Under the “Reduced Intensity” Alternative, there would be a 24 percent (36-acre) reduction in acreage compared to the proposed Project. The “Reduced Intensity” Alternative is defined as the development of approximately 2,519,561 square feet (compared to up to 3,176,932 square feet) of industrial uses on the existing agricultural portion of the site (approximately 110 acres). The Alternative would still include an annexation of approximately 146 acres from Yolo County into the City of Woodland, and the 110 acres would be rezoned Industrial (I), similar to the proposed Project. The southeastern portion of the proposed Project site would remain under its existing condition (on-site industrial uses); therefore, the demolition of structures would not be required under this Alternative.

This Alternative would reduce impacts compared to the proposed Project in the categories of aesthetics, light, and glare, air quality, noise, public services and utilities, and hydrology and water quality; and would have equivalent impacts in the categories of land use and planning, agricultural and forestry resources, public health and safety, traffic and circulation, cultural resources, air quality, greenhouse gases, biological resources, geologic and seismic hazards. Similar to the proposed Project, it is anticipated that agricultural and forestry resources, traffic and circulation, air quality, and biological resources under this Alternative would remain significant and unavoidable. While, this Alternative satisfies most of the objectives of the proposed Project by providing 2,519,561 square feet (of the proposed 3,176,932 square feet) of industrial uses. The “Reduced Intensity” Alternative is considered environmentally superior compared to the proposed Project.

“OFF-SITE ALTERNATIVE LOCATION #2” ALTERNATIVE

The “Off-Site Alternative Location #2” Alternative would result in the development of the proposed Project on the 128-acre parcel directly north of the proposed Project site, with East Kentucky Avenue as the northern boundary, CR-102 as the eastern boundary, and East Beamer Street as the southern boundary. The City of Woodland/Yolo County boundary forms the western boundary of the “Off-Site Alternative Location #2.” The site was used for municipal sewage ponds for approximately 30 years, ending in 1988. About 1.5 acres adjacent to CR-102 served as the Woodland Police Department’s pistol range, which was constructed in the 1940s and remained in use until 1994. Currently, the property is primarily untilled vacant land vegetated by grasses.

The “Off-Site Alternative Location #2” has *City of Woodland General Plan* land use designations of Industrial (I) and Open Space (OS). A GPA would be required so the entire site would have an (I) land use designation. This Alternative considers development of the “Off-Site Alternative Location #2” at the maximum development potential square feet. The maximum development potential of the 128-acre site under the City of Woodland’s (I) land use designation could include buildings of up to a FAR of no more than 0.60. Therefore, the maximum development potential of the 128-acre Alternative Location #2 site under the City’s (I) land use designation would be approximately 3,345,421 million square feet (refer to Table 2-3, below). As with the proposed Project, it is assumed that approximately 20,000 square feet may be used for retail uses. This is a City-owned parcel; therefore, as with the proposed Project site, the Project Applicant would need to purchase or lease the parcel.

Table 2-3
“Off-Site Alternative Location #2” Maximum Development Potential

“Off-Site Alternative Location #2” Alternative Site Acreage	Maximum Development Potential/Square Footage per City’s (I) Land Use Designation
128 acres	3,345,421 square feet
(128 acres = 5,575,702 square feet)	(5,575,702 square feet x 0.60 FAR = 3,345,421 square feet)

This Alternative would reduce impacts associated with agricultural and forestry resources, compared to the proposed Project. This Alternative would result in similar impacts or increase the level of impacts to land use and planning, aesthetics, biological resources, traffic, noise, air quality, greenhouse gases, cultural resources, public services and utilities, geologic and seismic hazards, hydrology and water quality, and public health and safety. This Alternative would not meet the Project objective of providing a large-scale industrial center at the CR-102 and I-5 interchange to provide convenient access to I-5 and minimize truck traffic on local streets. In addition, although this Alternative would include development that is consistent with adjacent industrial uses to the west, development of this site would create an urban island to the south (as the proposed Project site would not be developed), which would be inconsistent with LAFCO Policy H.5, *Boundaries: Islands, Strips, Corridors*. As such, the “Off-Site Alternative Location #2” Alternative is environmentally inferior compared to the proposed Project.

3.0 PROJECT DESCRIPTION

The purpose of this section is to describe the proposed Project in a useful and comprehensible manner to the public, agencies, and decision-makers. The *California Environmental Quality Act (CEQA) Guidelines* §15124 requires a project description to contain: (1) a regional map showing the location of the project and a detailed map showing the precise location and boundaries of the project; (2) a statement of objectives sought by the project, including the underlying purpose of the project; (3) a general description of the project's technical, economic, and environmental characteristics; and (4) a statement briefly describing the intended uses of the Environmental Impact Report (EIR), including a list of agencies that are expected to use the EIR in their decision-making, a list of permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by Federal, State, and local laws, regulations or policies.

3.1 PROJECT LOCATION AND SETTING

REGIONAL SETTING

The City of Woodland (City) is the County seat of Yolo County (County), located in California's Central Valley. The City of Woodland is located 20 miles northwest of Sacramento, at the intersection of Interstate 5 (I-5) and State Route (SR) 113. The City of Davis is located to the south, with its University of California campus. The Sacramento International Airport is located eight miles to the east.

PROJECT LOCATION

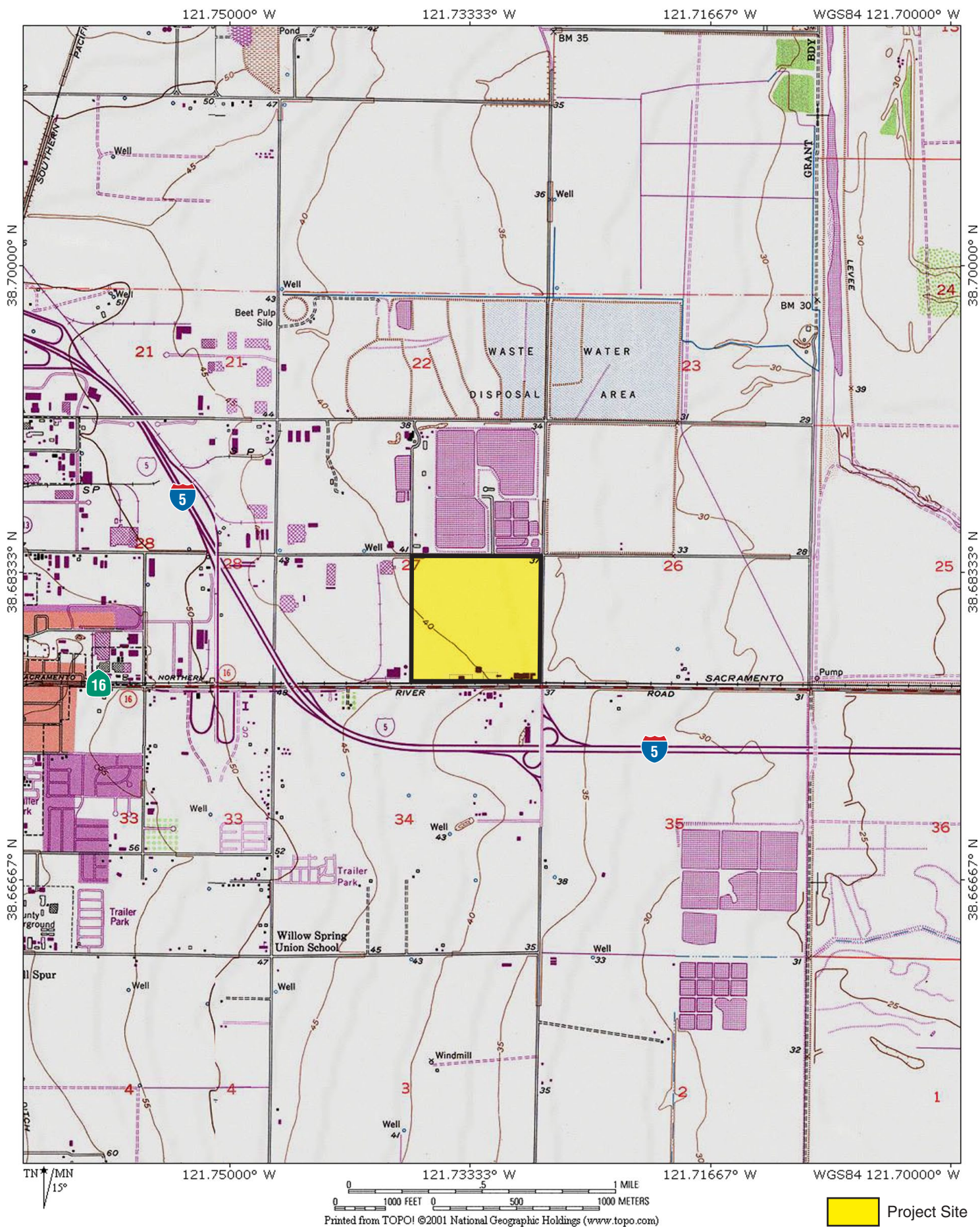
The proposed Project is located in the northeast portion of the City of Woodland Planning Area, adjacent to the City of Woodland's City boundaries, in Yolo County, California (refer to Figure 3-1, REGIONAL VICINTY). The proposed Project site contains six separate ownership parcels identified as Yolo County Assessor Parcel Numbers (APNs) 027-370-34, 027-370-19, 027-370-35, 027-370-09, 027-370-08 and 027-370-29. The proposed Project site is further described as being located in a portion of the southeast quarter of Section 27, Township 10 North, Range 2 East, Mount Diablo Base and Meridian (MDBM). Specifically, the proposed Project is located north of East Main Street, south of East Beamer Street, and west of County Road (CR) 102. The western, eastern, and southern boundaries of the proposed Project site are contiguous with existing industrial or commercial development. The northern boundary is contiguous with agricultural land and the decommissioned Woodland wastewater treatment facility. On-site topography is relatively flat, with elevations ranging from approximately 38 feet above mean sea level (msl) to 45 feet above msl (refer to Figure 3-2, SITE VICINITY and Figure 3-3, USGS).

EXISTING CONDITIONS ON-SITE

The proposed Project encompasses approximately 146 acres. The southwest, northwest, and northeast quadrants of the proposed Project site are primarily under rotational crops of safflower and/or wheat production, representing approximately 110 acres (or 75 percent) of the total Project site. The crops are dry-farmed and do not require the use of irrigation. The southeast quadrant consists of a small number of industrial-use structures, including a merchandise and warehouse wheat, corn, and safflower facility (Adams Grain), a stone milled whole grain produce distributor (Certified Foods, Inc.), a welding shop, and a vacant train repair facility. In addition, eight grain storage silos and associated equipment related to grain operations are located on-site.







A mixture of paved and dirt roads/work areas are also located within the existing industrial portion of the proposed Project site. A 69-kilovolt (kV) transmission line extends east-west across the center of the entire proposed Project site.

HISTORIC CONDITIONS

Based on the review of available historical aerial photographs and topographic maps, agricultural and residential land uses are anticipated to have been at the proposed Project site prior to 1907. The anticipated on-site residential structure was located along the southern boundary of the proposed Project site. This on-site residence was further improved between 1916 and 1953. The southeastern portion of the proposed Project site consists of a large structure that was constructed between 1957 and 1968. This structure appears to have been further improved in 1975. The eastern portion of the proposed Project site consists of the Adams Grain facility, which appears to have been constructed between 1975 and 1984.

SURROUNDING LAND USES

The proposed Project site is bordered on the north, south, and east by paved roadways. Existing industrial and commercial uses are located to the east, south and west of the proposed Project. The surrounding land uses consist primarily of industrial/commercial uses and open space (refer to Table 3-1, PROPOSED PROJECT SITE AND EXISTING SURROUNDING LAND USES). Also refer to Figure 3-4, AERIAL PHOTOGRAPH.

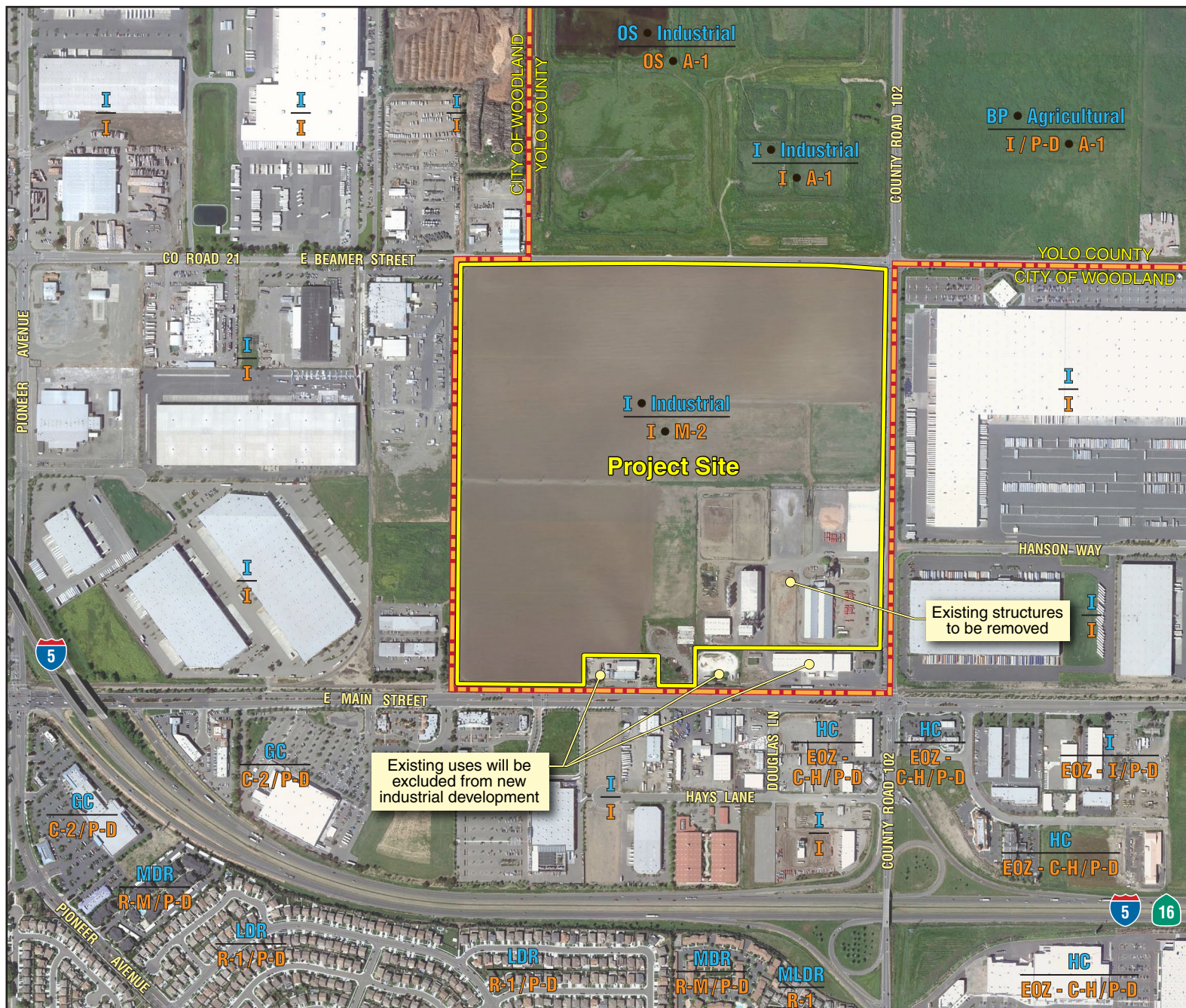
Table 3-1
Proposed Project Site and Existing Surrounding Land Uses

Direction from Proposed Project Site	Existing Land Use	Existing GP Designation	Existing Zoning
Proposed Project Site	Agricultural Production, Industrial Uses	Industrial (I)	Heavy Industrial (M-2)*
North	East Beamer Street, Open Space, Industrial Facilities	Industrial (I); Open Space (OS)	Agricultural General Zone (A-1)*/City pre-zoning designations of Industrial (I) and Open Space (O-S)
East	CR-102; Regional Distribution Center	Industrial (I)	Industrial (I)
South	East Main Street; Commercial/Retail Development; Sierra Railroad Rail Line; I-5; Residential	Industrial (I); Highway Commercial (HC); Low Density Residential (LDR)	Entryway Overlay Zone (EOZ) - Industrial (I)/Planned Development Overlay Zone (PD); EOZ - Highway Commercial (CH)/PD; Single Family (R-1)/PD
West	City Utility Easement; Industrial Uses	Industrial (I)	Industrial (I)

Note: * zoned by Yolo County

NORTH

Land to the north of the proposed Project site is primarily undeveloped. Land to the north is not within the City of Woodland's City limits; however, the land has *City of Woodland General Plan* land use designations of Industrial (I) and Open Space (OS), with pre-zoning designations of Industrial (I) and Open Space (O-S), and an existing Yolo County zoning designation of Agricultural General Zone (A-1). East Beamer Street forms the northern boundary of the proposed Project site. Adjacent land to the north is the site of the decommissioned Woodland Water Treatment Facility. All structures have been removed from the decommissioned water treatment facility site, which now consists primarily of ruderal grasses and agricultural weeds.



LEGEND

- Project Site Boundary
- City / County Boundary
- LDR Land Use Designation
- R-1 • A-1 Zoning Designation

DESIGNATIONS:

CITY GENERAL PLAN LAND USE

- LDR Low Density Residential
- MDR Medium Density Residential
- MLDR Medium-Low Density Residential
- GC General Commercial
- HC Highway Commercial
- I Industrial
- BP Business Park
- OS Open Space
- UR Urban Reserve

COUNTY GENERAL PLAN LAND USE

Agricultural
Industrial

CITY ZONING

- R-1 Single Family Zone
- R-M Multiple Family Zone
- C-2 General Commercial Zone
- C-H Highway Commercial Zone
- I Industrial Zone
- O-S Open Space Zone
- P-D Planned Development Zone
- EOZ Entryway Overlay Zone

COUNTY ZONING

- A-1 Agricultural General Zone
- A-P Agricultural Preserve Zone
- M-2 Heavy Industrial Zone



EAST

Land to the east of the proposed Project site consists primarily of industrial development, and has a land use and zoning designation of Industrial (I). CR-102, a north-south principal arterial that links Woodland with Davis (to the south), and with Knights Landing (to the north), forms the eastern boundary of the proposed Project. Existing industrial uses are located to the east of the proposed Project site, including a Target Regional Distribution Facility, which recently completed an expansion process. The existing 1,509,591 square-foot facility was expanded to include an additional 360,000 square feet of warehouse/distribution.

SOUTH

Land to the south of the proposed Project site consists primarily of commercial/retail development. The land use designations to the south consist of Industrial (I), Highway Commercial (HC), and General Commercial (GC). Zoning designations consist of General Commercial Zone (C-2)/Planned Development Zone (P-D), Industrial (I), and Entryway Overlay Zone (EOZ) – Highway Commercial Zone (C-H)/Planned Development Zone (P-D). The Sierra Railroad rail line, a carrier railroad which provides freight and passenger service between West Sacramento and Woodland, forms the southern boundary of the proposed Project site, in addition to East Main Street. East Main Street is a major four-lane east-west arterial that bisects the City of Woodland.

WEST

Land to the west of the proposed Project site consists primarily of industrial development, and has a land use and zoning designation of Industrial (I). A 3.41-acre City-owned parcel that contains a dirt road and City utility easement forms the western boundary of the proposed Project site. The Project Applicant has expressed an interest in purchasing the parcel in order to provide internal circulation, parking, and a right-in/right-out driveway on Beamer Street for the proposed Project. A purchase and sale agreement between the Project Applicant and City would be prepared in the event the City sells the parcel. Besides the sale price, the agreement would address other terms including the requirement for a permanent utility easement.

Two major transportation corridors are located in the vicinity of the proposed Project site: I-5, located south of the proposed Project site, and CR-102, located east of the proposed Project site. The I-5 corridor provides the major access for north and south-bound traffic into Woodland. The intersections of I-5/CR-102, and Gibson Road/CR-102, serve as gateways into the City of Woodland.

ENTITLEMENT HISTORY

Prior to 1994, the proposed Project site was zoned by the County of Yolo as Agricultural General Zone (A-1). The proposed Project site and other properties located in the vicinity were rezoned in 1994 to provide areas for future industrial development, with anticipation that the properties would be annexed in the near term. The entire 146-acre proposed Project site has since retained a prezone designation of Industrial (I) by the City of Woodland and Heavy Industrial (M-2) by the County of Yolo. The proposed Project site is within the City's established Planning Area (which includes all land designated for or to be considered for future development as part of Woodland), and the City's adopted Urban Limit Line (which encompasses all land to be considered for urban development within the time frame of the *City of Woodland General Plan* [by 2020]).

3.2 PROJECT CHARACTERISTICS

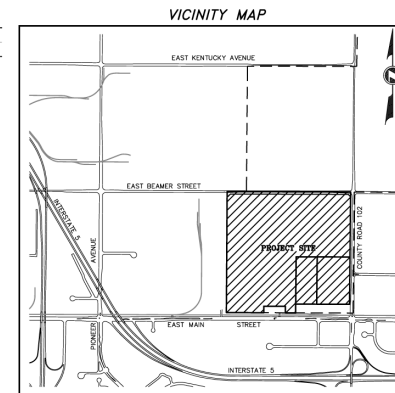
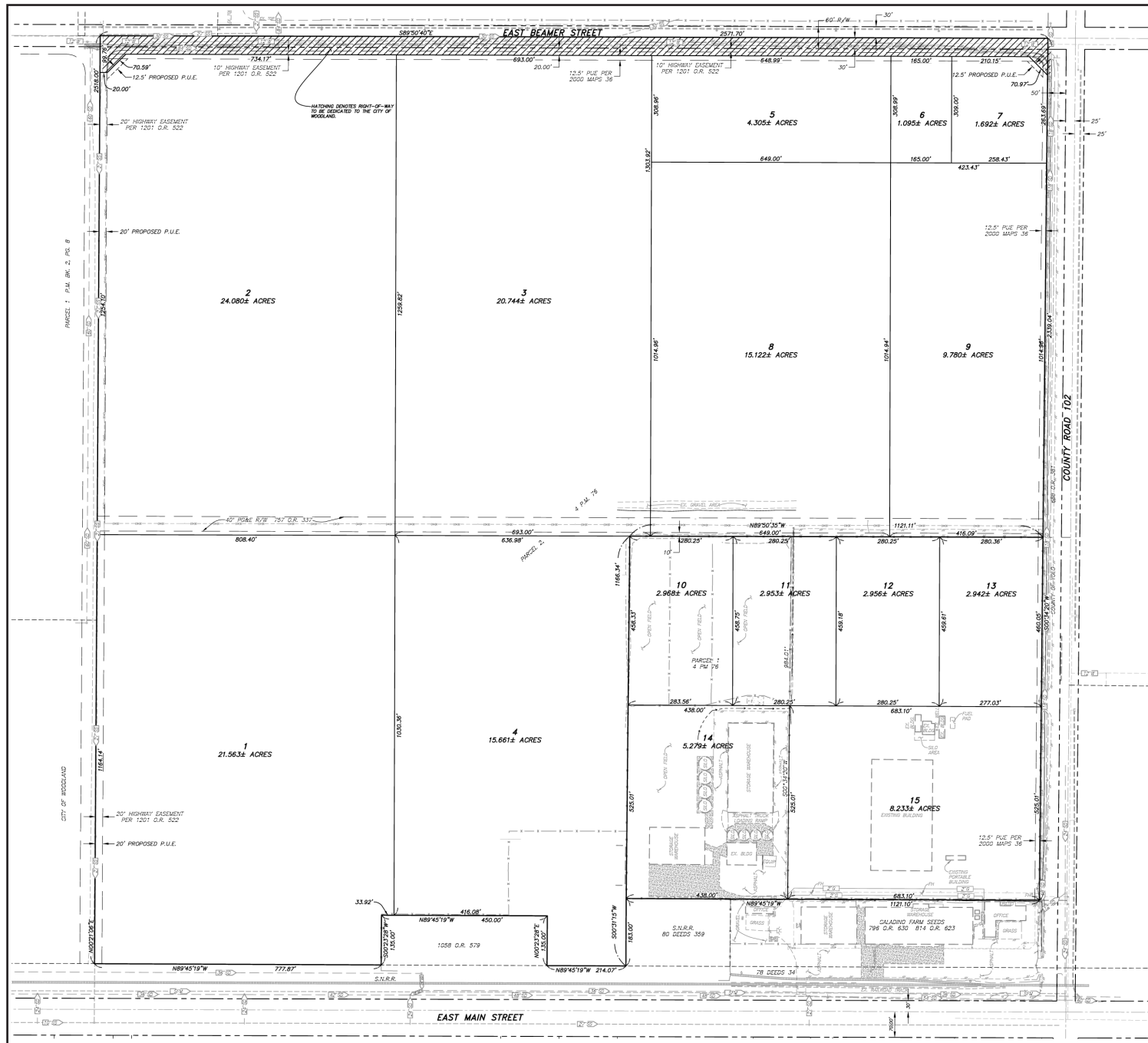
State *CEQA Guidelines* require an EIR provide “[a] general description of the project’s technical, economic, and environmental characteristics, considering the principal engineering proposals, if any, and supporting public service facilities.” (State *CEQA Guidelines* §15142[c].)

The following actions are being requested as part of the proposed Project:

- *Annexation.* The 146-acre proposed Project site would require an annexation of the site from Yolo County into the City of Woodland. The Yolo County Local Agency Formation Commission (LAFCO) requires that a city pre-zone land to be annexed to indicate its intended use before annexation occurs. The proposed Project site is located outside the City limits; however, the City prezoned the proposed Project site to Industrial (I) in 1994, in anticipation for annexation. Upon annexation, the proposed Project would receive City services and would be subject to the City’s regulations.
- *General Plan Amendment.* If the annexation is approved, the proposed Project would change the boundaries of the Woodland City Limits; therefore, a General Plan Amendment (GPA) is one of the entitlements required to formally modify the City’s established corporate boundaries.
- *Tentative Subdivision Map.* If approved, the proposed Project would subdivide the proposed Project site into approximately 15 parcels for future industrial development (refer to Figure 3-5, TENTATIVE PARCEL MAP).
- *Development Agreement.* A development agreement between the Project Applicant and the City extending the life of the Tentative Subdivision Map beyond the limits established in the California Subdivision Map Act, and to provide for other provisions.

TECHNICAL CHARACTERISTICS

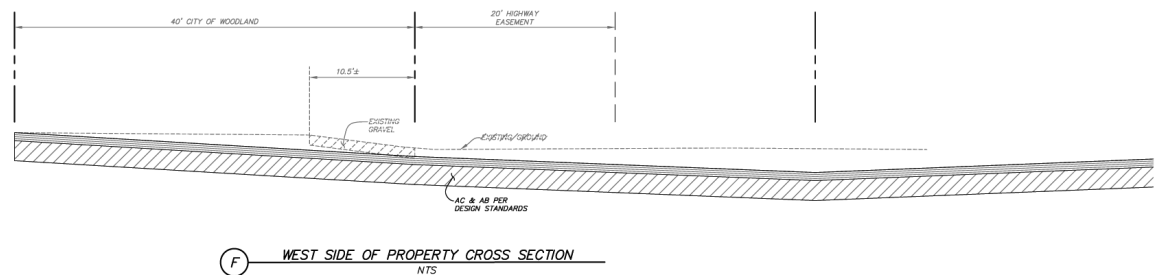
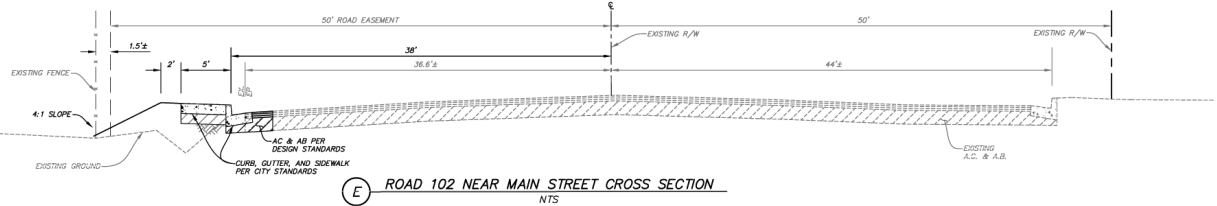
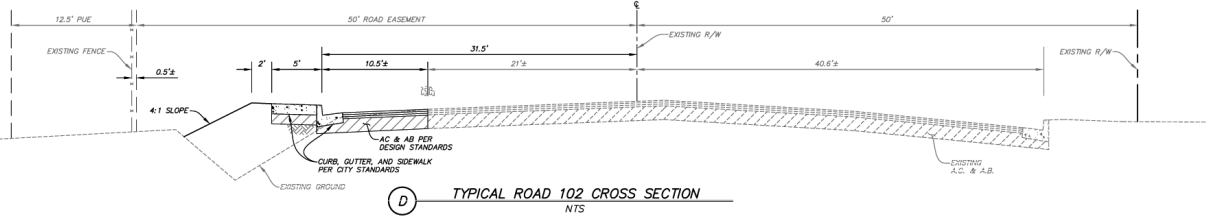
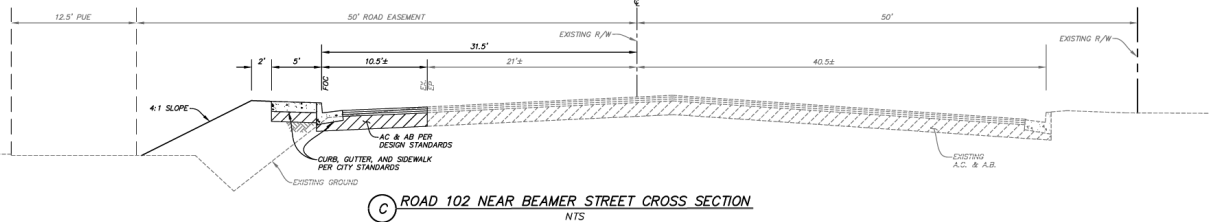
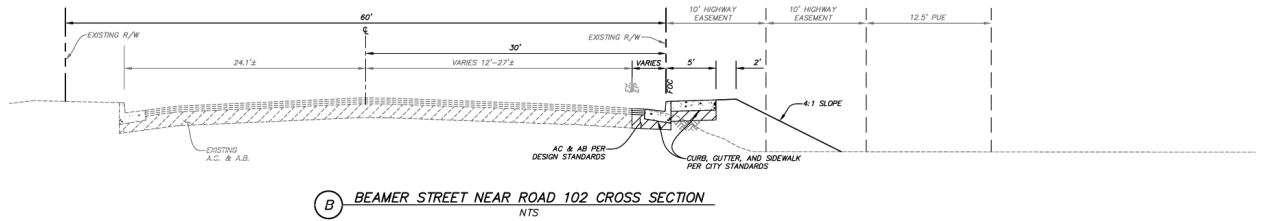
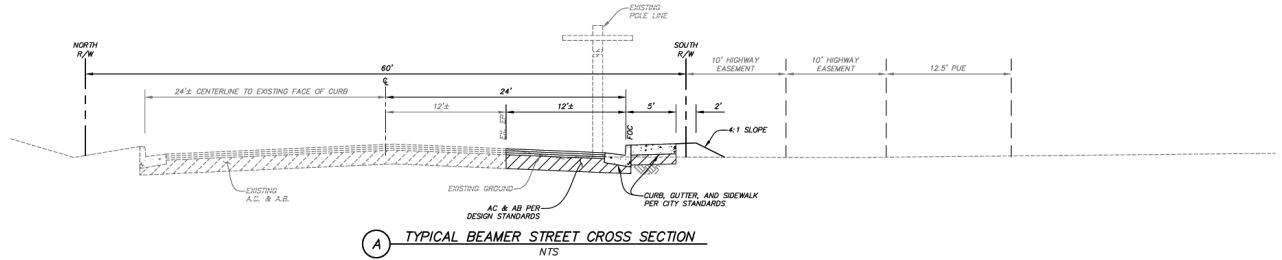
The proposed Project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). Of the total square footage, approximately 20,000 square feet may be used for retail uses. Two existing parcels located at the south end of the proposed Project site would not be subdivided, and their existing uses (a welding shop and a vacant train repair facility), are anticipated to remain. It is also anticipated that a railroad spur would be constructed in the southwestern portion of the proposed Project site; however, this would be market-driven, and the timing for the spur and rail trip generation numbers are not known at this time.



NOTES	
OWNER:	FINE LINE REFINING, INC. PO BOX 799 ARBUCKLE, CA 95912 KNAHOS COMMERCIAL PROPERTIES 83 SCRIPPS DR. #340 SACRAMENTO, CA 95825 FINE LINE REFINING, INC. C/O ADAMS GRAIN CO. PO BOX 975 ARBUCKLE, CA 95912
SUBDIVIDER:	RUBICON PARTNERS, INC. 1017 L ST., PMB #708 SACRAMENTO, CA 95814
ENGINEER/SURVEYOR:	LAUGENOUR AND MEIKLE CIVIL ENGINEERS 608 COURT STREET WOODLAND, CA 95695 PHONE (530) 662-1755
ASSESSOR'S NUMBER:	027-370-19 027-370-34 027-370-35
EXISTING USE:	AGRICULTURAL
PROPOSED USE:	INDUSTRIAL
EXISTING ZONING:	HEAVY INDUSTRIAL (M2)
SEWER SERVICE:	CITY OF WOODLAND
DRAINAGE SERVICE:	CITY OF WOODLAND
WATER SERVICE:	CITY OF WOODLAND
GAS & ELECTRIC SERVICE:	PACIFIC GAS & ELECTRIC
TELEPHONE SERVICE:	AT&T
FLOOD ZONE:	AE
LOTS:	15
GROSS AREA:	142.39± ACRES
MAP CONFORMS WITH ALL REQUIREMENTS OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT.	
MAP CONFORMS WITH ALL REQUIREMENTS OF THE CITY OF WOODLAND SUBDIVISION ORDINANCE.	

Source: Laugenour and Meikle, Dec 1, 2011.





Source: Laugenour and Meikle, Dec 1, 2011.

EXISTING GENERAL PLAN DESIGNATIONS

The *City of Woodland General Plan* and the *Yolo County General Plan* designate the proposed Project site as Industrial (I) and Industrial (IN), respectively. The following provides a brief description of both *General Plan* land use designations:

- *City of Woodland - Industrial (I)*: The purpose of the (I) land use designation is to provide for industrial parks, warehouses, manufacturing, research and development, and commercial uses compatible with industrial uses, public and quasi-public uses, and similar and compatible uses. The floor area ratio (FAR) shall not exceed 0.60.
- *Yolo County – Industrial (IN)*: The purpose of the (IN) land use designation is to include a full range of light to heavy industrial/manufacturing, including agricultural industrial uses (e.g. storage facilities, contractor's yards, corporation yards, dismantling, etc.). Research and development, including biotechnology, is allowed where manufacturing is the primary use (accounting for more than 50 percent of the total square footage).

EXISTING ZONING DESIGNATIONS

As previously stated above, the City of Woodland's prezone designation for the proposed Project site is Industrial (I). The proposed Project site is currently zoned by the County as Heavy Industrial (M-2). The following provides a brief description of both zoning designations:

- *City of Woodland - Industrial (I)*: The purpose of the (I) zone is to encourage sound industrial development by providing areas exclusively for such development subject to regulations necessary to insure the protection of adjoining uses. Industrial (I) uses include: animal and food processing; assembly, fabrication and manufacturing; auto, boat, RV, bus, truck and truck trailer service; industrial yard uses; repair, service and incidental sales; storage and warehouse uses; and various miscellaneous uses.
- *Yolo County - Heavy Industrial (M-2)*: The purpose of the (M-2) zone is to provide areas exclusively for the normal operation of almost all industries, including those which may create some objectionable conditions, subject only to the regulations needed to control congestion and to protect the surrounding area or adjoining premises.

MAXIMUM DEVELOPMENT POTENTIAL

The maximum development potential of the 146-acre proposed Project site under the City of Woodland's (I) land use designation could include buildings of up to a FAR of no more than 0.60. Therefore, the maximum development potential of the 146-acre proposed Project site under the City's (I) land use designation would be approximately 3,815,871 million square feet (refer to Table 3-2, MAXIMUM DEVELOPMENT POTENTIAL). The Project proposes up to 3,176,932 square feet of industrial-type uses. As proposed, approximately 40 percent of the proposed Project site could be used for parking, roads, and landscaping. Therefore, the proposed Project is consistent with the *City of Woodland General Plan*.

Table 3-2
Maximum Development Potential

Project Site Acreage	Maximum Development Potential/Square Footage per City's (I) Land Use Designation	Proposed Project's Total Square Footage
146 acres	3,815,871 square feet	
(146 acres = 6,359,785 square feet)	(6,359,785 square feet x 0.60 FAR = 3,815,871 square feet)	3,176,932 square feet

Note: Only building footprints are considered when calculating the City's FAR; parking, roads, landscaping, etc. does not count towards the FAR.

PROJECT SITE ACCESS

Primary access to the proposed Project site is anticipated from a new signalized intersection on CR-102. Full access would also be provided on Beamer Street. Additional right-in/right-out driveways would be provided along CR-102 and Beamer Street. No vehicle or pedestrian access would be permitted on the south from Main Street, as it would require constructing a new at-grade rail crossing.

INFRASTRUCTURE

The proposed Project would include all necessary on- and off-site infrastructure improvements to support the Project. Upon annexation approval, the proposed Project would include new points of connection into the City's existing water, sewer, and storm drainage systems.

Water

Two water wells (for potable water) currently serve the existing industrial uses on the proposed Project site; as the site is not served by the City's water system. Although water service mains do not currently serve the proposed Project site, a 12-inch water main surrounds the site. After approval of the proposed annexation, the necessary infrastructure would be constructed to allow for connection to the City's system to serve the proposed Project site.

Sewer

The proposed Project site is not currently served by the City's sewer system; however, two major sewer trunk lines (the Beamer and Kentucky trunk sewers) are within proximity of the proposed Project site which would allow for future connection to the City's system for sewer service. A 27-inch vitrified clay pipe (VCP) is located to the west and south of the site, and a 30-inch VCP runs to the north of the site along East Beamer Street. Therefore, after approval of the proposed annexation, the necessary infrastructure would be constructed to allow for connection to the City's system to serve the proposed Project site.

Storm Drainage

An existing stormwater ditch is located just north of the proposed Project site, across East Beamer Street. An 84-inch reinforced concrete drainage pipe (RCP) runs east-west along East Beamer Street (north of the proposed Project site), and a 48-inch cast-in-place (CIP) pipeline also runs east-west along East Main Street (south of the proposed Project site). The proposed Project site is within the City's storm drain system service area; therefore, after approval of the proposed annexation, the necessary infrastructure would be constructed to allow for connection to the City's system to serve the proposed Project site.

ECONOMIC CHARACTERISTICS

According to the City of Woodland *General Plan*, the assumed average employee density (square feet per employee) for Industrial use is 1,600.¹ Therefore, the proposed Project would have approximately 1,988 employees for the proposed industrial uses (approximately 3.2 million square feet of industrial minus 20,000 square feet of retail = 3,180,000; $3,180,000/1,600 = 1,988$ persons). The assumed average employee density (square feet per employee) for Central Commercial use is 375.² Therefore, the proposed Project would have approximately 53 employees for the proposed retail uses (approximately 20,000 square feet of retail/375 = 53 persons). In total, the proposed Project would generate approximately 2,041 jobs.

The proposed Project would not directly induce growth. The proposed Project would provide employment opportunities in the area; however, it is likely to draw employees from the existing population.

Development of the proposed Project would have fiscal impacts on the City similar to other industrial projects. The City of Woodland would provide public services to the proposed Project. These services include, but are not limited to police, fire, parks, water, wastewater, and flood control. Revenue for capital improvements would be generated by the proposed Project directly through the payment of development impact fees, including but not limited to police, fire, water, and wastewater. The proposed Project would generate a number of recurring revenues including property taxes, business license fees, and a limited amount of sales taxes. These revenues are used typically to support general fund services which include but are not limited to police and fire. The City operates enterprise funds for water and wastewater, and collects user fees to support these services. The City would collect water and wastewater user fees from the proposed Project once service connections are made to the City's water and wastewater utility systems.

PROJECT PHASING

The proposed Project site, proposed for annexation into the City of Woodland, would be recommended for annexation through a single discretionary action by the City. Prior to development, the annexation must be approved by the Yolo County LAFCO. Although the Project Applicant would determine the timing of the development, and build-out of the proposed Project site would be driven by market conditions, the Project site is anticipated to be developed within three phases. The first phase is anticipated to begin in 2015 with the second phase anticipated to begin in 2017. The third development phase is anticipated to commence in 2019.

ENVIRONMENTAL CHARACTERISTICS

Environmental characteristics associated with the proposed Project are discussed in detail within Section 5.0, DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES.

3.3 PROJECT OBJECTIVES

In accordance with State *CEQA Guidelines* §15124(b), the objectives for the proposed Project include the following:

- Expand Woodland's industrial base to provide for greater economic development and employment opportunities for Woodland residents;

¹ City of Woodland *General Plan*, Summary of Land Use Designations and Standards. December 2002.

² Ibid.

- Provide a large-scale industrial center at the CR-102 and I-5 interchange to serve the regional market area;
- Cluster industrial uses near the CR-102 and I-5 interchange to provide convenient access to I-5 and minimize truck traffic on local streets;
- Strengthen Woodland's competitive advantage among other Central Valley cities along the I-5 corridor for logistics, light manufacturing, industrial, and distribution centers serving the West Coast (Woodland is the approximate midway point between San Diego and Seattle);
- Allow Woodland to compete for light manufacturing "Built To Suit" facilities serving the West Coast;
- Create hundreds of both project-based construction jobs and permanent well-paying jobs; and
- Phase the proposed Project's build-out according to market demand over two decades.

3.4 INTENDED USES OF THE EIR

This EIR provides an analysis of environmental impacts potentially resulting from implementation of the proposed Project. The principal State *CEQA Guidelines* sections governing content of this document are §15120 through §15132 (Content of an EIR) and §15168 (Program EIR).

INFORMATIONAL DOCUMENT:

This EIR serves as an informational document for the public and decision-makers, as identified in State *CEQA Guidelines* §15121, which states the following:

- (a) An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.
- (b) While the information in the EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the EIR by making findings under §15091 and if necessary by making a statement of overriding consideration under §15093.
- (c) The information in an EIR may constitute substantial evidence in the record to support the agency's action on the project if its decision is later challenged in court.

PROGRAM EIR:

State *CEQA Guidelines* §15168 defines a Program EIR as an EIR prepared on a series of actions that can be characterized as one large project. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

- (a) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration (§15168(c)(1)).
- (b) If the agency finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required (§15168(c)(2)).

- (c) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program (§15168(c)(3)).
- (d) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR (§15168(c)(4)).
- (e) A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

3.5 AGREEMENTS, PERMITS, AND APPROVALS

The City of Woodland is considered the Lead Agency under CEQA, and is responsible for reviewing and certifying the adequacy of this EIR.

PROJECT ENTITLEMENTS AND PERMITS

To implement the proposed Project, the Project Applicant would need to obtain, at a minimum, the following discretionary and ministerial permits/approvals:

CITY OF WOODLAND

- Certification of the EIR, including Findings of Fact, Statement of Overriding Considerations, and a Mitigation Monitoring Plan;
- Annexation of 146 acres into the City of Woodland;
- Tentative Subdivision Map Review/Approval/Recordation of a Final Map;
- General Plan Amendment;
- Approval of a Development Agreement;
- Grading Plan Approval;
- Design Review Approval; and
- Building Permit Approval.

YOLO COUNTY LAFCO

- Annexation of 146 acres into the City of Woodland.

COUNTY OF YOLO

- Project Property Tax Sharing Agreement between Yolo County and the City of Woodland.

OTHER AGENCIES

Future required approvals and possible permitting requirements from other public agencies may be required. Upon completion of the environmental review process and prior to construction, the proposed Project would be reviewed through standard City plan check procedures to verify that the proposed Project conforms to all applicable City design criteria. Coordination with the following jurisdictions and/or agencies may be required:

- California Regional Water Quality Control Board (RWQCB): A Construction General Permit/Storm Water Pollution Prevention Plan shall be prepared in accordance with RWQCB requirements;
- California Department of Transportation (Caltrans), District 3: Encroachment permit for any work to be completed within the State owned right-of-way; and/or
- City of Woodland Fire Department: The Fire Department shall approve access to and circulation within the proposed Project site.

4.0 BASIS OF CUMULATIVE ANALYSIS

4.1 CEQA REQUIREMENTS

Section 15355 of the California Environmental Quality Act (CEQA) Guidelines, as amended, provides the following definition of cumulative impacts: "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Pursuant to State *CEQA Guidelines* §15130(a), cumulative impacts of a project shall be discussed when the project's effect is cumulatively considerable, as defined in State *CEQA Guidelines* §15065(c). The Initial Study Checklist is provided in Appendix 15.1, INITIAL STUDY/NOTICE OF PREPARATION, and indicates that the proposed Project may yield potentially significant cumulative effects. As a result, Section 5.0, DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES, of this Environmental Impact Report (EIR) provides a cumulative impact assessment for each applicable environmental issue, and does so to a degree that reflects the severity and likelihood of occurrence of each impact.

As indicated above, a cumulative impact involves two or more individual effects. Per State *CEQA Guidelines* §15130, the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness. Per State *CEQA Guidelines* §15130(b), the following elements are necessary in an adequate discussion of significant cumulative impacts:

- (1) Either:
 - (a) A list of relevant past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or
 - (b) A summary of projections contained in an adopted general plan or related planning document or in a prior adopted or certified environmental document that described or evaluated regional or area-wide conditions contributing to the cumulative impact; and
- (2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
- (3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigation or avoidance of the project's contribution to any significant cumulative effects.

4.2 CUMULATIVE SETTING

The geographic scope of the area for the proposed Project's cumulative analyses includes the City of Woodland. Therefore, the cumulative analyses in this Draft EIR, which assumes buildout of the *City of Woodland General Plan*, include reasonably foreseeable projects and specific plans within the City. It should be noted that the projects accounted for in the Draft EIR are based on the data available at the time of preparing the technical analyses for the proposed Project.

For purposes of this EIR, related projects and other possible development in the area determined as having the potential to interact with the proposed Project (to the extent that a significant cumulative effect may occur) are identified below. Information integral to the identification process was obtained from the City of Woodland (City).

- 1) Gateway I (Retail): This project consists of approximately 55 acres located in the quadrant of the south east I-5/CR-102 interchange. Proposed building square footage is 522,971 square feet,

and approximately 398,061 square feet has been constructed to date. Approximately 124,910 square feet remain to be constructed.

- 2) Gateway II (Retail): This project consists of approximately 154 acres located on the east side of CR-102, north of CR-24/East Gibson Road. Square footage for the first Phase of the project includes 275,000 square feet of retail and 20,000 square feet of restaurant uses.
- 3) Gibson/Ogden (Residential): This project consists of approximately 15 acres located on the north side of Gibson Road, to the west of Ogden Drive. The project includes 79 single-family residential units, most of which have either been constructed or are under construction.
- 4) Target Distribution Center Expansion (Warehouse/Distribution): This project is located directly east of the proposed Woodland Commerce Center site, adjacent to CR-102. Prior to the expansion, the Target Distribution Center consisted of 1,510,000 square feet. The expansion included an additional 360,000 square feet, totaling 1,870,000 square feet of warehouse/distribution.
- 5) Spring Lake Specific Plan (Residential): This project consists of approximately 1,097 acres located primarily south of Gibson Road and east of State Route 113. A total of 4,053 residential units were approved. Approximately 1,068 residential units have been constructed to date.

CUMULATIVE IMPACT ANALYSIS

It should be noted that the quantification of cumulative impacts is difficult and often requires speculative estimates of impacts including, but not limited to, the following: the geographic diversity of impacts in the planning area (impacts of future development may affect different areas); variations in time of impacts; and changes in data for buildout projections following subsequent approval. However, every attempt has been made herein to make qualitative judgments of the combined effects of, and relationship between, land uses and potential impacts. Cumulative impacts are analyzed in each of the technical sections of this Draft EIR (Sections 5.1 through 5.13), and are summarized below.

LAND USE AND RELEVANT PLANNING

The proposed Project would contribute to a cumulative influence on proposed land uses in and around the Project area; however, the proposed Project site is located within the City Planning Area and the Urban Limit Line, and therefore, is intended for urban-type development. Although development of the site as proposed would ultimately increase the intensity of land uses on-site (primarily agricultural to industrial uses), such growth has been anticipated for this and other such lands within the Urban Limit Line, allowing those properties outside of the boundary to develop at lower intensities, largely maintaining the rural character of surrounding County lands.

The anticipated impacts resulting with future development of the proposed Project site, in conjunction with cumulative development in the site vicinity, would increase urbanization over time and result in the loss of open space, undeveloped lands, and/or agricultural lands within the local vicinity and on a regional basis. However, the *City of Woodland General Plan EIR* (1996) found that development according to the *City of Woodland General Plan* would not substantially alter the land use patterns of the community, but would generally build upon and expand the existing land use pattern.

Potential land use impacts are site-specific and would require evaluation on a case-by-case basis. This is true with regard to land use compatibility impacts, which are generally a function of the relationship between the interactive effects of a specific development site and those of its immediate environment. The proposed Project is required to comply with the established City *General Plan* and zoning guidelines for growth, and would not represent a cumulative impact to land use and planning.

AGRICULTURAL AND FORESTRY RESOURCES

Development of the proposed Project would contribute to the conversion of farmland to urban uses, as approximately 110 acres of the 146-acre site presently support agricultural uses. In addition, approximately 135 acres of the proposed Project site are designated as “Prime Farmland if Irrigated” and approximately 11 acres are designated as “Farmland of Statewide Importance.” Although approximately 110 acres of the total 146-acre proposed Project site presently support agricultural uses, the land is dry farmed, and no irrigation of crops occurs. Therefore, the land designated as “Prime Farmland if Irrigated” is not considered to be Prime Farmland. According to the *City of Woodland General Plan EIR* (1996), the conversion of Prime Farmland is considered a significant and unavoidable impact on the County’s agricultural resources, stating that although the use of conservation easements could be used to protect agricultural lands from potentially encroaching urban-type uses, mitigation measures cannot effectively reduce such loss of farmland to a less than significant level.

The proposed Project site is located within the City’s Planning Area and the Urban Limit Line, and is intended for future industrial development. The proposed Project site is not zoned for nor designated as being intended for agricultural uses, although dry farming has been historically conducted on-site. However, as future development of the proposed Project site would contribute to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses within the region, mitigation is required. MM 5.2-1 is provided in Section 5.2, AGRICULTURAL AND FORESTRY RESOURCES, to permanently protect an equal amount of agricultural land elsewhere in the County to reduce impacts resulting from the loss of agricultural productivity and agricultural lands. Nonetheless, as an overall net loss of agricultural land within the County would still occur, impacts would be cumulatively significant and unavoidable.

PUBLIC HEALTH AND SAFETY

Like the proposed Project, cumulative projects in the vicinity of the proposed Project site may handle, store, and/or transport reportable amounts of hazardous materials. The use, storage, disposal, and transport of hazardous materials could result in a foreseeable number of spills and accidents. All construction and demolition activities, as well as all new development, would be subject to compliance with hazardous materials regulations. Compliance with all Federal, State, and local regulations during the construction and operation of new developments would ensure that there are no cumulatively considerable significant hazards to the public or the environment associated the routine transportation, use, disposal, or release of hazardous materials. The proposed Project would be required to comply with MM 5.3-1(a) through MM 5.3-1(i), as provided in Section 5.3, PUBLIC HEALTH AND SAFETY, which would ensure that the Project would not cumulatively contribute to public health and safety impacts, and impacts are less than significant.

AESTHETICS, LIGHT, AND GLARE

As development occurs throughout the proposed Project area, residents and visitors in the area would notice the visual effects of urbanization. The significance of these visual and aesthetic changes is difficult to determine, because aesthetic value is subjective and potential impacts are site-specific. However, construction of currently approved and pending projects in the proposed Project vicinity would permanently alter the nature and appearance of the area through the loss of agricultural and open space areas. Cumulative impacts would be mitigated on a project-by-project basis, in which potential aesthetic, light, and glare impacts would be reduced through the use of building materials that are consistent with the general character of the area, landscaping design, and proper lighting techniques to direct light on-site and away from adjacent properties. Additionally, cumulative projects would be designed consistent with the land use designations, zoning designations, and other requirements of the

City. The absence of scenic vistas, major landforms, and scenic resources in the area all contribute to a finding of less than cumulatively significant with implementation of existing City of Woodland development regulations, and Mitigation Measure (MM) 5.4-3(a) through MM 5.4-3(c), and MM 5.4-4.

TRAFFIC AND CIRCULATION

According to the *Traffic Impact Study*, under Cumulative Plus Project conditions, traffic volumes at study intersections would increase. Project-related traffic would cause the Existing No Project level of service (LOS) to deteriorate to an unacceptable level, or exacerbate conditions at an intersection already performing at an unacceptable level, at eight locations. With the implementation of MM 5.8-8(a) (refer to Section 5.5, TRAFFIC AND CIRCULATION), less than significant impacts would occur at the following intersections: Hays Lane/CR-102 (AM and PM peak hours); Andrew Stevens Drive/CR-102 (PM peak hour); Main Street/Pioneer Avenue (PM peak hour); Beamer Street/Pioneer Avenue (PM peak hour); and CR-102/Project Access (AM and PM peak hour). These remaining intersection impacts would have significant and unavoidable cumulative impacts: Main Street/CR-102 (AM and PM peak hours); Maxwell Avenue/CR-102 (AM and PM peak hours); and Main Street/SR-113 southbound ramps (AM and PM peak hours).

Under Cumulative Plus Project conditions, Project-related traffic would degrade LOS on CR-102 between Beamer Street and Hanson Way to an unacceptable level. CR-102 is anticipated to operate at an unacceptable LOS during the PM peak hour. The proposed Project would result in a significant impact at CR-102 between Beamer Street and Hanson Way; however, with the implementation of MM 5.5-9 (refer to Section 5.5, TRAFFIC AND CIRCULATION), the impacts would be less than significant.

In addition, the proposed Project would increase AM and PM peak hour traffic volumes on study freeway locations. The proposed Project would result in significant impacts at the following locations: Northbound I-5 – South of CR-102; Northbound I-5 – Between CR-102 and Main Street; and Southbound I-5 – South of CR-102. Based on the I-5 Corridor System Management Plan (CSMP), the I-5 roadway segments located within the proposed Project study area (northbound and southbound I-5, generally between CR-102 and Main Street), currently operate at LOS B and C conditions, and are expected to operate at LOS D and E conditions in the future without any improvements. The CSMP identifies LOS C as the 20-year “concept” level of service achievable with the addition of a northbound and southbound high occupancy vehicle (HOV) lane. However, the addition of HOV lanes has not been funded. The proposed Project would add traffic along the I-5 corridor that would result in the deterioration of the LOS to LOS D and E. Given the uncertainty of the timing and/or ultimate implementation of improvements recommended in the I-5 CSMP (refer to MM 5.5-10 in Section 5.5, TRAFFIC AND CIRCULATION), the proposed Project’s traffic contribution would result in a significant and unavoidable cumulative impact along the I-5 corridor (generally between CR-102 and Main Street).

NOISE

The proposed Project would introduce the use of stationary equipment that would increase noise levels within the area. Based on the long-term stationary noise impacts analysis (refer to Section 5.6, NOISE), with MM 5.6-1, impacts would be less than significant. Additionally, the proposed Project would not result in stationary long-term equipment that would significantly affect surrounding sensitive receptors. Furthermore, future development proposals within the City would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Thus, cumulative noise exposure for long-term operations would result in a less than significant impact.

The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the proposed Project and other projects are compared. Second, for combined effects that are determined to be cumulatively significant, the proposed Project's incremental effects then are analyzed. The proposed Project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Long-Term With Project" condition to "existing" conditions. This comparison accounts for the traffic noise increase from the proposed Project generated traffic in combination with traffic generated by projects in the cumulative projects list.

Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the proposed Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project. A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increases. Consequently, only proposed projects and growth anticipated to occur in the general vicinity of the proposed Project area would contribute to cumulative noise impacts.

Although cumulative noise criterion is exceeded along CR-102 (between Hanson Way and Beamer Street) and Pioneer Avenue (south of Beamer Street), the land uses along these segments are designated as Business Park and Industrial. Traffic noise levels along these segments would not be expected to generate noise levels exceeding the land use compatibility standards. Therefore, a less than significant cumulative mobile noise impact would occur in this regard.

AIR QUALITY

According to the Yolo-Solano Air Quality Management District (YSAQMD) *CEQA Air Quality Handbook*, a project would have significant cumulative air quality impacts if it requires a change in the existing land use designation (i.e., general plan amendment, rezone), and projected emissions Reactive Organic Gases, Nitrogen Oxide, and Particulate Matter (ROG, NO_x and PM₁₀) of the proposed Project are greater than the emissions anticipated for the site if developed under the existing land use designation. The proposed Project would not require a change in the existing land use designation under the *City of Woodland General Plan*. In addition, the existing zoning is Industrial (I), and the proposed Project would be consistent with this designation. Thus, the proposed Project would not have significant cumulative air quality impacts with respect to this criterion.

A second criterion for determining cumulative impacts is whether the proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the proposed Project region is nonattainment under an applicable Federal or State ambient air quality standard. The proposed Project's operational emissions exceed the YSAQMD thresholds and emissions generated by traffic going to and from the proposed Project site, when combined with emissions generated by other existing and future development within the Sacramento Valley Air Basin (SVAB), would contribute to an air quality violation in the region. Also, the proposed Project's exceedance of the thresholds by itself indicates that its contribution to such a violation would be considerable when compared to other projects in the region. Consequently, the proposed Project's emissions would be cumulatively considerable, resulting in a significant and unavoidable cumulative impact.

GREENHOUSE GASES

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global Greenhouse Gas (GHG) inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non

cumulative GHG emission impacts from a climate change perspective. The additive effect of the proposed Project's GHG emissions would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed Project, as well as other cumulative related projects, would also be subject to all applicable regulatory requirements, which would also reduce the GHG emissions of the Project.

Based on proposed Project design elements and MM 5.8-1 (refer to the Section 5.8, GREENHOUSE GASES), the proposed Project would not result in a significant impact regarding GHG emissions. The proposed Project would implement the design features required by MM 5.8-1, which would reduce GHG emissions to be consistent with the reduction goals of AB 32. For the reasons discussed above, and because the proposed Project incorporates GHG reduction measures and design features, the proposed Project's cumulative GHG emissions would have a less than significant impact on the environment.

BIOLOGICAL RESOURCES

Approximately 110 acres (of the 146-acre site) presently support agricultural uses. Many species use agricultural land for food and cover during various times of the year. This includes wide-ranging winter migrating bird species that may forage in the Woodland vicinity, such as Swainson's Hawk (*Buteo swainsoni*), Red-tailed Hawk (*Buteo jamaicensis*), White-tailed Kite (*Elanus leucurus*), Northern Harrier (*Circus cyaneus*), and American Kestrel (*Falco sparverius*). One Swainson's Hawk was observed foraging during the biological survey (April 29, 2011). The cumulative loss of agricultural foraging habitat throughout the Woodland region may affect the distribution and abundance of nesting Swainson's hawks. In addition, several important raptor prey species, including pocket gopher (*Thomomys bottae*), meadow vole (*Microtus californicus*), and black-tailed jackrabbit (*Lepus californicus*) use agricultural lands for habitat. The development of the proposed Project site would result in the conversion of approximately 110 acres (of the total 146-acre site) of agricultural land, and development of the proposed Project site, in combination with other planned developments within the City of Woodland and Yolo County, would result in a significant cumulative loss of biological resources.

The cumulative loss of habitat would be partially offset through implementation of the *City of Woodland General Plan* policies and the *Yolo County Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP)*, but the *City of Woodland General Plan EIR* (1996) concludes that cumulative impacts would remain significant and unavoidable because the NCCP/HCP had not yet been formally adopted (*City of Woodland General Plan EIR*, p. 8-19). However, the City Council, which determined that the benefits of the *City of Woodland General Plan* outweighed the loss of habitat, adopted a Statement of Overriding Considerations for the *City of Woodland General Plan* and adopted the Plan in 2002. Because the *Yolo County Draft NCCP/HCP*, as of publication of this EIR, remains to be adopted, and the proposed Project would result in the conversion of approximately 110 acres of agricultural land, proposed Project implementation would result in a significant and unavoidable cumulative impact.

CULTURAL RESOURCES

The potential exists for unknown subsurface prehistoric cultural resources to be unearthed during site excavation and grading. The proposed Project, along with other development in Woodland, could damage or destroy cultural resources particular to that area. The archaeology of prehistoric and historic resources in their original context is crucial in developing an understanding of the social, economic, and technological character. The loss of any one archeological site can affect others in a region because these other properties are best understood completely in the context of the cultural system of which they were a part. While culturally significant resources are not known to exist within the proposed

Project site, subsurface resources could be present. Therefore, the proposed Project would have a potentially significant cumulative impact to cultural and/or prehistoric resources. However, with the implementation of MM 5.10-2(a), MM 5.10-2(b), MM 5.10-3 and MM 5.10-4, provided in Section 5.10, CULTURAL RESOURCES, the cumulative impact would be reduced to a less than significant level.

PUBLIC SERVICES AND UTILITIES

Although there would be a substantial service and utility demand increase attributable to the extent of the potential cumulative development, the overall potential for service-related cumulative effects to occur is not considered to be significant. This conclusion is based primarily on the rationale that: (1) the absorption of non-residential development also comprises either the sale, lease or other instrument by which to secure space in or operate within already or soon to be constructed structures; (2) already constructed residential and non-residential development would only have occurred after having satisfied all development specific requisite permit, code, policy, and other City of Woodland development requirements and contributed their fair share of impact fees in order to ensure their participation in addressing area-wide (cumulative) growth and service-related demand issues; and, (3) by having done the latter, each specific development would in effect be self-mitigating with regard to placing a potentially significant demand upon an area's public services and facilities. All potential cumulative impacts associated with public services and utilities for the proposed Project would be considered less than significant with adherence to and compliance with all applicable goals, policies and implementation measures set forth by the City of Woodland, in addition to the MM 5.11-1(a) through MM 5.11-1(d), and MM 5.11-2(a) through MM 5.11-2(b), provided in Section 5.11, PUBLIC SERVICES AND UTILITIES.

GEOLOGIC AND SEISMIC HAZARDS

The proposed Project would increase the number of people and on-site structures that could be exposed to potential effects related to seismic hazards. Development of the proposed Project would also increase the number of structures that could be subject to the effects of expansive soils. Potential adverse environmental effects associated with seismic hazards as well as those associated with geologic constraints, such as expansive soils, are usually site specific and generally would not combine with similar effects that could occur with other projects in the City of Woodland. Seismic risks are low in the City of Woodland area because of the historical evidence of earthquake effects and because all new construction is required to meet Federal, State, and local building code regulations. Furthermore, all projects would be required to comply with the Uniform Building Code (UBC) and California Building Code (CBC), *General Plan* Policies 8.A.1., 8.A.2., 8.A.3., 8.A.5., 8.A.8., and 8.A.9., and other applicable safety regulations. Consequently, the proposed Project would generally not be affected by, nor would it affect, other development approved by the City of Woodland. Seismic and geologic significance would be considered on a project-by-project basis through the preparation of a design-level geotechnical study and such exposures would be minimized through strict engineering guidelines. Therefore, cumulative effects of increased geological risk, such as seismic and expansive soils, would be less than significant.

HYDROLOGY AND WATER QUALITY

Cumulative effects related to hydrology resulting from implementation of the proposed Project, along with development in the vicinity, may expose more persons and property to potential water hazards, along with affecting the natural drainage of the area. Cumulative development may also adversely affect downstream water quality, impacting surface and groundwater supplies. Potential cumulative impacts would be mitigated through the preparation of required project-specific drainage studies to identify potential impacts, relationship to City (and County, as applicable) drainage master plans, and implementation of appropriate on-site and off-site drainage improvements. Development projects

would also be required to implement National Pollutant Discharge Elimination System (NPDES) and best management practice (BMP) measures on a project-level basis to reduce potential water quality impacts. In addition, projects may require drainage improvements to be in compliance with the *City of Woodland General Plan* and *Municipal Code* standards, in addition to local and regional agency requirements, as part of the discretionary review process. With consideration for these measures, and adherence to applicable Federal, State, and local regulations and policies, the proposed Project would not contribute to surface water quality or flooding impacts on a cumulative basis.

5.0 DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

5.1 LAND USE AND RELEVANT PLANNING

The purpose of this section is to identify the existing land use conditions, to analyze proposed Project compatibility with existing uses and consistency with relevant planning policies, and to recommend mitigation measures to eliminate or reduce the significance of potential impacts for the proposed Project. The proposed Project would require an annexation of the proposed Project site from Yolo County into the City of Woodland; therefore, the policies of the Yolo County Local Agency Formation Commission (LAFCO) are addressed. Data sources included ground and aerial photographs to identify on-site and surrounding land uses, the *City of Woodland General Plan*, the *City of Woodland General Plan Background Report*, *City of Woodland Municipal Code*, *County of Yolo 2030 Countywide General Plan*, *Yolo County Land Development and Zoning Ordinance*, *Yolo County Rules of LAFCO*, and other government databases and websites.

5.1.1 EXISTING LAND USE

The following section discusses the existing land uses in the proposed Project area, in addition to land use conditions, such as type of use and/or densities adjacent to the proposed Project that would influence land use compatibility. The environmental setting of the proposed Project site consists of the physical conditions or existing land uses on the proposed Project site and in the surrounding areas.

ON-SITE LAND USES

City of Woodland

The proposed Project site encompasses approximately 146 acres of land that is primarily under rotational crops of safflower and/or wheat production. The crops are dry-farmed and do not require the use of irrigation. Two existing parcels located in the southern portion of the proposed Project site presently support a welding shop and a vacant train repair facility. These parcels would remain in their current state and would not be subdivided as a result of the proposed Project.

The proposed Project site is located within the City of Woodland's Planning Area (which includes all land designated for or to be considered for future development as part of Woodland), and the City's Urban Limit Line (which encompasses all land to be considered for urban development within the time frame of the *General Plan* [by 2020]).

The *City of Woodland General Plan* land use designation for the proposed Project site is Industrial (I) (refer to Figure 5.1-1, EXISTING GENERAL PLAN LAND USE DESIGNATIONS). The purpose of the (I) land use designation is to provide for industrial parks, warehouses, manufacturing, research and development, and commercial uses compatible with industrial uses, public and quasi-public uses, and similar and compatible uses.

Yolo County

The *Yolo County General Plan* land use designation for the proposed Project site is Industrial (IN). The (IN) designation includes the full range of light to heavy industrial/manufacturing, including agricultural industrial uses (e.g. storage facilities, contractor's yards, corporation yards, dismantling, etc.). Research and development, including biotechnology, is allowed where manufacturing is the primary use (accounting for more than 50 percent of the total square footage).

EXISTING ZONING

City of Woodland

The City rezoned the proposed Project site to Industrial (I) in 1994. The purpose of the City of Woodland (I) zone is to encourage sound industrial development by providing areas exclusively for such development subject to regulations necessary to insure the protection of adjoining uses. Industrial (I) uses include: animal and food processing; assembly, fabrication and manufacturing; auto, boat, RV, bus, truck and truck trailer service; industrial yard uses; repair, service and incidental sales; storage and warehouse uses; and various miscellaneous uses.

Yolo County

The proposed Project site has a Yolo County zoning designation of Heavy Industrial (M-2) (refer to Figure 5.1-2, EXISTING ZONING DESIGNATIONS). The purpose of the (M-2) zone is to provide areas exclusively for the normal operation of almost all industries, including those which may create some objectionable conditions, subject only to the regulations needed to control congestion and to protect the surrounding area or adjoining premises.

SURROUNDING LAND USES

Surrounding land uses include East Beamer Street, industrial facilities, and vacant parcels zoned for industrial and open space uses to the north; East Main Street, commercial/retail development, the Sierra Railroad rail line, I-5, and residential uses to the south; County Road (CR) 102 and a regional distribution center to the east; and industrial facilities to the west.

5.1.2 REGULATORY SETTING

The following is a description of local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

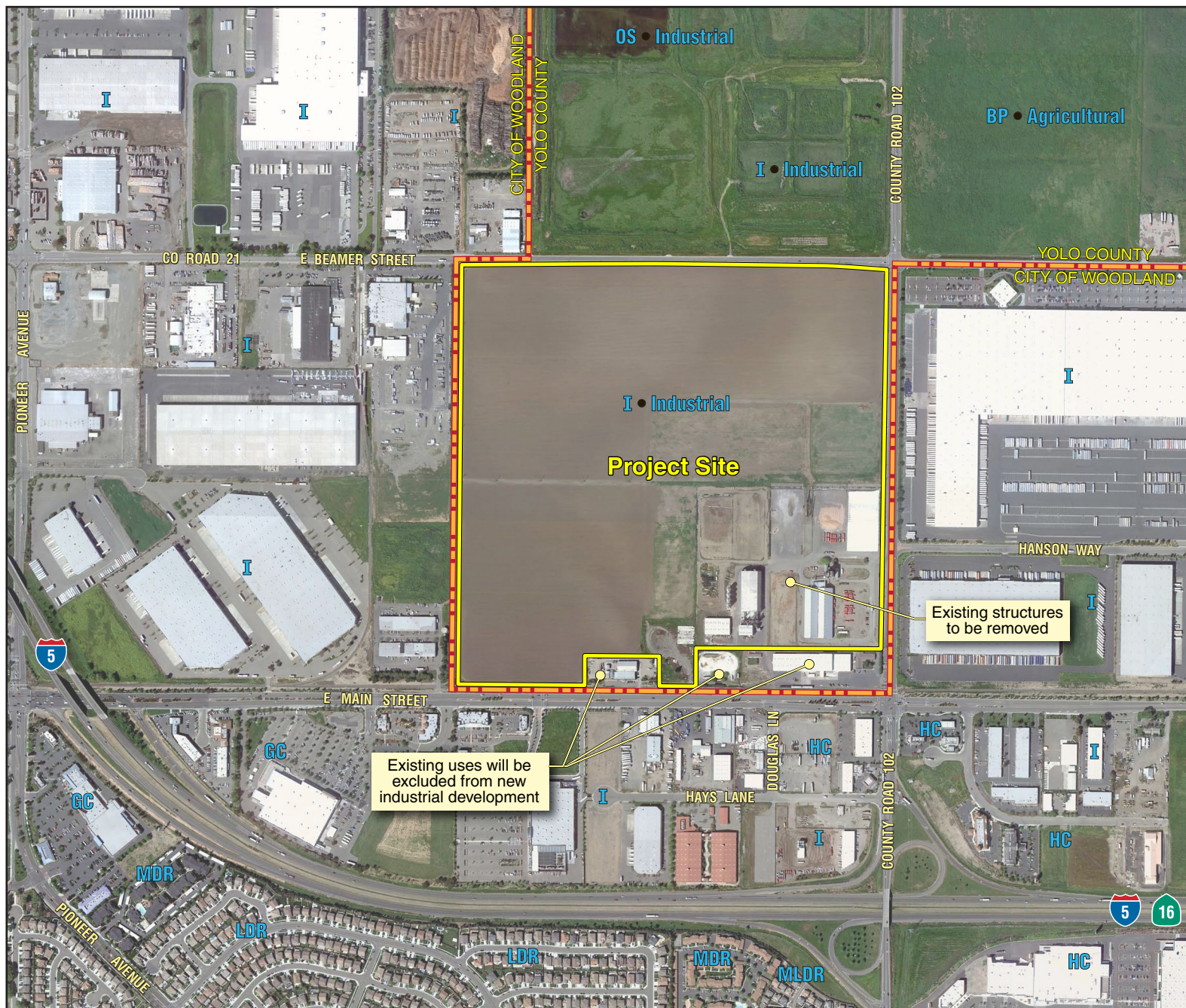
LOCAL FRAMEWORK

Yolo County Local Agency Formation Commission

The Yolo County LAFCO is an independent agency responsible for the implementation of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. The Act, Government Code §56000 et seq., identifies the responsibilities of LAFCO, which include the review, approval, and/or denial of boundary changes, annexations, consolidations, special district formations, incorporations for cities and special districts, and the establishment of local “Spheres of Influence” (SOI) which are boundaries established for each governmental agency for future provision of services.

Yolo County General Plan

The *Yolo County General Plan* was updated in 2009. The *General Plan* provides a long-term plan for the physical development of the County. The Land Use and Community Character Element of the *General Plan* identifies policies intended to guide and protect the rural character of County, while allowing for future growth. The Land Use and Community Character Element states that “The County has challenged itself to determine how small its communities can remain and yet still be sustainable in terms of infrastructure, balanced in terms of housing and jobs, and healthy in terms of quality of life and community services,” and “establishes goals for regional collaboration and equity, green building standards, sustainable community design and net community benefits from new growth.”



LEGEND

- Project Site Boundary
- City / County Boundary
- LDR Land Use Designation

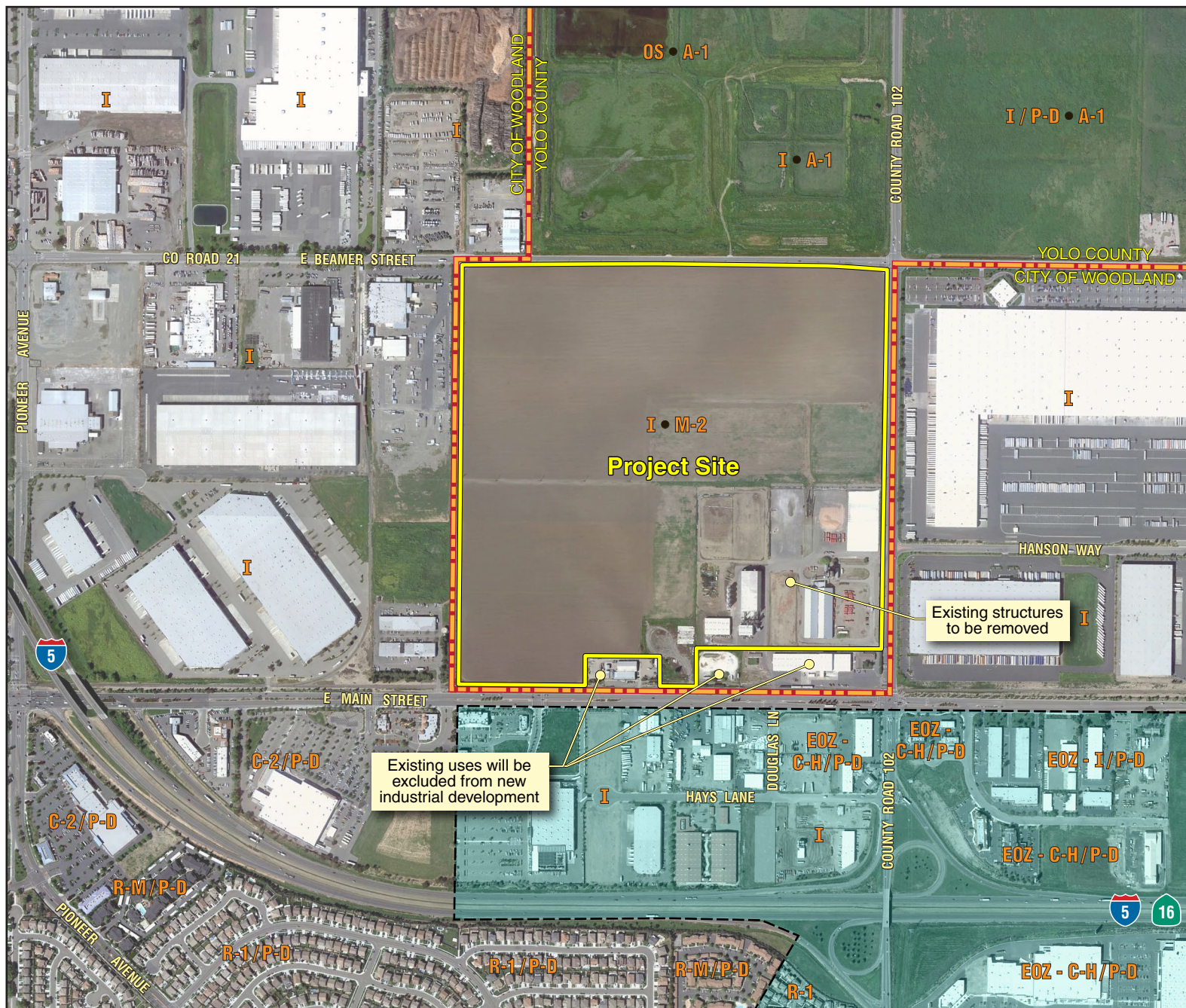
DESIGNATIONS:

CITY GENERAL PLAN LAND USE

- LDR Low Density Residential
- MDR Medium Density Residential
- MLDR Medium-Low Density Residential
- GC General Commercial
- HC Highway Commercial
- I Industrial
- BP Business Park
- OS Open Space
- UR Urban Reserve

COUNTY GENERAL PLAN LAND USE

- Agricultural
- Industrial



LEGEND

- Project Site Boundary
- City / County Boundary
- R-1 • A-1 Zoning Designation
- Entryway Overlay Zone

DESIGNATIONS:

CITY ZONING

- R-1 Single Family Zone
- R-M Multiple Family Zone
- C-2 General Commercial Zone
- C-H Highway Commercial Zone
- I Industrial Zone
- O-S Open Space Zone
- P-D Planned Development Zone
- EOZ Entryway Overlay Zone

COUNTY ZONING

- A-1 Agricultural General Zone
- A-P Agricultural Preserve Zone
- M-2 Heavy Industrial Zone

Yolo County Zoning Ordinance

The *Yolo County Zoning Ordinance* identifies specific measures aimed at promoting and protecting public health, safety, morals, comfort, convenience, and general welfare within the County for the short- and long-term. The *Zoning Ordinance* provides guidance to ensure that all future development occurs in an orderly manner, and to ensure the social and economic stability of the County within individual zones established by the provisions of the *Zoning Ordinance*.

City of Woodland General Plan

The *City of Woodland General Plan* Land Use and Community Design Element identifies land use goals and policies and intended future land use development and redevelopment patterns for the City. The Element provides the Land Use Diagram and Standards, which include the Land Use Diagram and the related land use classification system and standards. The Element also contains goals, policies, and implementation programs related to existing and future land use and development.

The proposed Project would expand the boundaries of the corporate boundaries of Woodland to incorporate this site; therefore, a General Plan Amendment (GPA) is one of the local actions necessary to change the City limits.

City of Woodland Zoning Ordinance

The *City of Woodland Zoning Ordinance* is intended to promote the public health, safety, comfort, and general welfare, to provide guidance for land development, and to ensure social and economic stability of the City. The *Zoning Ordinance* provides measures to regulate the uses of land, density of population, use and locations of structures, and other aspects of development to ensure that the established goals are achieved. Zoning categories are defined for each land use and consider the *General Plan* land use designations for a site. The *Zoning Ordinance* designates districts in which specific uses are permitted and other uses are conditionally allowed. Conditional uses require review and approval by the City Zoning Administrator or the Planning Commission and are subject to any conditions imposed upon the use in order to operate within the zoning district. Additionally, the *Zoning Ordinance* identifies standards for the siting of land uses in different districts adjacent to one another to ensure compatibility. The proposed Project site was previously rezoned (by the City) to Industrial (I) in 1994, and is presently zoned by the *Yolo County Zoning Ordinance* as Heavy Industrial (M-2).

Urban Limit Line

The City of Woodland Urban Limit line was established in the 1988 *City of Woodland General Plan* and was subsequently updated in the 1996 *General Plan*. The EIR for the 1996 *General Plan* identified the Urban Limit Line as mitigation intended to reduce potential effects resulting from the long-term loss of agricultural lands within the City; such impacts were considered to be significant and unavoidable. In June of 2006, the City's Urban Limit Line Act was approved, which established a permanent and complete Urban Limit Line for the City and identifies the ultimate urban boundary for buildout of the City.

5.1.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to land use and relevant planning, if it would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation 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 an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

AREAS OF NO IMPACT

The following impacts either are not applicable to the proposed Project or are not reasonably foreseeable:

- Conflict with any applicable habitat conservation plan or natural community conservation plan (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT).

No adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan applies to the proposed Project site. Therefore, no impact would occur.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to State *CEQA Guidelines* §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.1.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Land use and planning impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.1-1 IMPLEMENTATION OF THE PROPOSED PROJECT MAY PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

Impact Analysis: The proposed Project site supports approximately 110 acres of active agricultural uses. The remaining 36 acres of the proposed Project site contain existing industrial-use structures. The proposed Project would not significantly divide or disrupt the arrangement of land uses in the area of the proposed Project, as similar uses occur and/or are planned adjacent to the site. The proposed Project would not displace any dwelling units or residents, nor would it conflict with or disrupt the daily operations of industrial, commercial, or agricultural operations located in the surrounding area.

As stated above, the proposed Project site is located within the City Planning Area and the Urban Limit Line, and is intended for future development with industrial uses. Future development of proposed on-site uses would include industrial development, and approximately 20,000 square feet of retail development. The proposed land uses are considered internally compatible with one another, and are compatible with the applicable County zoning (M-2) and land use designations (I) as well as City rezoning (I) and land use designation (I). Additionally, the proposed uses are consistent with surrounding industrial and commercial uses in the proposed Project area. Development of the site as proposed would not conflict with surrounding uses or create a barrier between uses that would result in a division within the community.

Although the proposed Project would alter current conditions on the site, the development would be compatible in character with existing adjacent uses. As needed, any potential effects of the proposed Project would be reduced with the implementation of sensitive design features, such as appropriate setbacks, that would serve to minimize effects on surrounding uses. Potential compatibility impacts would be further reduced through adherence to applicable design standards set forth in the *City of Woodland General Plan* and *Municipal Code*, and with implementation of required mitigation measures identified elsewhere in this EIR.

Additionally, all future development on-site would be subject to City review and approval to ensure that all development on individual parcels occurs in accordance with design and policy standards set forth by the City of Woodland. Therefore, the proposed Project is not anticipated to result in changes that would physically divide the community, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.1-2 ***THE PROPOSED PROJECT MAY CONFLICT WITH AN APPLICABLE LAND USE PLAN, POLICY, OR REGULATION 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 AN ENVIRONMENTAL EFFECT.***

Impact Analysis: Applicable land use plans, policies, and/or regulations, as they relate to the proposed Project, are discussed below.

GENERAL PLAN AND ZONING

The proposed Project would be consistent with existing *Yolo County General Plan* land use designations and zoning as well as *City of Woodland General Plan* land use designation and rezoning; no changes to the existing designations are required to allow for future development. However, upon annexation, the proposed Project would change the boundaries of the Woodland City limits; therefore, a GPA is one of the entitlements required to formally change the City limits.

As stated above, the *City of Woodland General Plan* land use designation for the proposed Project site is Industrial (I). The purpose of the (I) land use designation is to provide for industrial parks, warehouses, manufacturing, research and development, and commercial uses compatible with industrial uses, public and quasi-public uses, and similar and compatible uses. The City rezoned the proposed Project site to Industrial (I) in 1994 in anticipation of annexation. Additionally, the *Yolo County General Plan* land use designation for the proposed Project site is Industrial (IN). The (IN) designation includes the full range of light to heavy industrial/manufacturing, including agricultural industrial uses (e.g. storage facilities, contractor's yards, corporation yards, dismantling, etc.). Research and development, including biotechnology, is allowed where manufacturing is the primary use (accounting for more than 50 percent of the total square footage). The proposed Project site has a Yolo County zoning designation of Heavy Industrial (M-2). The purpose of the (M-2) zone is to provide areas exclusively for the normal operation of almost all industries, including those which may create some objectionable conditions, subject only to the regulations needed to control congestion and to protect the surrounding area or adjoining premises. Development of the site as proposed with industrial and retail uses would therefore occur consistent with the intent of the City and the County.

The *City of Woodland General Plan* encompasses approximately 1,500 acres adjacent to the City's Urban Limit Line. The proposed Project site is located within the Urban Limit Line and is therefore intended for future urban-type development. Goals and policies are identified in the *City of Woodland General Plan* to address growth within this area and focus new urban-type development to planned urban areas to minimize potential urban sprawl and associated environmental effects on such lands. Therefore, development of the proposed Project site would be consistent with future growth as intended in the *City of Woodland General Plan*. Additionally, the *City of Woodland General Plan* has been developed consistent with the goals and policies of the *Yolo County General Plan*, which also directs urban development to areas within the Urban Limit Line.

Applicable goals and policies relative to the proposed Project site are listed in Table 5.1-1, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN GOALS AND POLICIES FOR LAND USE AND RELEVANT PLANNING, followed by a brief explanation of how the proposed Project complies with the goals and policies. The potential environmental effects resulting from implementation of the proposed Project are addressed herein within this EIR. All potential impacts are evaluated, and mitigation measures are given, as appropriate, to reduce impacts to less than significant, or to the extent feasible; however, the proposed Project is not anticipated to conflict with the *General Plan* goals or policies with regard to avoidance or mitigation of any environmental effects.

Yolo County Local Agency Formation Commission

The proposed Project site would require an annexation of the site from Yolo County into the City of Woodland. Therefore, Table 5.1-2, CONSISTENCY ANALYSIS WITH YOLO COUNTY LAFCO POLICIES FOR LAND USE AND RELEVANT PLANNING, outlines the land use policies of Yolo County LAFCO, and defines the proposed Project's consistency with the policies. As indicated in the table, the proposed Project is consistent with the policies of LAFCO, and impacts would be less than significant.

Specific Plans/Local Coastal Program

The proposed Project site is not located within the boundaries of any specific plan or local coastal program. Therefore, no conflicts with such plans would occur.

Yolo County Natural Heritage Program (NHP)

Yolo County and cities within the County (including Woodland) are currently in the process of preparing a comprehensive Countywide Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) that would address potential environmental effects of County growth on biological resources. The Yolo County Natural Heritage Program (NHP) Plan is a County-wide plan designed to provide for the long-term conservation and management of sensitive and at-risk species and the habitats upon which they depend, while accounting for other necessary uses of the land. The NHP Plan serves as an HCP, pursuant to the Federal Endangered Species Act (ESA), and a NCCP under the California Natural Community Conservation Planning Act (NCCPA).¹ The NHP Plan is aimed at the protection of regional biodiversity by focusing on the protection of important natural communities, including agricultural lands that support key species and ecological processes.

Biological resources in the Woodland area generally occur on both natural and altered habitats, although the majority of habitat in the City's Planning Area has been previously altered by agricultural cultivation or urban development. Although largely disturbed, such lands may remain valuable as wildlife habitat. Natural habitats in and around the City include Willow Slough, some riparian areas, alkali sinks, and some natural oaks.²

¹ Yolo Natural Heritage Program. Located online at: <http://www.yoloconservationplan.org>.

² *City of Woodland General Plan*. December 2002.

Table 5.1-1
Consistency Analysis with City of Woodland General Plan
Goals and Policies for Land Use and Relevant Planning

General Plan Goals and Policies	Analysis
<i>Citywide Growth and Development</i>	
Goal 1.A. To grow in an orderly pattern consistent with economic, social and environmental needs, providing for continued small-town character and preservation of surrounding agricultural lands.	The proposed Project would include industrial development to serve existing residents and the region. The proposed Project site is located within the City's Urban Limit Line. The proposed Project site is surrounded on the east, south, and west by non-agricultural uses, with a <i>General Plan</i> land use and zoning designation of Industrial (I). Vacant land with a <i>General Plan</i> land use designations of Industrial (I) and Open Space (OS) are located to the north, with zoning designated as Agricultural General Zone (A-1). Therefore, the proposed Project would result in an orderly pattern of growth that is anticipated in the City's adopted <i>General Plan</i> .
Policy 1.A.2. The City shall contain its urban growth within the Urban Limit Line as designated on the Planning Area Land Use Diagram (Figure 1-4, Woodland General Plan).	The proposed Project is within the City's Urban Limit Line, and is therefore located within an area that is anticipated for future development.
Policy 1.A.3. The City shall designate land for development consistent with the needs of the community and consistent with its efforts to maintain a positive fiscal balance for the City.	The proposed Project would result in a positive fiscal impact to the City and would be constructed in a phased manner, consistent with market demands at the time when development is proposed.
Policy 1.A.4. The City shall promote and support the development of a healthy balance of residential, commercial, and industrial development within the City.	No residential uses are proposed or associated with the Project. The proposed Project would result in industrial development that would be constructed in a phased manner, consistent with market demands at the time when development is proposed.
Policy 1.A.5. The City shall ensure that development occurs in an orderly sequence based on the logical extension of public facilities and services.	The proposed Project is surrounded on three sides by urban development and has reasonable access to public services. The development is an orderly sequence of development based on a logical extension of public services.
Policy 1.A.8. The City shall encourage development of the City in a compact, cohesive pattern with definite, identifiable boundaries that create a sense of community identity.	The proposed Project site is surrounded on the east, south, and west by non-agricultural uses, with a <i>General Plan</i> land use and zoning designation of Industrial (I). Vacant land with a <i>General Plan</i> land use designations of Industrial (I) and Open Space (OS) is located to the north, with pre zoning designations of Industrial (I) and Open Space (O-S). The proposed Project would be developed in a manner consistent with surrounding development.
Policy 1.A.9. The City shall promote walking, bicycling, and transit use and access when designating and approving new development.	All future development on the proposed Project site would occur consistent with applicable City design goals and policies intended to promote the use of alternative modes of transportation.
Policy 1.A.10. The City shall promote mixed-use developments and creative developments where appropriate and compatible with surrounding land uses. The Planned Development (PD) zoning overlay will be used to allow for mixed-use and creative forms of development. This will provide for greater flexibility in the design of integrated developments than would otherwise be possible through strict application of zoning regulations.	The proposed Project is not within a Planned Development Overlay Zone. The proposed Project would be developed consistent with the existing <i>General Plan</i> and zoning designations. The proposed Project is not a mixed-use development, but is planned to include industrial and retail uses.

Table 5.1-1 (Continued)
Consistency Analysis with City of Woodland General Plan
Goals and Policies for Land Use and Relevant Planning

General Plan Goals and Policies	Analysis
<i>Commercial Land Use</i>	
Goal 1.E. To designate adequate commercial land for and promote development of commercial uses compatible with surrounding land uses to meet the present and future needs of Woodland residents and visitors and to maintain Woodland's economic viability.	The proposed Project includes approximately 20,000 square feet of retail development that would be compatible with adjacent uses (which include industrial and retail uses), intended to contribute to the City's economic viability over the long-term.
Policy 1.E.1. The City shall designate commercial land in appropriate locations to provide for various kinds of commercial development to meet the needs of Woodland residents and visitors. The City shall strive to avoid creating an oversupply of commercially-designated land to prevent the dilution or deterioration of currently viable commercial areas.	The proposed Project would result in development of approximately 20,000 square feet of retail uses, adjacent to similar industrial and retail uses. The proposed Project is designed to serve the needs of the City of Woodland as well as the region. Development of the proposed Project site would occur in a phased manner, consistent with market demands and economic conditions, to ensure that an oversupply of industrial or retail uses does not occur.
Policy 1.E.3. Commercial facilities should be designed to encourage and promote transit, pedestrian, and bicycle access. The City shall require that new commercial development be designed to encourage and facilitate pedestrian circulation within and between commercial site and nearby residential areas.	All future development on the proposed Project site would be required to comply with City design standards to accommodate alternative modes of transportation, such as pedestrian and bicycle circulation. All development would be subject to Site Plan Review and approval by the City for conformance to applicable design standards.
Policy 1.E.5. The City shall require new commercial development to be designed to minimize the visual impact of parking areas on public roadways.	Future development on the proposed Project site would be designed in accordance with the City of Woodland's Community Design Standards, as applicable.
Policy 1.E.6. New commercial development adjacent to residential development should provide buffers from noise, trespassing, lighting, or other annoyances, through methods such as landscaping or fencing.	The proposed Project site is not immediately adjacent to residential uses. All future development would be designed to ensure that, if needed, adequate buffers would be provided to distance the proposed uses from uses on adjacent properties.
<i>Industrial Development</i>	
GOAL 1.H. 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.	The proposed Project would result in future development of an estimated 3,176,932 square feet of industrial-type uses and 20,000 square feet of retail-type uses that would contribute to the City's economic and jobs base. Such development has been anticipated by the <i>City of Woodland General Plan</i> for future growth within the City.
Policy 1.H.2. The City shall only approve new industrial development that has adequate infrastructure and services. Industrial development shall be required to provide sufficient buffering from residential areas to avoid impacts associated with noise, odors and the potential release of hazardous materials.	The Project Applicant would be required to demonstrate that all infrastructure is adequate to serve the proposed Project site, or can be provided through proposed improvements. All future development on-site would be designed consistent with zoning requirements for setbacks and buffers to ensure the avoidance of impacts to off-site area land uses.
Policy 1.H.5. The City shall seek to minimize the visual impacts of industrial development from Interstate 5, primarily through landscaping and fences.	All future development on-site would be designed consistent with applicable zoning and design guidelines intended to reduce potential visual impacts on the existing landscape.

Table 5.1-1 (Continued)
Consistency Analysis with City of Woodland General Plan
Goals and Policies for Land Use and Relevant Planning

General Plan Goals and Policies	Analysis
Policy 1.H.6. In areas where industrial development is planned adjacent to residential areas, the City shall ensure that industrial operations will not pose hazards to adjacent residential development and shall require buffering of new industrial development adjacent to residential areas, either through land, fencing, berms, or a combination as needed to protect residential areas from impacts from industrial activities. When new residential development is planned adjacent to existing industrial development, the residential development will be required to provide for the necessary buffers.	No residential uses are immediately adjacent to the proposed Project site; however, residential uses are present to the south, south of I-5.
Policy 1.H.7. The City shall allow mixed use projects (e.g., retail/office/food service/industrial) in industrial designations as appropriate, particularly along East Main Street. A maximum of 80 percent commercial uses will be allowed in mixed use projects along heavily-traveled arterials, and a maximum of 50 percent commercial within interior industrial areas. Commercial uses must comply with commercial development policies of the General Plan. A mixed use industrial designation shall be applied to the property designated on the south side of East Main Street immediately east of the General Commercial-designated area.	The proposed Project would result in development of the site with industrial uses, consistent with existing <i>General Plan</i> and zoning designations. In addition, approximately 20,000 square feet of retail would be provided to service the proposed Project site.
Agriculture	
Goal 1.I To promote the productivity of agricultural lands surrounding Woodland and the continued viability of Yolo County agriculture.	The proposed Project site is not zoned for agricultural use. The proposed Project site is within the City's Urban Limit Line and Planning Area and is therefore intended for urban-type development. The <i>City of Woodland General Plan</i> land use designation for the proposed Project site is Industrial (I). The City rezoned the proposed Project site to Industrial (I) in 1994. The <i>Yolo County General Plan</i> land use designation for the proposed Project site is Industrial (IN), with a County zoning designation of Heavy Industrial (M-2). No change in land use or zoning designations is requested as part of the proposed Project. Mitigation measures are proposed to reduce potential impacts resulting from the conversion of agricultural land to non-agricultural use. Refer also to Section 5.2, AGRICULTURAL AND FORESTRY RESOURCES.
Policy 1.I.1. The City shall discourage leapfrog development and development in peninsulas extending into agricultural lands to avoid adverse effects on agricultural operations.	Refer to Goal 1.1., above.
Policy 1.I.2. The City shall retain agricultural zoning and shall encourage continued agricultural production on properties within the Urban Limit Line until the land is needed for urban developments.	Refer to Goal 1.1., above.
Policy 1.I.3. The City shall ensure that new development and public works projects do not encourage expansion of urban uses outside the Planning Area into areas designated for Agriculture on the Land Use Diagram.	Refer to Goal 1.1., above.

Table 5.1-1 (Continued)
Consistency Analysis with City of Woodland General Plan
Goals and Policies for Land Use and Relevant Planning

General Plan Goals and Policies	Analysis
Policy 1.1.4. The City shall require development within or adjacent to designated agricultural areas to minimize conflicts with adjacent agricultural uses. Policy 1.1.5. The City shall continue to support the County's right-to-farm ordinance.	Refer to Goal 1.1., above. The proposed Project site is surrounded on the east, south, and west by non-agricultural uses, with a City <i>General Plan</i> land use and zoning designation of Industrial (I). Vacant land with a <i>General Plan</i> land use designations of Industrial (I) and Open Space (OS) is located to the north, with pre zoning designations of Industrial (I) and Open Space (O-S). No conflicts with agricultural uses or the County's Right-to-Farm Ordinance would occur with the proposed Project.
Policy 1.1.6. The City shall encourage and support Yolo County in the implementation of its agricultural preserve program.	Refer to Goal 1.1., above. The proposed Project would not conflict with the County's agricultural preserve program; the proposed Project site is not located within an agricultural preserve.
Policy 1.1.7. The City shall encourage agribusiness (within and outside the Urban Limit Line) consistent with the policies of the General Plan and the Urban Development Policy in the General Plan Area.	The proposed Project site is located within the City's Urban Limit Line and Planning Area and is intended for future development, not as an agricultural use. The proposed Project would be developed consistent with existing City <i>General Plan</i> land use and zoning designations.
<i>Landscape and Streetscape</i>	
Goal 1.K. To maintain and enhance the quality of Woodland's major corridors, city entrances, landscape, and streetscape.	Future development on the proposed Project site would occur consistent with all applicable design measures identified in the <i>City of Woodland General Plan</i> and <i>Municipal Code</i>, to ensure that the type and character of uses reflects that intended by the City.
Policy 1.K.1. New development within major corridors (see Figure 1-5) must comply with the following minimum building requirements: All outdoor storage of goods, materials, and equipment, and loading docks areas shall be screened from major roadways. Developments with multiple buildings should have a uniform design theme and sign program. Earth tones shall be used as the dominant color; colors such as white, black, blue, and red should be used as accents. Building surfaces should have color schemes that reduce their apparent size. Metal buildings will be allowed only with enhanced architectural and landscaping treatment (such as use of trim bands, wing walls, parapets, and reveals). Development within the Interstate 5 and County Road 102 Entryway Overlay Zone (see also Figure 1-6) must comply with zoning and building requirements in the General Plan and the Interstate 5 and County Road 102 Entryway Overlay Zone.	The proposed Project site is located along a major corridor (East Main Street) as identified on Figure 1-5, MAJOR CORRIDORS AND ENTRYWAYS, in the <i>City of Woodland General Plan</i>. The proposed Project would be subject to City site plan review and approval for consistency with all applicable design standards and building requirements, and requirements of the City's <i>Municipal Code</i> for the appropriate zone.
Policy 1.K.2. The City shall encourage increased building setbacks and wider landscape areas along major corridors.	All future development on the proposed Project site would be designed consistent with setback and landscaping standards of the applicable zone requirements.

Table 5.1-1 (Continued)
Consistency Analysis with City of Woodland General Plan
Goals and Policies for Land Use and Relevant Planning

General Plan Goals and Policies	Analysis
Policy 1.K.3. The City will encourage increased architectural enhancements within major corridors, including the following: - Building elevations should be well-articulated and stress an original design. - All exterior elevations visible from major roadways should have architectural treatment to alleviate long void surfaces. This can be accomplished through varying setbacks, breaking buildings into segments, pitched roof elements, columns, indentations, patios, and incorporating landscaping into architectural design. - Buildings should be composed of stucco, brick, or masonry elevations. Tilt-up concrete panels will only be permitted if they have a bold relief with textured surfaces such as exposed aggregate material, fenestration, to break up monotony. Integral color of panels is encouraged.	All future development on the proposed Project site would be designed consistent with architectural design standards of the applicable zone requirements.
Policy 1.K.4. Within major corridors, signs shall be made of high-quality materials such as stone, tile, cast concrete, or similar materials. No bare metals, wood, or any other non-durable material shall be allowed.	All future development on the proposed Project site would be designed consistent with signage design standards of the applicable zone requirements.
Policy 1.K.9. As a condition of the approval of larger development projects, the City shall require establishment of funding mechanisms for the ongoing maintenance of street trees and landscape strips. The City shall explore the potential for putting all new development in a master landscape and lighting district for maintenance of street trees and landscape strips.	All future development on the proposed Project site would be designed consistent with all applicable City landscaping and lighting requirements.
Source: <i>City of Woodland General Plan</i>, December 2002.	

Table 5.1-2
Consistency Analysis with Yolo County LAFCO Policies for
Land Use and Relevant Planning

LAFCO Policies	Analysis
Rules of LAFCO, Chapter VII	
Section 19 - The Commission, in reviewing a proposal, shall evaluate its content with reference to the General Plans of the Cities and County, the Standards for Evaluation of Proposals, the Agricultural Conservation Policy, any applicable sphere of influence, the Land Evaluation and Site Assessment model, the Local Government Reorganization Act of 2000 and such other relevant matters as may be required or permitted by law, or deemed necessary by the Executive Officer for presentation to the Commission. The Commission requires that written statements made in opposition or support to matters submitted to the Commission for public hearing be submitted to the Clerk of the Commission on or before the date and time of the public hearing.	As discussed more specifically below, the proposed Project would be consistent with all applicable land use policies. Written statements regarding the proposed Project would be submitted to LAFCO for public hearing, through the Clerk of LAFCO on or before the date and time of the public hearing.
LAFCO Standards of Evaluation	
A. Choice of Entity	
1. The provision of municipal services in highly urbanized areas by cities rather than by counties or special districts is favored.	1. The proposed Project site is adjacent to existing City limits and would be provided City services upon annexation.
2. The further development of single purpose autonomous districts is disfavored.	2. Services to the proposed Project site would be provided by the City of Woodland, and not an autonomous district.
3. The formation of multi-purpose special districts contiguous to existing cities is disfavored.	3. Services to the proposed Project site would be provided by the City of Woodland and not a special district.
4. The creation of a multiplicity of small cities is disfavored.	4. The proposed Project is an expansion of the City of Woodland City limits and not the creation of a new small city.
5. Accommodating additional growth within, or through the expansion of, the boundaries of those local agencies which can best accommodate and provide necessary governmental services and housing for persons and families of all incomes in the most efficient manner feasible is favored.	5. The proposed Project is located within the boundary of the City's Urban Limit Line and Planning Area. The proposed Project does not include housing; however, the City of Woodland has an adopted Housing Element that ensures a variety of housing is provided within the City.
B. Duplication of Authority	
The inclusion of territory within a city in one or more districts with common powers, or within two or more districts with common powers, is disfavored. The Commission shall determine whether an application violates the policy set forth in the preceding sentence. If the determination is in the affirmative, the Commission shall provide each affected city or district an opportunity to express its views to the Commission.	The proposed Project includes annexation into the City of Woodland, which would be the entity responsible for providing public services to the proposed development. The proposed annexation would not result in two or more districts with common powers.
C. Territory to be Included	
1. The division of existing identifiable communities is disfavored, but at the same time the inclusion of heterogeneous economic and social interests within the same entity is favored.	1. The proposed Project would not divide an existing community. The proposed Project would abut the existing industrial and retail development to the west, south and east of the site, thereby creating a heterogeneous economic interest within the same entity.

Table 5.1-2 (Continued)
Consistency Analysis with Yolo County LAFCO Policies for
Land Use and Relevant Planning

LAFCO Policies	Analysis
2. The division of existing communities identifiable on the basis of appreciable social, economic, or other factors is disfavored.	2. The proposed Project would not result in the division of an existing community.
3. The division of existing commercial districts is disfavored.	3. The proposed Project would abut the existing industrial and retail development located to the west, south, and east of the site and would not divide existing commercial districts.
4. The inclusion of contiguous or nearby urban areas within the same entity is favored.	4. The proposed Project site is located adjacent to the City limits of Woodland and would be annexed into the existing urban area.
5. The inclusion of separate existing contiguous or nearby communities identifiable on the basis of appreciable, social, economic, or other factors is favored.	5. The proposed Project site is not located near a community other than the City of Woodland.
6. Consistency with current spheres of influence is favored.	6. The proposed Project is located within the City's Urban Limit Line and Planning Area.
7. Conformity with appropriate city or county general and specific plans is favored.	7. The proposed Project is being reviewed for consistency with the <i>City of Woodland General Plan</i> . A specific plan is not proposed.
8. The location of boundary lines of areas proposed for annexation to cities or districts so as to promote productivity and preservation of agricultural land is favored.	8. The proposed Project site is located within the City's Urban Limit Line and Planning Area. Although the site currently supports active agricultural uses (dry farming) that would be replaced with urban-type uses with implementation of the proposed Project, mitigation is provided to reduce potential impacts with regard to the conversion of agricultural lands to less than significant; however, cumulative impacts would remain significant and unavailable. Refer also to Section 5.2, AGRICULTURAL AND FORESTRY RESOURCES, of this EIR.
9. Proposals which result in significant or serious operational or economic problems or disruptions of existing services in remaining adjacent territory are disfavored.	9. The proposed Project would not result in significant operation or disruptions of existing services, as indicated in Section 5.11, PUBLIC SERVICES AND UTILITIES, of this EIR.
D. Economic Feasibility of Proposed Formations	
1. If the proposed is for the formation of a new agency, the proponents shall demonstrate the economic feasibility of the proposed formation, taking into account both the assessed valuation of the subject territory and any other sources of revenue, compared to the type and cost of the services proposed to be provided.	1. The proposed Project does not include the formation of a new agency, but annexation into the existing City of Woodland.
2. A proposal for the formation of a new agency shall also be accompanied by an analysis of the availability of and economic feasibility of obtaining the proposed services from other private public agencies.	2. The proposed Project does not include the formation of a new agency, but annexation into the existing City of Woodland.
E. Future Service	
1. In evaluating a proposal, the Commission shall consider not only present service needs of the area under consideration, but shall also consider future services which may be required to take care of future growth or expansion.	1. The proposed Project would connect to existing City services (refer to Section 5.11, PUBLIC SERVICES AND UTILITIES, of this EIR). Adjacent areas are also located within the City's Urban Limit Line and may be considered for future annexation; however, development of those areas is speculative at this time and would be addressed as part of future applications.

Table 5.1-2 (Continued)
Consistency Analysis with Yolo County LAFCO Policies for
Land Use and Relevant Planning

LAFCO Policies	Analysis
2. If a proposal is submitted to extend services into a previously unserved unincorporated area or to create a new service provided with the power or authority to extend services to urban type development in a previously unserved unincorporated area, the Commission will review the proposal to ensure that it is consistent with the policies set forth in State law and local LAFCO policies.	2. The proposed Project is located in an area that was not previously served by the City of Woodland; however, the site is adjacent to existing City services.
<i>F. Description, Service Plan and Timetable Required</i>	
Any proposal shall be accompanied by a service plan and extension of services and completion of any related development project (sic).	The Project Applicant would submit all necessary information to LAFCO as part of the annexation application. The City of Woodland would provide services to the proposed Project site as described in Section 5.11, PUBLIC SERVICES AND UTILITIES, of this EIR.
<i>G. Terms or Conditions</i>	
1. Any term or condition recommended for the Commission to impose pursuant to s5688.5.5 et seq. must be presented by a statement in writing that includes a description of each proposed term and condition. 2. If the term or condition is proposed by an affected public agency, the statement in writing must be signed by the chief legislative or administrative officer of the agency. 3. If the term or condition is proposed by a proponent, it must be signed by one of the proponents. 4. In the absence of protest, the Commission shall evaluate the proposed terms and conditions on the basis of the written statement. 5. In the case of a protest that is not resolved at the public hearing, the Commission may direct the Executive Officer to negotiate with the opposing parties and may also authorize independent evaluation of issues involved in the dispute.	The Terms or Conditions discussion would be addressed as part of the LAFCO review of the annexation application and is not applicable to the City review of the proposed Project.
<i>H. Boundaries</i>	
1. Definiteness a. Boundary descriptions of territory included in any proposal shall be definite and certain. b. If the Commission determines that the boundary is indefinite or uncertain, it shall refer the proposal back to the proponents and require the proponents to submit a reviewed boundary description at the public hearing which is certified by the County Surveyor as being definite and certain.	1. The boundary for the proposed Project is definite and certain.
2. Preparation by County Surveyor If the Commission requires the inclusion of territory in addition to that proposed in an application, it may direct the County Surveyor to prepare a new boundary description.	2. The addition of territory to the proposed annexation is not anticipated.

Table 5.1-2 (Continued)
Consistency Analysis with Yolo County LAFCO Policies for
Land Use and Relevant Planning

LAFCO Policies	Analysis
3. Boundaries: Splitting Lines of Assessment Boundaries that split lines of assessment or legal parcel boundaries are disfavored.	3. The proposed Project would not result in the splitting of assessment or legal parcel boundaries.
4. Boundaries: Course Boundaries which follow existing political boundaries, and natural or manmade features such as rivers, lakes, railroad tracks, roads and freeways are favored.	4. The proposed Project boundary follows the existing roads to the west, south, and east. The proposed Project boundary to the north is defined by the existing parcel line.
5. Boundaries: Islands, Strips, Corridors Boundaries which create islands, strips, or corridors are disfavored.	5. The proposed Project would not create an island, strip, or corridor, but rather, would create continuity between existing development in the area. The proposed Project site is located adjacent to existing development to the west, south, and east, and does not propose to change the current boundaries of any affected parcel.
6. Boundaries: Streets a. Boundary lines of areas proposed for annexation to cities or districts, which include, where possible, land abutting both sides of a given street or right of way within the same entity are favored. b. When a boundary must follow a street or highway, the boundary will include the complete right of way for the entire street or highway.	6. The City boundary abuts roadways to the west, south, and east of the proposed Project site. The City boundary abuts a portion of East Beamer Street along the northern boundary of the proposed Project site.
I. Pre-Zoning	
Any proposal for the annexation of territory to a city shall be accompanied by the <i>City of Woodland General Plan</i> and pre-zoning for that territory, including the planned and probable use of the territory based upon the general plan and pre-zoning designations.	The proposed Project site was previously pre zoned by the City in 1994. Development resulting with the proposed Project would be consistent with the existing zoning and City <i>General Plan</i> land use designations.
J. Regional Housing	
Yolo County LAFCO encourages all pertinent agencies, both public and private, to collaborate on effective solutions to introduce more affordable housing into the County, including more housing for farm workers. A proposal's effect on a city or cities and the County's ability to achieve their respective fair shares of the regional housing needs as determined by the Sacramento Area Council of Governments (SACOG) shall be considered. In such consideration, the Commission shall review all relevant information presented to it, including but not be limited to, the following: 1. The agency's regional housing needs allocation as determined by SACOG; 2. Whether the affected agency has recently updated (within five years) the housing element of its general plan; 3. Whether the affected agency has a certified housing element in its general plan; 4. Whether the agency has an inclusionary housing ordinance that meets the minimum standard of the SACOG Affordable Housing Compact;	The proposed Project does not include residential development. The City of Woodland has an adopted Housing Element that addresses the provision of housing for the City.

Table 5.1-2 (Continued)
Consistency Analysis with Yolo County LAFCO Policies for
Land Use and Relevant Planning

LAFCO Policies	Analysis
5. The degree to which the agency has zoned adequate amounts and quality of land for housing; 6. The degree to which development within the agency has met that agency's "low income" and "very low income" housing targets as determined by SACOG; 7. Whether an agency had recently changed the affected territory's zoning from residential to a non-residential use; 8. The extent to which the territory to be annexed will advance, or inhibit, the principles, goals, objectives, policies, and standards of the agency's housing element.	
<i>K. Water and Water Availability</i>	
1. For any proposal that entails the provision of water services, the timely availability of water supplies adequate for projected needs will be evaluated as specified in Government Code §§ 56668(k) and 65352.5. 2. The Project Applicant will provide information that addresses the factors set forth in Government Code §65352.5(c). 3. The Project Applicant will also provide sufficient information for the Commission to determine that adequate services, facilities, and improvements can be provided and financed by the agency responsible for the provision of water services, including but not limited to: a. A "will serve" letter from the agency dated within six (6) months of the date of the Commission's consideration of the proposal; or b. An agreement between the developer and the agency sufficient for the agency to provide water services. 4. In evaluating the annexing agency's capacity to provide water, the Commission shall take into account the agency's ability to acquire the resources necessary to provide this service, including but not limited to securing water rights. 5. Annexation to an agency that has a cease and desist order, water connection moratorium, or similar service limitation preventing it or directing it not to issue additional water connections is disfavored. 6. The Commission may waive any of the foregoing requirements on a case-by-case basis if it determines there is a public health or safety threat that justifies the extension of water service.	The proposed Project would be consistent with the Water and Water Availability policies. Adequate water quantities and facilities exist to serve the site, and service would be provided upon approval of the proposed annexation. The City does not have a cease and desist order, a water connection moratorium, or similar service limitation that would prevent additional water connections from being provided. A Water Supply/Fire Flow Analysis was prepared for the proposed Project, the findings of which are described in Section 5.11, PUBLIC SERVICES AND UTILITIES, of this EIR.
<i>L. Environmental Justice</i>	
The extent to which the proposal will promote environmental justice shall be considered. As used in this subdivision, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services.	The proposed Project would promote fair treatment of people of all races, cultures, and incomes. The proposed Project is designed to serve regional industrial and retail needs.

Table 5.1-2 (Continued)
Consistency Analysis with Yolo County LAFCO Policies for
Land Use and Relevant Planning

LAFCO Policies	Analysis
<i>M. Property Tax Transfer Negotiations</i>	
Property tax exchange negotiations must be completed and filed with the Executive Officer before a Certificate of Filing may be issued.	The City and County would enter into a property tax sharing agreement prior to LAFCO issuing a Certificate of Filing.
<i>N. Justification</i>	
Any interested party may show justification for a proposal which violates the criteria set forth in this Resolution.	LAFCO would address this during their review of the annexation application.
<i>O. Use of Standards</i>	
In the evaluation of a proposal, the Commission shall consider these Standards for Evaluation, the Agricultural conservation Policy, the Land Evaluation and Site Assessment model, any applicable sphere of influence, and any other criteria and requirements as may be adopted by the Commission from time-to-time, the requirements and criteria set forth in the Local Government Reorganization Act of 2000 (as it may be amended from time-to-time), including but not limited to Section 56668, any relevant information concerning the proposal, the environmental review document, the Executive Officer's report, presentations of all interested parties at the public hearing, and any other relevant information as may be submitted to the Commission in connection with its consideration of the proposal.	LAFCO would address this during their review of the annexation application.

As the proposed Project site is currently dry-farmed, the potential for sensitive biological habitat or species to occur on-site is limited; however, potential impacts and mitigation measures are identified in Section 5.9, BIOLOGICAL RESOURCES, of this EIR to reduce potential environmental effects. As the NCCP/HCP has not yet been adopted, and development of the proposed Project site would occur consistent with growth intended by both the County and the City, the proposed Project would not conflict with the NCCP/HCP.

Air Quality Attainment Plan (AQAP)

The *City of Woodland General Plan* and *Municipal Code* anticipate growth in the proposed Project area. The applicable Air Quality Attainment Plan (AQAP) has anticipated such growth of the population and economy within the affected Air Basin. Therefore, the proposed Project can be viewed as a continued growth element anticipated by the AQAP, and would not result in conflicts with the AQAP, or in unanticipated growth that would have adverse effects not previously considered. Refer to Section 5.7, AIR QUALITY, for additional discussion.

California Solid Waste Management Act

The proposed Project would be consistent with the requirements of the California Solid Waste Management Act (Assembly Bill [AB] 939), which requires local governments within California to divert at least 50 percent of their waste from landfills, or potentially be fined up to \$10,000 per day for non-compliance. CalRecycle is responsible for overseeing local jurisdictions' compliance with AB 939. Future development on the proposed Project site would be consistent with applicable local, State, and Federal laws pertaining to solid waste handling and disposal to minimize potential environmental effects on natural lands and resources. Therefore, the proposed Project would not result in a conflict with solid waste plans or policies, and impacts would be less than significant. Refer to Section 5.11, PUBLIC SERVICES AND UTILITIES, for additional discussion of solid waste management requirements.

Regional Transportation Plan

Future development of the proposed Project site would not conflict with any Regional Transportation Plan (RTP). The City of Woodland participates in the Sacramento Area Council of Governments (SACOG) which includes six counties and eighteen cities in the Sacramento area. The SACOG is responsible for implementation of the Metropolitan Transportation Plan for 2025, which provides a long-range plan for transportation improvements in the Sacramento region. Improvements identified in the RTP include regional transportation projects, locally-identified projects, road rehabilitation projects, and bicycle and pedestrian improvements.

As applicable, future development of the proposed Project site would include implementation of roadway improvements, such as installation of traffic signals, construction of bicycle lanes, and/or the improvement of roadway segments or intersections on a fair-share basis. These improvements would be consistent with the policies or planned projects of the RTP and would be subject to SACOG and City review and approval for consistency. The proposed Project would therefore not conflict with the RTP. Refer to Section 5.5, TRAFFIC AND CIRCULATION, for additional discussion.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS

IMPACT 5.1-3 *THE PROPOSED PROJECT, COMBINED WITH OTHER FUTURE DEVELOPMENT, MAY INCREASE THE INTENSITY OF LAND USES IN THE AREA.*

Impact Analysis: The proposed Project would contribute to a cumulative influence on proposed land uses in and around the Project area. As noted above, the proposed Project site is located within the City Planning Area and the Urban Limit Line, and therefore, is intended for urban-type development. Although development of the site as proposed would ultimately increase the intensity of land uses on-site (primarily agricultural to industrial uses), such growth has been anticipated for this and other such lands within the Urban Limit Line, allowing those properties outside of the boundary to develop at lower intensities, largely maintaining the rural character of surrounding County lands.

The anticipated impacts resulting with future development of the proposed Project site, in conjunction with cumulative development in the site vicinity, would increase urbanization over time and result in the loss of open space, undeveloped lands, and/or agricultural lands within the local vicinity and on a regional basis. Potential land use impacts are site-specific and would require evaluation on a case-by-case basis. This is true with regard to land use compatibility impacts, which are generally a function of the relationship between the interactive effects of a specific development site and those of its immediate environment. In that development of the proposed Project area is anticipated to occur in accordance with the *City of Woodland General Plan* and rezoning classifications, potential cumulative effects on land use and planning, such as an adverse effect resulting from the intensity of land use, are not anticipated.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

5.2 AGRICULTURAL AND FORESTRY RESOURCES

The purpose of this section is to identify and evaluate, to the extent feasible, potential impacts of the proposed Project, resulting from the conversion of agricultural land to non agricultural land use. Additionally, this section discusses potential conflicts between proposed urban uses and any agricultural and/or forestry activities in the vicinity of the proposed Project. The following analysis of the potential environmental impacts related to agricultural and forestry resources utilizes information obtained from the *City of Woodland General Plan*, *City of Woodland General Plan Background Report*, *County of Yolo 2030 Countywide General Plan (Yolo County General Plan)*, the Yolo County Local Agency Formation Commission (LAFCO) *Agricultural Conservation Policy*, and other government databases and websites.

5.2.1 EXISTING AND HISTORIC CONDITIONS

AGRICULTURAL RESOURCES

State of California

The 2010 California Agriculture Highlights prepared by the California Department of Food and Agriculture (which summarize year 2008) state that California had 81,500 farms and ranches operating in the year 2008. This number represents less than four percent of the nation's total farming operations. Almost 30 percent of California farms produced commodity sales totaling more than \$100,000, as compared to 16 percent for the United States as a whole. California farms and ranches received \$36.2 billion for their output in 2008, down from a record high of \$36.4 billion in the year 2007. This represents 11.2 percent of the U.S. total. Additionally, in 2009, the State accounted for 16.5 percent of national receipts for crops and 6.5 percent of the U.S. revenue for livestock and livestock products.¹

The average size farm in California is 312 acres compared with the U.S. average of 418 acres, and approximately 400 crops are recognized in the State, including seeds, flowers, and ornamental.² Modern agricultural practices in the United States have continued to greatly increase the productivity of an acre of land, allowing for the generation of larger crop harvests.

California has some of the most agriculturally productive counties in the nation. All of the top ten agricultural producing counties nationwide are located in California: Fresno, Tulare, Kern, Monterey, Merced, Stanislaus, San Joaquin, San Diego, Ventura, and Imperial. The total market value of agricultural products that were exported from California for the year 2009 was \$12.42 million.³

Yolo County

The region of Yolo County is highly suitable for agricultural cultivation. A review of the California Department of Food and Agriculture Crop Report indicates a history of high agricultural production for many crops over the years that continues to the present. Factors that influence high agricultural activity include climate, availability of water, dependable market demand, good soils, and proper management. Agriculture has been a defining characteristic in influencing Yolo County's identity, character, economy and way of life since the County was founded in 1850.

¹ California Department of Food and Agriculture. Located online at: <http://www.cdfa.ca.gov/Statistics>

² Ibid.

³ Ibid.

According to the *County of Yolo 2030 Countywide General Plan*, 85 percent of the County is used for agriculture. The agricultural landscape within the County is largely dominated by irrigated agriculture, in particular, alfalfa and rice crops. Other crops, such as fruit crops, which largely include tomatoes and wine grapes, tend to be the most profitable, and dominate the County's agricultural economy.⁴

In 2009, the County's top commodities included tomatoes, grapes (wine), rice, seed crops (all), hay (alfalfa), almonds, organic production, walnuts, cattle and calves, and wheat. The 2009 Agricultural Crop Report prepared by the Yolo County Agricultural Commissioner's Office states that the 2009 total value of agricultural commodities produced in Yolo County was \$462,132,949.⁵

City of Woodland

Agriculture has had an important influence on the economic and physical character of both the City of Woodland and Yolo County. Factors that have in the past influenced high agricultural productivity and continue today include climate, availability of water, dependable market demand, and good soils. Historically, the majority of the City of Woodland has been developed on prime agricultural land. Ongoing growth of the City (particularly through the annexation of land) will continue to convert some agricultural lands to urban-type uses; however, the *City of Woodland General Plan* includes goals and policies aimed at maintaining a balance between urban development and agricultural uses to the extent possible while protecting existing agricultural lands from potential adverse effects of urban-type development.

Agricultural land uses within the City of Woodland are regulated or influenced by the *City of Woodland General Plan* and City and County zoning ordinances. These documents identify the type of land uses permitted in agricultural zones and call out the development parameters within each agricultural land use category.

Proposed Project Site

The proposed Project site has been historically used for agricultural purposes for several decades (particularly in the 1940's, 50's, and 60's) According to the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS), the proposed Project site has the following four on-site soils: Capay silty clay (Ca), totaling 13 acres; Sycamore silty clay loam, drained (St), totaling 121 acres; Willows clay (Wb), totaling one (1) acre; and Willows clay, alkali (Wc), totaling 11 acres.

According to the Farmland Mapping and Monitoring Program (FMMP) of the California Natural Resources Agency, soil map units Ca and St are designated as "Prime Farmland if Irrigated" and soil map units Wb and Wc are designated as "Farmland of Statewide Importance." These FMMP categories are defined in greater detail under Section 5.2.2, REGULATORY SETTING, below.

Additionally, the USDA's Land Capability Classification Rating (LCC) indicates the suitability of soils for most kinds of crops. Groupings are made according to the limitations of the soils when used to grow crops and the risk of damage to soils when used in agriculture. Soils are rated from Class I to Class VIII, with soils having the fewest limitations receiving the highest rating (Class I). Specific subclasses are also utilized to further characterize soils. Soils on-site are classified as being Capability Class I, II and IV.⁶

⁴ County of Yolo 2030 Countywide General Plan. Agriculture and Economic Development Element.

⁵ Yolo County Agricultural Commissioner. Located online at: <http://www.yolocounty.org/Index.aspx?page=1419>.

⁶ Soil Survey of Yolo County, California, USDA NCRS.

Refer to Table 5.2-1, LAND CAPABILITY CLASSIFICATION, for a general description of the LCC soil classifications.

Table 5.2-1
Land Capability Classification

Class	Definition
I	Soils have slight limitations that restrict their use.
II	Soils have moderate limitations that restrict the choice of plants or that require moderate conservation practices.
III	Soils have severe limitations that restrict the choice of plants or that require special conservation practices, or both.
IV	Soils have very severe limitations that restrict the choice of plants or that require very careful management, or both.
V	Soils are not likely to erode but have other limitations; impractical to remove that limit their use largely to pasture or range, woodland, or wildlife habitat.
VI	Soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife habitat.
VII	Soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife habitat.
VIII	Soils and landforms have limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife habitat, or water supply or to aesthetic purposes.

Source: USDA Soil Conservation Service, Soil Survey of Yolo County, 1972; Woodland Gateway Phase II Draft EIR, April 2010.

The proposed Project consists of approximately 146 acres, of which approximately 135 acres are designated as “Prime Farmland if Irrigated” and approximately 11 acres are designated as “Farmland of Statewide Importance” (refer to Figure 5.2-1, FARMLAND MAPPING). The proposed Project site primarily supports rotational crops of safflower and/or wheat production; however, the proposed Project site is currently dry farmed, and therefore, the irrigation of crops does not occur on-site.

The Storie Index Rating system ranks soil characteristics according to their suitability for agriculture from Grade 1 soils (80 to 100 rating) which have few or no limitations for agricultural production, to Grade 6 soils (less than 10) which are not suitable for agriculture. Under this system, soils deemed less than prime can function as prime soils when limitations such as poor drainage, slopes, or soil nutrient deficiencies are partially or entirely removed. The six grades, ranges in index rating, and definition of the grades as defined by the USDA NRCS, are provided below in Table 5.2-2, STORIE INDEX RATING SYSTEM. According to the USDA NRCS, the proposed Project site has the following Storie Index values: Grade Two – Good; Grade Three – Fair, and Grade Five – Very Poor.

Table 5.2-2
Storie Index Rating System

Grade	Index Rating	Definition
1	80 through 100	Few limitations that restrict their use for crops
2	60 through 80	Suitable for most crops, but have minor limitations that narrow the choice of crops and have a few special management needs
3	40 through 60	Suited to a few crops or to special crops and require special management
4	20 through 40	If used for crops, are severely limited and require special management
5	10 through 20	Not suited for cultivated crops, but can be used for pasture and range
6	Less and 10	Soil and land types generally not suited to farming

Source: USDA Soil Conservation Service, Soil Survey of Yolo County, 1972; Woodland Gateway Phase II Draft EIR, April 2010.



Source: Soil Survey of Yolo County, CA (USDA NRCS)



6/14/11 JN 60-100756-17574 MAS

- Woodland Commerce Center
- Farmland of statewide importance
- Prime farmland if irrigated

WOODLAND COMMERCE CENTER • EIR
Farmland Mapping

Figure 5.2-1

5.2.2 REGULATORY SETTING

The following is a description of Federal, State, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

FEDERAL FRAMEWORK

Farmland Protection Policy Act (7 U.S.C. §4201)

The purpose of the Farmland Protection Policy Act (FPPA) is to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to non agricultural uses. It additionally directs Federal programs to be compatible with State and local policies for the protection of farmlands. Congress passed the Agriculture and Food Act of 1981 (Public Law 97-98) containing the FPPA—Subtitle I of Title XV, §1539-1549. The final rules and regulations were published in the Federal Register on June 17, 1994.

The FPPA is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to non agricultural uses. It assures that, to the extent possible, Federal programs are administered to be compatible with State, local units of government, and private programs and policies to protect farmland. Federal agencies are required to develop and review their policies and procedures to implement the FPPA every two years. The FPPA does not authorize the Federal Government to regulate the use of private or non-Federal land or, in any way, affect the property rights of owners.

For the purpose of FPPA, farmland includes Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to non agricultural use and are completed by a Federal agency or with assistance from a Federal agency.

STATE FRAMEWORK

California Department of Conservation (CDC), Division of Land Resource Protection

The CDC applies the USDA NRCS soil classifications to identify agricultural lands, and these agricultural designations are used in planning for the present and future of California's agricultural land resources. The CDC has a minimum mapping unit of 10 acres, with parcels that are smaller than 10 acres being absorbed into the surrounding classifications.

The Public Resources Code (PRC) §21060.1 defines agricultural land for the purposes of assessing environmental impacts using the FMMP. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides analysis of agricultural land use and land use changes throughout California. The list below provides a comprehensive description of all the categories mapped by the CDC. Collectively, lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland is referred to as Farmland.

- *Prime Farmland.* Farmland that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and

moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- *Farmland of Statewide Importance.* Farmland other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops at some time during the two update cycles prior to the mapping date. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use. The land must have been used for the production of irrigated crops at sometime during the two update cycles prior to the mapping date.
- *Unique Farmland.* Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- *Farmland of Local Importance.* Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- *Grazing Land.* Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- *Urban and Built-up Land.* Land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- *Other Land.* Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and non agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is promulgated in California Government Code §51200-51297.4, and, therefore, is applicable only to specific land parcels within the State of California. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments. Private land within locally designated agricultural preserve areas is eligible for enrollment under Williamson Act contracts. The Williamson Act program is administered by the CDC, in conjunction with local governments, which administer the individual contract arrangements with landowners. The landowner commits the parcel to a 10-year period wherein no conversion out of agricultural use is permitted. Each year, the contract automatically renews unless a notice of non-renewal or cancellation is filed. In return, the land is taxed at a rate based on the actual use of the land for agricultural purposes, as opposed to its unrestricted market value. An application for immediate cancellation can also be requested by the landowner, provided that the proposed immediate cancellation application is consistent with the cancellation criteria stated in the California Land Conservation Act and those adopted by the affected county or city. Non-renewal or immediate cancellation does not change the zoning of the property.

Participation in the Williamson Act program is dependent on county adoption and implementation of the program and is voluntary for landowners.

The Williamson Act states that a board or council by resolution shall adopt rules governing the administration of agricultural preserves. The rules of each agricultural preserve specify the uses allowed. Generally, any commercial agricultural use will be permitted within any agricultural preserve. In addition, local governments may identify compatible uses permitted with a use permit.

California Government Code §51238 states that, unless otherwise decided by a local board or council, the erection, construction, alteration, or maintenance of electric and communication facilities, as well as other facilities, are determined to be compatible uses within any agricultural preserve. Also, §51238 states that board of supervisors may impose conditions on lands or land uses to be placed within preserves to permit and encourage compatible uses in conformity with §51238.1.

Further, California Government Code §51238.1 allows a board or council to allow as compatible any use that without conditions or mitigations would otherwise be considered incompatible; however, this may occur only if that use meets the following conditions:

- The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels on other contracted lands in agricultural preserves.
- The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels or on other contracted lands in agricultural preserves. Uses that significantly displace agricultural operations on the subject contracted parcel or parcels may be deemed compatible if they relate directly to the production of commercial agricultural products on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing, or shipping.
- The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use.

Farmland Security Zone Contract

The CDC passed the Farmland Security Zone legislation (Govt. Code §51296) in 1998. The Farmland Security Zone allows counties to establish an additional program for farmlands to enter into contracts with the state. This legislation allows landowners whose land is under a Williamson Act contract to petition to the county board of supervisors to annul the Williamson Act contract for a Farmland Security Zone Contract. A Farmland Security Zone Contract is a 20-year contract that allows the property owner to receive 35 percent more in tax savings than a Williamson Act contract. Both of these contracts require that lands be within an established Agricultural Preserve. Agricultural lands that are not in a preserve face the greatest threat of conversion, as they are assessed higher property taxes due to their proximity to urbanization. The proposed Project site is not under a Williamson Land Use Contract, Farmland Security Zone contract, or within an agricultural preserve.

LOCAL FRAMEWORK

Yolo County Local Agency Formation Commission (LAFCO)

The proposed Project is subject to the Yolo County LAFCO Agricultural Conservation Policy. This policy is intended to protect against or prevent the conversion of agricultural lands to non agricultural uses if other feasible alternative lands are available. As such, preference is given to vacant land located within

developed areas, versus the annexation of agricultural lands with the intent to develop such lands for non agricultural purposes.

In evaluating the conversion of a property from agricultural to non agricultural use, LAFCO considers the economic viability of the land for continued agricultural use, as compared to non agricultural use. Additionally, the existing zoning of a site is evaluated by LAFCO to determine if mitigation measures would be required to compensate for the loss of lands used to support agricultural activities; however, the existing zoning of a property does not automatically exempt a site from mitigation. LAFCO may approve a change of organization that would allow for the conversion of Prime Farmland to other uses, only if it is determined that such a conversion would ultimately result in planned, orderly, and efficient development.

Section IV, Policy Standards and Implementation of the LAFCO Agricultural Conservation Policy identifies policies relative to the proposed Project site which are listed in Table 5.2-3, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN AND LAFCO AGRICULTURAL CONSERVATION GOALS AND POLICIES FOR AGRICULTURAL AND FORESTRY RESOURCES, and followed by a brief explanation of how the proposed Project complies with each of the goals and policies.

Yolo County Right-to-Farm Ordinance

Under the Yolo County Right-to-Farm Ordinance, “Agricultural Land” is defined as land areas within the County that are classified and zoned as Agricultural Preserve (A-P), Agricultural Exclusive (A-E), and Agricultural General (A-1). The specific characteristics of each of these zones are defined in greater detail in the *Yolo County Zoning Ordinance*. Additionally, the Ordinance indicates that “No agricultural activity, operation, or facility, or appurtenances thereof, conducted or maintained on agricultural lands for commercial purposes, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than three (3) years if it was not a nuisance at the time it began.”

Yolo County Agricultural Conservation Easement Program

To protect against the widespread conversion of agricultural uses to non agricultural uses, §8.2.2416 of the *Yolo County Zoning Ordinance*, Agricultural Conservation Easement Program, establishes regulations for the “conversion or change from agricultural use to predominantly non agricultural use prior to, or concurrent with, approval of a zone change from agricultural to non agricultural zoning permit, or other discretionary or ministerial by the County. A minimum of one acre of agricultural land shall be preserved for each acre of agricultural land changed to a non agricultural use or zoning classification (1:1 ratio).”

City of Woodland Right-to-Farm Ordinance

The City of Woodland Right-to-Farm Ordinance requires that owners, purchasers, residents, and users of property adjacent to or near agricultural operations on agricultural lands be notified of potential nuisances associated with being located within proximity to such land uses. The operation of agricultural uses may result in the generation of noise, odors, fumes, dust, smoke, and/or insects; operation of machinery during both day and nighttime hours; on-site storage and/or disposal of manure from livestock; or, ground or aerial application of fertilizers, soil amendments, seeds, herbicides and/or pesticides. Mandatory disclosure to owners, purchasers, residents, and users is required by the ordinance in order to educate those potentially affected of the effects of choosing to live or work near agricultural operations.

City of Woodland General Plan

Applicable goals and policies relative to the proposed Project are listed in Table 5.2-3, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN AND LAFCO AGRICULTURAL CONSERVATION GOALS AND POLICIES FOR AGRICULTURAL AND FORESTRY RESOURCES, below, followed by a brief explanation of how the proposed Project complies with the goals and policies.

Table 5.2-3
Consistency Analysis with City of Woodland General Plan and LAFCO Agricultural Conservation Goals and Policies
For Agricultural and Forestry Resources

LAFCO Agricultural Conservation Goals/Policies	Analysis
<i>Section IV. Policy Standards and Implementation</i>	
A. Detachment of prime agricultural lands and other open space lands shall be encouraged if consistent with the sphere of influence for that agency.	The proposed Project site is located within the City of Woodland's Planning Area and the City's Urban Limit Line. The proposed Project site is designated as Industrial (I) by the <i>City of Woodland General Plan</i> , prezoned Industrial by the City, and zoned Heavy Industrial (M-2) by the <i>Yolo County Zoning Ordinance</i> .
B. Annexation of prime agricultural lands shall not be approved unless the following factors have been considered: 1. There is insufficient marketable, viable, less prime land available in the subject jurisdiction for the proposed land use. 2. The adoption and implementation of effective measures to mitigate the loss of agricultural lands, and to preserve adjoining lands for agricultural use to prevent their premature conversion to other uses. Such measures may include, but need not be limited to: the acquisition and dedication of farmland, development rights, open space and consideration easements to permanently protect adjacent and other agricultural lands within the county; participating in other development programs (such as transfer or purchase of development rights); payments to responsible, recognized government and non-profit organizations for such purposes; the establishment of open space and similar buffers to shield agricultural operations from the effects of development.	The proposed Project site has two farmland designation categories: Prime Farmland if Irrigated and Farmland of Statewide Importance; however, as the land is dry farmed and not irrigated, the Prime Farmland designation does not apply. The proposed Project site is designated Industrial (I) in the <i>City of Woodland General Plan</i> and is within the City's Urban Limit Line and Planning Area boundary. The proposed Project site is surrounded on the east, south, and west by non agricultural uses, with a <i>City of Woodland General Plan</i> land use and prezoning designation of Industrial (I). Vacant land with a <i>City of Woodland General Plan</i> land use designations of Industrial (I) and Open Space (OS) are located to the north, with zoning designated as Agricultural General Zone (A-1). Less prime land is not available in the City of Woodland to accommodate the proposed Project. This EIR requires mitigation measures to mitigate for the loss of agricultural lands by requiring permanent agricultural conservation easements.
C. Annexation for land uses in conflict with an existing agricultural preserve contract shall be prohibited, unless the Commission finds that it meets all the following criteria: 1. The area is within the annexing agency's sphere of influence. 2. The Commission makes findings required by Government Code Section 56856.5. 3. The parcel is included in an approved city specific plan. 4. The soil is not categorized as prime. 5. Mitigation for the loss of agricultural land has been secured at least at a 1:1 ratio of agricultural easements for the land lost. 6. There is a pending, or approved, rescission for the property that has been reviewed by the local jurisdictions and the Department of Conservation. 7. The property has been non-renewed if still awaiting rescission approval.	The proposed Project site does not have an existing agricultural preserve contract. Therefore, this policy does not apply.

Table 5.2-3 (Continued)
Consistency Analysis with City of Woodland General Plan and LAFCO Agricultural Conservation Goals and Policies
For Agricultural and Forestry Resources

LAFCO Agricultural Conservation Goals/Policies	Analysis
D. Less prime agricultural land generally should be annexed and developed before prime land is considered for boundary changes. The relative importance of different parcels of prime agricultural land shall be evaluated based upon the following (in a descending order of importance): 1. Soil classification shall be given the utmost consideration, with Class I or II soil receiving the most significance, followed by the Storie Index Rating. 2. Consideration shall also be given to the land's economic viability for continued agricultural use.	According to the USDA NRCS web soil survey, the proposed Project site has the following four on-site soils: Capay silty clay (Ca), Sycamore silty clay loam, drained (St), Willows clay (Wb), and Willows clay, alkali (Wc). According to the FMMP of the California Natural Resources Agency, soil map units Ca and St are designated as "Prime Farmland if Irrigated" and soil map units Wb and Wc are designated as "Farmland of Statewide Importance;" however, as the land is dry farmed and not irrigated, the Prime Farmland designation does not apply. The proposed Project site is designated Industrial (I) in the <i>City of Woodland General Plan, prezoned Industrial (I) by the City</i>, and is within the City's Urban Limit Line and Planning Area boundary. The proposed Project site is surrounded on the east, south, and west by non agricultural uses, with a <i>City of Woodland General Plan</i> land use and prezoning designation of Industrial (I). Vacant land with a <i>City of Woodland General Plan</i> land use designations of Industrial (I) and Open Space (OS) are located to the north, with zoning designated as Agricultural General Zone (A-1). Less prime land is not available in the City of Woodland to accommodate the proposed Project.
E. LAFCO will approve a change of organization which will result in the conversion of prime agricultural land in open space use to other uses only if the LAFCO finds that the proposal will lead to planned, orderly and efficient development. The following factors shall be considered: 1. Contiguity of the subject land to developed urban areas. 2. Receipt of all of the discretionary approvals for changes of boundary, such as prezoning, environmental review and service plans as required by the Executive Officer before action by LAFCO. If not feasible before LAFCO acts, the proposal can be made contingent upon receipt of such discretionary approvals within not more than one (1) year following LAFCO action. 3. Consistency with existing planning documents of the affected local agencies, including a service plan of the annexing agency or affected agencies. 4. Likelihood that all or a substantial portion of the subject land will develop within a reasonable period of time for the project's size and complexity. 5. The availability of less prime land within the sphere of influence of the annexing agency that can be developed, and is planned and accessible of the same or a substantially similar use. 6. The proposal's effect on the physical and economic viability of other agricultural operations. In make this determination, LAFCO will consider the following factors:	Refer to LAFCO Policy D, above. The proposed annexation and development of the site would result in a planned, orderly, and efficient development in the City of Woodland. 1. The proposed Project site is surrounded on three sides by urban development. Uses in the surrounding area include industrial, residential, and commercial uses, I-5, and the Sierra Railroad rail line. 2. The proposed Project includes application for annexation. The City will review all entitlements in conjunction with this EIR and will take action on the proposed Project, prior to submittal to LAFCO. 3. The proposed Project is consistent with the <i>City of Woodland General Plan</i> as outlined below and would be provided services as outlined in the Public Services and Utilities section of this EIR (refer to Section 5.11, PUBLIC SERVICES AND UTILITIES). 4. The proposed Project would be constructed in three phases, consistent with the availability of public services and facilities, and with respect for market conditions. Buildout is anticipated in 2032. 5. As noted above, less prime land is not available in the City of Woodland to accommodate the proposed Project and its relationship with adjacent industrial development.

Table 5.2-3 (Continued)
Consistency Analysis with City of Woodland General Plan and LAFCO Agricultural Conservation Goals and Policies
For Agricultural and Forestry Resources

LAFCO Agricultural Conservation Goals/Policies	Analysis
a. The agricultural significance of the subject and adjacent areas relative to other agricultural lands in the region. b. The existing use of the subject and adjacent areas. c. Whether public facilities related to the proposal would be sized or situated so as to facilitate the conversion of adjacent or nearby agricultural land, or will be extended through or adjacent to, any other agricultural lands which lie between the proposed Project site and existing facilities. d. Whether natural or man-made barriers serve to buffer adjacent or nearby agricultural land from the effects of the proposed development. e. Provisions of the General Plan's open space and land use elements, applicable growth management policies, or other statutory provisions designed to protect agriculture. Such provisions may include, but not be limited to, designating land for agriculture or other open space uses on that jurisdiction's general plan, adopted growth management plan, or applicable specific plan; adopting an agricultural element to its general plan; and acquiring conservation easements on prime agricultural land to permanently protect the agricultural uses of the property f. The establishment of measures to ensure that the new property owners shall recognize the rights of adjacent property owners conducting agricultural operations and practices in compliance with the agricultural zone in accordance with the Right to Farm Ordinance adopted by the Yolo County Board of Supervisors.	6. The proposed Project is surrounded on three sides by urban development. Adjacent land to the north is zoned Agricultural General Zone (A-1), with a <i>General Plan</i> land use designation of Industrial (I) and Open Space (OS); however, development of the proposed Project site would not limit any agricultural activities on off-site lands. In addition, the proposed Project includes mitigation measures to provide agricultural conservation easements. The City recognizes the Yolo County Right-to-Farm Ordinance, and the City of Woodland Right-to-Farm Ordinance requires mandatory disclosures to owners, purchasers, residents, and users in order to better understand the impact of living or working near agricultural operations.
City of Woodland General Plan Agriculture	
GOAL 1.1. To promote the productivity of agricultural lands surrounding Woodland and the continued viability of Yolo County agriculture.	The proposed Project provides mitigation to reduce impacts resulting from the loss of farmland. The proposed Project is located within the City's Urban Limit Line which is intended for future City growth, and would therefore not harm the continued viability of Yolo County agriculture.
POLICY 1.1.1. The City shall discourage leapfrog development and development in peninsulas extending into agricultural lands to avoid adverse effects on agricultural operations.	The proposed Project is surrounded on three sides by lands that support urban-type uses. Lands adjacent to the proposed Project site have a <i>General Plan</i> land use designation of Industrial (I), Open Space (OS), Highway Commercial (HC), Low Density Residential (LDR). Development of the proposed Project site as proposed would not constitute leapfrog development.

Table 5.2-3 (Continued)
Consistency Analysis with City of Woodland General Plan and LAFCO Agricultural Conservation Goals and Policies
For Agricultural and Forestry Resources

LAFCO Agricultural Conservation Goals/Policies	Analysis
POLICY 1.1.2. The City shall retain agricultural zoning and shall encourage continued agricultural production on properties within the Urban Limit Line until the land is needed for urban developments.	The proposed Project site is not rezoned by the City as Agricultural. The site was rezoned as Industrial (I) by the City in 1994, and is anticipated to have development consistent with the intent of the industrial designation.
POLICY 1.1.3. The City shall ensure that new development and public works projects do not encourage expansion of urban uses outside the Planning Area into areas designated for Agriculture on the Land Use Diagram.	Refer to Policy 1.1.1, above. The City's current land use designation for the site is Industrial (I). The proposed Project would not include development of land designated for Agriculture.
POLICY 1.1.4. The City shall require development within or adjacent to designated agricultural areas to minimize conflicts with adjacent agricultural uses.	This section of the EIR identifies the compatibility of the proposed Project with surrounding uses.
POLICY 1.1.5. The City shall continue to support the County's right-to-farm ordinance.	The proposed Project would not impact the County's right-to-farm ordinance.
Source: Yolo County LAFCO Agricultural Conservation Policy, June 2007; City of Woodland General Plan, December 2002.	

5.2.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to agricultural and forestry resources, if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non agricultural use;
- Conflict with existing zoning for agricultural use or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g));
- Result in the loss of forest land conversion of forest land to non-forest use; and/or
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non agricultural use or conversion of forest land to non-forest use.

AREAS OF NO PROJECT IMPACT

The following impacts either are not applicable to the proposed Project or are not reasonably foreseeable:

- Conflict with existing zoning for agricultural use or a Williamson Act contract (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT).

The proposed Project site is not under a Williamson Act Land Use Contract. Additionally, the proposed Project does not conflict with existing zoning for agricultural use, as the site is zoned Heavy Industrial (M-2) by Yolo County, and pre-zoned as Industrial (I) by the City of Woodland.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.2.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Agricultural and forestry resources impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.2-1 PROJECT IMPLEMENTATION MAY RESULT IN THE CONVERSION OF PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON AGRICULTURAL USE.

Impact Analysis: According to the USDA NRCS web soil survey, the proposed Project site has the following four on-site soils: Capay silty clay (Ca); Sycamore silty clay loam, drained (St); Willows clay (Wb); and Willows clay, alkali (Wc). As identified by the FMMP of the California Natural Resources Agency, soil map units Ca and St are designated as “Prime Farmland if Irrigated,” and soil map units Wb and Wc are designated as “Farmland of Statewide Importance.”

“Prime Farmland if Irrigated” is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. Some soil map units include areas that have a developed irrigation water supply that is dependable and of adequate quality, and areas that do not have such a supply. In these soil map units, only the irrigated areas meet the Prime Farmland criteria. “Farmland of Statewide Importance” is land other than Prime Farmland that has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops at some time during the two update cycles prior to the mapping date. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.

The proposed Project consists of approximately 146 acres, of which approximately 135 acres are designated as “Prime Farmland if Irrigated” and approximately 11 acres are designated as “Farmland of Statewide Importance.” Although approximately 110 acres of the total 146-acre proposed Project site presently support agricultural uses, the land is dry farmed, and no irrigation of crops occurs. Therefore, the land designated as “Prime Farmland if Irrigated” is not considered to be Prime Farmland.

According to the *City of Woodland General Plan EIR* (1996), the conversion of Prime Farmland is considered a significant and unavoidable impact on the County’s agricultural resources, stating that although the use of conservation easements could be used to protect agricultural lands from potentially encroaching urban-type uses, mitigation measures cannot effectively reduce such loss of farmland to a less than significant level.

The proposed Project would result in future development of the site with industrial-type uses. As such, the conversion of agricultural use to non agricultural use would occur with the proposed Project. As stated in Policy AG-1.6 of the *Yolo County General Plan*, mitigation at a ratio of no less than 1:1 is required for the conversion of farmland and/or land designated or zoned for agriculture to urban uses. This policy is applicable to the conversion of agricultural lands, whether or not such lands are designated as Prime Farmland.

As such, future development of the proposed Project site would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non agricultural uses. Mitigation would be required to permanently protect an equal amount of agricultural land elsewhere in the County to reduce impacts resulting from the loss of agricultural productivity and agricultural lands; however, as an overall net loss of agricultural land within the County would still occur, impacts would be significant and unavoidable.

Mitigation Measures:

- MM 5.2-1 Prior to the issuance of a grading permit for each phase of the proposed Project, the Project Applicant shall set aside in perpetuity, at a ratio of 1:1 of active agricultural acreage, an amount equal to the current phase. The Project Applicant may choose to set aside in perpetuity an amount equal to the remainder of the proposed Project site instead of at each phase. The agricultural land shall be elsewhere in Yolo County through the purchase of development rights and execution of an irreversible conservation or agricultural easement. These soils shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis already experiencing, or likely to experience, growth pressures shall be targeted to the extent reasonably possible. The location and easement requirements shall be subject to the review and approval of the City of Woodland Community Development Director. Soils and farming conditions shall be equivalent or superior to the proposed Project area. Required mitigation acreage shall be set aside prior to commencement of any development activity. The holder of the agricultural easement shall be determined in accordance with Yolo County LAFCO agricultural policy.

Level of Significance: Significant and unavoidable impact.

IMPACT 5.2-2 IMPLEMENTATION OF THE PROPOSED PROJECT MAY 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)).

Impact Analysis: The proposed Project would not cause the rezoning of lands presently zoned for forest land or timberland, nor would it conflict with timber production. The *City of Woodland General Plan* land use designation for the proposed Project site is Industrial (I). The purpose of the (I) land use designation is to provide for industrial parks, warehouses, manufacturing, research and development, and commercial uses compatible with industrial uses, public and quasi-public uses, and similar and compatible uses. The City prezoned the proposed Project site as (I) in 1994. Additionally, the proposed Project site has a Yolo County zoning designation of Heavy Industrial (M-2). The purpose of the (M-2) zone is to provide areas exclusively for the normal operation of almost all industries, including those which may create some objectionable conditions, subject only to the regulations needed to control congestion and to protect the surrounding area or adjoining premises.

Timber production is not an allowed right on the proposed Project site, and the proposed Project would not conflict with existing zoning for, or cause the rezoning of lands zoned for forest land or timberland (as identified in the *Yolo County Zoning Ordinance* or *City of Woodland Municipal Code*). Implementation of the proposed Project would not result in conversion of forest land to non-forest land. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.2-3 IMPLEMENTATION OF THE PROPOSED PROJECT MAY RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE.

Impact Analysis: Refer to Impact 5.2-2, above. The proposed Project site has been historically used for agricultural purposes for several decades (particularly in the 1940's, 50's, and 60's). The proposed Project site is currently utilized for dry farming of rotational crops (safflower and/or wheat), or is otherwise developed. As such, the proposed Project site is disturbed and does not support any forest land or timberland, nor are any such designated lands adjacent to or within proximity of the proposed Project site. No forest land would be removed during buildout of the proposed Project, and impacts associated with the loss of forest land or conversion of forest land to non-forest uses would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.2-4 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT THAT, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND TO NON AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE.

Impact Analysis: The proposed Project site is not designated or planned for continued agricultural use; however, the proposed Project site is presently dry farmed. No forest land occurs on-site. Adjacent lands do not contain any forest land or active farming, and the proposed Project site is bordered by urban-type development on three sides. No other changes would occur that would result in the conversion of farmland to non agricultural use. Therefore no Mitigation Measures are required and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS**IMPACT 5.2-5 DEVELOPMENT OF THE PROPOSED PROJECT, AS WELL AS BUILDOUT IN ACCORDANCE WITH THE CITY OF WOODLAND GENERAL PLAN, MAY RESULT IN THE CUMULATIVE LOSS OF FARMLAND.**

Impact Analysis: As stated previously, future development of the proposed Project site would contribute to the permanent conversion of farmland to urban uses. Other major areas of growth within the region, as well as the State, have experienced similar effects as communities continue to grow and expand into areas that have historically supported agricultural uses, resulting in a cumulative loss of farmland.

The City of Woodland has established an Urban Limit Line to contain development and protect against the widespread conversion of agricultural lands. *City of Woodland General Plan* Policy 1.1.3 discourages development outside of the City's Planning Area boundaries in areas that are instead designated for agricultural use. The *City of Woodland General Plan EIR* identifies policies supporting the establishment of the permanent urban limit line, combined with the use of conservation easements, to potentially reduce impacts resulting from the conversion of agricultural land over time, thereby minimizing a

cumulative loss of Prime Farmland; however, the conversion of such lands would remain a significant and unavoidable impact associated with implementation of *City of Woodland General Plan* policies.

As stated previously, the proposed Project site contains soils classified as Prime Farmland if Irrigated (non-applicable, as the proposed Project site is dry farmed) and Farmland of Statewide Importance. The proposed Project site is located within the City's Planning Area and within the City's Urban Limit Line, and is intended for future urban-type development. The proposed Project site is not zoned for nor designated as being intended for agricultural uses, although dry farming has been historically conducted on-site.

Future development of the proposed Project site would contribute to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non agricultural uses within the region. Mitigation would be required to permanently protect an equal amount of agricultural land elsewhere in the County to reduce impacts resulting from the loss of agricultural productivity and agricultural lands; however, as an overall net loss of agricultural land within the County would still occur, impacts would be significant and unavoidable.

Mitigation Measures: Implement MM 5.2-1.

Level of Significance: Significant and unavoidable impact.

5.3 PUBLIC HEALTH AND SAFETY

This section identifies the potential for the proposed Project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions or new hazards created as a result of the proposed Project. Where significant impacts are identified, mitigation measures are provided to reduce these impacts to the extent feasible. For the purpose of this analysis, the proposed Project site has been broken into two areas: the Adams Grain facility, and the Knaggs Agricultural Property. The Adams Grain facility is located within the southeastern portion of the proposed Project site and includes Assessor's Parcel Numbers (APNs) 027-370-09, -19, and -35. The remainder of the proposed Project site, the Knaggs Agricultural Property, consists of APN 027-370-34.

5.3.1 DEFINITION OF TERMS AND METHODOLOGY

TERMINOLOGY

The term "hazardous material" refers to both hazardous substances and hazardous waste. A material is defined as "hazardous" if it appears on a list of hazardous materials prepared by a Federal, State, or local regulatory agency, or if it has characteristics defined as "hazardous" by such an agency. A "hazardous waste" is a "solid waste" that exhibits toxic or hazardous characteristics. The U.S. Environmental Protection Agency (EPA) has defined the term "solid waste" to include many types of discarded materials, including any gaseous, liquid, semi-liquid, or solid material which is discarded or has served its intended purpose, unless the material is specifically excluded from regulation. Such discarded materials are considered waste whether they are discarded, reused, recycled, or reclaimed.

Public health is potentially at risk whenever hazardous materials are, or will be used. It is necessary to differentiate between "hazard" of these materials and the acceptability of the "risk" they post to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to health and public safety is determined by the probability of exposure, in addition to the inherent toxicity of a material. Factors that can influence the health effects of exposure to hazardous materials include: the dose the person is exposed to, the frequency of the exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

METHODOLOGY

A visual site inspection of the proposed Project site was conducted on April 19, 2011, in combination with research of available Federal, tribal, State, and local regulatory databases, as well as other available documentation (e.g., historical aerial photographs, and historical topographic maps, and building records). The site visit consisted of a visual examination of the proposed Project site for evidence of potential environmental concerns, including hazardous substances and petroleum products in connection with the on-site properties. Environmental Data Resources, Inc. (EDR) provided a regulatory database search, dated April 22, 2011, of the proposed Project site and surrounding area from all publicly available governmental databases regarding storage, use, and past or current hazardous materials incidents. The search radius (up to one mile) complies with the American Society of Testing and Materials (ASTM) E 1527-05 Standard Practice for Environmental Site Assessments.¹ Further, available hazardous materials records maintained by the Yolo County Environmental Health Department (EHD) were requested for the proposed Project site on April 20, 2011. Available records for the Adams

¹ Note that the analysis presented in this Section does not satisfy all of the requirements of the ASTM E1527-05 Standard Practice for Phase I Environmental Site Assessments.

Grain facility were reviewed as part of this analysis. All documentation reviewed for the purposes of this analysis are provided in Appendix 15.2, HAZARDOUS MATERIALS DOCUMENTATION.

Properties noted within the EDR database search were determined to have either a low, moderate, or high potential to impact the proposed Project site via soils and/or groundwater. A low potential would occur if the property is located off-site and the anticipated direction of groundwater flow is away from the proposed Project site (down- or cross-gradient); remedial action is completed at an off-site location; distance from the proposed Project site is considered great enough to not allow the creation of a potential environmental condition; no contamination was reported at an off-site location; only soil was affected by an off-site occurrence that is located at a great enough distance to not allow the creation of a potential environmental condition at the proposed Project site; or a reporting agency has determined no further action is necessary.

A moderate potential would occur, and further investigation may be necessary, if contamination is reported at an off-site location, but the remedial status is not complete, and the property is within proximity to the proposed Project site and the anticipated groundwater flow is towards the subject site (up- or cross-gradient).

A high potential would occur if a regulatory property is reported on-site, or an off-site property adjoins the proposed Project site, contamination has been reported, and the status of remedial action is not complete.

5.3.2 EXISTING AND HISTORIC CONDITIONS

The proposed Project site is located within the City's Planning Area (which includes all land designated for or to be considered for future development as part of Woodland), and the City's Urban Limit Line (which encompasses all land to be considered for urban development within the time frame of the *City of Woodland General Plan* [by 2020]). Approximately 110 acres of the 146 acre site are currently under agricultural production consisting of rotational crops of safflower and/or wheat.

The *Yolo County General Plan* land use designation for the proposed Project site is Industrial (IN). The (IN) designation includes the full range of light to heavy industrial/manufacturing, including agricultural industrial uses (e.g. storage facilities, contractor's yards, corporation yards, dismantling, etc.). Research and development, including biotechnology, is allowed where manufacturing is the primary use (accounting for more than 50 percent of the total square footage). The proposed Project site has a Yolo County zoning designation of Heavy Industrial (M-2). The purpose of the (M-2) zone is to provide areas exclusively for the normal operation of almost all industries, including those which may create some objectionable conditions, subject only to the regulations needed to control congestion and to protect the surrounding area or adjoining premises. As previously described in Section 3.0, PROJECT DESCRIPTION, the entire 146 acre site was rezoned to Industrial (I) in 1994 by the City of Woodland in anticipation of annexation.

SITE VISIT

A site inspection was conducted on April 19, 2011, in order to examine the proposed Project site for evidence of potential environmental concerns, including hazardous substances and petroleum products in connection with the on- and off-site properties. Mr. Tom Christison, Operations Manager of the Adams Grain facility, provided additional information regarding on-site operations during the site inspection. The following outlines a brief summary of the on-site observations:

Adams Grain Facility

- One administrative/operations building and three grain operation, drying and storage facility structures are located at this facility. Equipment related to on-site grain operations and eight grain storage silos, which are three to four stories in height, are also located here. A fifth office building associated with Certified Foods, Inc. (a stone milled whole grain product distributor) is located at the southeastern portion of the proposed Project site.
- The Adams Grain facility includes the handling of hazardous waste, particularly pesticides (fumigation agents to control insects/ammonium phosphate), paints, and petroleum products (10 gallon containers of motor oil). Areas that store these materials on-site are situated on concrete and appeared to be in fair condition. No evidence to suggest the potential of a recent spill or release was noted.
- One above-ground, 10,000-gallon, diesel tank was observed at the Adams Grain facility. Mr. Christison stated that there were three former 10,000-gallon underground storage tanks (USTs) at this location. All three tanks were removed, staining was noted and remediation occurred in 1993.
- The Certified Foods, Inc., office building loading dock appeared to be in fair condition. No evidence of staining or leaking was noted at the loading dock area.
- Two water wells and two septic tanks were noted at the Adams Grain facility. Two pole-mounted transformers were observed at the Adams Grain facility, and Mr. Christison noted that these were recently replaced. No staining or leaking in association with these transformers was noted.

Knaggs Agricultural Property

- The western portion of the proposed Project site consists of agricultural uses and is currently under cultivation. Crops currently include rotational crops of safflower and/or wheat production.
- Overhead power lines trend in an east – west direction along the central portion of this property. No staining or leaking was noted in association with on-site transformers.
- A vacant parcel is located within the southern portion of the Knaggs Agricultural Property. Evidence to suggest the presence of past structures and possible underground utilities was noted via concrete foundations and piping.

HISTORICAL Uses

Based on the review of available historical aerial photographs and topographic maps, the proposed Project site appears to have consisted of four uses (agricultural uses, past trucking operations, the Adams Grain facility, and Certified Foods, Inc.).² Agricultural and residential land uses are anticipated to have been at the Project site prior to 1907. The anticipated on-site residential structure was located along the southern boundary of the site. This on-site residence was further improved between 1916 and 1953. Some of these additional structures may have been used for agricultural-related uses. Between 1984 and 2005, this area located within the southern portion of the proposed Project site appears to have been used for the storage of unknown materials. Currently, this portion of the site consists of vacant land with evidence of past structural foundations and underground concrete foundations and piping. The southeastern portion of the proposed Project site consists of a large

² It shall be noted that there may have been past tenants at the proposed Project site that RBF is not aware of, as this analysis relies on information that is publicly readily available at the time of the Notice of Preparation.

structure that was constructed between 1957 and 1968. This structure appears to have been further improved in 1975. The eastern portion of the proposed Project site consists of the Adams Grain facility, which appears to have been constructed between 1975 and 1984.

Historical Agricultural Uses

Based upon evaluation of the documented land use as demonstrated in the reviewed resources, the series of historic aerial photographs, and the site inspection, the proposed Project site appears to have been historically utilized for agricultural purposes (beginning in or prior to 1957). Therefore, a combination of several commonly used pesticides (i.e., DDD, DDT, DDE), which are now banned, may have been used throughout the proposed Project site. The historical use of agricultural pesticides may have resulted in pesticide residues of certain persistence in the soil at concentrations that are considered to be hazardous based on established Federal regulatory levels. The primary concern with historical pesticide residues is human health risk from inadvertent ingestion of contaminated soil, particularly by children.

Off-Site Railroad

The off-site railroad that trends along the southern boundary of the proposed Project site (Sierra Railroad) was constructed prior to 1907. Active and inactive railroad beds frequently have concentrations of petroleum products and lead elevated above natural background conditions. Petroleum product concentrations and lead concentrations are derived from drippings from rail vehicles and flaked paint, respectively. Wooden railroad ties may contain preservatives (i.e., creosote), some of which may contain hazardous constituents. Track switch locations often have elevated levels of petroleum hydrocarbons. Inorganic and organic herbicides, along with diesel fuel, may have been used for vegetation control.

Historical Gas Oil Field Activity

According to available records maintained by the Division of Oil, Gas, and Geothermal Resources (DOGGR) (refer to Appendix 15.2, HAZARDOUS MATERIALS DOCUMENTATION), the proposed Project site is located within the Crossroads Gas Oil Field. One gas well is located within the central portion of the proposed Project site at the Knaggs Agricultural Property. This on-site well was used for gas and water production from 1977 to 1984. Currently, this on-site well is reported as “plugged”.

Interviews

RBF conducted interviews with the current property owners via an interview questionnaire, provided in Appendix 15.2. Mr. Scott Daley, current property owner for the existing Knaggs Agricultural Property and the vacant property located at the southern portion of the proposed Project site, was interviewed on May 3, 2011. Mr. Daley has been associated with this property for the past 10 years. Mr. Daley stated that one septic tank and one dry well are located at this property. Mr. Daley noted that the past uses of the property were associated with farming tenants. Mr. Daley is not aware of any hazardous substances or petroleum products or unidentified waste materials that have been buried at this site. He is not aware of any hazardous wastes or used oil generated on the property. To the best of his knowledge, no registered or unregistered storage tanks have been located at this property. He is not aware of any hazardous material/hazardous waste or petroleum product spills that have occurred at the property. There are no known environmental violations with respect to this property and there are no known environmental cleanup liens or activity and land use limitations.

Mr. Tom Christison, Operations Manager for the existing Adams Grain facility located in the southeastern portion of the proposed Project site, was interviewed on April 19, 2011. Mr. Christison has worked at this site since 1989. Mr. Christison stated that the existing on-site structures have not been tested for lead or asbestos. He stated that the Adams Grain facility produces wheat and corn. Three 10,000 gallon USTs were located on-site and were removed in 1993 (contamination was noted, remediation occurred, and a closure letter was obtained). Currently, one 10,000 gallon aboveground storage tank containing diesel fuel is located at this property. The Adams Grain facility has stored/used pesticides, paints, and petroleum products. Stored/used materials include fumigation agents to control insects, ammonium phosphate, and 10 gallon containers of motor oil. This facility recycles all used motor oil on-site. Mr. Christison reported the presence of two septic tanks and two water wells at this property. He stated that the historic use of this property was agricultural land uses. A historic address was associated with this property, County Road 102 Dryer (for the last 15 years, the property was 17900 County Road 102). In 2004, the address for the property became 41850 East Main Street. He reported that on-site transformers are not leaking and that two transformers were recently changed. He is not aware of any known environmental cleanup liens or activity and land use limitations. Mr. Christison stated that surrounding uses consist of a biomass facility to the northwest, a target distribution center to the east, new development to the south, and an industrial park to the west. Mr. Christison also noted that the off-site Arco gasoline station, located to the south of the proposed Project site, had reported an underground storage tank problem.

RBF conducted a follow-up interview with Mr. Christison, on June 9, 2011, in order to confirm the historic use of the on-site vacant property located along the southern boundary of the proposed Project site (at the Knaggs Agricultural Property). Mr. Christison stated that this property historically consisted of a farmhouse, then it was used to store asparagus, and then it was occupied by Foster Trucking.

EXISTING REGULATORY PROPERTIES

Environmental Data Resources (EDR) Database Search

EDR provided a regulatory database search, dated April 22, 2011, of the proposed Project site and surrounding area from all publicly available governmental databases regarding storage, use, and past or current hazardous materials incidents. The search radius (up to one mile) complies with the ASTM E 1527-05 Standard Practice for Environmental Site Assessments. Further, available public records maintained by the Regional Water Quality Control Board (RWQCB) (via the online database GeoTracker accessed on April 17, 2013) and the EHD were also reviewed. The following databases are reported at the proposed Project site (as well as the surrounding properties) and have a moderate to high potential to affect the proposed Project site.

UST. The Underground Storage Tank (UST) database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data comes from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

HIST UST. The HIST UST database contains information on sites where historical underground storage tanks are located.

HIST Cortese. The historic "Cortese" Hazardous Waste and Substances Sites List is a list of sites that are designated by the State Water Resources Control Board (SWRCB), the Integrated Waste Board, and the Department of Toxic Substances Control (DTSC).

LUST. The Leaking Underground Storage Tank (LUST) database contains information on sites that maintain leaking USTs.

The following on-site property is reported in the UST, HIST UST, and HIST Cortese databases:

- The on-site regulatory property Adams Grain (located at 17900 County Road 102 at State Route 16) reported three former USTs (installed in 1976). The single-walled petroleum tanks were noted as inactive and permanently closed. Further, contamination was reported in the HIST Cortese database. Although no formal closure letters were reviewed, the closure status, per the requirements of the EHD, was confirmed with the Operations Manager for the property; refer to the interviews discussion above.

Twenty-four off-site regulatory properties have been reported within a one-mile radius of the proposed Project site. Twenty of the regulatory properties are considered to have a low potential to affect the proposed Project site as a result of the distance to the Project site, the anticipated direction of groundwater flow (down-gradient), or the regulatory status of the identified property. The following two regulatory properties were noted in the LUST database and have a moderate potential to impact the proposed Project site as they have reported an impact to groundwater within ¼-mile of the proposed Project site:

- BC Gas, located at 450 County Road - 102 (reported leaking underground storage tank). This site is located approximately 0.16 mile south (cross- and up-gradient) of the proposed Project site. Based on available records maintained by the RWQCB, there are three active USTs that are 12,000, 12,000, and 6,000 gallons in size (October 2010). Groundwater ranges from 9.95 feet to 18.88 feet below ground surface (bgs) and flows north to northeast. Soil and groundwater remediation has occurred at this site. Excavation and removal of 800 cubic yards of contaminated soil took place. Microorganisms, enhanced bio-degradation, was introduced in January 1997. The extent of the groundwater contamination is moderately defined and the site has had a strong monitoring history. As of October 2010, this site has been under investigation for 18 years and no active remediation has been conducted since 1997. The property owner has recommended that the RWQCB consider reviewing this site for closure.
- Rite Aid, located at 1755 East Beamer Street (reported leaking underground storage tank). This site is located approximately 0.12 mile northwest (cross- and up-gradient) of the proposed Project site. Based on available records maintained by the RWQCB, this property has completed remediation activities at the site and has requested case closure from the RWQCB (March 4, 2011). This site consists of an operating distribution facility and includes two USTs, three dispenser islands, and a kiosk. In 2003, the property owner initiated system upgrades to the on-site diesel fuel pumping system. At this time, approximately 20 yards of soil has been removed from the site and transported to Forward Landfill in Manteca, California.
- Groundwater was reported at 15 to 20 feet bgs and flows in an easterly direction. Groundwater sampled at the site from 2003 to 2009 suggest that there is a significant decrease in plume concentration beneath the site (concentrations decreased from 9,600 micrograms per liter [µg/L] to 190 µg/L). Further, the 2009 sample results suggest that the petroleum hydrocarbs found underlying this property were atypical for diesel fuel and subsequent groundwater samples collected during 2010 did not contain Total Petroleum Hydrocarbons as Diesel (TPHd), but rather an unknown high boiling point hydrocarbon. At this time, residual petroleum hydrocarbons beneath the site appear to have substantially decreased through natural attenuation. Based on available plume mapping, contamination appears to be traveling east, and has not trended across East Beamer Street.

RBF contacted the RWQCB in order to confirm the current status of these two off-site regulatory properties. The RWQCB Senior Engineer, Mr. Jim Munch, responded to RBF's inquiry on June 27, 2011. Mr. Munch stated that off-site contamination that would be above regulatory reporting levels is not anticipated as a result of these two properties. The main concern with these two properties was on-site residual soils, rather than off-site movement of contamination. The Rite Aid facility, located to the northwest of the proposed Project site, was closed in October 2011. The BC Gas facility is also near case closure. However, a recent detection event that occurred at an on-site well (located at the BC Gas facility) was noted and additional analysis to determine if this was an anomaly or an anticipated rebound event is required prior to case closure.

TRANSPORTATION OF HAZARDOUS MATERIALS

Figure 3-4 of the *City of Woodland General Plan Background Report* identifies truck routes along CR-98, West Street, East Street, CR-101, CR-102, Gibson Road, Main Street, CR-21, Kentucky Avenue, Churchill Downs Avenue, and CR-18c. Currently, operations at the proposed Project site transport hazardous materials along these designated truck routes. Transported hazardous materials are reported per State and Federal law.

HAZARDOUS BUILDING COMPONENTS

Structural building components sometimes contain hazardous materials such as asbestos, polychlorinated biphenyls (PCBs), lead, and mercury. Due to the age of the on-site structures, 1976 or earlier, there is a high likelihood that these hazardous materials are associated with the on-site buildings. During demolition or renovation of any existing building, these hazardous material building components may be disturbed and thus could expose workers, the public, and the environment to these hazards. These materials are subject to various regulatory protocols as described in Section 5.3.3, REGULATORY SETTING, below.

5.3.3 REGULATORY SETTING

The EPA is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes responsibility for issuing permits and monitoring and enforcing compliance. The management of hazardous materials and waste within the State of California is under the jurisdiction of the California Environmental Protection Agency (Cal/EPA) and the DTSC. The Cal/EPA was created by the State of California to establish a cabinet level voice for the protection of human health and the environment and to assure the coordinated deployment of state resources. The DTSC regulates hazardous waste, clean-up of existing contamination, emergency planning, and identifies alternatives to reduce the hazardous waste produced in California. Additionally, nine RWQCBs regulate the quality of water within the State, including contamination of State waters as a result of hazardous materials and/or waste. Other local departments (i.e., fire department, environmental health services department, etc.) may also have jurisdiction over hazardous materials.

The following is a description of Federal, State, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

FEDERAL AND STATE FRAMEWORK

Environmental Protection Agency (EPA)

According to the EPA, a “hazardous” waste is defined as one “which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed” (U.S. Public Health and Welfare Code §6903). Special handling and management are required for materials and wastes that exhibit hazardous properties. Treatment, storage, transport and disposal of these materials are highly regulated at both the Federal and State levels. Compliance with Federal and State hazardous materials laws and regulations minimizes the potential risks to the public and the environment presented by these potential hazards, which include, but are not limited to, the following:

- Resources Conservation and Recovery Act (RCRA) – hazardous waste management
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) – cleanup of contamination
- Superfund Amendment and Reauthorization Act (SARA) – cleanup of contamination
- Hazardous Materials Transportation Act (HMTA) – safe transport of hazardous materials

These laws provide the “cradle to grave” regulation of hazardous wastes. Businesses, institutions, and other entities that generate hazardous waste are required to identify and track their hazardous waste from the point of generation until it is recycled, reused, or disposed. The primary responsibility for implementing RCRA is assigned to the EPA, although individual states are encouraged to seek authorization to implement some or all RCRA provisions.

The EPA and DTSC have developed and continue to update lists of hazardous wastes subject to regulation. In addition to the EPA and DTSC, the RWQCB Central Valley (Region 5), is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. Other state agencies involved in hazardous materials management include the Office of Emergency Services, California Department of Transportation (Caltrans), California Highway Patrol (CHP), California Air Resources Board (CARB), and California Department of Resources Recycling and Recovery (CalRecycle). California hazardous materials management laws include, but are not limited to, the following:

- Hazardous Materials Management Act – business plan reporting
- Hazardous Substance Act – cleanup of contamination
- Hazardous Waste Control Act – Hazardous waste management
- Safe Drinking Water and Toxic Enforcement Act of 1986 – releases of and exposure to carcinogenic chemicals

Other Federal Agencies

Other federal agencies that regulate hazardous materials include the Occupational Safety and Health Administration (OSHA), the U.S. Department of Transportation (DOT) and the National Institute of Health (NIH). Table 5.3-1, SUMMARY OF HAZARDOUS MATERIALS REGULATORY AUTHORITY, identifies the federal laws and guidelines govern hazardous materials.

**Table 5.3-1
Summary of Hazardous Materials Regulatory Authority**

Federal Agencies	
U.S. Department of Transportation (DOT)	Hazardous Materials Transport Act – Code of Federal Regulations (CFR) 49
Environmental Protection Agency (EPA)	Federal Water Pollution Control Act (Clean Water Act) Clean Air Act Toxic Substance Control Act Resource Conservation and Recovery Act (RCRA) Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Superfund Amendments and Reauthorization Act (SARA) Federal Insecticide, Fungicide and Rodenticide Act
Occupational Safety and Health Administration (OSHA)	Occupational Safety and Health Act and CFR 29
State Agencies	
Department of Toxic Substances Control (DTSC)	California Code of Regulations (CCR)
Department of Industrial Relations (Cal/OSHA)	California Occupational Safety and Health Act, CCR Title 8
State Water Resources Control Board (WRCB) and Regional Water Quality Control Board (RWQCB)	Porter-Cologne Water Quality Act Underground Storage Tank Law
Health and Welfare Agency	Safe Drinking Water and Toxic Enforcement Act
Air Resources Board and Air Pollution Control District	Air Resources Act
Office of Emergency Services (OES)	Hazardous Materials Release Response Plans/Inventory Law
Department of Food and Agriculture	Food and Agriculture Code
State Fire Marshall	Uniform Fire Code, CR Title 19
Local Agencies	
Yolo County Department of Environmental Health	County Hazardous Waste Management Plan
City of Woodland	General Plan

California Environmental Protection Agency (Cal/EPA)

The Cal/EPA and the State Water Resources Control Board (SWRCB) establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable State and local laws include the following:

- Public Safety/Fire Regulations/Building Codes
- Hazardous Waste Control Law
- Hazardous Substances Information and Training Act
- Underground Storage of Hazardous Substances Act

Department of Toxic Substances Control (DTSC)

The responsibility for implementation of RCRA was given to Cal/EPA's DTSC in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California, but not by EPA, are called "non-RCRA hazardous wastes."

DTSC has classified PCBs as a hazardous waste when concentrations exceed five parts per million (ppm) in liquids or 50 ppm in nonliquids. Fluorescent light ballasts may contain PCBs; if so, they are regulated as hazardous waste and must be transported and disposed of as hazardous waste. Ballasts manufactured after January 1, 1978, should not contain PCBs and are required to have a label clearly stating that PCBs are not present. PCBs are regulated under the Federal Toxic Control Substances Control Act.

State Water Resources Control Board (SWRCB)

Brownfields are underutilized properties where reuse is hindered by the actual or suspected presence of pollution or contamination. The goals of the SWRCB's Brownfield Program are to:

- Expedite and facilitate site cleanups and closures for Brownfields sites to support reuse of those sites;
- Preserve open space and greenfields;
- Protect groundwater and surface water resources, safeguard public health, and promote environmental justice; and
- Streamline site assessment, clean up, monitoring, and closure requirements and procedures within the various SWRCB site cleanup programs.

Site clean up responsibilities for brownfields primarily reside within four main programs at the SWRCB: the Underground Storage Tank Program, the Site Cleanup Program, the Department of Defense Program, and the Land Disposal Program. These SWRCB cleanup programs are charged with ensuring sites are remediated to protect the State of California's surface and groundwater and return it to beneficial use.

California Division of Occupational Safety and Health (Cal/OSHA)

California Division of Occupational Safety and Health (Cal/OSHA) standards establish a maximum safe exposure level for types of construction work where lead exposure may occur, including demolition of structures where materials containing lead are present; removal or encapsulation of materials containing lead; and new construction, alteration, repair, or renovation of structure with materials containing lead. Inspection, testing, and removing lead-containing building materials must be performed by State-certified contractors who are required to comply with applicable health and safety and hazardous materials regulations. Typically, building materials with lead-based paint attached are not considered hazardous waste unless the paint is chemically or physically separated from the building debris. The U.S. Department of Housing and Urban Development has developed the *Guidelines for Evaluation and Control of Lead-Based Paint Hazards*.

Asbestos is regulated both as a hazardous air pollutant and as a potential worker safety hazard. Both Cal/OSHA and the Yolo-Solano Air Quality Management District (YSAQMD) regulations restrict asbestos emissions from demolition and renovation activities, and specify safe work practices to minimize the potential for release of asbestos fibers. These regulations prohibit emissions of asbestos from asbestos-related manufacturing, demolition, or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers; and require notice to Federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos. The State of California also requires licensing of contractors who conduct asbestos abatement activities.

California Air Resources Board (CARB)

One of CARB's major goals is to protect the public from exposure to toxic air contaminants. The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk.

The Toxic Air Contaminant Identification and Control Act (Assembly Bill [AB] 1807, Tanner 1983) created California's program to reduce exposure to air toxics. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, Connelly 1987) supplements the AB 1807 program, by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks.

Under AB 1807, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community." AB 1807 also requires CARB to use available information gathered from the AB 2588 program to include in the prioritization of compounds. This report includes available information on each of the above factors required under the mandates of the AB 1807 program. AB 2588 air toxics "Hot Spots" program requires facilities to report their air toxics emissions, ascertain health risks, and to notify nearby residents of significant risks. In September 1992, the "Hot Spots" Act was amended by Senate Bill (SB) 1731 which required facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

Accidental Release Prevention Law

The State's Accidental Release Prevention Law provides for consistency with Federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the State and Federal programs. State and Federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the Federal quantities. Local agencies may set lower reporting thresholds or add additional chemicals to the program. The Accidental Release Prevention Law is implemented by the Certified Unified Program Agencies (CUPAs) and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the responsible CUPA as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an offsite consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the

plans available to emergency response personnel. The Business Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by CCR Title 26. The U.S. DOT is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing). The CHP and Caltrans enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State and local governmental authorities and private persons through the City of Woodland.

California Government Code

California Government Code §65962.5 requires the DTSC, SWRCB, and CalRecycle to assemble and annually update lists of hazardous waste sites and hazardous waste properties within California. The Secretary for Environmental Protection distributes these lists to each city and county where sites on the lists are located. Prior to approval of a development project by a lead agency, an applicant shall consult these lists to determine that the project site is not listed.

State of California Division of Oil, Gas, and Geothermal Resources

The DOGGR is the State agency responsible for supervising the drilling, operation, maintenance, plugging, and abandonment of oil, gas, and geothermal wells. DOGGR's regulatory program promotes the wise development of oil, natural gas, and geothermal resources in California through sound engineering practices, prevention of pollution, and assurance of public safety. To implement this program, DOGGR recommends avoidance of building over or near plugged and abandoned wells, or the replugging of wells to current DOGGR standards.

LOCAL FRAMEWORK

Yolo County Hazardous Waste Management Plan

The *Yolo County Hazardous Waste Management Plan* (HWMP) (adopted May 1989) addresses the treatment, storage, and disposal of hazardous wastes in the County (including the City of Woodland). The major goals of the HWMP are to provide for effective and efficient hazardous materials waste management, including waste reduction, treatment, transfer, storage, transport, and disposal to ensure protection of public health and the environment, and to maintain the County's economic viability. To accomplish this, the HWMP provides for the reduction of hazardous waste in the County through source reduction, recycling, and on-site treatment methods.

Yolo County Department of Environmental Health

The EHD serves as the CUPA for the City. The EHD maintains a database of all reported hazardous materials sites or incidents and is the primary authority on regulating the use, storage, permitting, inspections, and even cleanup of hazardous materials.

City of Woodland General Plan

The Health and Safety Chapter of the *City of Woodland General Plan* includes the City's goals and policies related to manmade hazards, including airport crash hazards and hazardous materials. This Chapter outlines the City's strategy for ensuring the maintenance of a healthy and safe physical environment in Woodland.

Hazardous Materials

Woodland has some industries and activities that involve the transport, storage, or use of toxic or hazardous chemicals, posing potential safety hazards in the event of unintentional exposure, leak, fire, or accident. Some of the byproducts of industrial processes in Woodland are hazardous materials, which need proper disposal. Residents and businesses in Woodland also generate household hazardous wastes such as waste oil, paint, and solvents. The *Yolo County Hazardous Waste Management Plan* concludes that the Woodland area is not suitable for the site of a transfer or disposal facility because of the prime agricultural lands or floodplains. Thus, this Chapter focuses on safe disposal, use, storage, and transport of hazardous materials, as well as proper siting between hazardous waste storage and use and sensitive land uses such as homes and schools.

Emergency Response

Although Woodland seeks to minimize hazards and reduce such risks, in the rare event of an emergency, quick and effective response is vital. The City's *Emergency Response Plan* addresses earthquake, fire, technological disaster, toxic spill, flooding, and dam failure. Responses include fire and rescue personnel, law enforcement, utility plans, evacuation plans, and evacuation centers. Policies of the plan seek to ensure continued emergency preparedness.

Applicable goals relative to the proposed Project are listed in Table 5.3-2, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN GOALS AND POLICIES FOR PUBLIC HEALTH AND SAFETY, followed by a brief explanation of how the proposed Project complies with the goals and policies.

Table 5.3-2
Consistency Analysis with City of Woodland General Plan
Goals and Policies for Public Health and Safety

General Plan Goals and Policies	Analysis
Goal 8.E: To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous materials wastes.	As discussed in Impact Statement 5.3-2, the City of Woodland minimizes the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use, transport, treatment, and disposal of hazardous materials and wastes through implementation of the HWMP. All future operations at the proposed Project site would be required to be consistent with the HWMP.
Policy 8.E.1: The City shall ensure that the use and disposal of hazardous materials in the City complies with local, state, and federal safety standards.	The Project Applicant (during Project construction) and future property owners and/or tenants (during Project operations) would implement all applicable local, State, and Federal safety standards, as required by law.
Policy 8.E.3: The City shall review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the County Hazardous Waste Management Plan.	The proposed Project would be required by the City of Woodland to comply with the HWMP during proposed Project construction and operations.

Table 5.3-2 (Continued)
Consistency Analysis with City of Woodland General Plan
Goals and Policies for Public Health and Safety

General Plan Goals and Policies	Analysis
Policy 8.E.4: The City shall strictly regulate the storage of hazardous materials and wastes.	The proposed Project would be required to comply with all EHD standards and regulations, as the CUPA, pertaining to the storage of hazardous materials and wastes at the proposed Project site.
Policy 8.E.7: The City shall require that applications for discretionary development projects that will generate hazardous wastes or utilize hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.	The proposed Project would be required by the City of Woodland to comply with the HWMP pertaining to providing detailed information on hazardous waste reduction, recycling, and storage at the proposed Project site during construction and operations.
Policy 8.E.8: The City shall require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material.	All future operations at the proposed Project site that handle hazardous materials/wastes would be required to comply with the EHD standards and regulations, as the CUPA, pertaining to the preparation and maintenance of a business plan/emergency response plan in the event of a release or threatened release of a hazardous material.
Policy 8.E.10: The City shall identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment.	As discussed in Impact Statement 5.3-2, the proposed Project site would not result in significant impacts to the public or the environment as a result of the storage, maintenance, use, and disposal of hazardous materials. Adjacent land uses consist of commercial and industrial uses and do not include sensitive land uses or areas of natural environment.

Source: City of Woodland General Plan, December 2002.

City of Woodland Emergency Response Plan

The *City of Woodland Emergency Response Plan* has been developed by the Woodland Fire Department, adopted by the City Council and is managed by the City Disaster Coordinator (City Manager). The *Emergency Response Plan* calls for coordination with numerous other agencies, thus the formation of the Citizen Corps Council. The Woodland Citizen Corps Council is an organization of community leaders working with the City Council and City's Emergency Operation Center to coordinate the involvement of community members in emergency preparedness. The purpose of the Woodland Citizen Corps is to harness the power of every individual through education, training, and volunteer service to make communities safer, stronger, and better prepared for emergencies, crime, public health issues, terrorism, and disasters of all kinds.

5.3.4 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project.

According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to public health and safety, if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- 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;
- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.
- As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.3.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

Public health and safety impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.3-1 *SHORT-TERM CONSTRUCTION AT THE PROPOSED PROJECT SITE COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS.*

Impact Analysis: One of the means through which human exposure to a hazardous substance could occur is through accidental release. Incidents that result in an accidental release of a hazardous substance into the environment can cause contamination of soil, surface water and groundwater, in addition to any toxic fumes that might be generated. Human exposure of contaminated soil or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure. Site disturbance/construction activities associated with development of

the proposed Project site could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions.

Demolition of Structures

The on-site structures were constructed prior to 1978. Therefore, the potential for asbestos containing materials (ACMs) exists and could become a hazard during disturbance/demolition activities. Implementation of Mitigation Measure (MM) 5.3-1(a) would require a qualified Registered Asbestos Consultant to be retained prior to demolition to conduct an ACM survey of all on-site structures.

Lead based paints (LBPs) may also be present on the proposed Project site, as a result of the age of the on-site structures (constructed prior to 1978). If, during demolition of any structure, paint is separated from the building material (chemically or physically), a potential health hazard could occur. Compliance with MM 5.3-1(b) would require an independent evaluation and paint abatement (if necessary) by a qualified lead specialist, as well as compliance with CCR Title 8 and the City's HWMP, potential impacts would be reduced to less than significant levels.

Other miscellaneous hazardous materials may be encountered within existing on-site structures during disturbance/demolition activities and may create a hazard to workers or the public. Prior to demolition or renovation activities of existing on-site structures, the presence of any additional hazardous materials associated with the interior of individual on-site structures would need to be verified and properly removed and disposed of per MM 5.3-1(c).

With implementation of MM 5.3-1(a) through MM 5.3-1(c), potential impacts associated with demolition of existing on-site structures would be reduced to less than significant levels.

Construction Equipment

Construction equipment may result in petroleum-based fuel spills. The level of risk associated with this type of spill is not considered significant due to the small volume and low concentration of hazardous materials utilized during the construction phases. The proposed Project contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment in the event of a spill. Standard construction practices would be observed such that any materials released would be appropriately contained and remediated as required by local, State, and Federal law. Impacts in this regard would be less than significant.

Disturbance of Potentially Contaminated Soils

Adams Grain Facility

The Adams Grain facility currently handles hazardous waste, such as pesticides (fumigation agents to control insects/ammonium phosphate), paints, and petroleum products (10 gallon containers of motor oil). Areas that store these materials on-site are situated on concrete and appeared to be in fair condition. No evidence to suggest the potential of a recent spill or release was noted. Based on the available information provided by the Operations Manager and available public records reviewed as part of this analysis, no potential environmental conditions at the proposed Project site (as a result of these on-site hazardous materials storage areas) is anticipated. Impacts in this regard are less than significant.

An Aboveground Storage Tank (AST) is located on APN 027-370-35 in association with the Adams Grain facility. The AST appeared to be in good condition and situated on concrete secondary containment. Upon proposed Project implementation, the AST would be removed, which would be done in

accordance with MM 5.3-1(d), as well as all applicable EPA, Cal/EPA, and EHD standards and regulations. Potential impacts associated with this existing on-site AST are considered to be less than significant.

The proposed Project site historically consisted of three 10,000-gallon USTs (installed in 1976) at this facility. All three tanks were removed, staining was noted and remediation occurred in 1993. Although no formal closure letters were reviewed, the closure status, per the requirements of the EHD, was confirmed with the Operations Manager for these former USTs; refer to the interviews discussion above. Thus, as the EHD (the CUPA for the proposed Project site) issued a closure letter regarding these three former USTs, impacts in this regard are less than significant.

Multiple septic systems and water wells have been noted on the proposed Project site. Based on interviews conducted and the site visit, on-site septic tanks do not appear to be used for substances other than sewage disposal. Should the proposed Project require upgrades to the on-site septic systems or the closure of the existing system(s) in order to connect to the City's sewer system, or if the proposed Project requires the closure of on-site water well(s), applicable permits from the City of Woodland would be required. Based on the interviews conducted and the site visit, it is not anticipated that the on-site septic systems or water wells (located at the Adams Grain facility) have resulted in contamination to the soils at the proposed Project site. Thus, impacts in this regard are less than significant.

Knaggs Agricultural Property

This portion of the proposed Project site is currently utilized for agricultural purposes. No hazardous materials associated with the on-site agricultural operations appear to be stored on-site. No evidence to suggest the presence of contamination as a result of current agricultural operations was noted during the April 19, 2011 site visit. It is anticipated that no hazardous materials contamination has resulted at the proposed Project site as a result of the current agricultural operations on-site. Thus, impacts are less than significant.

The southeastern portion of the Knaggs Agricultural Property includes a vacant parcel. Based on interviews conducted, this parcel was historically used as part of a commercial trucking operation. This use is typically associated with the storage of hazardous materials, as well as potential underground utilities such as hydraulic equipment (which may include PCBs) and USTs, which could have resulted in a release of hazardous materials to the soils at the proposed Project site. Implementation of MM 5.3-1(e), would require a qualified Hazardous Materials Specialist with Phase II/Site Characterization experience to examine this portion of the proposed Project site. The Hazardous Materials Specialist would determine whether or not the former trucking operation has resulted in the contamination of on-site soils (including via underground storage tanks, if determined to be present). If elevated contaminants above regulatory levels in on-site soils are present, further site characterization activities would be required, in consultation with the EHD, in order to determine the appropriate level of remedial activities necessary for the proposed Project. With implementation of MM 5.3-1(e), impacts would be reduced to less than significant levels.

One gas well is located within the central portion of the proposed Project site on the Knaggs Agricultural Property. This on-site well was used for gas and water production from 1977 to 1984. Materials involved in the installation of oil/gas wells produce solid waste drill cuttings that contain hazardous materials that could pose a threat to human health if these materials are released into the environment. DOGGR requirements for well abandonment are contained in CCR Title 14, *Natural Resources*, of the CCR. These requirements state that the removal of all tanks, pipelines, debris, and other well-related facilities and equipment must be removed and disposed of in accordance with DTSC and RWQCB

requirements. However, based on an interview with DOGGR, wells abandoned prior to 1948 may not meet current standards. Currently, the on-site gas well is reported as “plugged”. The well was reportedly abandoned on February 22, 1984. Thus, based on the abandonment date of this well, after 1948, it is not anticipated that hazardous materials conditions remain on-site as a result of this on-site gas well. With implementation of mitigation measures, including MM 5.3-1(i), impacts are less than significant in this regard.

Historical Agricultural Operations

The proposed Project site has been historically used for agricultural purposes for several decades (particularly in the 1940’s, 50’s, and 60’s) and may contain pesticide residues in the soil. Therefore, a combination of several commonly used pesticides (i.e., DDD, DDT, DDE), which are now banned, may have been used throughout the proposed Project site. The historical use of agricultural pesticides may have resulted in pesticide residues of certain persistence in soil at concentrations that are considered to be hazardous based on established Federal regulatory levels. The primary concern with historical pesticide residues is human health risk from inadvertent ingestion of contaminated soil, particularly by children. The presence of moderately elevated pesticide residuals in soil presents potential health and marketplace concerns.

Development at the proposed Project site could expose construction workers (during site disturbance activities) and the public (during operations) to hazardous materials. Future development at the proposed Project site would be required to conduct soil sampling within the portions of the proposed Project site that have historically been utilized for agricultural purposes and may contain pesticide residues in the soil (as determined by a qualified Hazardous Materials Specialist with Phase II/Site Characterization experience). The sampling, conducted in consultation with the EHD, would determine if pesticide concentrations exceed established regulatory requirements for future industrial uses and would identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities would be required to be conducted per the applicable regulatory agency requirements, as directed by the EHD. With implementation of MM 5.3-1(f), impacts pertaining to historical agricultural uses would be reduced to less than significant levels.

Reported Off-Site Contamination Plumes

- Two off-site properties, BC Gas (located at 450 County Road 102) and Rite Aid (located at 1755 East Beamer Street), have reported releases of hazardous materials to the groundwater within one mile of the proposed Project site and thus, have a moderate potential to impact the groundwater underlying the proposed Project site. RBF contacted the RWQCB in order to confirm the current status of these two off-site regulatory properties. The RWQCB Senior Engineer, Mr. Jim Munch, responded to RBF’s inquiry on June 27, 2011. Mr. Munch stated that off-site contamination that would be above regulatory reporting levels is not anticipated as a result of these two properties. The main concern with these two properties was on-site residual soils, rather than off-site movement of contamination. The Rite Aid facility, located to the northwest of the proposed Project site, was closed in October 2011. The BC Gas facility is also near case closure. However, a recent detection event that occurred at an on-site well (located at the BC Gas facility) was noted and additional analysis to determine if this was an anomaly or an anticipated rebound event is required prior to case closure.
- Mr. Munch stated that these two property owners are required by law to ensure that they do not impact existing or planned future uses as a result of hazardous materials contamination. He confirmed that these property owners would be required to ensure that these two releases do

not impact persons at the proposed Project site as a result of reported contamination to groundwater. Thus, with implementation of existing regulations, enforced by the RWQCB, impacts in this regard would be less than significant.

On-Site Pole-Mounted Transformers

On-site pole-mounted transformers were identified on-site and have the potential to contain PCBs. RBF did not observe evidence of staining or leaking fluid during the site visit. Implementation of MM 5.3-1(g) would require all on-site transformers to be evaluated under the purview of the local utility purveyor in order to confirm or deny the presence of PCBs. In the event that PCBs are identified on the proposed Project site, the local utility purveyor would identify proper handling procedures regarding potential PCBs. With implementation of MM 5.3-1(g) impacts would be less than significant.

Railroad Right-of-Way

Railroad right-of-way is present along the southern boundary of the proposed Project site. Active and inactive railroad beds frequently have concentrations of petroleum products and lead elevated above natural background conditions. Petroleum product concentrations and lead concentrations are derived from drippings from rail vehicles and flaked paint, respectively. Wooden railroad ties may contain preservatives (i.e., creosote), some of which may contain hazardous constituents. Track switch locations often have elevated levels of petroleum hydrocarbons. Inorganic and organic herbicides, along with diesel fuel, may have been used for vegetation control. As the proposed Project would not involve the disturbance of existing or historical railroad rights-of-way, it is unlikely that the proposed Project would involve the disturbance of potential hazardous materials in the soil as a result of off-site railroad activities. Thus, impacts in this regard would be less than significant.

Transport of Hazardous Materials

Implementation of the proposed Project may result in the routine transport of hazardous materials during construction (i.e., ACMs, LBPs, and/or contaminated soils, etc.). However, handling and transport of hazardous materials would be in accordance with all Caltrans, City of Woodland, County of Yolo, and Yolo-Solano Air Quality Management District policies throughout proposed Project demolition and construction. Impacts in this regard are less than significant with implementation of State and local laws and regulations. Refer to Impact Statement 5.3-2 for an analysis regarding the transport of hazardous materials during proposed Project operations.

Conclusion

Remediation activities could expose construction workers to a variety of potentially hazardous materials. Although remedial processes are yet to be determined, site remediation activities are strictly controlled by Federal, State and local requirements. Toxic or hazardous materials would be handled in strict accordance with existing laws and regulations. Although implementation of MMs 5.3-1(a) through 5.3-1(g) would reduce potential impacts from site disturbance activities, accidental conditions may arise during construction of the proposed Project. If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous wastes/materials, the contractor would be required to implement MM 5.3-1(h).

With implementation of MM 5.3-1(a) through MM 5.3-1(i) and compliance with applicable Federal, State and local regulatory requirements pertaining to hazardous materials, potential accidental releases would be reduced to less than significant levels.

Mitigation Measures:

- MM 5.3-1(a) The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of asbestos containing materials (ACMs) prior to the commencement of any remedial work, including demolition. Due to the age of on-site structures, and from review of past documentation, ACMs may be present. Prior to demolition work, areas of potential ACMs shall be sampled as part of an asbestos survey. Any demolition of the existing buildings within the boundaries of the proposed Project site shall comply with State law, which requires a contractor, where there is asbestos-related work involving 100 square feet or more of ACMs, to be certified and that certain procedures regarding the removal of asbestos be followed.
- MM 5.3-1(b) Due to the age of on-site structures, LBPs may be present. If during demolition of any structures within the boundaries of the proposed Project site, paint is separated from the building material (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material to determine its proper management. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material shall be disposed of as construction debris (a non-hazardous waste). The landfill operator shall be contacted in advance to determine if any specific requirements regarding the disposal of lead-based paint materials are required.
- MM 5.3-1(c) The Project Applicant shall retain a qualified environmental specialist (an Environmental Professional as defined by the American Society of Testing and Materials [ASTM] or similarly qualified individual) to perform pre-construction hazardous materials surveys to inspect existing building areas subject to demolition or renovation for the presence of any unidentified polychlorinated biphenyls (PCBs), mercury, lead, or other hazardous materials anticipated by the Specialist to be present in on-site structures. If found at levels that require special handling, the Project Applicant shall manage these materials as required by law and according to Federal and State regulations and guidelines, including those of the Department of Transportation, the DTSC, the Yolo-Solano Air Quality Management District, the California Occupational Health and Safety Association, and any other agency with jurisdiction over these hazardous materials.
- MM 5.3-1(d) Prior to construction activities, the on-site ASTs shall be removed and properly disposed of at an approved landfill facility, under the supervision of the Yolo County Environmental Health Department (EHD). Once the ASTs are removed, a visual inspection of the areas beneath and around the removed ASTs shall be performed by a qualified Hazardous Materials Specialist with Phase II/Site Characterization experience, in accordance with EHD standards and regulations. If necessary, sampling and remedial activities shall occur by the Hazardous Materials Specialist under the supervision of the EHD.
- MM 5.3-1(e) A qualified Hazardous Materials Specialist with Phase II/Site Characterization experience shall examine the southern portion of the proposed Project site that was formerly occupied by Foster Trucking. The Hazardous Materials Specialist shall determine whether or not the former trucking operation has resulted in the contamination of on-site soils (including via underground storage tanks, if determined to be present). If elevated contaminants above regulatory levels in on-site soils are present, further site characterization activities shall be conducted, in consultation with the Yolo County EHD,

in order to determine the appropriate level of remedial activities necessary for the proposed Project.

- MM 5.3-1(f) Prior to issuance of a grading permit, soil sampling shall occur within the portions of the proposed Project site that have historically been utilized for agricultural purposes and may contain pesticide residues in the soil, as determined by a qualified Hazardous Materials Specialist with Phase II/Site Characterization experience. The sampling, conducted in consultation with the Yolo County EHD, shall determine if pesticide concentrations exceed established Total Threshold Limit Concentrations (TTLCs) for future industrial use (based on Federal and State standards) at the proposed Project site and shall identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities shall be conducted per the applicable regulatory agency requirements, as directed by the Yolo County EHD and Community Development Department.
- MM 5.3-1(g) Any transformers to be relocated during construction/demolition shall be conducted under the purview of the local utility purveyor to identify proper handling procedures regarding potential polychlorinated biphenyls (PCBs).
- MM 5.3-1(h) If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:
- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
 - Notify the City Project Engineer;
 - Secure the areas as directed by the Project Engineer; and
 - Notify the Yolo County EHD's Hazardous Waste/Materials Coordinator.
- MM 5.3-1(i) Prior to issuance of a grading permit, the Project Applicant shall provide written documentation to the satisfaction of the City Engineer that on-site water wells have been closed in accordance with DOGGR requirements for well abandonment as contained in CCR Title 14, *Natural Resources*. This requirement includes the removal and disposal of all well-related facilities and equipment, including tanks, pipelines, debris, in accordance with DTSC and RWQCB requirements.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.3-2 ***LONG-TERM OPERATIONS OF THE PROPOSED PROJECT COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS, OR THROUGH ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS.***

Impact Analysis: It is anticipated that hazardous materials would be routinely used, stored, and/or handled on-site during proposed demolition, construction, and operation. The primary land uses during proposed Project operations would be logistics, distribution, warehousing, and storage. All hazardous materials or chemicals being used by businesses on-site would have to be filed on record with the EHD (the designated CUPA) and would be routinely inspected to ensure that these materials are being stored, handled, and used in accordance with all applicable Federal, State, and local standards and regulations in order to reduce the potential for a hazardous materials incident. Transportation of all hazardous materials on-site and to and from the proposed Project would also adhere to all applicable Caltrans protocols. Additionally, logistics/distribution or commercial facilities containing hazardous

materials for transport, storage, or use in manufacturing, warehousing, and/or distribution would comply with all City, County, OSHA, Cal/EPA, and EPA requirements.

The proposed Project would incorporate numerous leak and spill containment measures to minimize the risk of upset to both on-site employees and surrounding uses. Typical design measures to minimize upset potential include storage of hazardous materials in containment structures with a 110 percent spill containment capability. These containment structures would be separated or divided from other chemicals to prevent mixing in the case of accidental spillage. All storage tanks would be constructed of appropriate, non-reactive materials, compatible with the recommendations of the supplier of the hazardous material.

The facility operator would develop hazardous waste management and safety plans in accordance with City, County, OSHA, and EPA requirements. In accordance with OSHA Regulation 29 CFR 1910.119, operation of the proposed Project would require the preparation of a Process Safety Management Program (PSM), which is designed to prevent or minimize the consequences of catastrophic releases of toxic, reactive, flammable, or explosive chemicals. This PSM would provide the following preventative components:

- Employee participation plan;
- Process safety information;
- Process hazard analysis;
- Written operating procedures;
- Employee training requirements and written training programs;
- Inspection and maintenance program to document mechanical integrity;
- Preventative maintenance program;
- Contractor training requirements;
- Hot work cutting and welding permit procedures;
- Pre-startup safety review and management of change procedures;
- Compliance audit procedures;
- External emergency/non-emergency notification;
- Facilities training requirements; and
- Reportable quantities of on-site chemicals.

Any development requiring storage of hazardous materials within the proposed Project would also be in compliance with EPA Risk Management Planning (RMP) Rule 40 CFR 68, which would require the plant operator to register the facility with the EPA prior to on-site storage of hazardous chemicals.

The proposed Project may also require the transport of hazardous materials via truck and potentially by train. The transport of hazardous materials by truck and train are strictly controlled by State and Federal regulations. Hazardous materials transport would comply with all Caltrans (for truck transport) and Federal Railroad Administration (for rail transport) requirements to minimize potential spills and/or mishandling of hazardous materials.

The likelihood is present for hazardous materials to be accidentally released during proposed Project operations. However, as previously noted, companies that store, handle, or transport hazardous materials would be required to procure business plans (per the EHD) and adhere to strict procedures

enforced by agencies with jurisdiction over businesses or areas that routinely use or handle hazardous materials. During proposed Project implementation and operation, it is anticipated that strict standards issued by the EPA, DTSC, and EHD would be implemented. With the adherence to all required Federal, State, and local policies discussed above, a less than significant impact would result in this regard.

Vapor Intrusion

- The intrusion of subsurface vapors into buildings is one of many exposure pathways that must be considered in assessing the risk posed by releases of hazardous chemicals into the environment. Based on available records maintained by the RWQCB, contaminated groundwater may be present in the proposed Project area as a result of two off-site properties (BC Gas and Rite Aid). Vapor encroachment from these contamination plumes could be affecting the proposed Project site.
- RBF contacted the RWQCB in order to confirm the current status of these two off-site regulatory properties. The RWQCB Senior Engineer, Mr. Jim Munch, responded to RBF's inquiry on June 27, 2011. Mr. Munch stated that the main concern with these two properties was on-site residual soils, rather than off-site movement of contamination. The Rite Aid facility, located to the northwest of the Project site, was closed in October 2011. The BC Gas facility is also near case closure. However, a recent detection event that occurred at an on-site well (located at the BC Gas facility) was noted and additional analysis to determine if this was an anomaly or an anticipated rebound event is required prior to case closure.

Mr. Munch stated that these two property owners are required by law to ensure that they do not impact existing or planned future uses as a result of hazardous materials contamination. He confirmed that these property owners would be required to ensure that these two releases do not impact persons at the proposed Project site as a result of reported contamination to groundwater (including vapor intrusion impacts). Thus, with implementation of existing regulations, enforced by the RWQCB, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.3-3 DEVELOPMENT OF THE PROPOSED PROJECT COULD IMPACT HAZARDOUS MATERIALS SITES LISTED ON GOVERNMENT CODE §65962.5 AND CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

Impact Analysis: California Government Code §65962.5 requires the DTSC and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites listing (per the criteria of the Section). Also, the State Department of Health Services is required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to CCR Title 14 §116395 of the Health and Safety Code. Further, §65962.5 requires the local enforcement agency, as designated pursuant to §18051, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

As part of this analysis, records have been obtained by EDR (which includes databases maintained by the DTSC, SWRCB, State Department of Health Services, and other local enforcement agencies pertaining to solid waste disposal facilities). The on-site regulatory property Adams Grain (17900 County Road 102 at

SR 16) has been reported within multiple regulatory databases maintained by the SWRCB and DTSC per §65962.5 regarding on-site USTs and a past release. The proposed Project site is not listed within a database maintained by the State Department of Health Services or other local enforcement agencies pertaining to solid waste disposal facilities.

The Adams Grain facility reported three former USTs (installed in 1976). The single-walled petroleum tanks were noted as inactive and permanently closed. Further, contamination was reported in the HIST Cortese database. Although no formal closure letters were reviewed, the closure status, per the requirements of the Yolo County EHD, was confirmed with the Operations Manager for the property per an interview.

Refer to Impact Statement 5.3-1 regarding potential impacts during demolition/construction of the proposed Project as a result of the former USTs and reported release at the site. As discussed in Impact Statement 5.3-1, the potential for the persons at the proposed Project site to be exposed to hazardous conditions as a result of this regulatory property would be less than significant. Further, impacts to persons at the site during proposed Project operations would be less than significant, as the reported releases have received a case closure letter from the EHD.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.3-4 DEVELOPMENT OF THE PROPOSED PROJECT COULD RESULT IN INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.

Impact Analysis: Section 8.7 of the *City of Woodland General Plan Background Report* states that it is the City's goal to have a realistic assessment of the potential for a disaster and plans for recovery after a disaster has occurred. Figure 8-10 in the *City of Woodland General Plan* identifies evacuation routes and within the community. The primary evacuation routes within the community in the vicinity of the proposed Project are Interstate 5 (I-5), State Route 113 (SR-113), CR-102, Main Street, and Kentucky Avenue. Implementation of the proposed Project would not result in the impediment of access along any of these roadways during construction or operations. A less than significant impact is anticipated in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.3-5 THE PROPOSED PROJECT MAY PROVIDE AREAS OF STANDING WATER WHICH WOULD RESULT IN THE PRESENCE OF VECTORS, SUCH AS MOSQUITOES, AND REQUIRE VECTOR CONTROL.

Impact Analysis: During construction and operation of the proposed Project, there would be the potential that depressed areas could fill with water during precipitation events. This standing water would provide an environment to produce vectors, such as mosquitoes. The Sacramento-Yolo Mosquito and Vector Control District controls mosquito populations in accordance with the time of year, the extent of previous mosquito control activities, the current level of mosquito activity, weather conditions, and surveillance results. The District's goal is to protect public health and welfare from diseases transmitted by mosquitoes such as West Nile virus, Western Equine Encephalitis, canine

heartworm, malaria and others. With implementation of MM 5.3-5, the proposed Project would have a less than significant impact on vectors within the area.

MM 5.3-5 During construction and operation of the proposed Project, the Project Applicant shall adhere to the Sacramento-Yolo Mosquito and Vector Control District's Mosquito Reduction Best Management Practices manual to reduce or eliminate potential mosquito breeding areas on-site.

CUMULATIVE IMPACTS

IMPACT 5.3-6 DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN CUMULATIVELY CONSIDERABLE HAZARDS AND HAZARDOUS MATERIALS IMPACTS.

Impact Analysis: For hazards and hazardous materials, the proposed Project study area considered for the cumulative impact of other projects consists of: (a) the area that could be affected by proposed Project activities, and (b) the areas that could be affected by other projects whose activities could directly or indirectly affect the presence or fate of hazardous materials on the proposed Project site. For this purpose, the following projects have been noted as cumulative projects:

- Gateway I (Retail): This project consists of approximately 55 acres, and is located at the south-east quadrant of the I-5 and CR-102 interchange. Proposed building square footage is 522,971 square feet and approximately 398,061 square feet has been constructed to date. 124,910 square feet remains to be constructed.
- Gateway II (Retail): This project consists of approximately 154 acres located on the east side of CR-102 and north of CR 24/East Gibson Road. Square footage for first Phase totals 275,000 square feet of retail and 20,000 restaurant uses.
- Gibson/Odgen (Residential): This project is a residential project located on the north side of Gibson Road, to the west of Odgen. Seventy-nine (79) single-family residential units are under construction, most of which have been completed.
- Target Distribution Center Expansion (Warehouse/Distribution): This project is located directly east of the proposed Woodland Commerce Center site. The Target Distribution Center consisted of 1,510,000 square feet which was increased to 1,870,000 square feet of warehouse/distribution.
- Spring Lake Specific Plan (Residential): A total of 4,053 residential units were approved. To date, approximately 1,068 units have been built.

Like the proposed Project, the cumulative projects may handle, store, and/or transport reportable amounts of hazardous materials. Residential development would also increase the use of household-type hazardous materials. The use, storage, disposal, and transport of hazardous materials could result in a foreseeable number of spills and accidents. All construction and demolition activities, as well as all new development, would be subject to compliance with hazardous materials regulations. Compliance with all Federal, State, and local regulations during the construction and operation of new developments would ensure that there are no cumulatively considerable significant hazards to the public or the environment associated with the routine transportation, use, disposal, or release of hazardous materials. The proposed Project would be required to comply with the recommended MM 5.3-1(a) through MM 5.3-1(i), and MM 5.3-5, which would ensure that the proposed Project would not cumulatively contribute to public health and safety impacts. Impacts are less than significant.

Mitigation Measures: Implement MM 5.3-1(a) through MM 5.3-1(i), and MM 5.3-5.

Level of Significance: Less than significant impact with mitigation incorporated.

5.4 AESTHETICS, LIGHT, AND GLARE

This section describes the existing visual environment in and around the proposed Project area. It assesses the potential for aesthetics, light, and glare impacts using accepted methods of evaluating visual landscape quality, as well as identifying the type and degree of changes the proposed Project would likely have. The analysis in this section is primarily based on information provided by the Project Applicant and verified through site visits conducted by RBF Consulting in April 2011. The evaluation of aesthetics, light, and glare is based on the *City of Woodland General Plan*, the *City of Woodland General Plan Background Report*, and the *City of Woodland Municipal Code*. Where additional information has been used to evaluate the potential impacts, that information has been referenced.

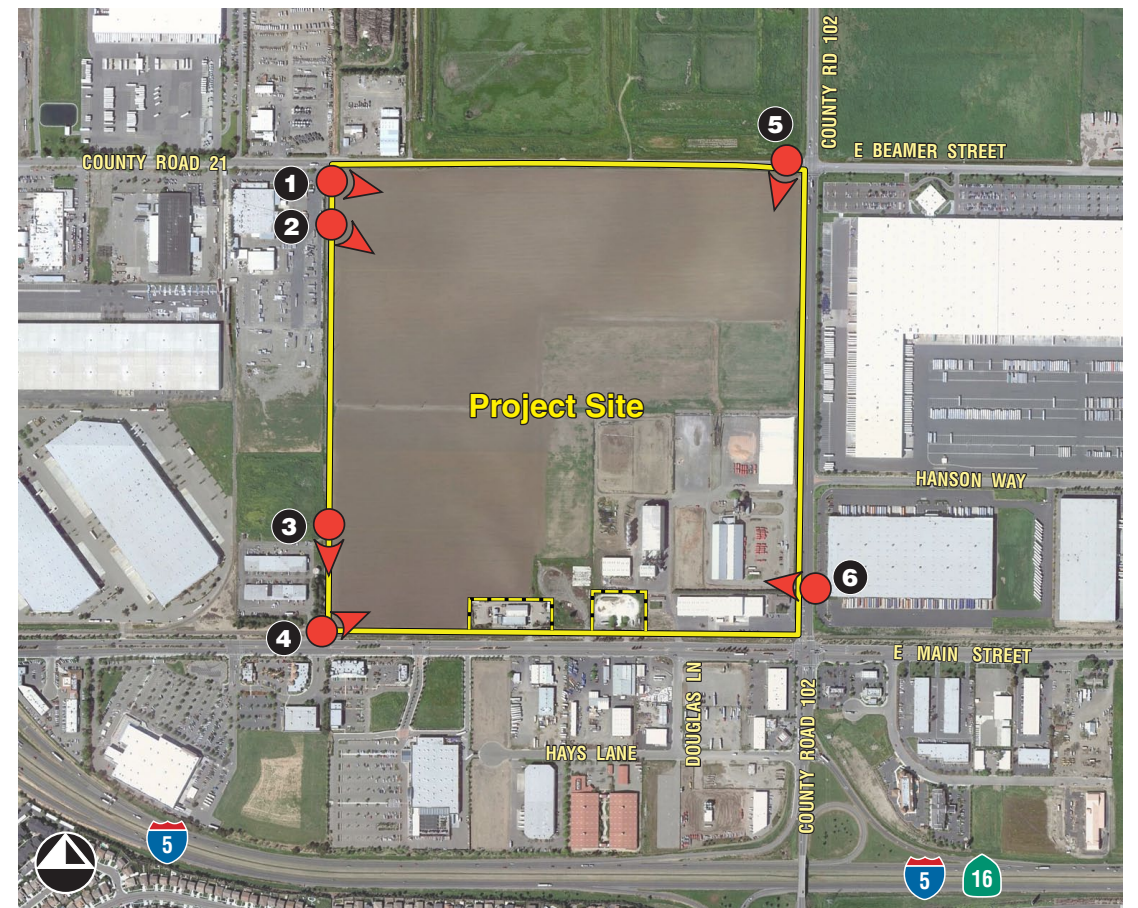
5.4.1 EXISTING CONDITIONS

The City of Woodland (City) is located within Yolo County, in California's Central Valley. Woodland is located 20 miles northwest of Sacramento, at the intersection of Interstate 5 (I-5) and State Route (SR) 113. The proposed Project site is located on the eastern edge of the City. Distinctive natural features (such as a major river, lake, or landform) do not occur within the City of Woodland, although water features such as the Yolo Bypass (located approximately 3.2 miles east of the proposed Project site), Cache Creek (located 1.5 miles northeast of the proposed Project site), and the Willow Slough system (located three miles southeast of the proposed Project site), are in proximity to the City. The built environment, combined with the surrounding cultivated agricultural lands, constitute the primary visual attributes of the City.

VISUAL SETTING AND CHARACTER

The proposed Project encompasses approximately 146 acres which includes rotational crops and industrial uses. On-site topography is relatively flat, with elevations ranging from approximately 38 feet above mean sea level (msl) to 45 feet above msl. The southwest, northwest, and northeast quadrants of the proposed Project site are primarily under rotational crops of safflower and/or wheat production, representing approximately 110 acres (or 75 percent) of the total proposed Project site. Therefore, the majority of views across the proposed Project site are currently unobstructed as a result of low-lying agricultural activities and level terrain. The southeast quadrant consists of a small number of industrial-use structures, including a merchandise and warehouse wheat, corn, and safflower facility (Adams Grain), a stone milled whole grain produce distributor (Certified Foods, Inc.), a welding shop, and a train repair facility. In addition, eight grain storage silos and associated equipment related to grain operations are located on-site. Several of the existing structures exceed 100 feet in height.

East Beamer Street forms the northern boundary of the proposed Project site, County Road (CR) 102 forms the eastern boundary of the site, and East Main Street forms the southern boundary of the site. The Sierra Railroad rail line trends along the southern border of the proposed Project site. A mixture of paved and dirt roads/parking areas are also located within the existing industrial portion of the proposed Project site. A 69-kilovolt (kV) transmission line extends east-west across the center of the proposed Project site (refer to Figure 5.4-1, EXISTING CONDITION PHOTOGRAPHS). The general setting of the proposed Project site would be considered agricultural/urban interface, as surrounding land is intermixed with agricultural, industrial, and commercial/retail uses.



-  Orientation
 Photograph Number

Photo Index Map

Off-Site Views

The majority of off-site views to the proposed Project site consist of various uses such as agriculture, industrial, and commercial. The following is a description of views toward the proposed Project site from surrounding land uses:

North Views. Northern views from commercial uses (south of the proposed Project site) are primarily of agricultural land and existing industrial uses. Travelers along East Main Street also have northern views of the proposed Project site.

East Views. Eastern views from off-site industrial uses (west of the proposed Project site) are somewhat limited, due to the existing development; however, on-site agricultural use and existing industrial structures are visible.

South Views. Southern views from the decommissioned Woodland Water Treatment Facility (north of the proposed Project site) are primarily of agricultural land, and existing industrial and commercial uses. Travelers along East Beamer Street also have southern views of the proposed Project site.

West Views. Western views from the Target Regional Distribution Center (east of the proposed Project site) are primarily of industrial and agricultural uses. Travelers along CR-102 also have western views of the proposed Project site.

Light and Glare

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces, such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors and aircraft landing corridors.

Currently, there are existing light sources from the on-site industrial uses, located in the southeast quadrant of the proposed Project site. In addition, surrounding land uses emit light into the proposed Project area. Sources of light and glare from off-site uses include lighting from the surrounding industrial and commercial uses. Light and glare sources also exist from headlights associated with vehicles traveling along adjacent roadways (such as East Main Street, CR-102, and East Beamer Street) in the proposed Project area.

5.4.2 REGULATORY SETTING

The following is a description of local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

LOCAL FRAMEWORK

City of Woodland General Plan

A *City of Woodland General Plan* provides goals and policies for the design features of development projects in order to reduce impacts of such projects. The Land Use and Community Design Chapter of the *City of Woodland General Plan* outlines proposed patterns of land use and policies and standards for future development and redevelopment. Applicable goals and policies relative to the proposed Project are listed in Table 5.4-1, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN GOALS AND POLICIES FOR AESTHETICS, LIGHT, AND GLARE, below, followed by a brief explanation of how the proposed Project complies with the goals and policies.

City of Woodland Municipal Code

The *City of Woodland Municipal Code* addresses specific issues regarding lighting. Codes relevant to the proposed Project are discussed below.

Lighting

Specific zoning ordinances within the *City of Woodland Municipal Code* pertaining to lighting performance standards are enumerated for industrial uses and sign illumination. For industrial uses, lighting should be designed so that light is directed and shielded so as to not illuminate neighboring residential properties. In regard to sign illumination, if lighting is provided, it shall be arranged to reflect away from the surrounding property and away from any public street, alley, or highway.

In addition, Chapter 6, Building Codes, Article I, General Provisions, of the *City of Woodland Municipal Code* contains the following requirements for lighting, address identification, and parking areas:

- (1) The address number of every commercial building shall be internally illuminated during the hours of darkness so that it shall be easily visible from the street. The numerals in these numbers shall be no less than six inches in height. This standard may be modified by the Fire Marshal.
- (2) All exterior commercial doors, during the hours of darkness, shall be illuminated with a minimum of one foot-candle of light. All exterior bulbs shall be protected by weather and vandalism resistant cover(s).
- (3) Open parking lots, and access thereto, providing more than ten parking spaces and for use by the general public, shall be provided with a maintained minimum of one foot-candle of light on the parking surface from dusk until the termination of business every operating day.

City of Woodland Community Design Standards

The City developed Community Design Standards in 1998 (updated in 2004), to further define the City's image and to clarify the City's design standards. The Design Standards were prepared to aid designers, the public, and decision-makers by expressing the community's shared vision for the quality and attractiveness expected throughout the City. The updated Design Standards respond directly to policies and programs of the City of Woodland General Plan which emphasize the design of new neighborhoods

that preserves and enhances the qualities that make Woodland a unique and desirable place. The Design Standards apply to development and modifications to existing development in the City. The Design Standards emphasize the use of architectural design, landscaping, screening, sign control, and other techniques to improve and enhance the visual qualities of the City so that a visitor's first impression of the City is a positive one. The main purpose of the Community Design Standards is to ensure that new and existing development in the City enhances the quality of life in Woodland and preserves its image as a desirable place to live, work, and visit.

Design review is required for new construction, and City staff normally conducts design review. If a project requires Planning Commission or City Council approval, then staff would provide the governing body with a staff report and recommendation related to applicable design review issues. The Planning Commission conducts design review for projects requiring a conditional use permit, planned development use permit, master plans, or other entitlements.

Applicable City design standards relevant to the proposed Project (as East Main Street and CR-102 are major corridors) are discussed below.

Table 5.4-1

Consistency Analysis with City of Woodland General Plan Goals and Policies for Aesthetics, Light, and Glare

General Plan Goals and Policies	Analysis
<i>Landscape and Streetscape</i>	
GOAL 1.K. To maintain and enhance the quality of Woodland's major corridors, city entrances, landscape, and streetscape.	The intersection of Main Street and CR-102 is an important entry to the City. In addition, East Main Street and CR-102 are considered major roadway corridors. The proposed Project would comply with the <i>City of Woodland General Plan</i> and Community Design Standards to ensure consistency and minimize potential landscape and streetscape issues.
POLICY 1.K.1. New development within major corridors (see Figure 1-5) must comply with the following minimum building requirements: • All outdoor storage of goods, materials, and equipment, and loading docks areas shall be screened from major roadways. • Developments with multiple buildings should have a uniform design theme and sign program. • Earth tones shall be used as the dominant color; colors such as white, black, blue, and red should be used as accents. Building surfaces should have color schemes that reduce their apparent size. • Metal buildings will be allowed only with enhanced architectural and landscaping treatment (such as use of trim bands, wing walls, parapets, and reveals). • Development within the Interstate 5 and County Road 102 Entryway Overlay Zone (see also Figure 1-6) must comply with zoning and building requirements in the General Plan and the Interstate 5 and County Road 102 Entryway Overlay Zone.	The proposed Project site is adjacent to two major corridors: East Main Street and CR-102; however, the proposed Project is located outside of the I-5/CR-102 Entryway Overlay Zone. Future development would be sited and designed in accordance with the <i>City of Woodland General Plan</i> and Community Design Standards to ensure consistency and minimize potential landscape and streetscape issues. The design review process ensures that new development would conform to applicable Specific Plans, Community Design Standards, <i>City of Woodland General Plan</i> Policies, City Codes and applicable Conditions of Approval.
POLICY 1.K.2. The City shall encourage increased building setbacks and wider landscape areas along major corridors.	Future uses are subject to the City of Woodland Community Design Standards and <i>City of Woodland Municipal Code</i> , which regulate building setbacks and landscaping. These standards are intended to ensure functional and visual compatibility both internally within the proposed Project and with surrounding uses.
POLICY 1.K.3. The City will encourage increased architectural enhancements within major corridors, including the following: • Building elevations should be well-articulated and stress an original design. • All exterior elevations visible from major roadways should have architectural treatment to alleviate long void surfaces. This can be accomplished through varying setbacks, breaking buildings into segments, pitched roof elements, columns, indentations, patios, and incorporating landscaping into architectural design. • Buildings should be composed of stucco, brick, or masonry elevations. Tilt-up concrete panels will only be permitted if they have a bold relief with textured surfaces such as exposed aggregate material, fenestration, to break up monotony. Integral color of panels is encouraged.	Future uses are subject to the development standards contained in the City of Woodland Community Design Standards and <i>City of Woodland Municipal Code</i> . The design review process ensures that new development would conform to applicable Specific Plans, Community Design Standards, <i>City of Woodland General Plan</i> Policies, City Codes, and applicable Conditions of Approval. Through these development standards, the City tries to promote attractive, compatible architectural design, protect views and preserve natural landforms and existing vegetation. These standards are intended to ensure functional and visual compatibility both internally within the proposed Project and with surrounding uses. Projects within the proposed Project site would be reviewed individually for compliance.

Table 5.4-1 (Continued)

Consistency Analysis with City of Woodland General Plan Goals and Policies for Aesthetics, Light, and Glare

General Plan Goals and Policies	Analysis
POLICY 1.K.4. Within major corridors, signs shall be made of high-quality materials such as stone, tile, cast concrete, or similar materials. No bare metals, wood, or any other non-durable material shall be allowed.	Signs placed within the City are regulated by Chapter 27, Article 24 – Signs, of the <i>City of Woodland Municipal Code</i> . The <i>City of Woodland Municipal Code</i> provides a detailed understanding of size, placement, and features that all signs must comply with. The proposed Project would be required to comply with applicable sign placement as indicated in the <i>City of Woodland Municipal Code</i> .
POLICY 1.K.9. As a condition of the approval of larger development projects, the City shall require establishment of funding mechanisms for the ongoing maintenance of street trees and landscape strips. The City shall explore the potential for putting all new development in a master landscape and lighting district for maintenance of street trees and landscape strips.	The Project Applicant would be required to maintain on-site trees and landscaping. In addition, the proposed Project would be required to undergo Design Review at the City of Woodland. The design review process ensures that new development would conform to applicable Specific Plans, Community Design Standards, <i>City of Woodland General Plan</i> Policies, City Codes and applicable Conditions of Approval. Through these development standards, the City tries to promote attractive, compatible architectural design, protect views and preserve natural landforms and existing vegetation. In addition, the proposed Project would be designed with implementation of City standards and regulations, as applicable.

Source: *City of Woodland General Plan*, December 2002.

DESIGN STANDARDS FOR STREETS, STREETScape IMPROVEMENTS AND ENTRYWAYS

Guidelines for Corridors and Entryways

Standards

- (1) Screen walls to be designed to be compatible with the style and materials of the architecture of a project. Decorative walls are required. Landscaping to be used in combination with such walls and on both sides of wall. Long expanses of walls or fences to be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and walls to be provided.
- (2) Bicycle and pedestrian paths to be incorporated into the street design for major corridors.
- (3) Street trees to be installed along major corridors and landscaped medians is required where they can be accommodated within the right-of-way. Landscaped medians to be extensively landscaped.
- (4) The City will consider acquiring a landscaping easement from the railroad and install landscaping and entryway features along the north side of the Main Street and the west side of the East Street right-of-way.
- (5) All exterior parking, loading, storage areas, trash receptacles and other service facilities to be screened with a combination of fencing/walls and landscaping. Landscaping employed for screening will include fast-growing trees that provide sufficient height to screen buildings.
- (6) All sides of a building (including the elevation facing the freeway) will receive architectural detailing that helps break up the mass of the building walls.
- (7) Colors and materials employed on large buildings adjacent to the freeway will help reduce the scale of the building. Generally, more muted colors such as earth tones should be used for the body of the building, with lighter trim and accent colors. Bright colors and pastels to be avoided.
- (8) Landscaping and entry signage should be installed facing freeway offramps.
- (9) A landscaped entry statement with signage welcoming visitors to Woodland to be installed at the east and north entrances to the City along the I-5 corridor and SR 113. Landscaped entry statement with signage to be installed along off ramps exiting these two corridors and at listed gateways.
- (10) Street furniture (benches, lighting, fountains, public art, etc.) to be incorporated into streetscape improvements at appropriate locations, such as the entrance to residential neighborhoods and commercial and industrial developments, adjacent to parks and open space areas, and at bus stops.
- (11) The scale of arterial streets such as Main Street can be reduced through the use of street trees and landscaped medians. Street trees to be provided at appropriate intervals in accordance with City standards. Street trees to be carefully chosen to provide shade while allowing visibility to storefronts and minimizing organic litter.
- (12) The intersection of Main Street and County Road 98 is one of the main entrances to the City. Overhead utilities and signage, combined with older commercial and light industrial development, combine to make the entry uninviting. Improvements to this key entry are

needed to announce the entrance to the City in a positive way. These improvements to include:

- Landscaping consistent with the ultimate configuration of the intersection.
 - Landscaping should include low-lying shrubs and groundcover to maintain adequate site distance.
 - Consolidated signage, including a “Welcome to Woodland” sign.
 - Placing overhead utilities underground.
 - Providing landscaping or other treatment to the older commercial businesses at the northeast corner of the intersection.
- (13) The intersection of Main Street and County Road 102 is another important entry to the City that will receive special attention. Improvements to this intersection will include:
- Adding street trees along Main Street west of County Road 102 and landscaping within the railroad right-of-way.
 - Providing landscaping or other screening to parking and storage areas.
 - Installing additional medians in County Road 102 where the right-of-way permits.

City of Woodland Zoning Ordinance, Article 18, “I” Industrial Zone

SEC. 25-18-30 Height Regulations

There are no height limitations in an Industrial zone, except that within two hundred (200) feet of any residential or agricultural zone designated for future residential development in the *City of Woodland General Plan*, no principal building shall exceed 40 feet in height except as provided in Article 25.

SEC. 25-18-40 Yard Requirements

- (A) Front yard: Twenty (20) feet except as noted in Section 25-25-20-F.
- (B) Side yards:
- Interior side: None, except when abutting a residential zone, then not less than required for said residential zone.
 - Street side of corner lot: Same as front yard with the addition of the visibility triangle required by Article 22.
- (C) Rear yard: None, except when abutting a residential zone, then not less than 10 feet.
- (D) Lot coverage: 60%

SEC. 25-18-50 Performance Standards

- (A) Front landscaping area shall extend to the valley gutter.
- (B) A conditional use permit shall be required for assembly, fabricating, manufacturing, processing or storage of goods, materials or products in buildings or enclosed yards which may create dust, fumes, noise, odors, smoke or vibration in volumes to be offensive or objectionable beyond the premises or for any use which put a significant demand on city services (e.g., water, sewer, etc.)
- (C) Fencing and landscaping adequate to screen development from adjacent residential zones along rear and side property lines.

- (D) Outside storage of solid wastes and containers for solid waste, containers, merchandise, or other items or goods awaiting pickup, sale, or other disposition shall be prohibited except when screened to the satisfaction of the Planning Commission or the Zoning Administrator.
- (E) Additional landscaping may be required in order to provide an aesthetically pleasing entrance to the City, if appropriate.
- (F) Light sources shall be directed and shielded so as to not illuminate neighboring residential areas.

City of Woodland Zoning Ordinance, Article 24, Signs***SEC. 25-24-10 Purpose***

The purpose of this ordinance is to set standards pertaining to signs in the City of Woodland. It is understood that while the ordinance applies to the entire city, specific plans and design guidelines may set additional standards. It is intended by the provisions of this ordinance to accomplish the following:

- (A) Protect and enhance the physical appearance of the City.
- (B) Accomplish the regulation of signage in the simplest and most direct manner possible.
- (C) Encourage creative and innovative approaches to signage within an established framework.
- (D) Encourage signs that represent the best skills of the designer, architect, builder and communicator.
- (E) Protect the public, as well as both private and public property.
- (F) Promote effective visual communication.

SEC. 25-24-20 General Regulations

- (A) If lighting is provided it shall be arranged to reflect away from the surrounding property and away from any public street, alley, or highway. Exposed bulbs are prohibited, except in time and temperature signs. Signs utilizing inert gases such as neon are permitted, except in residential zones.

City of Woodland Zoning Ordinance, Article 22, Landscaping***SEC. 25-22-01 Purpose***

To provide reasonable requirements and standards for landscaping along public rights-of-way and within parking lots. The provisions of this article are intended to accomplish the following:

- (A) To promote an attractive visual environment.
- (B) To promote a transition between land uses.
- (C) To encourage visual harmony between the landscape and the development.
- (D) To reduce energy consumption in buildings by proper plant selection and placement and to decrease high summer temperature by blocking heat and glare.
- (E) To screen offensive or unattractive areas from public view.

SEC. 25-22-10 General Provisions

- (A) These regulations apply to additions to applicable structures which exceed forty percent (40%) of the gross floor area or two thousand (2,000) square feet, whichever is less. All additions constructed after April 1, 1974, will accumulate to determine eligibility under this requirement.
- (B) These regulations shall apply when a previously unpaved parking area is paved.
- (C) There shall be a landscaped strip eight (8) feet wide along the public right-of-way. The width of the landscaped strip may be reduced to no less than four (4) feet when in the opinion of the Zoning Administrator the following conditions are met:
1. The total square footage of the landscaped strip is not reduced.
 2. The landscaped strip is not counted as part of the interior landscaping required in SEC. 25-22-20B.
 3. The reduction in the required width is consistent with the purposes of the landscaping regulations set forth in SEC. 25-22-01.

EXCEPTIONS:

In Industrial zones, the landscaping of the four (4) foot right-of-way behind the valley gutter may be included as part of the eight (8) foot front landscaped strip if off-street parking area is in front.

5.4.3 STANDARDS OF SIGNIFICANCE**SIGNIFICANCE CRITERIA**

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to aesthetics, light, and glare, if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.4.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Aesthetics, light, and glare impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.4-1 *THE PROPOSED PROJECT MAY HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA.*

Impact Analysis: Scenic vistas are defined as expansive views of highly-valued landscapes from publicly accessible viewpoints. Scenic vistas include views of natural features such as topography, water courses, rock outcrops, and natural vegetation, as well as man-made scenic structures. The proposed Project site is relatively flat with no significant topographic relief or features. Surrounding land uses include:

- East Beamer Street, industrial facilities, and vacant parcels zoned for industrial and open space uses to the north;
- East Main Street, commercial/retail development, the Sierra Railroad rail line, I-5, and residential uses to the south;
- CR-102 and a regional distribution center to the east; and
- Industrial facilities to the west.

The area is not regarded or designated as visually important or “scenic” in the *City of Woodland General Plan*. Additionally, development of the proposed Project would not block or preclude views to any area containing important or what would be considered visually appealing landforms. Therefore, no scenic vistas would be affected by the development of the proposed Project, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.4-2 *THE PROPOSED PROJECT MAY SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY.*

Impact Analysis: According to California Department of Transportation’s (Caltrans) California Scenic Highway Program (2011) and the National Scenic Byways Program (2011), the proposed Project site is not located in the viewshed of a designated state scenic highway, or a highway that is considered eligible for designation as a scenic highway. Therefore, scenic resources would not be substantially damaged, and no impact would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

IMPACT 5.4-3 THE PROPOSED PROJECT MAY SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS.

Impact Analysis: The following discusses potential short- and long-term aesthetic impacts, as a result of the proposed Project.

Short-Term Aesthetic Impacts (Construction)

The development of the proposed Project would have short-term impacts as a result of demolition, construction debris, and construction-related activities. During proposed Project construction, dump trucks and other trucks hauling demolition or grading materials from the proposed Project area would be required to access the site via local roadways. Trucking would also be required for the delivery and removal of excavation equipment, cranes, other machinery, and the delivery of materials. As with on-site activities, the visual aspect of trucks loaded with debris and/or soils would be interesting to some viewers and unsightly to others. Proposed access to the sites for dump trucks, semi-trailers, and truck and trailers in the removal of construction debris and excavated soils and delivery of heavy equipment would occur within the vicinity of the proposed Project. Proposed Project construction activities would temporarily disrupt views across the proposed Project site from surrounding areas, as these activities would be visible from non-residential uses within and adjacent to the proposed Project site. In addition, construction activities would be visible from travelers along East Main Street, CR-102, and East Beamer Street.

With the implementation of standard conditions of approval, grading and development plans would be required to be submitted to the City's Building Division, and would be subject to approval through the design review process set forth by the City. All grading and earthwork activities would be conducted in accordance with an approved construction grading plan and grading permit issued by the City's Building Division. All new development projects would be subject to additional environmental and design review on a site-specific, project-by-project basis to ensure that the short-term visual impacts from construction are limited to the extent possible. In addition, construction activities would be required to be consistent with the *City of Woodland Municipal Code* requirements and conditions of approval.

Construction impacts associated with the short-term degradation of character/quality in the proposed Project area would be short-term in duration and would cease upon proposed Project completion. However, since the City considers East Main Street and CR-102 as major roadway corridors, MM 5.4-3(a) is provided to reduce potential impacts to these major roadway corridors.

Long-Term Aesthetic Impacts

The proposed Project would change the character of the site from land that is primarily under rotational crops of safflower and/or wheat production (approximately 110 acres of the total 146-acre site) to industrial uses. However, the proposed Project is located in an area with existing industrial and commercial uses, and would be consistent with the indented with the uses per the *City of Woodland General Plan*.

Overall, urban hardscape features would increase upon proposed Project implementation. With the implementation of Article 18 of the *City of Woodland Zoning Ordinance*, in addition to the City's Design Standards for Streets, Streetscape Improvements and Entryways (pertaining to design standards for industrial development), the resultant increase in hardscape features would be reduced. The exterior building walls and façades would include appropriate projections or recesses, and other such permanent features that would contribute to minimizing hardscape. All building façades would include repeating

color, texture, and material patterns, which would further reduce hardscape features and provide a dimensionally scaled effect which would reduce the overall perceived mass of the building. Proposed Project structures would also be required to include prominent architectural characteristics throughout the proposed Project. With implementation of MM 5.4-3(b), and compliance with the *City of Woodland Zoning Ordinance*, impacts would be less than significant.

Proposed Project development would also require the use of large parking lots. However, with implementation of the *City of Woodland Municipal Code* and *Zoning Ordinance*, potential visual impacts resulting from the increased hardscape and radiant heat glare from the parking lots would be reduced.

Signs placed within the City are regulated by Chapter 27, Article 24 - Signs, of the *City of Woodland Municipal Code*. The *City of Woodland Municipal Code* provides a detailed understanding of size, placement, and features that all signs must comply with. The proposed Project would be required to comply with applicable sign placement as indicated in the *City of Woodland Municipal Code*. Additionally, per the *City of Woodland General Plan*, signs within major corridors shall be made of high-quality materials such as stone, tile cast concrete, or similar materials. No bare metals, wood, or any other non-durable material shall be allowed.

In addition to required landscaping in the *City of Woodland Zoning Ordinance*, the proposed Project would install landscaping throughout the site (MM 5.4-3(c)). With implementation of the *City of Woodland Zoning Ordinance* and MM 5.4-3(c), hardscape features resulting from proposed structures and parking areas would be softened. With compliance of the *City of Woodland Municipal Code* and *Zoning Ordinance* and implementation of MM 5.4-3(a) through MM 5.4-3(c), visual impacts to on- and off-site character/quality would be reduced to less than significant levels upon Project implementation.

Mitigation Measures:

- MM 5.4-3(a) With submittal of a grading plan for each development phase, the Project Applicant shall provide the location of on-site temporary construction equipment staging areas. Should outdoor storage of goods, materials, equipment, and loading dock areas be incorporated as part of proposed Project design, appropriate screening (i.e temporary opaque fencing [six feet in height], landscaping etc.) shall be implemented to block on-site views from major corridors (i.e. East Main Street and CR-102).
- MM 5.4-3(b) During the proposed Project's design phase, any proposed buildings shall be enhanced with architectural and landscaping treatment (such as use of trim bands, wing walls, parapets, and reveals). All exterior elevations visible from major roadways (i.e. East Main Street and CR-102) shall have architectural treatment to alleviate long void surfaces. Where applicable, earth tones shall be used as the dominant color; colors such as white, black, blue, and red should be used as accents. Building surfaces should have color schemes that reduce their apparent size.
- MM 5.4-3(c) The Project Applicant shall develop a landscape plan that includes non-invasive, drought tolerant species, where applicable. Proposed Project streetscape shall be included in the landscape plan and shall be designed to further screen proposed loading facilities and parking lot lighting. The landscape palette shall vary in height from trees to flowering shrubs to ground cover, and shall be approved by the City of Woodland Community Development Director prior to ground disturbance. All proposed

commercial uses shall include landscaped street frontages, in accordance with the *City of Woodland Municipal Code*.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.4-4 *THE PROPOSED PROJECT MAY CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.*

Impact Analysis: During proposed Project implementation, light and glare impacts may be created, as new sources of lighting would be introduced by structures, security lighting, parking lot lighting, and vehicle headlights along areas of ingress/egress at the proposed Project site. If this lighting is not adequately directed toward its intended use, it may cause spill-over and cause glare that would present a nuisance to surrounding uses. Future phases would be required to comply with all regulations and standards within the City of Woodland Community Design Standards and *Municipal Code*, including lighting. Specifically, all lighting on the proposed Project site would be required to be shielded from neighboring properties and directed at a specific task or target. In conjunction with the submittal of the proposed Project's improvement plans, detailed lighting plans would be required to be submitted for the review and approval of the City's Community Development Department, the Police Department, and the Engineering Department. Compliance with applicable City standards, regulations, and MM 5.4-4 would reduce impacts pertaining to light and glare to less than significant levels.

Mitigation Measures:

- MM 5.4-4 All external lighting fixtures shall be permanently hooded or screened to prevent light and glare from spilling onto adjacent properties. The proposed Project shall also comply with the following specific requirements:
- a. Luminaires will be cut-off-type fixtures (i.e., fully shielded and emitting no light above the horizontal plane) and will be models recommended by the International Dark-Sky Association.
 - b. Luminaires will not utilize swivel mounting hardware, which can be inadvertently or intentionally adjusted to cause spillover impacts. Instead, luminaries will be professionally and permanently installed to direct light away from residential units and natural areas adjacent to the proposed project site.
 - c. Fixtures that project upward and horizontally will not be used.
 - d. Luminaires will be focused only where needed (such as on building entrances) and will not provide a general "wash" of light on building surfaces.
 - e. Luminaires will be restricted to no more than 500 lux (1 lumen per square meter) or 50 foot-candles.
 - f. Luminaire lamps will provide good color rendering and natural light qualities. Luminaire intensity will be the minimum feasible for security and maintenance and access safety.
 - g. Luminaires will be placed at the minimum height to reduce the potential for backscatter into the nighttime sky and incidental spillover into adjacent properties and open space.
 - h. Floodlighting will not be used.
 - i. Luminaire mountings will have non-glare finishes.

Level of Significance: Less than significant impact with mitigation incorporated.

CUMULATIVE IMPACTS

IMPACT 5.4-5 PROJECT DEVELOPMENT, TOGETHER WITH CUMULATIVE PROJECTS, MAY RESULT IN GREATER URBANIZATION AND THE LOSS OF VIEWS IN UNDEVELOPED AREAS IN THE NORTHEASTERN PORTION OF THE CITY OF WOODLAND.

Impact Analysis: As development occurs throughout the proposed Project area, residents and visitors in the area would notice the visual effects of urbanization. The significance of these visual and aesthetic changes is difficult to determine, because aesthetic value is subjective and potential impacts are site-specific. Security lighting and street lighting would introduce light and glare potential to the area. Additionally, construction of currently approved and pending projects in the proposed Project vicinity would permanently alter the nature and appearance of the area through the loss of agricultural and open space areas.

Cumulative impacts would be mitigated on a project-by-project basis, in which potential aesthetic, light, and glare impacts would be reduced through the use of building materials that are consistent with the general character of the area, landscaping design, and proper lighting techniques to direct light on-site and away from adjacent properties. Additionally, cumulative projects would be designed consistent with the land use designations, zoning requirements, and other requirements of the City. The absence of scenic vistas, major landforms, and scenic resources in the area all contribute to a finding of less than cumulatively significant with implementation of existing City of Woodland development regulations and MM 5.4-3(a) through MM 5.4-3(c), and MM 5.4-4.

Mitigation Measures: Implement MM 5.4-3(a) through MM 5.4-3(c), and MM 5.4-4.

Level of Significance: Less than significant impact with mitigation incorporated.

5.5 TRAFFIC AND CIRCULATION

This section describes the existing and future setting for transportation and circulation, both with and without the proposed Project. This section also provides information on local roadway networks, levels of service, and the potential effects from the addition of vehicle traffic generated by the proposed Project to existing and future roadway conditions. Information in this section is based primarily upon the *Traffic Impact Study for the Woodland Commerce Center*, prepared by Fehr & Peers (refer to Appendix 15.3, TRAFFIC IMPACT STUDY).

Traffic operations of study intersections and roadway segments were evaluated for the following scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Cumulative (Year 2020) No Project Conditions; and
- Cumulative (Year 2020) Plus Project Conditions.

Both AM and PM peak period turning movement counts were collected on April 13 and 14, 2011. The morning (7:30 to 8:30 AM) and evening (4:30 to 5:30 PM) peak hours were determined from the two-hour traffic counts. Peak hour factors and heavy vehicle percentages were determined for each study intersection.

The majority of intersections were analyzed using Synchro software. Given the interaction between signalized intersections within the County Road (CR) 102 corridor near Interstate 5 (I-5), SimTraffic simulation software was used to evaluate operating conditions for intersections beginning on the north with Main Street/CR-102 and ending on the south at Maxwell Avenue/CR-102.

5.5.1 ENVIRONMENTAL SETTING

Existing conditions for the study area roadway, transit, bicycle, and pedestrian components of the transportation system are described below. The study area analyzed by the *Traffic Impact Study* (which is a larger area than the proposed Project site), generally includes East Beamer Street to the north, CR-102 to the east, Maxwell Drive to the south, and Industrial Way to the west (refer to Figure 5.5-1, STUDY AREA).

EXISTING ROADWAY SYSTEM

The following major roadways provide for existing circulation and access in the vicinity of the proposed Project site.

Interstate 5 (I-5). I-5 is a four-lane north-south freeway facility that provides a major linkage between the City of Woodland and the Sacramento region. I-5 is also a major interstate that links California with Oregon and Washington. Near the proposed Project, I-5 has an east-west orientation. Within the study area, access to I-5 is provided at CR-102, Main Street, and State Route (SR) 113.

State Route 113 (SR-113). SR-113 is a four-lane north-south freeway that provides connectivity between I-5 and I-80. SR-113 is a key transportation corridor between the City of Woodland and the City of Davis. Access to SR-113 is provided at Main Street and Gibson Road in the study area.



- LEGEND**
- ProjDvwy
 - Project Site
 - - - City of Woodland Boundary
 - ① Study Intersections

Source: Fehr & Peers

Beamer Street. Beamer Street is a two-lane east-west minor arterial that connects industrial uses on the east to residential areas west of SR-113. East Beamer Street is the northern extent of the proposed Project site and would provide direct access to the proposed Project site.

County Road 102 (CR-102). CR-102 is a north-south principal arterial that links Woodland with Davis to the south and Knights Landing to the north. CR-102 is a two-lane facility (two lanes northbound and one lane southbound) from Main Street north to the City limits. South of Main Street, the roadway was recently widened to four lanes in association with the I-5/CR-102 Interchange Project. CR-102 is the eastern extent of the proposed Project site and would provide direct access to the proposed Project site.

East Street. East Street is a four-lane, north-south major arterial that runs through the City of Woodland. East Street provides access to the County Fair Mall, the Yolo County Fairgrounds, and a range of office and retail land uses.

Gibson Road. Gibson Road is a four-lane principal arterial that extends through Woodland from CR-102 on the east to CR-98 on the west. Land uses border Gibson Road between CR-102 and State SR-113 including agricultural, residential, education, and institutional.

East Main Street. East Main Street is a major four-lane east-west arterial that bisects the City of Woodland. Main Street provides connectivity between commercial uses along I-5, downtown Woodland, and residential neighborhoods west of SR-113.

Pioneer Avenue. Pioneer Avenue is a four-lane, north-south minor arterial that serves the industrial area north of Main Street and residential communities located south of Main Street.

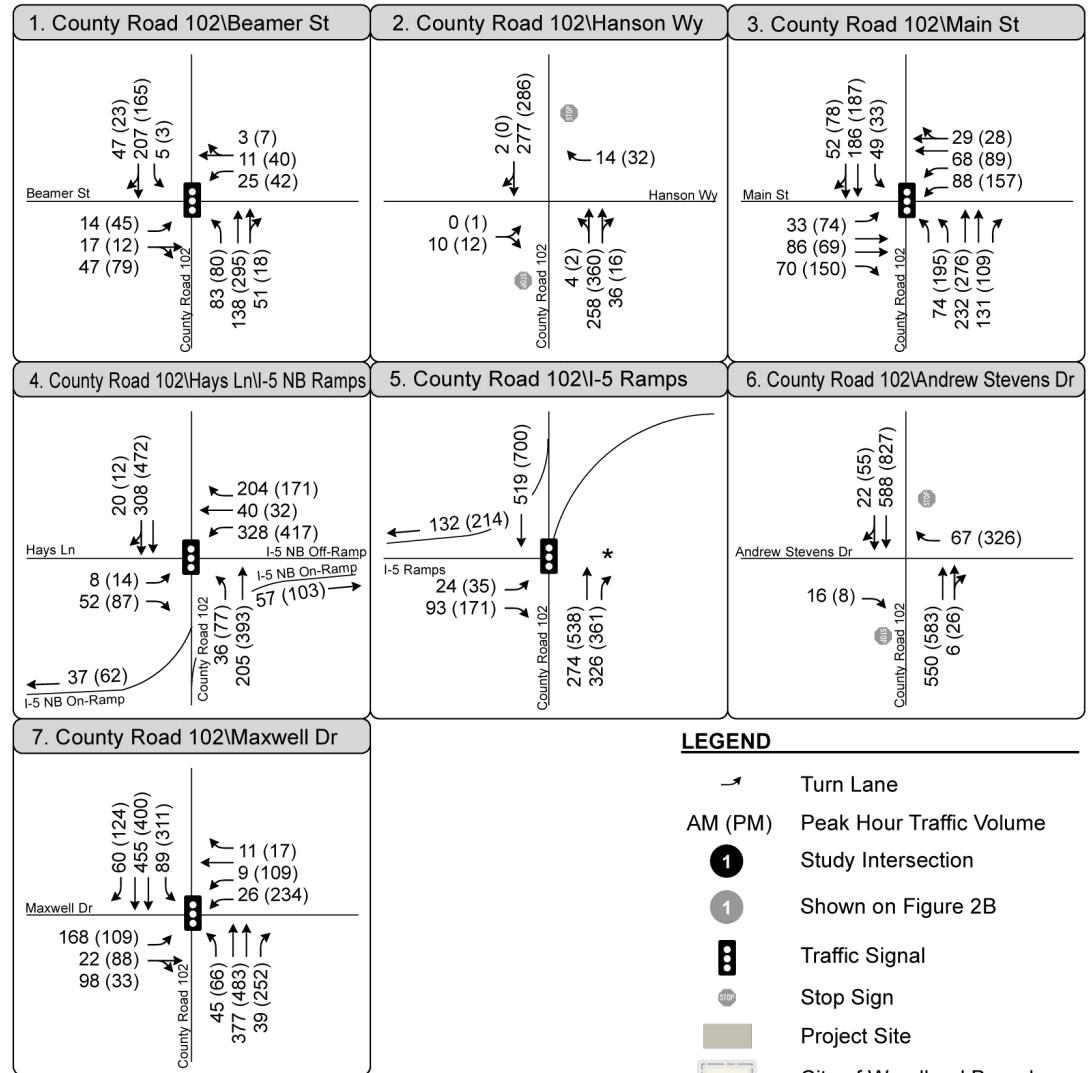
EXISTING LEVELS OF SERVICE

The critical element of the roadway system is typically the intersections that are the junctions of the major highways and arterials. The baseline operating conditions of the 13 study intersections selected for analysis (listed below) were determined based on trip generation and distribution patterns of the proposed Project, and in consultation with the City of Woodland (refer to Figures 5.5-2a and 5.5-2b, PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS – EXISTING CONDITIONS), which show the existing geometrics, traffic control, and peak hour traffic volumes for each study intersection.).

1. CR-102/Beamer Street (Signal)
2. CR-102/Hanson Way (Side-street stop)
3. CR-102/Main Street (Signal)
4. CR-102/I-5 northbound ramps/Hays Lane (Signal)
5. CR-102/I-5 southbound ramps (Signal)
6. CR-102/Bronze Star Drive/Andrew Stevens Drive (Side-street stop)
7. CR-102/Maxwell Avenue (Signal)
8. Main Street/SR-113 southbound ramps (Signal)
9. Main Street/SR-113 northbound ramps (Signal)
10. Main Street/Pioneer (Signal)
11. Main Street/I-5 northbound ramps (Signal)
12. Main Street/Douglas Lane (Side-street stop)
13. Beamer Street/Pioneer Avenue (Signal)



Source: Fehr & Peers



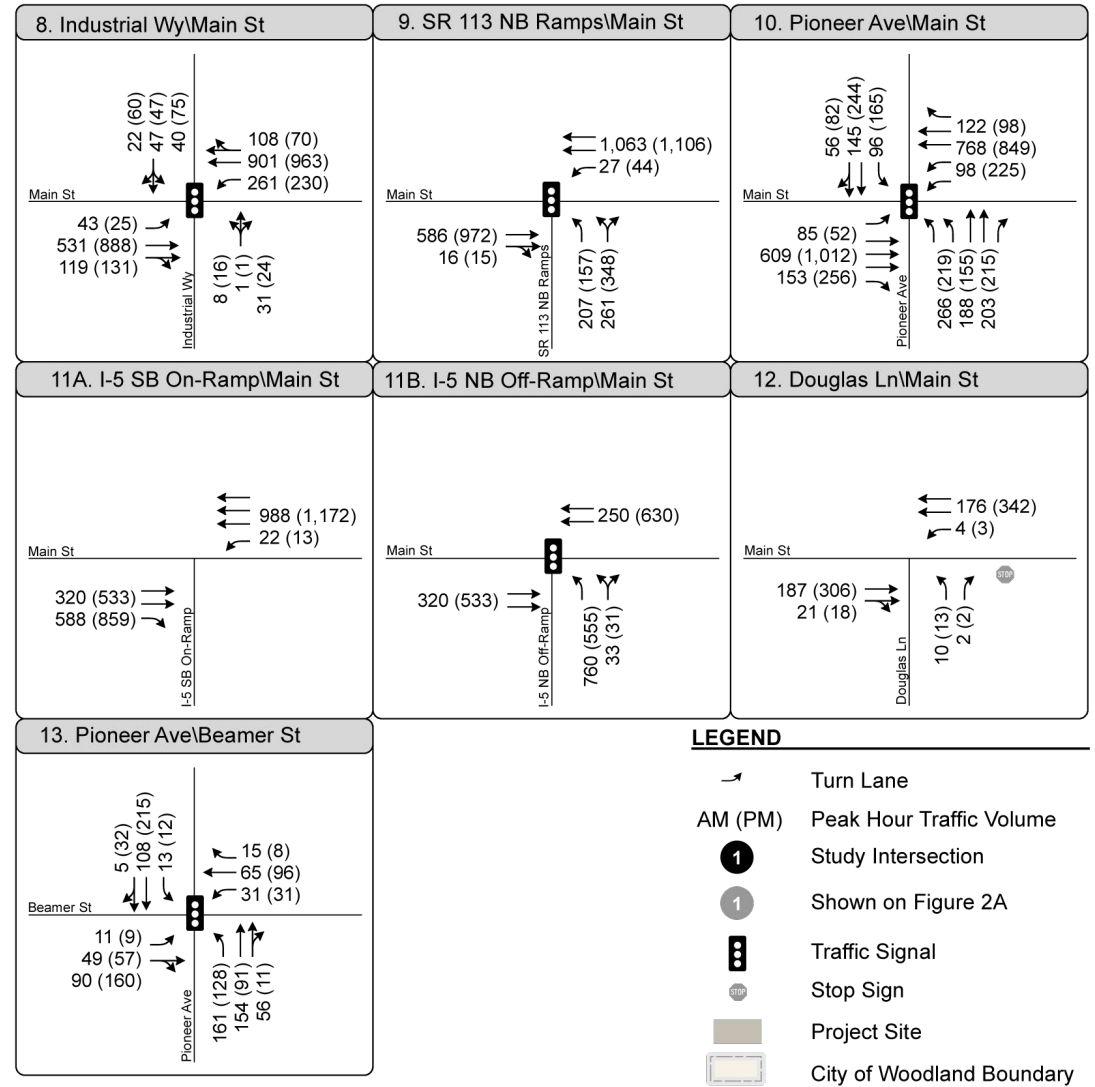
WOODLAND COMMERCE CENTER • EIR

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions

Figure 5.5-2a



Source: Fehr & Peers



WOODLAND COMMERCE CENTER • EIR Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions

Figure 5.5-2b

The operating conditions of transportation facilities are described in terms of their relative “level of service” (LOS). The concept of LOS uses qualitative measures that characterize operational conditions and their perception by motorists. The descriptions of LOS characterize operational conditions in terms of such factors as speed, travel time, traffic interruptions, comfort, and convenience.

Six LOS criteria are used to characterize operating conditions with letter designations ranging from A to F. LOS A represents the best operating conditions and LOS F represents the worst. Each LOS represents a range of operating conditions. The LOS criteria and methods of calculation used for the *Traffic Impact Study* are based on the *Highway Capacity Manual* (2000 version) HCM developed by the Transportation Research Board (TRB). The LOS methodology identifies LOS for intersections based on average stopped delay for signalized intersections and total delay for stop-controlled intersections (refer to Table 5.5-1, INTERSECTION LOS CRITERIA).

Table 5.5-1
Intersection LOS Criteria

Level of Service	Average Control Delay (seconds per vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Note: The average delay reported for signalized intersections is for all vehicles passing through the intersection, whereas the average delay reported for unsignalized intersections is for the minor street movement with the greatest delay.

Source: *Traffic Impact Study*, Fehr & Peers (2011); *Highway Capacity Manual* (Transportation Research Board, 2000).

The *City of Woodland General Plan* identifies LOS C conditions as the threshold service level throughout the City, except at intersections located within ½ mile of a freeway or in the downtown core where service LOS D conditions are acceptable. All of the study intersections and roadway segments would be subject to City of Woodland LOS standards.

Table 5.5-2, EXISTING PEAK HOUR INTERSECTIONS OPERATIONS, summarizes the existing LOS at study intersections. All study intersections currently satisfy the adopted LOS policy during both the AM and PM peak hours.

Table 5.5-2
Existing Peak Hour Intersection Operations

Intersection	Control	AM Peak		PM Peak	
		Delay ¹	LOS	Delay ¹	LOS
Beamer Street/CR-102	Signalized	23.6	C	20.4	C
Hanson Way/CR-102	Side-Street Stop	11.7	B (EB)	11.0	B (EB)
Main Street/CR-102	Signalized	12.3	B	14.5	B
Hays Lane/CR-102	Signalized	14.9	B	21.5	C
Southbound I-5 ramps/CR-102	Signalized	3.5	A	4.9	A
Andrew Stevens Drive/CR-102	Side-Street Stop	4.4	A (EB)	8.5	A (WB)
Maxwell Avenue/CR-102	Signalized	12.6	B	25.1	C

Table 5.5-2 (Continued)
Existing Peak Hour Intersection Operations

Intersection	Control	AM Peak		PM Peak	
		Delay ¹	LOS	Delay ¹	LOS
Main Street/SR-113 northbound ramps	Signalized	13.1	B	15.2	B
Main Street/Pioneer Avenue	Signalized	26.4	C	25.6	C
Main Street/I-5 northbound off-ramp	Signalized	14.7	B	18.0	B
Main Street/Douglas Lane	Side-Street Stop	11.0	B (NB)	12.1	B (NB)
Beamer Street/Pioneer Avenue	Signalized	16.3	B	15.7	B
CR-102/proposed Project Access	N/A	N/A	N/A	N/A	N/A
Beamer Street/proposed Project Access 2	N/A	N/A	N/A	N/A	N/A

Notes:

EB – Eastbound

WB – Westbound

NB – Northbound

N/A – not applicable

¹ Delay and LOS is based on HCM 2000 methodology. For signals, the average control delay and LOS is reported. For side street stop controlled intersections, the average control delay and LOS for the worst movement is reported.

Source: *Traffic Impact Study*, Fehr & Peers, 2011.

EXISTING TRAFFIC VOLUMES

Roadway Segments

Roadway segment LOS was determined by comparing traffic volumes for selected roadway segments with PM peak-hour LOS capacity thresholds. These thresholds are shown in Table 5.5-3, PEAK HOUR ROADWAY SEGMENT CAPACITIES BY FUNCTIONAL CLASSIFICATION AND LOS, and were calculated based on the methodology contained in the HCM (Transportation Research Board, 2000) and published in the City of Woodland Street Master Plan (2009). The HCM methodology is the prevailing measurement standard used through the United States.

Table 5.5-3
Peak Hour Roadway Segment Capacities by Functional Classification and LOS

Functional Classification	Lanes	Roadway Segment Capacity				
		LOS A	LOS B	LOS C	LOS D	LOS E
Principal Arterial	2	N/A	N/A	1,280	2,080	2,320
	4	N/A	N/A	2,450	4,390	4,780
	6	N/A	N/A	4,100	6,730	7,250
Minor Arterial	2	N/A	N/A	1,090	1,890	2,170
	4	N/A	N/A	2,270	4,000	4,450
Collector	2	N/A	630	920	1,040	1,110
	4	N/A	1,370	1,960	2,140	2,280
Local Street	2	N/A	N/A	450	600	660

Source: *Traffic Impact Study*, Fehr & Peers, 2011, City of Woodland Street's Master Plan, 2009.

Based on trip generation and distribution patterns of the proposed Project and in consultation with the City of Woodland, operating conditions of the following two roadway segments were evaluated.

1. Beamer Street, between Pioneer Avenue and CR-102
2. CR-102, between Beamer Street and Hanson Way

Daily segment traffic counts were collected on April 13, 2011, in addition to the intersection peak period turning movement counts. Table 5.5-4, EXISTING ROADWAY SEGMENT SERVICE LEVELS, summarizes the existing peak hour LOS for both roadway segments as determined from adjacent peak hour intersection volumes and confirmed by daily traffic counts. Neither of the roadway segments currently operates unacceptably; both roadway segments currently satisfy the adopted LOS policies.

Table 5.5-4
Existing Roadway Segment Service Levels

Roadway Segment	Functional Classification	PM Peak Hour	
		Volume	LOS
Beamer Street, between Pioneer Avenue and CR-102	2-Lane Minor Arterial	280	LOS C or better
CR-102, between Beamer Street and Hanson Way	2-Lane Principal Arterial ¹	670	LOS C or better

Notes: ¹Northbound CR-102 is two lanes.

Source: *Traffic Impact Study*, Fehr & Peers, 2011.

Freeway Facility Operations

Per California Department of Transportation (Caltrans) standards, freeway-segment operations were evaluated using the methodology contained in Chapter 21 of the HCM (2000). The average density, in passenger cars per mile per lane, was calculated and is correlated to an LOS designated for both mainline segments and ramp junctions, as shown in Table 5.5-5, DENSITY-BASED FREEWAY MAINLINE, OFF-RAMP DIVERGE, AND ON-RAMP MERGE SEGMENTS LEVEL OF SERVICE CRITERIA.

Table 5.5-5
**Density-Based Freeway Mainline, Off-Ramp Diverge,
and On-Ramp Merge Segments Level of Service Criteria**

Level of Service	Density (vehicles/mile/lane)	
	Mainline	Ramp Junction
A	≤ 11	≤ 10
B	11 – 18	10 – 20
C	18 – 26	20 – 28
D	26 – 35	28 – 35
E	35 – 45	> 35
F	> 45	Demand exceeds capacity

Source: *Traffic Impact Study*, Fehr & Peers, 2011; Highway Capacity Manual, Transportation Research Board, 2000.

Operating conditions of the following northbound and southbound mainline freeway segments were analyzed in addition to ramp terminals evaluated under the intersection peak hour LOS analysis. Table 5.5-6, EXISTING PEAK HOUR FREEWAY OPERATIONS, summarizes the existing LOS on study segments. As shown in Table 5.5-6, all study segments currently meet LOS standards.

**Table 5.5-6
Existing Peak Hour Freeway Operations**

Direction	Segment	AM Peak		PM Peak	
		Density	LOS	Density	LOS
Northbound	South of CR-102	14.5	B	19.9	C
	CR-102 to Main Street	10.3	A	15.9	B
	North of Main Street	3.3	A	10.8	A
Southbound	North of Main Street	6.5	A	4.2	A
	CR-102 to Main Street	12.6	B	11.9	B
	South of CR-102	15.6	B	15.1	B

Notes: Delay and LOS is based on HCM 2000 methodology.

Source: *Traffic Impact Study*, Fehr & Peers, 2011

ALTERNATIVE TRANSPORTATION SYSTEM

Bus System

The Yolo County Transportation District (YCTD) provides public transit service (Yolobus) in the City of Woodland. No transit stops are located adjacent to the proposed Project site. All Yolobus buses are equipped with bike racks to help facilitate the use of transit and bicycling for longer distance trips. Bus transit routes within the study area are described below.

Route 212/214. Route 212/214 is a local loop route on one-hour headways that links East Woodland with Downtown Woodland. Route 212 operates in a counter-clockwise fashion and Route 214 in a clockwise fashion. The routes operate from West Avenue to just east of CR-102 on the eastern edge of Woodland. The bus lines serve downtown Woodland, the County Fair Mall transfer center, Pioneer High School, Woodland Community College, the Library, and the Courthouse.

Routes 42A and B. Routes 42A and B provide hourly service, seven days a week. Route 42A is an intercity loop going clockwise, starting in downtown Sacramento, through West Sacramento, Davis, Woodland, Sac International Airport, and ending in downtown Sacramento. Route 42B is an intercity loop going counter-clockwise, opposite the 42A.

Route 216. Route 216 provides limited service between Woodland and Knights Landing twice a week and utilizes Main Street and CR-102.

Bicycle System

The 2002 *Bikeway Master Plan*, adopted by the City of Woodland, identifies existing and planned bikeway facilities in the study area. The facilities identified in the Master Plan are defined as follows.

Class I Bikeway – Dedicated bike paths within an exclusive right of way.

Class II Bikeway – Striped bike lanes on roadways.

Class III Bikeway – Bike routes shared either with motor vehicles on street or with pedestrians on sidewalks.

There are no Class I bike lanes within the study area. Class II bike lanes are located on CR-102, Main Street from Matmor Road to the easterly City limits, Pioneer Avenue from Main Street to 1,000 feet south of Main Street, Pioneer Avenue from Tide Court north to Kentucky Avenue, and on Beamer Street from East Street to CR-102. Class III bike routes are located along Pioneer between Gibson Road and approximately 1,000 feet south of Main Street, and on Pioneer Avenue from Main Street to Tide Court.

Pedestrian Facilities

Pedestrian facilities are generally discontinuous and sporadic within the study area. The following roadway segments currently have pedestrian facilities in a limited fashion:

CR-102: Sidewalks are provided on the west side of CR-102 between Main Street and approximately 1,400 feet south of CR-25. No Pedestrian facilities are provided north of Main Street. South of Main Street, the roadway was recently modified with the I-5/CR-102 Interchange Project and includes sidewalk improvements.

Beamer Street: No pedestrian facilities are present.

Main Street: Sidewalks are generally available on the south side of Main Street between CR-102 and East Street.

Pioneer Avenue: Sidewalks are present on the west side of Pioneer Avenue north of Main Street.

PROPOSED LAND USE AND CIRCULATION

The proposed Project site is approximately 146 acres with over three (3) million square feet of mostly industrial-type uses. The proposed Project also includes 20,000 square feet for retail uses that could provide a convenience store and other uses to serve employees of the site. The proposed Project is slated for build-out in three phases according to market demand over two decades. This traffic analysis considers impacts associated with the entire proposed Project (or full build-out). The proposed Project site is assumed to have following composition:

- Warehouse (2,210,000 square feet)
- Light Industrial (947,000 square feet)
- Retail/Convenience Store and Gas Station (5,000 square feet)
- Retail/Specialty Store (15,000 square feet)

Primary access to the proposed Project site is proposed from a new signalized intersection on CR-102. The assumed intersection configuration provides a dedicated northbound left-turn pocket into the site. Full access would also be provided on East Beamer Street. Additional right-in/right-out driveways were assumed along CR-102 and East Beamer Street. No vehicle or pedestrian access would be permitted on the south from Main Street as it would require constructing a new at-grade rail crossing.

5.5.2 REGULATORY SETTING

The following is a description of State and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

STATE FRAMEWORK

California Department of Transportation

Caltrans is responsible for operating and maintaining the State highway system. In the proposed Project vicinity, I-5 and SR-113 fall under Caltrans jurisdiction. Caltrans provides administrative support for transportation programming decisions made by the California Transportation Commission (CTC) for state funding programs. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program that sets priorities and funds transportation projects envisioned in long-range transportation plans.

According to the Guide for the *Preparation of Traffic Impact Studies* (Caltrans, December 2002), Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities; however, they acknowledge that this may not always be feasible. If a freeway facility currently operates at an unacceptable LOS (e.g., LOS F), then the existing LOS should be maintained. A project impact is said to occur if the addition of project trips exacerbates existing LOS F conditions and leads to a perceptible increase in density on freeway mainline segments or ramp junctions, or a perceptible increase in service volumes in a weaving area. In addition, a project impact is said to occur when the addition of project trips causes a queue on the off-ramp approach to a ramp terminal intersection to extend beyond its storage area and onto the freeway mainline.

State Route 99 and I-5 Corridor System Management Plan

In May 2009, Caltrans released a Corridor System Management Plan (CSMP) for I-5. CSMPs are long-range comprehensive planning documents that define the current LOS on a facility and the future LOS when considering feasible long-term projects. Based on the CSMP for I-5, the segments of these facilities located within the proposed Project study area currently operate at LOS B and C conditions, and are expected to operate at LOS D and E conditions in the future without any improvements. The CSMP identifies LOS C as the 20-year “concept” level of service achievable with the addition of a northbound and southbound high-occupancy vehicle (HOV) lane. However, the addition of HOV lanes has not been funded.

State Route (SR) 113 Transportation Corridor Concept Report

The SR-113 Transportation Concept Report (Caltrans, May 2000) contains the 20-year improvement concept for SR-113. The concept facility for the section between I-80 and I-5 is to maintain the existing four-lane freeway, with the ultimate facility identified as a six-lane freeway. The concept and ultimate facility for the section between I-5 and the Yolo/Sutter County line is to maintain the existing two-lane conventional highway. LOS E has been identified as the “concept” LOS for the segment of SR-113 within the study area.

LOCAL FRAMEWORK

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento Region. Its members include the counties of Sacramento, El Dorado, Placer, Sutter, Yolo, and Yuba as well as 22 cities. SACOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region’s long-range transportation plan, SACOG assists in planning for transit, bicycle networks, clean air, and airport land uses.

Metropolitan Transportation Plan (MTP) for 2035

The Metropolitan Transportation Plan (MTP) for 2035 (SACOG, 2008) is a federally mandated long-range fiscally constrained transportation plan for the six-county area. Most of this area is designated a federal non-attainment area for ozone, indicating that the transportation system is required to meet stringent air quality emissions budgets to reduce pollutant levels that contribute to ozone formation. To receive federal funding, transportation projects nominated by cities, counties, and agencies must be consistent with the MTP.

The 2007/09 Metropolitan Transportation Improvement Program (MTIP) is a list of transportation projects and programs to be funded and implemented over the next three years. SACOG submits this document to Caltrans and amends the program on a quarterly cycle.

City of Woodland

City of Woodland General Plan

The *City of Woodland General Plan* was updated last in 2002, and sets forth overarching goals and objectives related to transportation and circulation in the context of planned land use within the City. The *City of Woodland General Plan* guides the development of new roads and roadway modifications to serve long-term needs of Woodland through the year 2020. The *City of Woodland General Plan* also provides direction for multimodal implementation. Relevant transportation goals from the Transportation and Circulation chapter of the *City of Woodland General Plan* are provided below.

- Goal 3-A. To provide for the long-range planning and development of the city's roadway system to ensure the safe and efficient movement of people and goods.
- Goal 3-C. To provide a sufficient amount of convenient, safe, and attractive parking to serve existing and new development throughout the city.
- Goal 3-D. To promote a safe and efficient transit system to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Woodland.
- Goal 3-E. To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.
- Goal 3-F. To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.

Applicable policies relative to the proposed Project are listed in Table 5.5-7, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN POLICIES FOR TRAFFIC AND CIRCULATION, below, followed by a brief explanation of how the proposed Project complies with the policies identified.

City of Woodland Bikeway Master Plan

The current version of the Bikeway Master Plan was approved by the City of Woodland City Council in 2002. The applicable transportation policy statements from the Bikeway Master Plan are described below.

- Policy 8. Require residential, commercial, and industrial developments to include bicycle facilities in accordance with this plan. Consider the needs of bicyclists when new roadways are constructed and existing roadways are upgraded. Construct and delineate bikeways in accordance with the current City standards.
- Policy 13. Require recreational, residential, commercial and industrial developments to include on-site bicycle facilities in accordance with the Bicycle Master Plan.

Table 5.5-7
Consistency Analysis with City of Woodland General Plan Policies for Traffic and Circulation

General Plan Goals and Policies	Analysis
Policy 3.A.2. The City shall develop and manage its roadway system to maintain LOS "C" or better on all roadways, except within one-half mile of state or federal highways and freeways and within the Downtown core. In these areas, the City shall strive to maintain LOS "D" or better.	The proposed Project would implement roadway improvements as described in this section, in order to maintain acceptable LOS per City standards.
Policy 3.A.4. The City shall require an analysis of the effects of traffic from major development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.	A <i>Traffic Impact Study</i> was prepared for the proposed Project (refer to Appendix 15.3, TRAFFIC IMPACT STUDY), which evaluated potential transportation impacts. Mitigation measures are provided in this section to lessen project-related traffic impacts.
Policy 3.C.2. The City shall require that parking lots be designed for maximum pedestrian safety and convenience, motorist convenience and safety, and handicapped access.	Proposed Project site designs have not been finalized; however, future development of the proposed Project site shall be subject to parking requirements of the <i>City of Woodland Municipal Code</i> .
Policy 3.C.5. The City shall continue to implement Zoning Ordinance parking standards that establish minimum and maximum number of parking spaces for parking lots.	Refer to Policy 3.C.2., above.
Policy 3.C.7. The City shall encourage parking lots to be located at the back of buildings away from the primary street to reduce visual impacts in new and existing areas.	Refer to Policy 3.C.2., above.
Policy 3.C.8. Parking lots along street frontages shall be well designed to reduce their visual impact and maximize pedestrian and bicycle compatibility and safety.	Refer to Policy 3.C.2., above.
Policy 3.D.5. The City shall require new development to provide sheltered public transit stops, with turnouts, where sufficient population or employment concentrations warrant an existing or future bus route.	The proposed Project would increase demand for public transit. Mitigation measures provided herein would require the Project Applicant to identify specific locations of sheltered transit stops with bus turnouts, in coordination with the City and Yolo County Transportation District.
Policy 3.E.4. The City shall require developers to finance and install pedestrian pathways, bikeways, and multi-purpose paths in new development, as appropriate.	Mitigation measures provided herein require the Project Applicant to install pedestrian pathways, bikeways, and multi-purpose paths, as appropriate, per City standards and the Bikeway Master Plan.
Policy 3.E.5. The City shall establish minimum bicycle parking standards for commercial land uses (e.g., office, retail, food service) to ensure bicycle parking for use by employees and customers.	Refer to Policy 3.E.4., above.
Policy 3.E.16. The City shall require new development to provide sufficient right-of-way widths to accommodate bikeways on new collector and arterial streets, as called for in the Bikeway Master Plan, and to install these bikeways.	Refer to Policy 3.E.4., above.
Source: <i>City of Woodland General Plan</i> , December 2002.	

City of Woodland Draft Street Master Plan

The City of Woodland Draft Street Master Plan (SMP) identifies roadway improvements necessary to provide adequate traffic operations for the year 2020 conditions. It also proposes a financing strategy to pay for roadway improvements. The Draft SMP recommends that CR-102 be widened from two to four lanes between Main Street and East Beamer Street to accommodate traffic demand anticipated in 2020. The Draft SMP recommends that additional right-of-way should be acquired along CR-102 between Main Street and East Beamer Street to accommodate six lanes beyond the year 2030. The Draft SMP recommends that additional right-of-way should be acquired along Beamer Street between East Street and CR-102 to accommodate four lanes beyond the year 2030.

City of Woodland Major Projects Financing Plan

The City's Major Project Financing Plan (MPFP) was most recently updated in 2008. This Plan describes the major public infrastructure projects that are programmed to occur through 2020 and identifies the cost, timing, and funding sources for each project. The MPFP is the basis for development impact fees that are levied by the City to fund new development's fair share of future infrastructure costs. The City's impact fees are applicable to the proposed Project, in addition to any mitigation identified in this section (5.5, TRAFFIC AND CIRCULATION).

5.5.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

The standards of significance in this analysis are based upon the current practice of the appropriate regulatory agencies. For most areas related to transportation and circulation, policies from the *City of Woodland General Plan* have been used. For the freeway system, Caltrans' standards were used.

An impact to the transportation system is considered significant if implementation of the proposed Project would trigger any of the following conditions.

Local Roadway Network

- Cause the existing or cumulative no project level of service at an intersection located within ½ mile of a freeway or state highway or in the downtown core to deteriorate from A, B, C, or D, to E or F;
- Exacerbate the No Project LOS E or F conditions at an intersection located within ½ mile of a freeway or state highway or in the downtown core;
- Cause the existing or cumulative no project level of service at an intersection located outside a ½ mile of a freeway or state highway or outside the downtown core to deteriorate from A, B, or C, to D, E or F;
- Exacerbate the No Project LOS D, E or F conditions at an intersection located outside a ½ mile of a freeway or state highway or outside the downtown core;
- Create inconsistencies with the road system policies or standards of plans adopted by the City of Woodland, Yolo County, the YCTD, or Caltrans, including the Congestion Management Plan;
- Add substantial vehicle trips to a roadway facility that does not meet applicable design standards; and/or
- Create conflicts between modes (e.g., vehicles and bicycles).

Transit System

- Create demand for public transit services above that which is provided, or planned to be provided by the YCTD;
- Disrupt existing YCTD transit services or facilities;
- Interfere with planned YCTD transit services or facilities; and/or
- Create an inconsistency with the transit policies or standards of plans adopted by the City of Woodland, Yolo County, the YCTD, or Caltrans.

Bicycle and Pedestrian Facilities

- Disrupt existing bicycle or pedestrian facilities;
- Interfere with planned bicycle or pedestrian facilities; and/or
- Create an inconsistency with the bikeway or pedestrian policies or standards of plans adopted by the City of Woodland, Yolo County, the YCTD, or Caltrans.

CEQA SIGNIFICANCE CRITERIA

In accordance with State CEQA Guidelines, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An Environmental Impact Report (EIR) is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to traffic and circulation, if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- 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;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses;
- Result in inadequate emergency access; and/or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

AREAS OF NO PROJECT IMPACT

The following impacts either are not applicable to the proposed Project or are not reasonably foreseeable:

- 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 (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT).

The proposed Project is not located within an airport land use plan, nor is it located within two miles of public airport or in the vicinity of a public airstrip. Additionally, because the proposed Project would not contain any high-rise structures, it does not have the potential to affect air traffic patterns. Therefore, no impacts would occur.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the proposed Project covered by the program EIR, and no new environmental document would be required.

FINANCIAL RESPONSIBILITY

The financial responsibility for mitigation measures is described in this section as follows: 1) Where mitigation measures are currently identified as improvements in the City's Major Projects Financing Plan (MPFP), the mitigation would be identified as "development fee funded subject to available funds," which means that payment of the transportation impact fee by the Project Applicant would address the proposed Project's mitigation responsibility; 2) Where mitigation measures are not identified in the MPFP but the "No Project" LOS is unacceptable under the "No Project" scenario, the mitigation would be identified as "fair share funded subject to available funds" and added to the MPFP or, if not in the MPFP at the time of construction of buildings, the project shall fund a City-administered engineering analysis to determine a probable estimate of costs and a fair share of the improvements. Payment of this amount shall be made prior to issuance of a building permit. This means that the Project Applicant shall pay a fair share of the mitigation costs, based on the increment of future traffic contributed to that intersection by the proposed Project; 3) Where mitigation measures are not in the MPFP and are only required based on the addition of proposed Project traffic, the mitigation would be identified as a "direct project cost," which means that the Project Applicant shall pay 100 percent of the mitigation costs.

MITIGATION MEASURE IMPLEMENTATION TIMING

The City of Woodland shall determine the timing of the mitigation measures. To assist the City in its determination, the Project Applicant shall prepare a Traffic Impact Study at the time of submittal for each major phase of development. The traffic studies for individual project phases shall evaluate existing conditions based on new traffic counts for a list of study intersections to be determined by the City Traffic Engineer. The studies shall also evaluate updated Existing Plus Project Conditions, based on the additional traffic generated by the pending development phase to current count volumes. Each study shall determine the specific mitigation timing that is required for each milestone to maintain the City's LOS thresholds identified in *City of Woodland General Plan Policy 3.A.2*.

5.5.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Impacts on traffic and circulation are analyzed below according to topic. Mitigation measures at the end of this section directly correspond with an identified impact.

IMPACT 5.5-1 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INCREASE INTERSECTION LEVEL OF SERVICE.

Impact Analysis: Trip generation estimates for the proposed Project were based on methodologies and trip rates presented in *Trip Generation*, 8th Edition (Institute of Transportation Engineers[ITE]). Table 5.5-8, PROPOSED PROJECT TRIP GENERATION – WEEKDAY, summarizes proposed Project land use, assumed trip rate and calculated trip generation totals. The retail trip generation is based on 5,000 square feet of convenience retail and 15,000 square feet of specialty retail. It was assumed that a modest amount (three-percent) of interaction would occur between the industrial land uses and the retail land uses. Additional pass-by trip reductions were also assumed for the retail uses, based on information from the ITE *Trip Generation Handbook*, 2004.

Given the nature of the proposed Project, it is prudent to understand and evaluate the influence of heavy vehicle traffic on the roadway network. Non-retail trip generation assumes that 20 percent of the trips generated would be truck trips.

**Table 5.5-8
Proposed Project Trip Generation - Weekday**

Land Use	ITE Code ¹	Area (KSF) ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Trip Generation Rate ³									
Warehouse	150	2,210	0.24	0.06	0.3	0.08	0.24	0.32	3.56
Light Industrial	110	947	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Retail-Convenience/Gas	853	5	21.95	21.95	43.90	29.85	29.85	59.69	845.60
Retail-Specialty	814	15	3.28	3.56	6.84	2.81	2.21	5.02	44.32
Trip Generation									
Warehouse	150	2,210	530	133	663	177	530	707	7,868
Light Industrial	110	947	767	104	871	114	805	919	6,601
Retail-Convenience/Gas	853	5	110	110	220	149	149	298	4,228
Retail-Specialty	814	15	49	53	103	42	33	75	665
Reductions									
Internalization ⁴			-10	-10	-19	-11	-11	-22	-294
Pass-By ⁵			-68	-69	-137	-84	-82	-166	-2,244
Net Project Trips									
Total Trips			1,379	321	1,701	386	1,425	1,810	16,824
Truck Trips ⁶			106	27	133	35	106	141	1,574

Notes:

¹ Land use code from *Trip Generation*, Institute of Transportation Engineers (ITE), 8th Edition, 2008.

² ksf = thousand square feet

³ Trip rate from ITE average rate

⁴ Modest internalization (3 percent) of retail trips assumed to be internally-paired with industrial uses.

⁵ Retail pass-by rate assumed to be 50 percent the convenience/gas station and 30 percent for the specialty retail, based on data contained in *Trip Generation Handbook* (ITE, 2004).

⁶ The non-retail trip generation assumes that 20-percent of the trips generated would be truck trips. This factor is based on information contained in the Truck Trip Generation Study, 2003, prepared by Fehr & Peers, for the City of Fontana, CA for similar industrial sites.

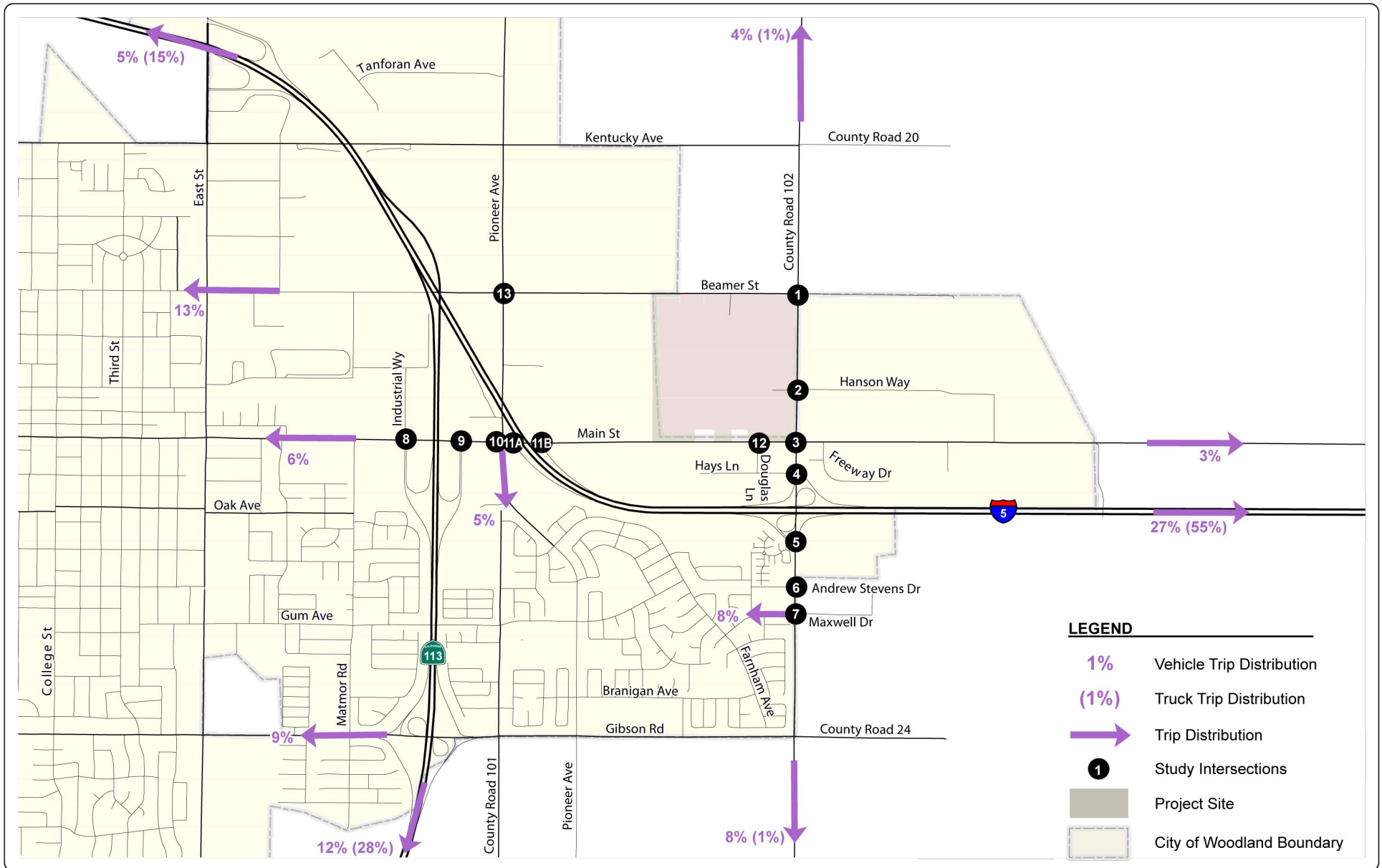
Source: *Traffic Impact Study*, Fehr & Peers, 2011.

As seen in Table 5.5-8 PROPOSED PROJECT TRIP GENERATION - WEEKDAY, the proposed Project is expected to generate 16,824 daily trips, 1,701 AM peak hour trips, and 1,810 PM peak hour trips.

PROJECT TRIP DISTRIBUTION

Figure 5.5-3, PROJECT TRIP DISTRIBUTION, provides trip distribution assumptions for general traffic and truck traffic. The number of non-truck trips generated by the proposed Project was assigned based on trip distribution patterns predicted by the City of Woodland Travel Demand Forecasting (TDF) model and consultation with City of Woodland staff. Given the nature of the proposed land use, the majority of truck trips were assumed to travel to and from locations outside of the City of Woodland. To best reflect truck traffic, a separate distribution was assumed for the truck trips as shown on Figure 5.5-3.

Proposed Project trips were assigned to study facilities in accordance with trip generation and distribution assumptions. Proposed Project trips were assigned to multiple driveways at the proposed Project site considering full access at a new signalized intersection on CR-102 and a full access driveway on East Beamer Street. Additional right-in/right-out driveways were assumed along both CR-102 and East Beamer Street. Figures 5.5-4a and 5.5-4b, PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS – EXISTING PLUS PROJECT CONDITIONS, summarize study intersection traffic volumes and turning movements with project trips added to the network.



Source: Fehr & Peers

Existing Plus Project Conditions – Intersection Peak Hour Level of Service

Table 5.5-9, EXISTING PEAK HOUR INTERSECTION OPERATIONS, summarizes intersection LOS results associated with the proposed Project. Three intersections are projected to operate at an unacceptable LOS during the AM or PM peak hours. The proposed Project would result in significant impacts at the following three locations:

- Main Street/CR-102 (PM peak hour)
- Main Street/SR-113 southbound ramps (PM peak hour)
- CR-102/proposed Project Access (AM peak hour)

Table 5.5-9
Existing Peak Hour Intersection Operations

Intersection	Control	No Project				Plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Beamer Street/CR-102	Signalized	23.6	C	20.4	C	23.5	C	20.6	C
Hanson Way/ CR-102	Side-Street Stop	11.7	B (EB)	11.0	B (EB)	13.1	B (WB)	11.1	B (WB)
Main Street/ CR-102	Signalized	12.3	B	14.5	B	26.9	C	>80	F
Hays Lane/ CR-102	Signalized	14.9	B	21.5	C	29.8	C	46.5	D
Southbound I-5 ramps/CR-102	Signalized	3.5	A	4.9	A	6.6	A	6.8	A
Andrew Stevens Drive/CR-102	Side-Street Stop	4.4	A (EB)	8.5	A (WB)	5.5	A (WB)	9.1	A (WB)
Maxwell Avenue/CR-102	Signalized	12.6	B	25.1	C	19.4	B	27.3	C
Main Street/SR-113 southbound ramps	Signalized	41.0	D	44.3	D	49.9	D	58.3	E
Main Street/SR-113 northbound ramps	Signalized	13.1	B	15.2	B	16.1	B	15.7	B
Main Street/Pioneer Avenue	Signalized	26.4	C	25.6	C	29.7	C	27.6	C
Main Street/I-5 northbound off-ramp	Signalized	14.7	B	18.0	B	16.7	B	17.8	B
Main Street/Douglas Lane	Side-Street Stop	11.0	B (NB)	12.1	B (NB)	12.0	B (NB)	11.9	B (NB)
Beamer Street/Pioneer Avenue	Signalized	16.3	B	15.7	B	22.2	C	21.0	C
CR-102/proposed Project Access	Signalized	N/A	N/A	N/A	N/A	66.3	E	30.8	C
Beamer Street/proposed Project Access 2	Side-Street Stop	N/A	N/A	N/A	N/A	11.4	B (NB)	14.8	B (NB)

Notes:

EB – Eastbound

WB – Westbound

NB – Northbound

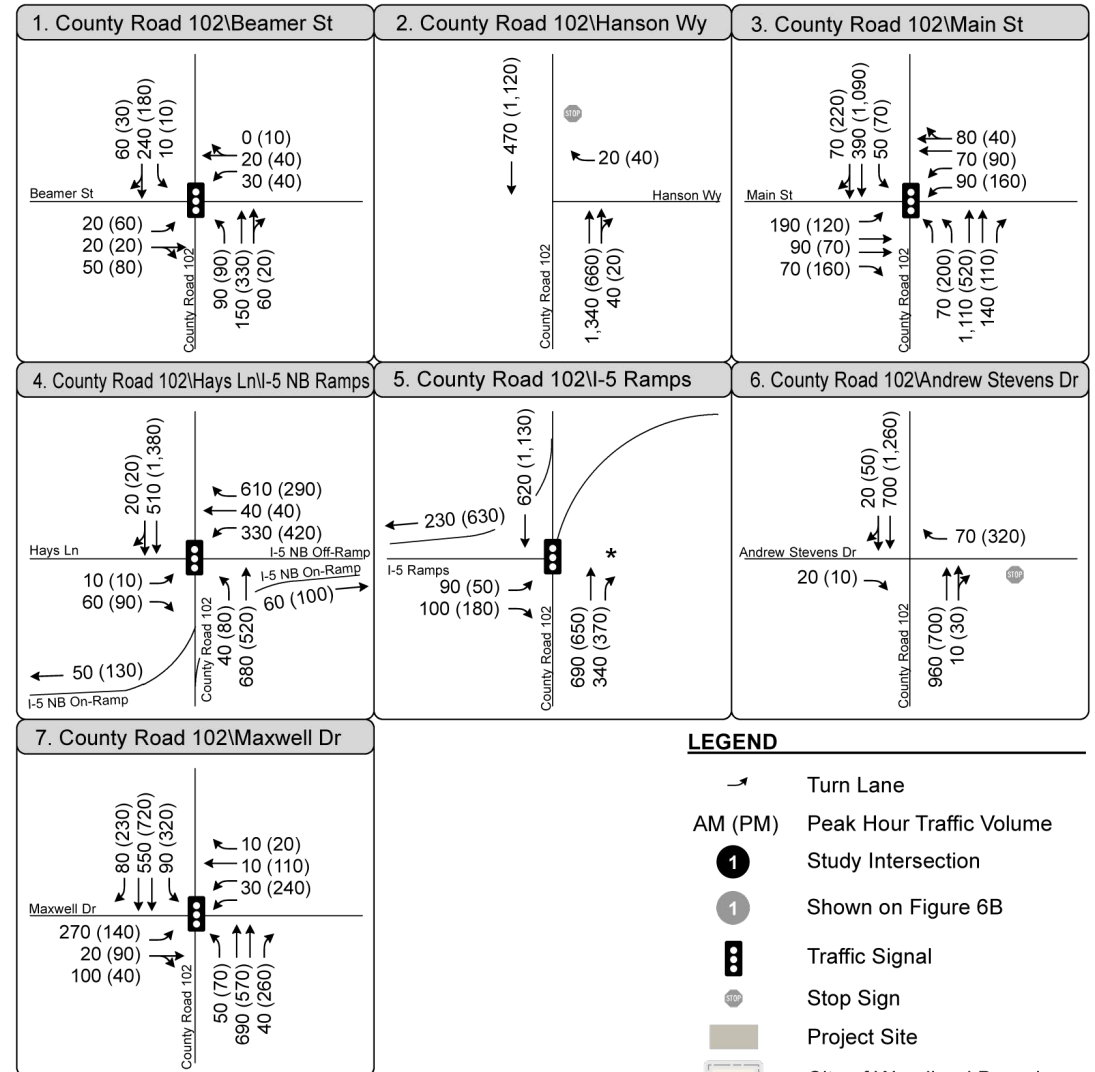
Delay and LOS is based on HCM 2000 methodology. For signals, the average control delay and LOS is reported. For side-street stop controlled intersections, the average control delay and LOS for the worst movement is reported.

Shading indicates an unacceptable LOS. Bold values signify a project impact.

Source: *Traffic Impact Study*, Fehr & Peers, 2011.



Source: Fehr & Peers



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Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions

Figure 5.5-4a

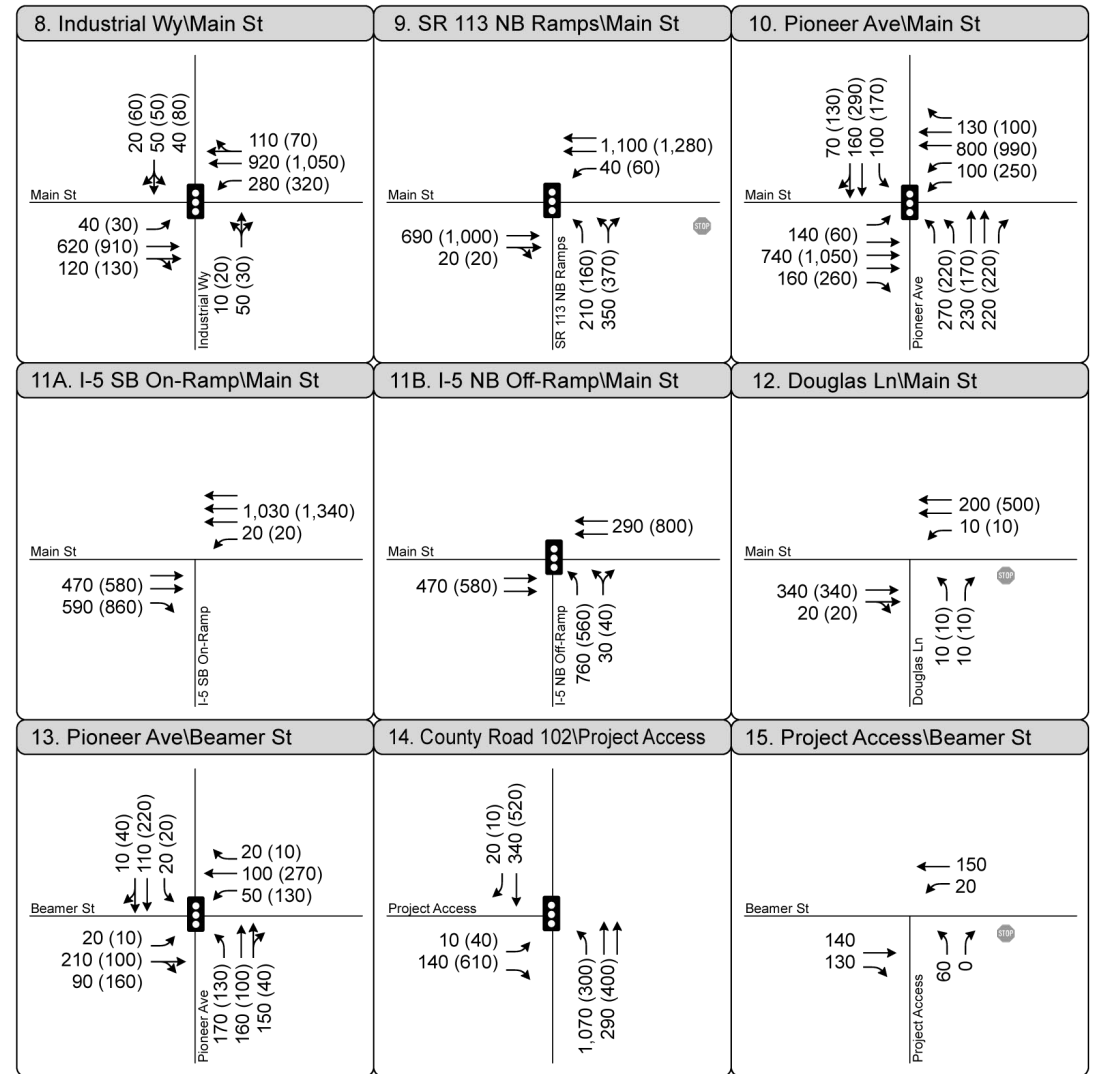


LEGEND

- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Study Intersection
- Shown on Figure 6A
- Traffic Signal
- Stop Sign
- Project Site
- City of Woodland Boundary

WOODLAND COMMERCE CENTER • EIR Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions

Figure 5.5-4b



Source: Fehr & Peers

Under Existing Plus Project conditions, traffic volumes at study intersections would increase. Proposed Project-related traffic would cause the Existing No Project LOS to deteriorate to an unacceptable level or exacerbate conditions at an intersection already performing at an unacceptable level, at the following three locations:

- Main Street/CR-102
- Main Street/SR-113 Southbound Ramps
- CR-102/proposed Project Access

Table 5.5-10, EXISTING PLUS PROJECT PEAK HOUR INTERSECTION OPERATIONS – WITH MITIGATION, summarizes delay and LOS with mitigation measure (MM) 5.5-1(a) through 5.5-1(c) applied. All intersections are projected to operate at an acceptable LOS after mitigation, with the exception of the Main Street/SR-113 intersection (southbound ramps). It should be noted that, given the combination of high traffic volumes and the close spacing of intersections along CR-102 from the proposed Project Access south to Maxwell Avenue, the effect of mitigation measures implemented at one intersection would influence operations at another location within the corridor. As such, LOS results with mitigation measures are shown for all the intersections on CR-102 between Main Street and Maxwell Avenue. Implementation of MM 5.5-1(a) through MM 5.5-1(c) would reduce impacts to less than significant levels, with the exception of the Main Street/SR-113 intersection (southbound ramps).

Table 5.5-10
Existing Plus Project Peak Hour Intersection Operations – With Mitigation

Intersection	Control	Plus Project				Plus Project With Mitigation Measures			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Main Street/CR-102	Signalized	26.9	C	>80	F	25.6	C	36.5	D
Hays Lane/CR-102	Signalized	29.8	C	46.5	D	25.6	C	30.4	C
SB I-5 ramps/CR-102	Signalized	6.6	A	6.8	A	4.2	A	4.3	A
Andrew Stevens Drive/CR-102	Side-Street Stop	5.5	A (WB)	9.1	A (WB)	2.6	A (WB)	4.2	A (WB)
Maxwell Avenue/CR-102	Signalized	19.4	B	27.3	C	22.7	C	28.4	C
Main Street/SR-113 SB Ramps	Signalized	49.9	D	58.3	E	41.1	D	40.3	D
CR-102/proposed Project Access	Signalized	66.3	E	30.8	C	14.6	B	17.2	B

Notes:

EB – Eastbound

WB – Westbound

Delay and LOS is based on HCM 2000 methodology. For signals, the average control delay and LOS is reported. For side-street stop controlled intersections, the average control delay and LOS for the worst movement is reported.

Source: *Traffic Impact Study*, Fehr & Peers, 2011.

Mitigation Measures:**MM 5.5-1(a) Main Street/CR-102**

The Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the Project Applicant's fair share contribution shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

- Widening of CR-102 between Beamer Street and Main Street to four lanes (i.e., two lanes in each direction). Sufficient right-of-way shall also be reserved for six lanes;
- Widening the CR-102 southbound approach to Main Street to provide an exclusive right-turn lane; and

The Project Applicant shall coordinate CR-102 traffic signal timing between Main Street and Maxwell Avenue with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

With the exception of the signal timing coordination, this mitigation measure is development fee funded, subject to available funds or currently under construction. Signal timing coordination is a direct project cost.

MM 5.5-1(b) Main Street/SR-113 southbound ramps

The Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the Project Applicant's contribution shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

- The Main Street/SR-113 intersection shall be widened on the eastbound approach to provide an exclusive right turn lane.
- Optimize signal timing between Main Street and the SR-113 southbound ramps to better accommodate resulting intersection traffic volumes.

This mitigation is development fee funded subject to available funds.

MM 5.5-1(c) CR-102/Project Access

Consistent with Mitigation Measure 5.5-1(a), the Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the Project Applicant's contribution shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger

additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

- Widening of CR-102 between Beamer Street and Main Street to four lanes (i.e., two lanes in each direction) with a raised median of sufficient width for a double left turn pocket. Sufficient right-of-way shall also be reserved for six lanes.
- Install a second northbound left-turn lane with 400 feet of storage length on CR-102 to serve the proposed Project site. In addition, the Project Applicant shall optimize signal timing to better accommodate resulting intersection traffic volumes.
- At ultimate buildout, the northbound left-turn volumes exceed 1,000 vehicles during the AM peak period and will result in queue lengths greater than the practical storage length (i.e., more than 400 feet) that can be provided with a left-turn pocket. To serve inbound traffic needs, the Project Applicant shall install a third northbound left-turn lane. The addition of a third left turn lane is not feasible given the level of truck traffic; however, the effect of not providing a third left turn lane at the signalized Project Access on CR-102 is a shift in project traffic volumes to the Project Access on Beamer Street. To mitigate this secondary impact, the Project Applicant shall install the following improvements on Beamer Street: installation of a raised median on Beamer Street along the project frontage as well as a traffic signal and westbound left turn pocket with 300 feet of storage at the primary Beamer Street access.

Widening CR-102 to four lanes is development fee funded subject to available funds. Constructing a second northbound left-turn lane and signal timing coordination are direct project costs. Installation of a left turn pocket and a traffic signal at the primary Beamer Street/Project Access is a direct project cost. Installation of a raised median on Beamer Street along the project frontage is a direct project cost.

Level of Significance:

Main Street/CR-102: Implementation of MM 5.5-1(a) would provide LOS D or better operations during the AM and PM peak hours, resulting in a less than significant impact with mitigation incorporated.

Main Street/SR-113 Southbound Ramps: Implementation of MM 5.5-1(b) would provide LOS D or better operations during the AM and PM peak hours. However, the timing of the widening is uncertain due to the difficulty of obtaining additional right-of-way at this location. As such, the impacts at this intersection are significant and unavoidable.

CR-102/Project Access: Implementation of MM 5.5-1(c) would provide LOS C or better operations during the AM and PM peak hours resulting in a less than significant impact with mitigation incorporated.

IMPACT 5.5-2 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INCREASE ROADWAY LEVEL OF SERVICE.

Impact Analysis: Table 5.5-11, EXISTING CONDITION ROADWAY SEGMENT LEVEL OF SERVICE, summarizes roadway segment LOS results associated with the proposed Project. CR-102 is anticipated to operate at an unacceptable LOS during the PM peak hour. The proposed Project would result in a significant impact at the following location:

- CR-102 between Hanson Street and Beamer Street

Table 5.5-11
Existing Conditions Roadway Segment Level of Service

Roadway Segment	Functional Classification	No Project		Plus Project	
		Volume	LOS	Volume	LOS
Beamer Street – between Pioneer Avenue and CR-102	2-Lane Minor Arterial	280	LOS C or better	650	LOS C or better
CR-102 – between Beamer Street and Hanson Way	2-Lane Principal Arterial ¹	670	LOS C or better	1,820	LOS D

Notes:

¹Northbound CR-102 is two lanes.

Source: *Traffic Impact Study*, Fehr & Peers, 2011

Under Existing Plus Project conditions, traffic volumes on study roadways would increase. Project-related traffic would degrade LOS on CR-102 between Beamer Street and Main Street to an unacceptable level. With implementation of MM 5.5-2, this impact would be reduced to a less than significant level.

Mitigation Measures:

MM 5.5-2 CR-102 between Beamer Street and Main Street

Consistent with MM 5.5-1(a), the Project Applicant shall pay the proposed Project's fair share contribution toward the following improvement with the first final map. Or, should the Project Applicant shall submit final maps for a phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

- Widening of CR-102 to provide four lanes (i.e., two lanes in each direction) between Beamer Street and Main Street, with a raised median of sufficient width for a double left turn pocket.

This mitigation measure is development fee funded subject to available funds.

Level of Significance: Implementation of this measure would provide LOS C or better operations during the PM peak hour. Less than significant impact with mitigation incorporated.

IMPACT 5.5-3 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INCREASE TRAFFIC VOLUMES ON SURROUNDING FREEWAY FACILITIES.

Impact Analysis: Table 5.5-12, EXISTING FREEWAY OPERATIONS, summarizes freeway mainline LOS results associated with the proposed Project. All segments are projected to operate at an acceptable LOS during the AM or PM peak hours.

**Table 5.5-12
Existing Freeway Operations**

Direction	Segment	No Project				Plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Northbound	South of CR-102	14.5	B	19.9	C	18.1	C	21.0	C
	CR-102 to Main Street	10.3	A	15.9	B	10.3	A	16.4	B
	North of Main Street	3.3	A	10.8	A	3.4	A	11.2	B
Southbound	North of Main Street	6.5	A	4.2	A	7.7	A	4.3	A
	CR-102 to Main Street	12.6	B	11.9	B	13.1	B	12.0	B
	South of CR-102	15.6	B	15.1	B	16.4	B	18.9	C

Notes:

Delay and LOS is based on HCM 2000 methodology.

Shading indicates an unacceptable LOS. Bold values signify a project impact.

Source: *Traffic Impact Study*, Fehr & Peers, 2011.

The proposed Project would increase AM and PM peak hour traffic volumes on study freeway locations, but would not result in significant impacts for any of the I-5 mainline segments. The SR 99 and I-5 Corridor System Management Plan (Caltrans, May 2009) identifies LOS C as the minimum acceptable LOS over the next 20 years for the segment of I-5 from the Sacramento County Line to SR-113. All of the study locations would operate at LOS C or better under Existing Plus Project conditions. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.5-4 IMPLEMENTATION OF THE PROPOSED PROJECT MAY INCREASE RAIL FACILITY VOLUMES.

Impact Analysis: The addition of proposed Project-related traffic to the transportation network would increase volumes on some facilities currently crossing an active rail line. The Sierra Railroad traverses along the southern extent of the proposed Project site, north of and parallel to East Main Street. The California Public Utilities Commission (CPUC) provides standards for construction of at-grade railroad crossings that should be adhered to in design of any crossings affected by the proposed Project. The crossings would be required to have adequate safety measures in place such as proper warning signals, lights, striping, median separation, and parking restrictions.

Some proposed Project trips, which utilize either Pioneer Avenue or CR-102, would require crossing the rail facility at an existing at-grade crossing. In addition, a railroad spur from the existing mainline track may be constructed in the southwestern portion of the proposed Project site to provide product import and export, which would increase rail facility volumes. Pedestrian and bicycle traffic may also increase along these routes. MM 5.5-4, requires the Project Applicant to coordinate and obtain CPUC approval for crossing of the Sierra Railroad mainline.

Mitigation Measures:

- MM 5.5-4 With the first final map, the Project Applicant shall reconstruct rail crossing improvements in accordance with the California Public Utilities Commission (CPUC) standards when widening CR-102 and Pioneer Avenue. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

This mitigation measure is a direct project cost.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.5-5 ***THE PROPOSED PROJECT MAY CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS, AND MASS TRANSIT.***

Impact Analysis: The proposed Project would increase demand for public transit service to an area that is not currently served by YCTD. The operating and maintenance requirements of public transit service are funded mainly through a portion of sales tax revenue that is returned to each county through the Transportation Development Act for the purpose of providing transit service. Therefore, the proposed Project would contribute towards operating and maintenance requirements for public transit in the same way as previously approved developments and would therefore result in a potentially significant impact. As such, MM 5.5-5(a) addresses the capital costs of providing new service.

The proposed Project would increase demand for public transit and create inconsistencies with transit-related policies in the *City of Woodland General Plan*. The proposed Project does not identify specific transit facilities (such as sheltered transit stops or pullouts) as required by *The City of Woodland General Plan* Policy 3.D.5.; therefore, this is a potentially significant impact.

The proposed Project would increase demand for bicycle and pedestrian facilities and create inconsistencies with bicycle-related policies in the *City of Woodland General Plan*. *The City of Woodland General Plan* and the Bikeway Master Plan contain numerous policies related to the provision of bikeway and pedestrian facilities for new development areas. The proximity of buildings on the southern portion of the proposed Project site to retail establishments on the south side of Main Street creates the potential for employees to walk across the railroad tracks at uncontrolled locations. Implementation of MM 5.5-5(a) through MM 5.5-5(c) would reduce impacts to less than significant levels.

Mitigation Measures:

- MM 5.5-5(a) Prior to issuance of any building permits, the Project Applicant shall contribute its fair-share of the capital cost associated with providing transit service to the proposed Project site, as it is anticipated that new transit vehicles may be required to provide

additional service to the proposed Project site. The final determination of additional capital equipment or other costs shall be determined by the City of Woodland and the Yolo County Transportation District (YCTD). The fair-share cost or a plan for providing the fair-share cost over time shall be submitted to the City of Woodland prior to issuance of any building permits.

This mitigation measure is fair share funded subject to available funds.

- MM 5.5-5(b) With the first final map, the Project Applicant shall modify the proposed Project to identify the specific locations of sheltered transit stops with bus turnouts, in accordance with the goals and policies of the *City of Woodland General Plan*. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phase study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. The City of Woodland and YCTD shall approve the location, design, and implementation timing of the sheltered transit stops and bus turnouts.

This mitigation measure is a direct project cost.

- MM 5.5-5(c) The Project Applicant shall provide a sidewalk adjacent to the proposed Project along Beamer Street and CR-102. The Project Applicant shall also construct crosswalk treatments at the intersection of CR-102/Beamer Street. In addition, the Project Applicant shall provide sidewalks along at least one side of the internal primary access roads on-site, and shall construct a perimeter fence along the southern boundary of the proposed Project site to prevent uncontrolled crossing of the rail line. Class II bicycle lanes shall be installed when CR-102 is widened. The above improvements shall occur with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

This mitigation measure is a direct project cost.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.5-6 *THE PROPOSED PROJECT MAY SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).*

Impact Analysis: The proposed Project would result in more vehicles, bicyclists, and pedestrians in the proposed Project area. Although the potential for additional traffic hazards may increase, the development would be subject to the design and safety standards of the City of Woodland. Therefore, the likelihood of design feature hazards or incompatible uses would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.5-7 THE PROPOSED PROJECT MAY RESULT IN INADEQUATE EMERGENCY ACCESS.

Impact Analysis: Primary access to the proposed Project site is proposed from a new signalized intersection on CR-102. The assumed intersection configuration provides a dedicated northbound left-turn pocket into the site. Full access would also be provided on East Beamer Street. Additional right-in/right-out driveways were assumed along CR-102 and Beamer Street. The proposed Project would be subject to design review by the City's Fire and Police Departments to assure that adequate emergency access is provided. In addition, the City's standard review procedures prior to issuance of grading permits would reduce impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE TRAFFIC IMPACTS – YEAR 2020**IMPACT 5.5-8 IMPLEMENTATION OF THE PROPOSED PROJECT, COMBINED WITH CUMULATIVE PROJECT DEVELOPMENT, MAY CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM AND MAY EXCEED AN ESTABLISHED LOS STANDARD FOR INTERSECTIONS.**

Impact Analysis: To account for changes in traffic patterns associated with planned transportation and land use development projects near the proposed Project site, cumulative traffic forecasts were developed and traffic operations were analyzed with and without the proposed Project. Cumulative land use and network assumptions are consistent with the *City of Woodland General Plan* and Woodland TDF model with the exception of the following:

- Gateway II (Retail): This project consists of approximately 154 acres located on the east side of CR-102, north of CR-24/Gibson Road. Square footage for the first phase of the project includes 275,000 square feet of retail and 20,000 square feet of restaurant uses.
- Target Distribution Center Expansion (Warehouse/Distribution): This project is located directly east of the proposed Project site, adjacent to CR-102. Prior to the expansion, the Target Distribution Center consisted of 1,510,000 square feet. The expansion included an additional 360,000 square feet, totaling 1,870,000 square feet of warehouse/distribution.

TRIP DISTRIBUTION AND ASSIGNMENT

Proposed Project trips were assigned to multiple driveways at the proposed Project site, considering full access at a new signalized intersection on CR-102, and a full access driveway on East Beamer Street. Additional right-in/right-out driveways were assumed along both CR-102 and East Beamer Street.

Figures 5.5-5a and 5.5-5b, PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS – CUMULATIVE NO PROJECT CONDITIONS, summarize study intersection traffic volumes and turning movements under Cumulative No Project Conditions. Figures 5.5-6a and 5.5-6b, PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS – CUMULATIVE PLUS PROJECT CONDITIONS, summarize study intersection traffic volumes and turning movements under Cumulative Plus Project Conditions.

Cumulative (Year 2020) Conditions - Intersection Peak Hour Level of Service

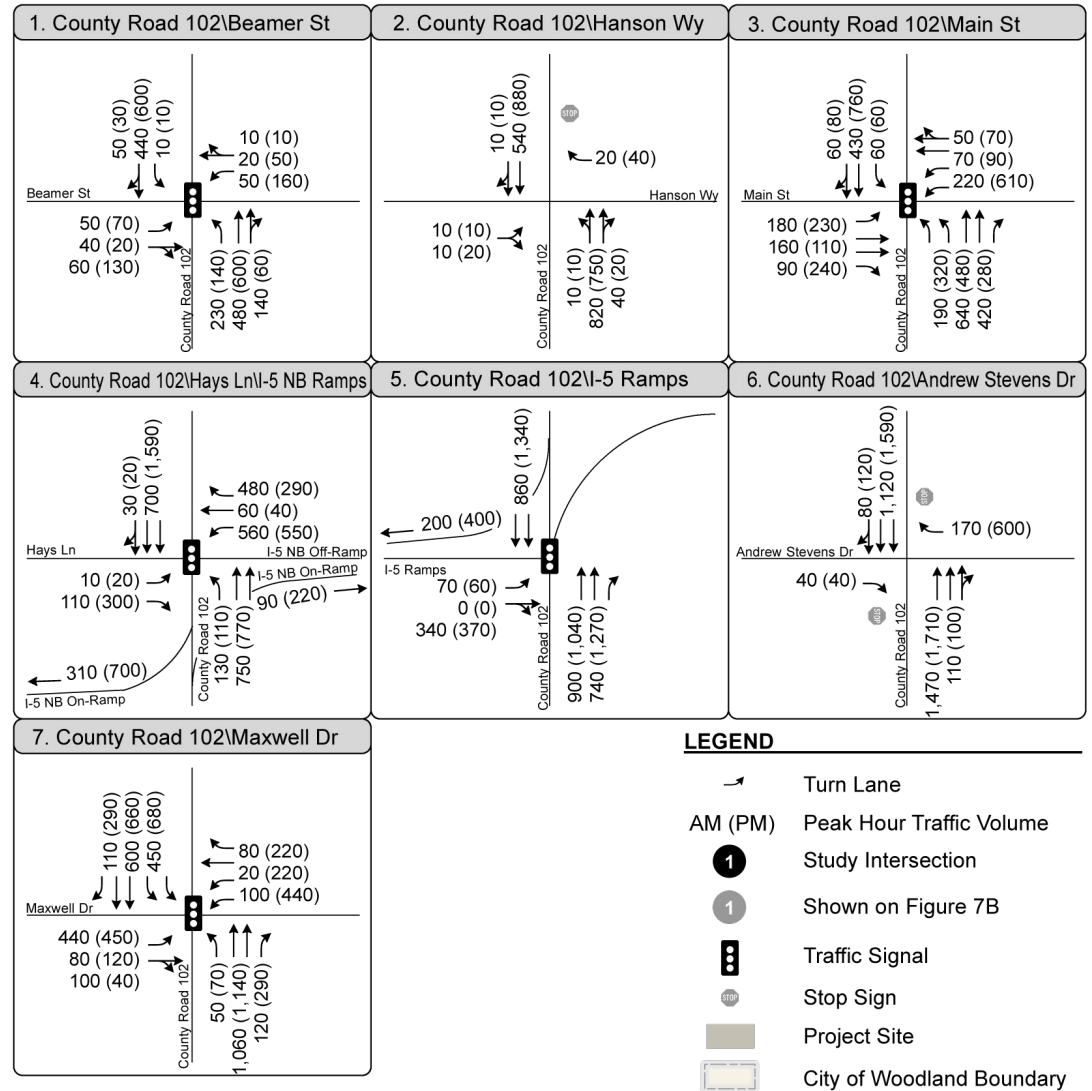
Table 5.5-13, CUMULATIVE (YEAR 2020) PEAK HOUR INTERSECTION OPERATIONS, summarizes intersection LOS results with and without the proposed Project. Without the proposed Project, six intersections are projected to operate at an unacceptable LOS during the AM or PM peak hours. With the proposed Project, eight intersections are projected to operate at an unacceptable LOS during the AM or PM peak hours. The proposed Project would result in significant impacts at the following eight locations:

- Main Street/CR-102 (AM and PM peak hours)
- Hays Lane/CR-102 (AM and PM peak hours)
- Andrew Stevens Drive/CR-102 (PM peak hour)
- Maxwell Avenue/CR-102 (AM and PM peak hours)
- Main Street/SR-113 southbound ramps (AM and PM peak hours)
- Main Street/Pioneer Avenue (PM peak hour)
- Beamer Street/Pioneer Avenue (PM peak hour)
- CR-102/Project Access (AM and PM peak hour)

With the proposed Project, conditions improve at the Hanson Way/CR-102 intersection due to the prohibition of left turns into and out of the proposed Project site.



Source: Fehr & Peers



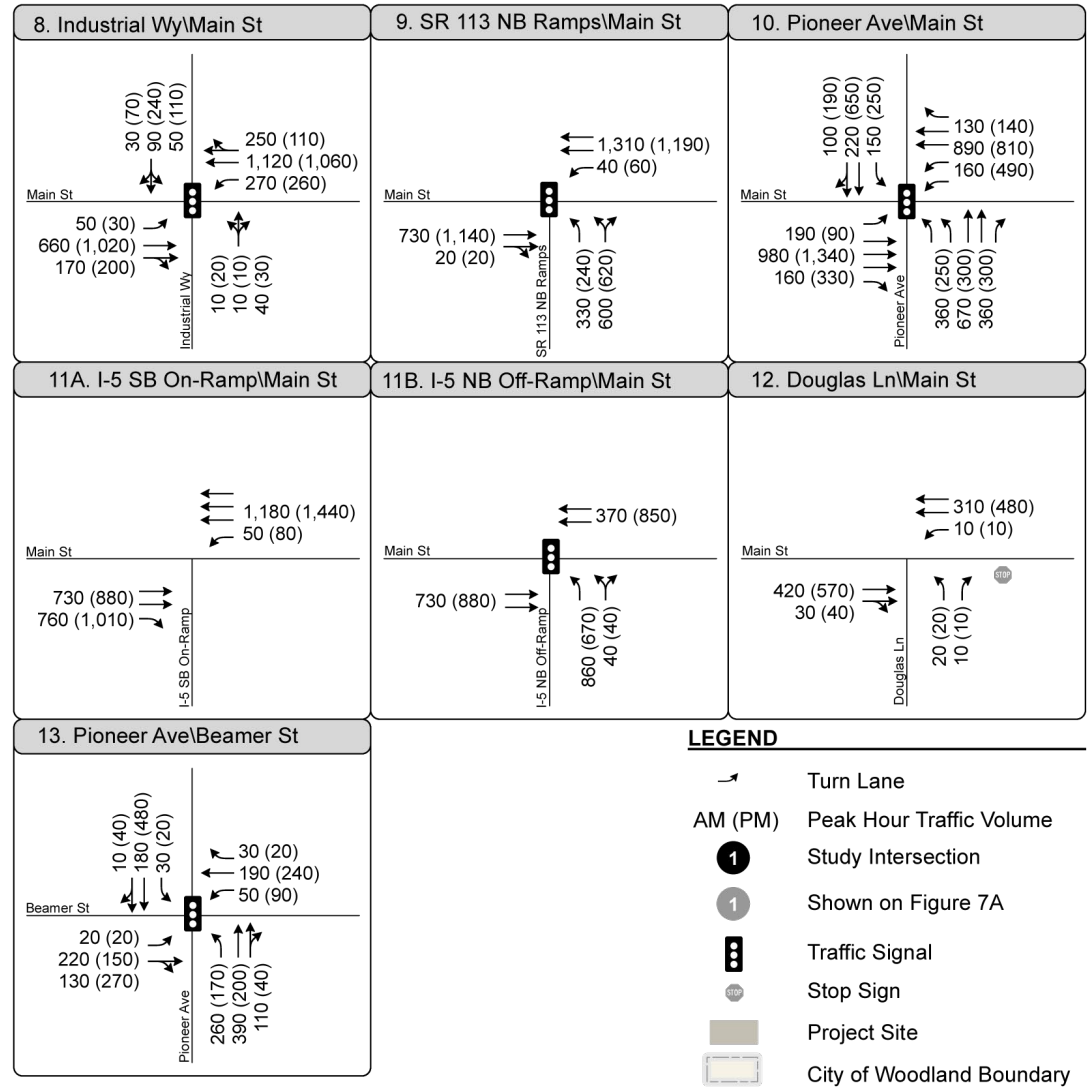
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Peak Hour Traffic Volumes and Lane Configurations - Cumulative No Project Conditions

Figure 5.5-5a



Source: Fehr & Peers

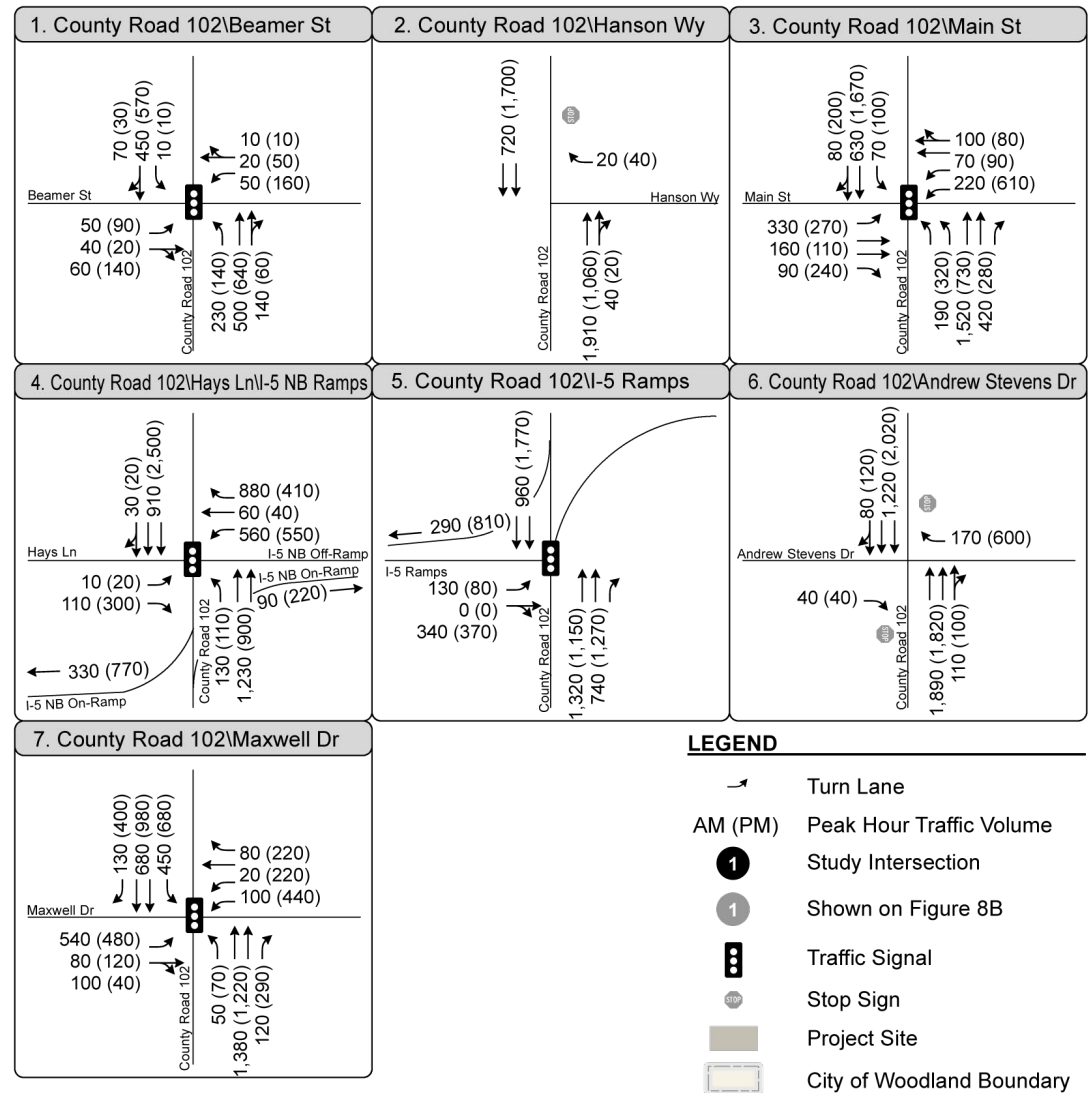


WOODLAND COMMERCE CENTER • EIR **Peak Hour Traffic Volumes and Lane Configurations** **- Cumulative No Project Conditions**

Figure 5.5-5b



Source: Fehr & Peers



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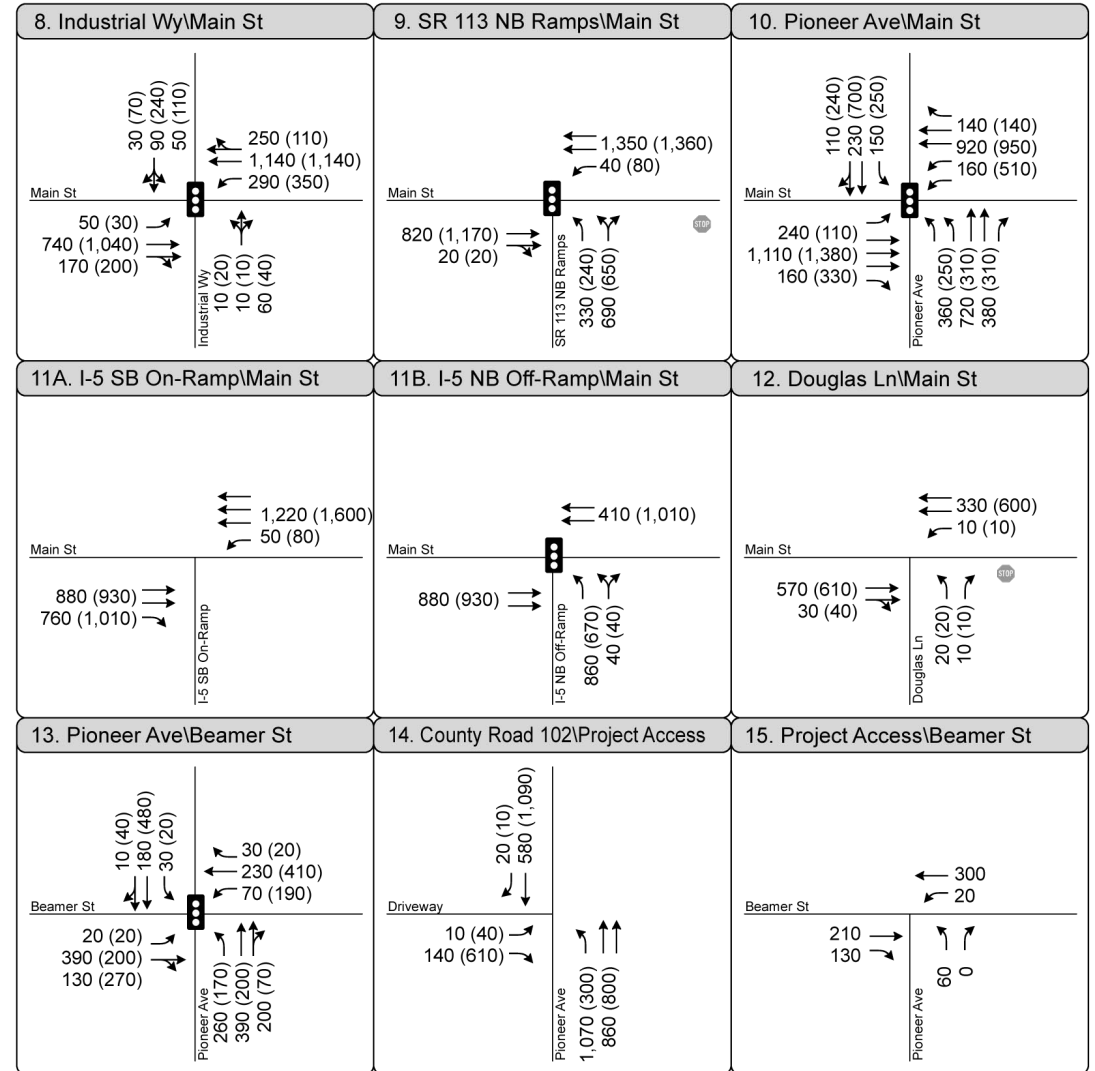
Peak Hour Traffic Volumes and Lane Configurations - Cumulative Plus Project Conditions

Figure 5.5-6a



LEGEND

- Turn Lane
- Traffic Signal
- AM (PM) Peak Hour Traffic Volume
- Study Intersection
- Stop Sign
- Project Site
- Shown on Figure 6A
- City of Woodland Boundary



Source: Fehr & Peers

WOODLAND COMMERCE CENTER • EIR Peak Hour Traffic Volumes and Lane Configurations - Cumulative Plus Project Conditions

Figure 5.5-6b

Table 5.5-13
Cumulative (Year 2020) Peak Hour Intersection Operations

Intersection	Control	No Project				Plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Beamer Street/CR-102	Signalized	23.0	C	29.9	C	23.8	C	29.3	C
Hanson Way/CR-102	Side-Street Stop	19.4	C (EB)	27.3	D (EB)	14.8	B (WB)	12.8	B (WB)
Main Street/CR-102	Signalized	35.4	D	>80	F	55.5	E	>80	F
Hays Lane/CR-102	Signalized	>80	F	55.6	E	>80	F	>80	F
Southbound I-5 ramps/CR-102	Signalized	6.9	A	16.8	B	10.0	A	28.0	C
Andrew Stevens Drive/CR-102	Side-Street Stop	13.2	B (EB)	>50	F (EB)	21.9	C (EB)	>50	F (WB)
Maxwell Avenue/CR-102	Signalized	66.5	E	>80	F	>80	F	>80	F
Main Street/SR-113 southbound ramps	Signalized	56.4	E	>80	F	67.4	E	>80	F
Main Street/SR-113 northbound ramps	Signalized	17.6	B	19.9	B	22.0	C	22.7	C
Main Street/Pioneer Avenue	Signalized	44.3	D	53.3	D	53.5	D	65.1	E
Main Street/I-5 northbound off-ramp	Signalized	18.6	B	19.5	B	19.5	B	19.5	B
Main Street/Douglas Lane	Side-Street Stop	14.2	B (NB)	16.5	B (NB)	16.9	C (NB)	18.5	C (NB)
Beamer Street/Pioneer Avenue	Signalized	23.8	C	29.7	C	32.7	C	39.0	D
CR-102/Project Access	Signalized	N/A	N/A	N/A	N/A	49.1	D	79.4	E
Beamer Street/Project Access 2	Side-Street Stop	N/A	N/A	N/A	N/A	14.2	B (NB)	19.4	C (NB)

Notes:

Delay and LOS is based on HCM 2000 methodology. For signals, the average control delay and LOS is reported. For side-street stop controlled intersections, the average control delay and LOS for the worst movement is reported.

Shading indicates an unacceptable LOS. Bold values signify a proposed Project impact.

Source: *Traffic Impact Study*, Fehr & Peers, 2011.

CUMULATIVE PLUS PROJECT CONDITIONS

Under Cumulative Plus Project conditions, traffic volumes at study intersections would increase. Proposed Project-related traffic would cause the Existing No Project LOS to deteriorate to an unacceptable level, or exacerbate conditions at an intersection already performing at an unacceptable level, at the following eight locations:

- Main Street/CR-102 (AM and PM peak hours)
- Hays Lane/CR-102 (AM and PM peak hours)
- Andrew Stevens Drive/CR-102 (PM peak hour)
- Maxwell Avenue/CR-102 (AM and PM peak hours)
- Main Street/SR-113 southbound ramps (AM and PM peak hours)
- Main Street/Pioneer Avenue (PM peak hour)
- Beamer Street/Pioneer Avenue (PM peak hour)
- CR-102/Project Access (AM and PM peak hour)

Table 5.5-14, CUMULATIVE (YEAR 2020) PLUS PROJECT PEAK HOUR INTERSECTION OPERATIONS – WITH MITIGATION, summarizes delay and LOS with MM 5.5-8(a) through MM 5.5-8(h) applied. It should be noted that given the combination of high traffic volumes and the close spacing of intersections along CR-

102 from the Project Access south to Maxwell Avenue, the effect of mitigation measures implemented at one intersection would influence operations at another location within the corridor. As such, LOS results with mitigation measures are shown for all the intersections on CR-102 between Main Street and Maxwell Avenue.

Table 5.5-14
Cumulative (Year 2020) Plus Project Peak Hour Intersection Operations – With Mitigation

Intersection	Control	Plus Project				Plus Project With Mitigation Measures			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Main St/CR-102	Signalized	55.5	E	>80	F	51.9	D	>80	F
Hays Ln/CR-102	Signalized	>80	F	>80	F	50.7	D	75.4	E
SB I-5 Ramps/CR-102	Signalized	10.0	A	28.0	C	8.2	A	10.6	B
Andrew Stevens Dr/CR-102	Side-Street Stop/Signal ¹	21.9	C (EB)	>50	F (WB)	4.5	A	34.4	D
Maxwell Ave/CR-102	Signalized	>80	F	>80	F	62.7	E	>80	F
Main St/SR-113 SB Ramps	Signalized	67.4	E	>80	F	24.9	C	57.6	E
Main St/Pioneer Ave.	Signalized	53.5	D	65.1	E	51.3	D	50.0	D
Beamer St/Pioneer Ave.	Signalized	32.7	C	39.0	D	25.2	C	27.8	C
CR-102/Project Access	Signalized	49.1	D	79.4	E	15.9	B	32.5	C

Notes:

¹Signal control is required as mitigation for westbound Bronze Star Drive and northbound CR-102.

Delay and LOS is based on HCM 2000 Methodology. For signals, the average control delay and LOS is reported. For side-street stop controlled intersections, the average control delay and LOS for the worst movement is reported.

Shading indicates an unacceptable LOS. Bold values signify a proposed Project impact.

WB - Westbound

Source: *Traffic Impact Study*, Fehr & Peers, 2011.

Mitigation Measures:

MM 5.5-8(a) Main Street/CR-102

The Project Applicant shall construct the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

- Widen CR-102 between Beamer Street and Main Street to six lanes (i.e., three lanes in each direction).
- Add a third northbound lane on CR-102, beginning at the northbound I-5 off-ramp through the Main Street intersection. This third northbound lane on CR-102 would become a shared through/right turn lane at the Main Street intersection, replacing the existing exclusive right turn lane.
- Signalize CR-102/Andrew Stevens Drive/Bronze Star Drive to provide a half traffic signal controlling northbound CR-102 and westbound Bronze Star Drive.
- Coordinate and optimize CR-102 traffic signal timing between Main Street and Maxwell Avenue.

- The Project Applicant shall pay its fair share contribution toward additional improvements at I-5/CR-102, which include the following:
 - Widening the CR-102 southbound approach to Main Street to provide a third through lane and an exclusive right-turn lane. Three southbound through lanes will continue to the loop on-ramp to southbound I-5, which will require widening the overpass south to the on-ramp.
 - Modifying the exclusive southbound CR-102 right-turn lane at Maxwell Avenue to a shared through-right lane to provide additional capacity through the intersection.
 - Adding a third northbound through lane at the CR-102/Maxwell Avenue intersection (on the south leg of CR-102) through the intersection, and a second eastbound left-turn lane on the west leg of Maxwell Avenue.
- Full mitigation of proposed Project impacts at Main Street/CR-102 requires four southbound lanes to the northbound I-5 slip on-ramp; however, this mitigation is deemed infeasible. Therefore, the Project Applicant shall also widen Beamer Street along the, proposed Project frontage to provide for a planned second eastbound through lane.

This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost.

MM 5.5-8(b) Hays Lane/CR-102

Implement MM 5.8-8(a).

This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost.

MM 5.5-8(c) Andrew Stevens Drive/Bronze Star Drive/CR-102

Implement MM 5.8-8(a).

This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost.

MM 5.5-8(d) Maxwell Avenue/CR-102

Implement MM 5.8-8(a).

This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost.

MM 5.5-8(e) Main Street/SR-113 southbound ramps

The Project Applicant shall pay its fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

- The Main Street/SR-113 southbound ramps intersection shall be widened on the eastbound approach to provide an exclusive right turn lane.

This mitigation, which was previously identified for the Gateway project and is included in the MPFP, is fair share funded subject to available funds.

MM 5.5-8(f) Main Street/Pioneer Avenue

The Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

- Convert the southbound shared through-right lane to a through lane and an exclusive right-turn lane; and
- Optimize signal timing to better accommodate resulting intersection traffic volumes.

This mitigation is a fair share cost subject to available funds.

MM 5.5-8(g) Beamer Street/Pioneer Avenue

The Project Applicant shall construct the following improvement with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

- Convert the eastbound shared through-right lane to a through lane and an exclusive right-turn lane; and
- Optimize signal timing to better accommodate resulting intersection traffic volumes.

This mitigation is a direct project cost.

MM 5.5-8(h) CR-102/Project Access

The Project Applicant shall construct the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

- Widen CR-102 between Beamer Street and Main Street to six lanes (i.e., three lanes in each direction), with a raised median of sufficient width for a double left turn pocket providing 400 feet in storage length;
- Install an additional northbound left-turn lane on CR-102 to serve the proposed Project site; and
- Optimize signal timing to better accommodate resulting intersection traffic volumes.

This mitigation is a direct project cost.

Level of Significance:

Main Street/CR-102 (AM and PM peak hours): Implementation of MM 5.5-8(a) would provide LOS D and F operations during the AM and PM peak hours, respectively. Although these improvements would reduce proposed Project-related impacts, the adopted LOS policy threshold would still not be fully satisfied during the peak hours; therefore, the impact is considered significant and unavoidable.

Hays Lane/CR-102 (AM and PM peak hours): Implementation of MM 5.5-8(a) would provide LOS D operations during the AM and PM peak hours, resulting in a less than significant impact with mitigation incorporated.

Andrew Stevens Drive/Bronze Star Drive/CR-102 (PM peak hour): Implementation of MM 5.5-8(a) would provide LOS A and D operations during the AM and PM peak hours, respectively, resulting in a less than significant impact with mitigation incorporated.

Maxwell Avenue/CR-102 (AM and PM peak hours): Implementation of MM 5.5-8(a) would provide LOS E and F operations during the AM and PM peak hours, respectively. Although these improvements would reduce proposed Project-related impacts, the adopted LOS policy threshold would still not be satisfied during the PM peak hour; therefore, the impact is considered significant and unavoidable.

Main Street/SR-113 southbound ramps (AM and PM peak hours): Implementation of MM 5.8-8(e) would provide LOS C and E operations during the AM and PM peak hours, respectively. Although these improvements would reduce proposed Project-related impacts, the adopted LOS policy threshold would still not be satisfied during the PM peak hour; therefore, the impact is considered significant and unavoidable.

Main Street/Pioneer Avenue (PM peak hour): Implementation of MM 5.8-8(f) would provide LOS D operations during the AM and PM peak hours, resulting in a less than significant impact with mitigation incorporated.

Beamer Street/Pioneer Avenue (PM peak hour): Implementation of MM 5.8-8(g) would provide LOS C operations during the AM and PM peak hours, resulting in a less than significant impact with mitigation incorporated.

CR-102/Project Access (AM and PM peak hour): Implementation of MM 5.8-8(h) would provide LOS C or better operations during the AM and PM peak hours resulting in a less than significant impact. However, the northbound left-turn volume exceeds 1,000 vehicles during the AM peak period and would result in queue lengths greater than the practical storage length (i.e. more than 400 feet) that can be provided with a left-turn pocket. To serve inbound traffic needs, the Project Applicant shall install a third northbound left-turn lane. The addition of a third left-turn lane is not feasible given the level of truck traffic; however, the effect of not providing a third left-turn lane at the signalized Project Access on CR-102 would result in a shift in proposed Project traffic volumes to the Project Access on Beamer Street. To mitigate this secondary impact, the Project Applicant shall install the following improvements on Beamer Street with the first final map: installation of a raised median on Beamer Street along the proposed Project frontage as well as a traffic signal and westbound left-turn pocket with 300 feet of storage at the primary Beamer Street access. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them. The impacts would be less than significant.

IMPACT 5.5-9 IMPLEMENTATION OF THE PROPOSED PROJECT, COMBINED WITH CUMULATIVE PROJECT DEVELOPMENT, MAY CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM AND MAY EXCEED AN ESTABLISHED LOS STANDARD FOR ROADWAYS.

Impact Analysis: Under Cumulative Plus Project conditions, traffic volumes on study roadways would increase. Proposed Project-related traffic would degrade LOS on CR-102 between Beamer Street and Hanson Way to an unacceptable level. Table 5.5-15, CUMULATIVE (YEAR 2020) CONDITIONS - ROADWAY SEGMENT LEVEL OF SERVICE, summarizes roadway segment LOS results with and without the proposed Project. CR-102 is anticipated to operate at an unacceptable LOS during the PM peak hour. The proposed Project would result in a significant impact at the following location:

- CR-102 between Beamer Street and Hanson Way

**Table 5.5-15
Cumulative (Year 2020) Conditions - Roadway Segment Level of Service**

Roadway Segment	Functional Classification	No Project		Plus Project	
		Volume	LOS	Volume	LOS
Beamer Street – between Pioneer Avenue and CR-102	2-Lane Minor Arterial	440	LOS C or better	790	LOS C or better
CR-102 – between Beamer Street and Hanson Way	4-Lane Principal Arterial ¹	1,670	LOS C	2,800	LOS D

Source: *Traffic Impact Study*, Fehr & Peers, 2011.

Proposed Project-related traffic would also degrade LOS during the PM peak hour on CR-102 between Beamer Street and Main Street to an unacceptable level. Implementation of MM 5.5-9 would reduce impacts to less than significant levels.

Mitigation Measures:

MM 5.5-9 CR-102 between Beamer Street and Main Street

The Project Applicant shall widen CR-102 to provide six lanes (i.e., three lanes in each direction), with a raised median of sufficient width for a double left turn pocket, between Beamer Street and Main Street with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

This mitigation measure is a direct project cost.

Level of Significance: Implementation of MM 5.5-9 will provide LOS C or better operations during the PM peak hour, resulting in a less than significant impact with mitigation incorporated.

IMPACT 5.5-10 IMPLEMENTATION OF THE PROPOSED PROJECT, COMBINED WITH CUMULATIVE PROJECT DEVELOPMENT, MAY CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM AND MAY EXCEED AN ESTABLISHED LOS STANDARD FOR FREEWAY FACILITIES.

Impact Analysis: The proposed Project would increase AM and PM peak hour traffic volumes on study freeway locations. The SR 99 and I-5 Corridor System Management Plan (Caltrans, May 2009) identifies LOS C as the minimum acceptable LOS over the next 20 years for the segment of I-5 from the Sacramento County Line to SR-113. Three study segments would operate worse than Caltrans' threshold under Cumulative Plus Project conditions. Table 5.5-16, CUMULATIVE (YEAR 2020) FREEWAY OPERATIONS, summarizes freeway mainline LOS results with and without the proposed Project. With the proposed Project, three segments are projected to operate at an unacceptable LOS during the AM or PM peak hours. The proposed Project would result in significant impacts at the following locations:

- Northbound I-5 – South of CR-102
- Northbound I-5 – Between CR-102 and Main Street
- Southbound I-5 – South of CR-102

**Table 5.5-16
Cumulative (Year 2020) Freeway Operations**

Direction	Segment	No Project				Plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Northbound I-5	South of CR-102	29.7	D	31.2	D	35.4	E	32.9	D
	CR-102 to Main Street	22.8	C	31.8	D	23.0	C	32.8	D
	North of Main Street	14.8	B	24.1	C	15.0	B	24.8	C
Southbound I-5	North of Main Street	12.3	B	11.9	B	12.8	B	12.2	B
	CR-102 to Main Street	19.4	C	21.5	C	19.9	C	21.8	C
	South of CR-102	24.1	C	35.4	E	24.9	C	44.7	E

Notes:

Delay and LOS is based on HCM 2000 methodology.

Shading indicates an unacceptable LOS. Bold values signify a proposed Project impact.

Source: *Traffic Impact Study*, Fehr & Peers, 2011

Table 5.5-17, CUMULATIVE (YEAR 2020) FREEWAY OPERATIONS – WITH MITIGATION, summarizes delay and LOS with mitigation applied.

Table 5.5-17
Cumulative (Year 2020) Freeway Operations — With Mitigation

Direction	Segment	Plus Project				Plus Project and Mitigation			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Northbound I-5	South of CR-102	35.4	E	32.9	D	26.1	D	24.9	D
	CR-102 to Main Street	23.0	C	32.8	D	18.4	C	24.8	C
Southbound I-5	CR-102 to Main Street	19.9	C	21.8	C	16.0	B	16.0	B
	South of CR-102	24.9	C	44.7	E	19.9	C	19.9	D

Notes:

Delay and LOS is based on HCM 2000 methodology.

Shading indicates an unacceptable LOS. Bold values signify a proposed Project impact.

Source: *Traffic Impact Study*, Fehr & Peers, 2011.

Based on the I-5 CSMP, the I-5 roadway segments located within the proposed Project study area (northbound and southbound I-5, generally between CR-102 and Main Street), currently operate at LOS B and C conditions, and are expected to operate at LOS D and E conditions in the future without any improvements. The CSMP identifies LOS C as the 20-year “concept” level of service achievable with the addition of a northbound and southbound HOV lane. However, the addition of HOV lanes has not been funded.

The proposed Project would add traffic along the I-5 corridor that would result in the deterioration of the LOS to D and E. Given the uncertainty of the timing and/or ultimate implementation of improvements recommended in the I-5 CSMP (refer to MM 5.5-10), the proposed Project’s traffic contribution would result in a significant and unavoidable impact along the I-5 corridor (generally between CR-102 and Main Street).

Mitigation Measures:

MM 5.5-10 With the first final map, the Project Applicant shall pay the proposed Project’s fair share contribution toward implementation of high-occupancy vehicle (HOV) lanes consistent with the concept facility identified in the I-5 Corridor System Management Plan. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.

Level of Significance: Project Applicant participation in the I-5 CSMP, based on a fair share contribution toward implementation of HOV lanes, would reduce impacts to a less than significant level. However, the proposed Project would require coordination between the City and Caltrans to implement construction, with a contribution of fair-share cost provided by the Project Applicant. At this time, a funding and implementation mechanism has not been established for the I-5 CSMP; therefore, there is uncertainty of the timing and/or ultimate implementation of MM 5.5-10. Due to these uncertainties, the proposed Project’s traffic contribution along the I-5 corridor (generally between CR-102 and Main Street) would result in a significant and unavoidable cumulative impact.

5.6 NOISE

The analysis presented in this section addresses construction and operational noise impacts related to the proposed Project. Mitigation measures are also required to avoid or lessen the proposed Project's impacts. Information in this section was obtained from the *City of Woodland General Plan*, the *City of Woodland Municipal Code*, and traffic modeling results from the *Traffic Impact Study* prepared by Fehr & Peers.

5.6.1 EXISTING CONDITIONS

NOISE ENVIRONMENT

Mobile and Stationary Noise Sources

The primary sources of noise in the vicinity of the proposed Project include industrial uses, the Sierra Railway, and noise from major roadways such as East Main Street, East Beamer Street, County Road (CR) 102, and Interstate (I) 5. Stationary noise sources consist of industrial facilities concentrated in the southeastern portion of the proposed Project site. These uses are similar to the industrial and manufacturing uses that surround the proposed Project site. These types of sources have the potential to affect noise-sensitive receptors such as residences, schools, places of worship, and hospitals.

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the proposed Project area. The existing roadway noise levels in the vicinity of the proposed Project were modeled using the Federal Highway Administration's Highway Noise Prediction Model (FHWA-RD-77-108) together with several roadway and site parameters; please refer to Appendix 15.4, NOISE MONITORING DOCUMENTATION. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (e.g., number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view, and site conditions ("hard" or "soft"). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Table 5.6-1, EXISTING TRAFFIC NOISE LEVELS, illustrates existing modeled traffic noise levels in the proposed Project area.

Table 5.6-1
Existing Traffic Noise Levels

Roadway Segment	Existing Conditions (Near-Term Without Project)				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 L _{dn} Noise Contour	65 L _{dn} Noise Contour	70 L _{dn} Noise Contour
Beamer Street					
Between Pioneer Avenue and CR-102	2,800	58.5	87	28	9
CR-102					
Between Hanson Way and Beamer Street	6,700	62.1	208	66	21
Pioneer Avenue					
South of Beamer Street	6,400	61.8	199	63	20
Main Street					
West of Douglas Lane	6,900	62.2	215	68	21
Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.					
Source: <i>Woodland Commerce Center – Forecast ADTs for Air Quality and Noise Analysis</i> . Fehr & Peers. June 16, 2011.					

Sierra Railway

The Sierra Railway tracks are located directly south of the proposed Project site, parallel to East Main Street. The railway was formed in August 2003 through the merger of two Northern California shortline railroads: the Sierra Railroad Company and the Yolo Shortline Railroad. The Sierra Railway currently operates approximately 105 miles of track in northern California, interchanging with both the Burlington Northern Santa Fe Railway and the Union Pacific Railroad. From the West Sacramento interchange, Sierra Railway serves rail customers along a 17-mile line between West Sacramento and Woodland, including the Port of Sacramento. The railway has access to rail-served industrial sites and existing warehouses within the City of Woodland.¹ A railroad spur is anticipated to be constructed in the southwestern portion of the proposed Project site; however, this would be market-driven, and the timing for the spur and rail trip generation numbers are not known at this time.

NOISE SCALES AND DEFINITIONS

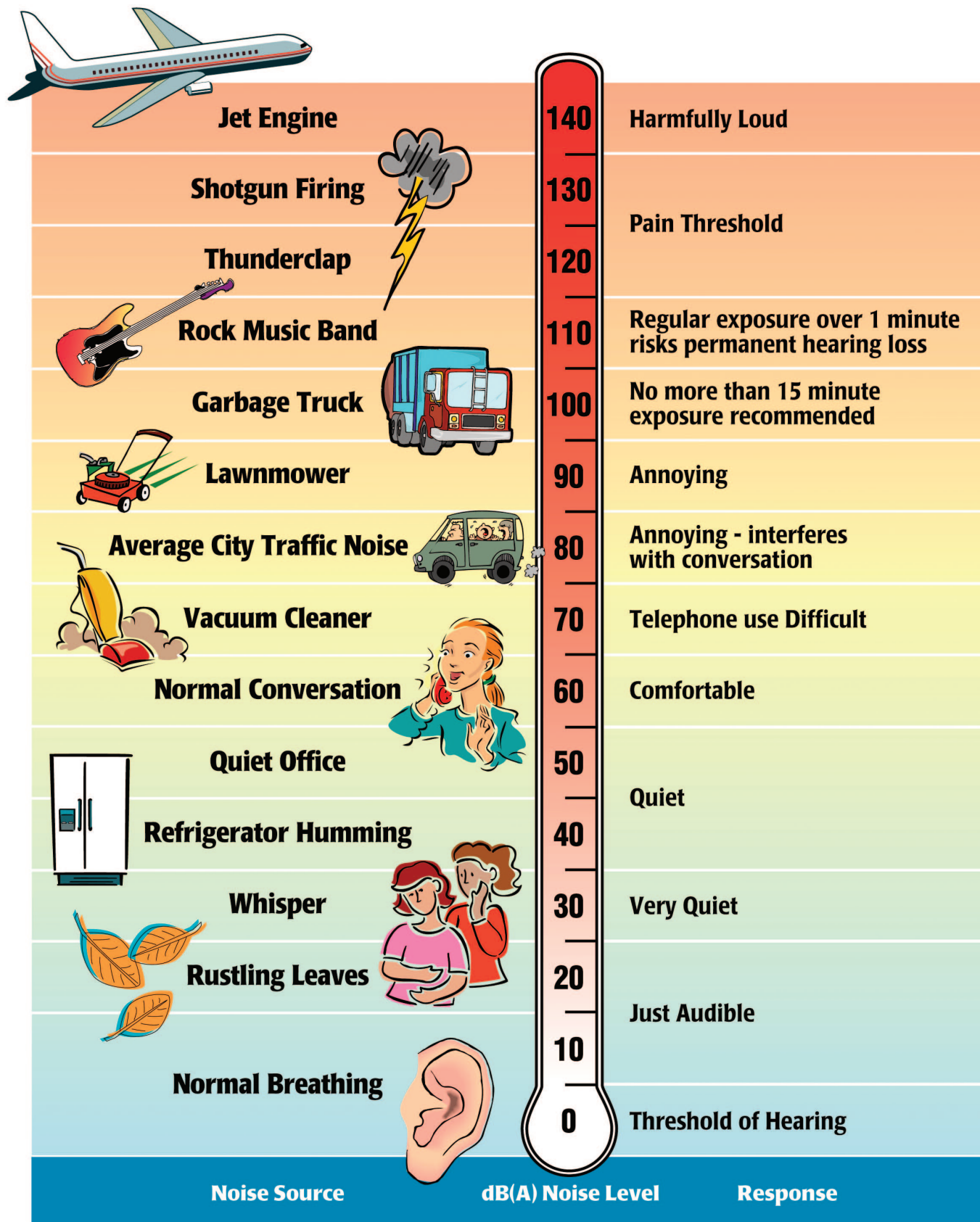
Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and should be approximated by the A-weighted sound levels (expressed as dBA) and the way the human ear perceives noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated in Figure 5.6-1, SOUND LEVELS AND HUMAN RESPONSE.

¹ Sierra Northern Railway. Located online at: www.sierranorthern.com



Source:

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/9-74-004), March 1974.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to Table 5.6-2, NOISE DESCRIPTORS.

Table 5.6-2
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq} . The L_{dn} is calculated by averaging the L_{eq} 's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM.), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01} , L_{10} , L_{50} , L_{90} , respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. Standards usually address the needs of most of the general population. This section summarizes the laws, ordinances, regulations, and standards that are applicable to the proposed Project. Regulatory requirements related to environmental noise are typically promulgated at the local level. However, Federal and State agencies provide standards and guidelines to the local jurisdictions.

HEALTH EFFECTS OF NOISE

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The

factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is possible, and as the noise level rises, dissatisfaction among the public steadily increases. However, an individual's reaction to a particular noise depends on many factors, such as the source of the sound, its loudness relative to the background noise, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community.

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss
- Interference with Communication
- Effects of Noise on Sleep
- Effects on Performance and Behavior
- Extra-Auditory Health Effects
- Annoyance

Although it often causes discomfort and sometimes pain, noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can impair the quality of life through a reduction in the ability to hear important sounds and to communicate with family and friends. Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. While the loss may be temporary at first, it could become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly caused by the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, substantial damage can be caused by non-occupational sources.

According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools, and can cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where

noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Recent research indicates that more moderate noise levels can produce disruptive after-effects, commonly manifested as a reduced tolerance for frustration, increased anxiety, decreased incidence of “helping” behavior, and increased incidence of “hostile” behavior. Noise has been implicated in the development or exacerbation of a variety of health problems, ranging from hypertension to psychosis. As with other categories, quantifying these effects is difficult due to the amount of variables that need to be considered in each situation. As a biological stressor, noise can influence the entire physiological system. Most effects seem to be transitory, but with continued exposure some effects have been shown to be chronic in laboratory animals.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one’s peace of mind and the enjoyment of one’s environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation (CDOT), the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA Community Noise Equivalent Level (CNEL), approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

GROUND-BORNE VIBRATION

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity or acceleration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak or vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response. Typically, ground-borne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are, therefore, usually confined to short distances (i.e., 500 feet or less) from the source.

Both construction and operation of development projects can generate ground-borne vibration. In general, demolition of structures preceding construction generates the highest vibrations. Construction equipment such as vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible vibration during construction activities. Heavy trucks can also generate ground-borne vibrations that vary depending on vehicle type, weight and pavement conditions.

SENSITIVE RECEPTORS

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack thereof, is a factor in the aesthetic perception of some settings, particularly those with religious or

cultural significance. Certain land uses are particularly sensitive to noise including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours.

Existing sensitive receptors located in the vicinity of the proposed Project site include residential uses, schools, parks, and places of worship (refer to Table 5.6-3, SENSITIVE RECEPTORS). The distances are measured from the exterior proposed Project boundary only and not from individual construction projects/areas within the interior of the proposed Project site. In several instances, the sensitive receptors located in the proposed Project vicinity are shielded from the construction areas by existing on and off-site buildings.

Table 5.6-3
Sensitive Receptors

Type	Name	Distance from Proposed Project Site (feet)	Direction from Proposed Project Site
Residential	Residential Uses	1,500	South
Schools	Roman S. Tafoya Elementary School	2,290	South
Parks	Klenhard Park	2,980	South
Places of Worship	Calvary Chapel of Woodland	2,900	West

Source: RBF Consulting field reconnaissance, April 2011; Google Earth 2010.

AMBIENT NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the proposed Project area, noise measurements were conducted on April 19, 2011. Table 5.6-4, NOISE MEASUREMENTS, summarizes the noise measurements and Figure 5.6-2, NOISE MEASUREMENT LOCATIONS, provides the location of the measurements. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a 4189 pre-polarized freefield microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute for Type I (precision) sound level meters.

The noise measurement sites indicated in Table 5.6-4 are representative of typical existing noise exposure within and immediately adjacent to the proposed Project site. Ten-minute measurements were taken at four locations, between 2:15 PM and 4:15 PM. Meteorological conditions were typical, with light wind speeds (0 to 5 miles per hour), low humidity and partly cloudy skies. Existing measured noise levels on-site range from approximately 51.7 L_{eq} to 60.5 L_{eq} . The highest on-site noise level measurement (60.5 dBA) was taken along East Main Street across from the southwestern portion of the proposed Project site.

Table 5.6-4
Noise Measurements

Site	Location	Time	L_{eq}	L_{10}	L_{50}	L_{90}
1a	Off of East Main Street at fence line pointing on-site.	2:22 PM	59.0	62.4	56.1	50.9
1b	On-site, north of East Main Street, approximately 1,200 feet from the intersection with CR-102.	2:36 PM	51.7	53.1	49.5	47.4
2	Hampton Inn parking lot near Trade Court.	3:10 PM	55.0	57.1	52.7	49.8
3	Burger King parking lot along East Main Street.	4:02 PM	60.5	63.5	56.0	49.9

Source: Noise Measurement Survey conducted by RBF Consulting, April 19, 2011.



5.6.2 REGULATORY SETTING

The following is a description of State and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

STATE FRAMEWORK

The State of California Office of Planning and Research (OPR) *Noise Element Guidelines* (Guidelines) include recommended interior and exterior standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *OPR Guidelines* describe the compatibility of various land uses with a range of environmental noise levels in terms of dBA CNEL.

A noise environment of 50 dBA CNEL to 60 dBA CNEL is considered to be “normally acceptable” for residential uses. The State indicates that locating residential units, parks, and institutions (i.e., churches, schools, libraries, and hospitals) in areas where exterior ambient noise levels exceed 65 dBA CNEL is undesirable. The OPR recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate. As an example, the standards for quiet suburban and rural communities may be reduced by 5 to 10 dB to reflect their lower existing outdoor noise levels in comparison with urban environments.

In addition, California Code of Regulations (CCR) Title 25, §1092, sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. Whenever multiple-family residential dwelling units are proposed in areas with excessive noise exposure, the developer must incorporate features into the building’s design that reduce interior noise levels to 45 dBA CNEL.

California Government Code

California Government Code §65302(f) mandates that the legislative body of each county and city adopt a noise element as part of their comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services.

The guidelines rank noise land use compatibility in terms of “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

California Environmental Quality Act (CEQA)

CEQA was enacted in 1970 and requires that all known environmental effects of a project be analyzed, including environmental noise impacts. Under CEQA, a project has a potentially significant impact if the project exposes people to noise levels in excess of standards established in the local general plan or noise ordinance. Additionally, under CEQA, a project has a potentially significant impact if the project creates a substantial increase in the ambient noise levels in the project vicinity above levels existing without the project. If a project has a potentially significant impact, mitigation measures must be considered. If mitigation measures to reduce the impact to less than significant are not feasible due to economic, social, environmental, legal or other conditions, the most feasible mitigation measures must be considered.

LOCAL FRAMEWORK

City of Woodland General Plan

Applicable goals and policies relative to the proposed Project are listed below in Table 5.6-5, CONSISTENCY ANALYSIS WITH THE WOODLAND GENERAL PLAN GOALS AND POLICIES FOR NOISE, followed by a brief explanation of how the proposed Project complies with the goals and policies.

Table 5.6-5
Consistency Analysis with the Woodland General Plan
Goals and Policies for Noise

General Plan Goals and Policies	Analysis
<i>Health and Safety Element</i>	
Goal 8.G: To protect Woodland residents from the harmful and annoying effects of exposure to excessive noise.	Adherence to the <i>City of Woodland General Plan</i> goals and policies, <i>City of Woodland Municipal Code</i> Section 15-26 (D) requirements, and compliance with Mitigation Measure (MM) 5.6-1 would minimize any impacts from construction noise, and would ensure that impacts are reduced to a less than significant level. Furthermore, the closest existing sensitive receptors in the vicinity of the proposed Project site are residences located 1,500 feet to the south. Therefore, impacts to the generation and/or exposure of persons or structures to excessive groundborne vibration would be less than significant. Sensitive receptors surrounding the proposed Project site would not be directly exposed to potential on-site docking operations created by the proposed Project. Impacts resulting from loading activities would be less than significant. The surrounding sensitive receptors would not be exposed to excessive noise from parking areas.
Policy 8.G.1: The City shall prohibit development of new-noise sensitive uses where the noise level due to non-transportation noise sources will exceed the noise level standards of Table 8-1 as measured immediately within the property line of the new development, unless effective noise mitigation measures have been incorporated into the development design to achieve the standards set out in Table 8-1.	Refer to Goal 8.G response above. The proposed Project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). Of the total square footage, approximately 20,000 square feet may be used for retail uses. No noise sensitive uses are proposed.
Policy 8.G.2: The City shall require that noise created by new non-transportation sources be mitigated so as not to exceed the noise level standards of Table 8-1 as measured immediately within the property line of lands designated for noise-sensitive uses.	Refer to Goal 8.G response above.
Policy 8.G.4: Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 8-1 at existing or planned noise-sensitive uses, the City shall require an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design. The acoustical analysis shall meet the following requirements: - It shall be the financial responsibility of the Project Applicant. - It shall be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics. - It shall include representative noise level measurements with sufficient sampling periods	Refer to Goal 8.G response above.

Table 5.6-5 (Continued)
Consistency Analysis with the Woodland General Plan
Goals and Policies for Noise

General Plan Goals and Policies	Analysis
and locations to adequately describe local conditions and the predominant noise sources. d. It shall include estimates of existing and projected cumulative (20 years) noise levels in terms of L_{dn} or CNEL and/or the standards of Table 8-1, and compare those levels to the policies and standards of this section of the General Plan. e. It shall recommend appropriate mitigation to achieve compliance with the policies and standards of this section of the General Plan, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance. f. It shall include estimates of noise exposure after the prescribed mitigation measures have been implemented. g. It shall describe a post project assessment program, which could be used to evaluate the effectiveness of the proposed mitigation measures.	
Policy 8.G.5: The City shall evaluate the general feasibility of proposed projects with respect to existing and future transportation noise levels shown in Figure 8-1.	Refer to Goal 8.G response above.
Policy 8.G.6: The City shall prohibit new development of noise-sensitive land uses in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels set out in Table 8-2, unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels set out in Table 8-2. Exceptions to this standard will be permitted within the Southeast Area Specific Plan Area, where a 5 dB increase in outdoor activity areas will be permitted.	Refer to Policy 8.G.1 response above.
Policy 8.G.7: The noise created by new transportation noise sources shall be mitigated so as not to exceed the levels specified in Table 8-2 at outdoor activity areas or interior spaces of existing noise-sensitive land uses.	Refer to Goal 8.G response above.
Policy 8.G.8: New roadway improvement projects will be needed to accommodate development permitted according to the Land Use Diagram. Where existing noise-sensitive uses may be exposed to increased noise levels due to increased roadway capacity and increases in travel speeds associated with roadway improvements, the City will apply the following criteria to determine the significance of increases in noise related to roadway improvement projects:	Refer to Goal 8.G response above. The proposed Project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). Of the total square footage, approximately 20,000 square feet may be used for retail uses. The proposed Project is not a roadway improvement project.

Table 5.6-5 (Continued)
Consistency Analysis with the Woodland General Plan
Goals and Policies for Noise

General Plan Goals and Policies	Analysis
a. Where existing traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant; b. Where existing traffic noise levels range between 60 and 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +3 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant; and c. Where existing traffic noise levels are greater than 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +1.5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.	
Goal 8.H: To protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.	Refer to Goal 8.G response above. The proposed Project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). Of the total square footage, approximately 20,000 square feet may be used for retail uses. The proposed Project is consistent with surrounding land uses (regional distribution centers, industrial facilities, and retail development).
Policy 8.H.2: Where noise mitigation measures are required to achieve the standards of Tables 8-1 and 8-2, the emphasis in such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered as a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.	Refer to Goal 8.G response above.
Source: <i>City of Woodland General Plan</i>, December 2002.	

Table 5.6-6, NOISE LEVEL PERFORMANCE STANDARDS (Table 8-1 of the *City of Woodland General Plan*), lists the hourly and maximum noise levels of daytime and nighttime noise standards.

Table 5.6-6
Noise Level Performance Standards
(Table 8-1 of the *City of Woodland General Plan*)

Noise Level Descriptor	New Projects Affected by or Including Non-Transportation Sources ^{1, 2}	
	Daytime (7:00 AM to 10:00 PM)	Nighttime (10:00 PM to 7:00 PM)
Hourly L_{eq} , (dB)	50	45
Maximum Level (dB)	70	65

Note:

- Each of the noise levels specified above shall be lowered by 5 dB for simple tone noises, noise consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial uses (e.g., caretaker dwellings).
- For the purposes of compliance with the provisions of this section, the City defines transportation noise sources as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Other noise sources are presumed to be subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, and loading docks.

Source: *City of Woodland General Plan*, December 2002.

Table 5.6-7, FEASIBILITY OF DEVELOPMENTS WITH RESPECT TO NOISE (Figure 8-1 of the *City of Woodland General Plan*) lists land use categories, feasibility of types of development, and the corresponding community noise exposures.

Table 5.6-7
Feasibility of Developments with Respect to Noise
(Figure 8-1 of the *City of Woodland General Plan*)

Land Use Category	Community Noise Exposure Level (L_{dn} or CNEL, dBA)						
	55	60	65	70	75	80	
Residential, Theaters, Auditoriums, Meeting Halls, Churches							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Hospitals, Child Care, Museums							
Playgrounds, Neighborhood Parks							
Office Buildings, Retail, Commercial							

Table 5.6-7 (Continued)
Feasibility of Developments with Respect to Noise
(Figure 8-1 of the *City of Woodland General Plan*)

Land Use Category	Community Noise Exposure Level (L_{dn} or CNEL, dBA)						
	55	60	65	70	75	80	
Industrial, Utilities, Manufacturing							
Golf Courses, Outdoor Spectator Sports							

	Feasible: Specified land use is satisfactory. No noise mitigation measures are required.
	Probably Feasible: Use should be permitted only after careful study and inclusion of mitigation measures as needed to satisfy the policies of the Noise Element.
	Usually Not Feasible: Development is usually not feasible in accordance with the goals and policies of the noise section of the General Plan.

Source: *City of Woodland General Plan*, December 2002.

Table 5.6-8, MAXIMUM ALLOWABLE NOISE EXPOSURE (Table 8-2 of the *City of Woodland General Plan*), details the maximum noise exposure generated by transportation noise sources for outdoor activity areas and interior spaces.

Table 5.6-8
Maximum Allowable Noise Exposure
(Table 8-2 of the *City of Woodland General Plan*)

Land Use	Outdoor Activity Area ¹ L_{dn} /CNEL, dB	Interior Spaces	
		L_{dn} / CNEL, dB	L_{eq} , dB ²
Residential	60 ³	45	--
Transient Lodging	60 ³	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60 ³	--	40
Office Buildings	--	--	45
Schools, Libraries Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

¹Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB L_{dn} shall be applied at the building facade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area.

²As determined for a typical worst-case hour during periods of use.

³Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn} /CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: *City of Woodland General Plan*, December 2002.

City of Woodland Municipal Code

The City of Woodland (City) adopted a Noise Ordinance to regulate loud, unnecessary, and disturbing noises within the City on the basis of commonly known noise sources. The Noise Ordinance enumerates those noise sources as motor noise sources, horns and signaling devices, yelling and shouting, construction or repair of buildings, pile driving, tools, and blowers. The Noise Ordinance does not contain specific noise standards. Instead, the Noise Ordinance primarily limits the hours and conditions under which the above listed activities can occur, as well as those activities that are prohibited. The Noise Ordinance sections that are applicable to the proposed Project are listed below:

Section 15-26: Loud, unnecessary, etc., noises prohibited; enumeration of such noises.

It shall be unlawful for any person to make, continue or cause to be made or continued, any loud, unnecessary or unusual noise or any noise which either annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others, within the limits of the City. The following acts, among others, are declared to be loud, disturbing and unnecessary noises in violation of this section, but such enumeration shall not be deemed to be exclusive, namely:

- (d) Construction or Repairing of Buildings. The erection (including excavation), demolition, alteration or repair of any building other than between the hours of 7:00 A.M. and 6:00 P.M. on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 A.M. and 6:00 P.M. on Sunday, except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the building inspector, which permit may be granted for a period not to exceed three days or less while the emergency continues, and which permit may be renewed for a period of three days or less while the emergency continues. If the building inspector should determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or the excavation of streets and highways within the hours of 6:00 P.M. and 7:00 A.M. on weekdays and 6:00 P.M. and 9:00 A.M. on Sundays, and if he shall further determine that loss or inconvenience would result to any party in interest, he may grant permission for such work to be done within the hours of 6:00 P.M. and 7:00 A.M. on weekdays and 6:00 P.M. and 9:00 A.M. on Sundays, upon application being made at the time the permit for the work is awarded or during the progress of the work.*
- (e) Pile Drivers, Hammers, Etc. The operation between the hours of 10:00 P.M. and 7:00 A.M. of any pile driver, steamshovel, pneumatic hammer, derrick, steam and electric hoist or other appliance, the use of which is attended by loud or unusual noise.*
- (f) Tools. The use or operation between the hours of 10:00 P.M. and 7:00 A.M. of any power saw, power planer or other powered tool or appliance or saw or hammer, or other tool, so as to disturb the quiet, comfort or repose of persons in any dwelling, hotel, apartment or other type of residence, or of any person in the vicinity.*
- (g) Blowers. The operating of any noise-creating blower of power fan or any internal combustion engine the operation of which causes noise due to the explosion of operating gases or fluids unless the noise from such blower or fan is muffled and such engine is equipped with a muffler device sufficient to deaden such noise.*

- (h) *The operation of any type of suction sweeper or cleaner between the hours of 10:00 P.M. and 7:00 A.M., the use of which is attended by loud or unusual noise which disturbs the quiet, comfort or repose of persons in any dwelling, hotel, apartment or other type of residence, or of any person in the vicinity.*
- (i) *Exhausts. The discharge into the open air of the exhaust of any steam engine, stationary internal combustion engine, motor boat or motor vehicle except through a muffler or other device which will effectively prevent loud or explosive noises therefrom.*

5.6.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An Environmental Impact Report (EIR) is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to noise, if it would:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose persons to or generate excessive ground borne vibration or ground borne noise levels;
- A substantial permanently increase ambient noise levels in the project vicinity above levels existing without the;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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, expose people residing or working in the project site to excessive noise levels; and/or
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels.

AREAS OF NO PROJECT IMPACT

The following impacts either are not applicable to the proposed Project or are not reasonably foreseeable:

- 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, expose people residing or working in the project site to excessive noise levels (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT); and
- Located within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT).

The proposed Project is not located within an airport land use plan, nor is it located within two miles of a public airport or in the vicinity of a public airstrip. The nearest airport is Medlock Field, which is

located approximately five miles south of the proposed Project. Sacramento International Airport is located approximately 7.5 miles east of the proposed Project site. Therefore, the proposed Project would not have the potential to expose people to excessive noise generated by aircraft or airport operations. No impacts would occur.

Significance of Changes in Traffic Noise Levels

If the ambient noise environment is quiet and the new noise source greatly increases the noise exposure, an impact may occur even though a criterion level might not be exceeded. The proposed Project would potentially create a significant impact for traffic noise levels when the following occurs:

- An increase of the existing ambient noise levels by 5 dBA or more, where the existing ambient level is less than 60 dBA L_{dn} ;
- An increase of the existing ambient noise level by 3 dBA or more, where the existing ambient levels is 60 to 65 dBA L_{dn} ; or
- An increase of the existing ambient noise level by 1.5 dBA or more, where the existing ambient level is greater than 65 dBA L_{dn} .

The proposed Project would result in a significant noise impact when a permanent increase in ambient noise levels of exceeds the criteria identified above and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

Significance of Changes in Cumulative Traffic Noise Levels

The proposed Project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Cumulative With Project" condition to "Existing Conditions." This comparison accounts for the traffic noise increase from the proposed Project generated in combination with traffic generated by projects in the cumulative projects list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

Combined Effects: The cumulative with project noise level ("Long Term With Project") causes the following:

- An increase of the existing noise level by 5 dBA or more, where the existing level is less than 60 dBA L_{dn} ;
- An increase of the existing noise level by 3 dBA or more, where the existing level is 60 to 65 dBA L_{dn} ;
- An increase of the existing noise level by 1.5 dBA or more, where the existing level is greater than 65 dBA L_{dn} .

Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the proposed Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

Incremental Effects: The "Long Term With Project" causes a 1 dBA increase in noise over the "Long Term Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

Based on these standards, the effects of the proposed Project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.6.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Noise impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.6-1 GRADING AND CONSTRUCTION WITHIN THE PROPOSED PROJECT SITE MAY RESULT IN TEMPORARY NOISE IMPACTS ON NEARBY NOISE SENSITIVE RECEPTORS.

Impact Analysis: Although the Project Applicant would determine the timing of the development, and build-out of the proposed Project site would be driven by market conditions, the proposed Project site is anticipated to be developed within three phases. The first phase is anticipated to begin in 2015 with the second phase anticipated to begin in 2017. The third development phase is anticipated to commence in 2019.

Short-term noise impacts would be associated with demolition, mass grading, fine grading, trenching, paving, and building construction. Construction-related short-term noise levels would be higher than existing ambient noise levels in the proposed Project area today, but would no longer occur once construction is completed. Construction worker commutes and the transport of construction equipment and materials to the proposed Project site would incrementally increase noise levels on access roads leading to the site. There would be a relatively high single-event noise exposure potential at a maximum level of 80 dBA L_{max} with trucks passing at 50 feet. However, the projected construction traffic would be nominal when compared to the noise generated by the Sierra Railway and existing traffic volumes on East Main Street, East Beamer Street, County Road (CR) 102, and Interstate (I) 5. Therefore, short-term construction-related worker commutes and equipment transport noise impacts associated with proposed Project construction would not be significant.

Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on-site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise to be categorized by work phase. Table 5.6-9, MAXIMUM NOISE LEVELS GENERATED BY CONSTRUCTION EQUIPMENT, indicates the anticipated noise levels of construction equipment based on a distance of 50 feet between the

equipment and noise receptor. The site preparation phase, which includes grading of the site, tends to generate the highest noise levels. Earthmoving and compacting equipment includes excavating machinery such as backfillers, bulldozers, draglines, front loaders, compactors, scrapers, and graders. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings. The average noise levels presented in Table 5.6-9, are based on the quantity, type, and Acoustical Use Factor for each type of equipment that is anticipated to be used.

Table 5.6-9
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor ¹	L _{max} at 50 Feet (dBA)
Cement/Mortar Mixer	40	79
Concrete/Industrial Saw	20	90
Crane	16	81
Dozer	40	82
Excavator	40	81
Forklift	40	79
Generator	50	81
Grader	40	85
Other Equipment (greater than five horse power)	50	85
Paver	50	77
Roller	20	80
Tractor	40	84
Truck	40	80
Welder	40	73

Note:

¹ Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, dated January 2006. Refer to Appendix 15.4 NOISE MONITORING DOCUMENTATION.

The closest existing sensitive receptors in the vicinity of the proposed Project site are residences located 1,500 feet to the south. Therefore, sensitive receptors would not be exposed to continuous close-range construction noise. Construction would occur throughout the proposed Project site and would not be concentrated or confined in the area directly adjacent to these receptors. Normally, construction activities occur in small construction zones with noise emanating from the various points in the area. In several instances, the sensitive receptors located in the proposed Project vicinity are shielded from the construction areas by existing on- and off-site buildings.

Pursuant to the *City of Woodland Municipal Code* Section 15-26 (D): *Construction or Repairing of Buildings*, noise related construction activities are exempt from code requirements between 7:00 AM and 6:00 PM Monday through Saturday and between 9:00 AM and 6:00 PM on Sundays. Implementation of Mitigation Measure (MM) 5.6-1 would further minimize any impacts from construction noise, ensuring that impacts are reduced to a less than significant level by requiring mobile equipment to be muffled and requiring best management practices for hauling activities. Train traffic on Sierra Railway and existing traffic volumes from East Main Street, East Beamer Street, CR-102, and I-5 would mask a majority of the construction noise that would be perceived by the nearby sensitive receptors. Furthermore, construction noise impacts would cease upon completion of the construction phases.

Adherence to the *City of Woodland General Plan* goals and policies, *Municipal Code* Section 15-26 (D) requirements, and compliance with MM 5.6-1 would minimize any impacts from construction noise, and would ensure that impacts are reduced to a less than significant level.

Mitigation Measures:

MM 5.6-1 Prior to grading permit issuance, the Project Applicant shall demonstrate, to the satisfaction of the City of Woodland Community Development Department, that the Project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- Construction activities (excluding activities that would result in a safety concern to the public or construction workers or if approved by the Community Development Department) shall be limited to between the daytime hours of 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.).
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.6-2 GRADING AND CONSTRUCTION WITHIN THE PROPOSED PROJECT SITE MAY RESULT IN TEMPORARY VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS.

Impact Analysis: Construction activities can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Ordinary buildings that are not particularly fragile would not

experience any cosmetic damage (e.g., plaster cracks) at distances beyond 25 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Table 5.6-10, TYPICAL VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT, identifies various vibration velocity levels for types of construction equipment that would operate during construction.

Table 5.6-10
Typical Vibration Levels for Construction Equipment

Equipment	Approximate Ground Velocity in Decibels at 25 feet (inches/second)	Approximate Ground Velocity in Decibels at 50 feet (inches/second)
Pile Driver (impact)	104	98
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52

Notes: Root mean square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

Groundborne vibration would attenuate at a rate of approximately 6 VdB per doubling of distance. The groundborne vibration generated during construction activities would primarily impact existing sensitive uses that are located adjacent to or within the vicinity of specific projects. Based upon the information provided in Table 5.6-10, vibration levels could reach up to 87 VdB for typical construction activities (and up to 104 VdB if pile driving activities were to occur) at sensitive uses located within 25 feet of construction. However, no pile driving activities are expected to take place during proposed Project construction. Furthermore, the closest existing sensitive receptors in the vicinity of the proposed Project site are residences located 1,500 feet to the south. Therefore, impacts to the generation and/or exposure of persons or structures to excessive groundborne vibration would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.6-3 PROJECT IMPLEMENTATION WOULD GENERATE ADDITIONAL VEHICULAR TRAVEL ON THE SURROUNDING ROADWAY NETWORK, THEREBY RESULTING IN PERMANENT NOISE LEVEL INCREASES.

Impact Analysis: Near-term development within the proposed Project area would result in additional traffic on adjacent roadways, thereby increasing the vehicular noise in the vicinity of the existing and proposed land uses. The Existing Project ("Near-Term Without Project") and the Existing Plus Project ("Near-Term With Project") were compared. As previously discussed, an increase of five dBA or greater in noise levels occurring from project-related activities would be significant when the "Without Project" noise level is below 60 dBA L_{dn} . An increase of three dBA or greater in noise levels occurring from project-related activities would be significant when the "Without Project" noise level is between 60 to 65 dBA L_{dn} . Finally, an increase of 1.5 dBA or greater would be significant if the "Without Project" noise level is above 65 dBA L_{dn} .

In Table 5.6-11, NEAR-TERM NOISE SCENARIOS, the noise level (dBA at 100 feet from centerline) depicts what would typically be heard 100 feet perpendicular to the roadway centerline. As indicated in Table 5.6-11, under the “Near-Term Without Project” scenario, noise levels at a distance of 100 feet from the centerline would range from approximately 58.5 dBA to 62.2 dBA. The highest noise levels under “Near-Term Without Project” would occur along Main Street (west of Douglas Lane). Under “Near-Term With Project” scenario noise levels at a distance of 100 feet from the centerline would range from approximately 62.1 dBA to 66.4 dBA. The highest noise levels under “Near-Term With Project” would occur along the CR-102 (between Hanson Way and Beamer Street).

Table 5.6-11
Near-Term Noise Scenarios

Roadway Segment	Near-Term Without Project		Near-Term With Project		Difference in dBA @ 100 feet from Roadway	Potentially Significant Impact
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 Feet from Roadway Centerline		
Beamer Street						
Between Pioneer Avenue and CR-102	2,800	58.5	6,500	62.1	3.6	No
CR-102						
Between Hanson Way and Beamer Street	6,700	62.1	18,200	66.4	4.3	Yes*
Pioneer Avenue						
South of Beamer Street	6,400	61.8	7,800	62.7	0.9	No
Main Street						
West of Douglas Lane	6,900	62.2	8,700	63.2	1.0	No

Notes: ADT = average daily trips; dBA = A-weighted decibels

* Land uses along this roadway segment are designated as Business Park and Industrial per the *City of Woodland General Plan*.

Source: *Woodland Commerce Center – Forecast ADTs for Air Quality and Noise Analysis*, Fehr & Peers, June 16, 2011.

Table 5.6-11 also compares the “Near-Term Without Project” scenario to the “Near-Term With Project” scenario. The maximum increase would be 4.3 dBA along CR-102 (between Hanson Way and Beamer Street). However, land uses located along with roadway segment are designated as Business Park and Industrial, which are allowed to have exterior noise levels of up to 70 dBA L_{dn} . As the resultant noise level is 66.4 dBA L_{dn} , impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.6-4 IMPLEMENTATION OF THE PROPOSED PROJECT MAY RESULT IN THE GENERATION OF ON-SITE NOISE ASSOCIATED WITH FUTURE INDUSTRIAL/RETAIL USES, AS WELL AS INCREASE IN AMBIENT NOISE LEVELS.

Impact Analysis: The proposed Project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). Of the total square footage, approximately 20,000 square feet may be used for retail uses. Noise associated with operational activities of mixed uses is typically generated by the following sources:

- Trucks traveling on the site, to and from loading docks;
- Mechanical equipment (air conditioners, trash compactors, emergency generators, etc.); and
- Typical parking lot activities (e.g., parking lot traffic and car door slamming).

SLOW-MOVING TRUCKS (DELIVERIES)

Typically, a medium 2-axle truck used to make deliveries can generate a maximum noise level of 75 dBA at a distance of 50 feet. These are levels generated by a truck that is operated by an experienced “reasonable” driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be achieved, but would not be considered representative of a nominal truck operation.

It is anticipated that the proposed Project would be equipped with roll-up drive-in doors and/or roll-up dock-high doors for truck loading/unloading, warehouse, and distribution operations. Buildings equipped with roll-up drive-in doors and/or roll-up dock-high doors concentrate docking operations away from the boundaries of the proposed Project site. Docking operations would be concentrated between the on-site buildings. As docking operations are concentrated between buildings, sensitive receptors are shielded from potential operational-related noise impacts. Furthermore, the closest existing sensitive receptors in the vicinity of the proposed Project site are residences located 1,500 feet to the south. Sensitive receptors surrounding the proposed Project site would not be directly exposed to on-site docking operations created by the Project. Impacts resulting from loading activities would be less than significant.

MECHANICAL EQUIPMENT

The proposed Project would require the use of heating, ventilation, and air conditioning units (HVAC). Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. HVAC units would be located on the roof on all the buildings. The closest sensitive receptors to the proposed Project site are 1,500 feet to the south. There are buildings located between the proposed Project site and all of the residences. Intervening buildings would act as noise barriers reducing noise levels by approximately 10 to 20 dBA. Additionally, the operation of building mechanical equipment would be largely limited to daytime hours of operation, would typically occur on an intermittent and sporadic basis, and would be largely masked by existing traffic noise levels.

PARKING AREAS

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the L_{dn} scale. Also, noise would primarily remain on-site and would be intermittent (during peak-events). However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Parking lot noise can also be considered a “stationary” noise source and would not occur on a consistent basis after 10:00 PM. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 5.6-12, MAXIMUM NOISE LEVELS GENERATED BY PARKING LOTS.

Table 5.6-12
Maximum Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	63 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	61 dBA L_{eq}
Source: Wieland Associates, 2002.	

Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Parking lot noise would also be partially masked by background noise from proposed walls, a landscaped buffer, and other typical community noise sources. The closest sensitive receptors to the proposed Project site are 1,500 feet to the south. Therefore, the surrounding sensitive receptors would not be exposed to excessive noise from parking areas. A less than significant impact would occur in this regard.

RAIL NOISE

The Sierra Railway tracks are located directly south of the proposed Project site, parallel to East Main Street. A railroad spur from the existing mainline track may be constructed in the southwestern portion of the proposed Project site to provide product import and export. Currently, the frequency and types of trips are unknown; however, per the *City of Woodland General Plan Background Report*, noise levels at 100 feet from the Sierra Railway tracks are 71 dBA L_{dn} during peak use. Normal train operations along the spur would be associated with the movement of goods to and from the proposed Project site, and are anticipated to be lower than the predicted peak use rates. Therefore, noise is anticipated to be below the land use compatibility standard for the proposed Project site (which is 70 dBA L_{dn}). Additionally, idling locomotives do not produce ground-borne vibration, since the train is not rolling on the tracks. Rather, idling locomotives emit low frequency noise at levels that are typically only perceived when a receptor is close to the idling train.

The proposed Project site is located approximately 1,500 feet from the nearest residential receptors located to the south across I-5. In addition, there are numerous existing industrial and commercial buildings situated between the residences and the proposed rail spur. These intervening buildings, including the I-5 mainline and other local roadways would mask the train noise to the residents south of I-5. Furthermore, by applying fundamental noise propagation principles which show that noise levels are conservatively reduced by approximately 3 dBA with each doubling of the distance from the source, train noise associated with the spur line from the Sierra Railway would not expose residents to noise levels in excess of 60 dBA L_{dn} . Less than significant impacts are anticipated in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS

IMPACT 5.6-5 IMPLEMENTATION OF THE PROPOSED PROJECT, COMBINED WITH CUMULATIVE PROJECTS, MAY INCREASE THE AMBIENT NOISE LEVELS IN THE PROJECT VICINITY.

Impact Analysis: The following discusses potentially cumulative operational and mobile noise impacts.

Cumulative Operational Noise

The proposed Project would introduce the use of stationary equipment that would increase noise levels within the area. Based on the long-term stationary noise impacts analysis, with mitigation, impacts would be less than significant. Additionally, the proposed Project would not result in stationary long-term equipment that would significantly affect surrounding sensitive receptors. Furthermore, future development proposals within the City would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Thus, cumulative noise exposure for long-term operations would result in a less than significant impact.

Cumulative Mobile Noise

The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the proposed Project and other projects are compared. Second, for combined effects that are determined to be cumulatively significant, the proposed Project's incremental effects then are analyzed. The proposed Project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Long-Term With Project" condition to "Existing Conditions". This comparison accounts for the traffic noise increase from the proposed Project generated in combination with traffic generated by projects in the cumulative projects list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

Combined Effects: The Cumulative With Project noise level ("Long-Term With Project") causes the following:

- An increase of the existing noise level by 5 dBA or more, where the existing level is less than 60 dBA L_{dn} ;
- An increase of the existing noise level by 3 dBA or more, where the existing level is 60 to 65 dBA L_{dn} ; or
- An increase of the existing noise level by 1.5 dBA or more, where the existing level is greater than 65 dBA L_{dn} .

Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the proposed Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

Incremental Effects: The "Long-Term With Project" causes a 1 dBA increase in noise over the "Long-Term Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increases. Consequently, only proposed projects and growth anticipated to occur in the general vicinity of the proposed Project area would contribute to cumulative noise impacts. Table 5.6-13, CUMULATIVE NOISE SCENARIO, lists the traffic noise effects along roadway segments in the proposed Project vicinity for "Existing Without Project", "Long-Term Without Project," and "Long-Term With Project," including incremental and net cumulative impacts.

First, it must be determined whether the *Combined Effects* criterion is exceeded. Per Table 5.6-13, the criterion is exceeded along CR-102 (between Hanson Way and Beamer Street) and Pioneer Avenue (south of Beamer Street). Per Table 5.6-13, INCREMENTAL EFFECTS, criterion is exceeded along the same roadway segment. However, the land uses along these segments is designated as Business Park and Industrial. Traffic noise levels along these segments would not be expected to generate noise levels exceeding the land use compatibility standards (refer to Table 5.6-7 and Table 5.6-8, above). Therefore, a less than significant cumulative mobile noise impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

Table 5.6-13
Cumulative Noise Scenario

Roadway Segment	Existing Without Project	Long-Term Without Project	Long-Term With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact
	dBa @ 100 Feet from Roadway Centerline	dBa @ 100 Feet from Roadway Centerline	dBa @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing Without Project and Long-Term With Project	Difference in dBA between Long-Term With Project and Long-Term Without Project	
Beamer Street						
Between Pioneer Avenue and CR-102	58.5	60.4	63.0	4.5	2.6	No
CR-102						
Between Hanson Way and Beamer Street	62.1	66.0	68.3	6.2	2.3	Yes*
Pioneer Avenue						
South of Beamer Street	61.8	64.7	65.1	3.3	0.4	No
Main Street						
West of Douglas Lane	62.2	64.2	64.8	2.6	0.6	No

Notes: ADT = average daily trips; dBA = A-weighted decibels

* Land uses along this roadway segment are designated as Business Park and Industrial per the *City of Woodland General Plan*.

Source: *Woodland Commerce Center – Forecast ADTs for Air Quality and Noise Analysis*, Fehr & Peers, June 16, 2011.

5.7 AIR QUALITY

This section evaluates short- and long-term air quality impacts associated with buildout of the proposed Project. Mitigation measures are also recommended to avoid or lessen the proposed Project's impacts. Information in this section is based primarily on the Aerometric Data Analysis and Measurement System (ADAM) Statistics (California Air Resources Board [CARB] 2009 through 2011); the Yolo-Solano Air Quality Management District (YSAQMD), the California Environmental Quality Act (CEQA) *Handbook for Assessing and Mitigating Air Quality Impacts*, July 11, 2007; and the YSAQMD *Air Quality Attainment Plan Triennial Assessment and Plan Update*, May 2010 (refer to Appendix 15.5, AIR QUALITY/GREENHOUSE GAS DATA, for the assumptions in this analysis).

5.7.1 EXISTING CONDITIONS

SACRAMENTO VALLEY AIR BASIN

The City of Woodland (City) is located in Yolo County, within the Sacramento Valley Air Basin (SVAB). The SVAB is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on the east. The intervening terrain is relatively flat. The SVAB includes eleven California counties including all of Shasta, Tehama, Glenn, Colusa, Butte, Sutter, Yuba, Sacramento, and Yolo Counties, the westernmost portion of Placer County and the northeastern half of Solano County.

The SVAB is characterized by a Mediterranean climate of hot dry summers and mild rainy winters. During the year the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches, and the rainy season generally occurs from November through March. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants under certain meteorological conditions. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells collect over the Sacramento Valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap pollutants near the ground.

The ozone season in the Sacramento Valley spans from May through October and is characterized by stagnant morning air or light winds with the delta sea breeze arriving in the afternoon out of the southwest. Usually the evening breeze transports the airborne pollutants to the north out of the Sacramento Valley. During about half of the days from July to September, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out, the Schultz Eddy causes the wind pattern to circle back to the south. Essentially, this phenomenon causes the air pollutants to be blown south toward the southern portion of the valley. This phenomenon has the effect of exacerbating the pollution levels in the area and increases the likelihood of violating federal or state standards. The eddy normally dissipates around noon when the delta sea breeze arrives.

LOCAL AMBIENT AIR QUALITY

The proposed Project is within the YSAQMD, which is a 1,500-square-mile portion of SVAB. SVAB has been further divided into Planning Areas called the Northern Sacramento Valley Air Basin (NSVAB) and the Greater Sacramento Air Region, designated by the U.S. Environmental Protection Agency (EPA) as

the Sacramento Federal Ozone non-attainment area. The non-attainment area consists of all of Sacramento and Yolo Counties, and parts of El Dorado, Solano, Placer, and Sutter Counties.

The YSAQMD monitors air quality at four monitoring stations throughout the SVAB. Monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The following air quality information briefly describes the various types of pollutants monitored at the Woodland-Gibson Monitoring Station, the Davis-UCD Campus Monitoring Station, and the Sacramento-Goldenland Court Monitoring Station. The Woodland-Gibson Monitoring Station is located 3.7 miles west from the proposed Project site and measures ozone (O₃), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). The Davis-UCD Campus Monitoring Station is located 10.2 miles south of the proposed Project site and measures nitrogen dioxide (NO₂). The Sacramento-Goldenland Court Monitoring Station is located 12.6 miles east of the proposed Project site and measures Carbon Monoxide (CO). Air quality data from 2009 through 2011 is provided in Table 5.7-1, LOCAL AIR QUALITY LEVELS.

Table 5.7-1
Local Air Quality Levels

Pollutant	Primary Standard		Year	Maximum ¹ Concentration	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO) (8-Hour) ⁴	9 ppm for 8 hours	9 ppm for 8 hours	2009 2010 2011	1.94 ppm 1.23 1.60	0/0 0/0 0/0
Carbon Monoxide (CO) ⁴ (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2009 2010 2011	2.40 ppm 1.60 1.90	0/0 0/0 0/0
Ozone (O ₃) (1-Hour) ²	0.09 ppm for 1 hour	NA ⁵	2009 2010 2011	0.093 ppm 0.087 0.088	4/NA 0/NA 0/NA
Ozone (O ₃) (8-Hour) ²	0.070 ppm for 8 hours	0.075 ppm for 8 hours	2009 2010 2011	0.082ppm 0.069 0.073	11/30/0 2/0
Nitrogen Dioxide (NO ₂) ³	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2009 2010 2011	0.040 ppm 0.037 0.043	0/0 0/0 0/0
Particulate Matter (PM ₁₀) ^{2,6,7}	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours	2009 2010 2011	64.60 µg/m ³ 87.40 56.60	2/0 1/0 1/0
Fine Particulate Matter (PM _{2.5}) ^{2,7}	No Separate State Standard	35 µg/m ³ for 24 hours	2009 2010 2011	27.60 µg/m ³ 26.70 39.40	1/1 0/0 0/1

ppm = parts per million

µg/m³ = micrograms per cubic meter

NM = Not Measured

PM₁₀ = particulate matter 10 microns in diameter or less

PM_{2.5} = particulate matter 2.5 microns in diameter or less

NA = Not Applicable

Notes:

¹ Maximum concentration is measured over the same period as the California Standard.

² Measurements taken at the Woodland-Gibson Road Monitoring Station (located at 41929 E Gibson Rd, Woodland CA 95776).

³ Measurements taken at the Davis – UCD Campus Monitoring Station (located at Campbell Road, Davis, CA 95616).

⁴ Measurements taken at Sacramento – Goldenland Court Monitoring Station (located at 68 Goldenland Court, Sacramento, CA 95834).

⁵ The U.S. Environmental Protection Agency revoked the Federal 1-hour Standard in June of 2005.

⁶ PM₁₀ exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.

⁷ PM₁₀ and PM_{2.5} exceedances are derived from the number of samples exceeded, not days.

Source: California Air Resources Board, *Aerometric Data Analysis and Measurement System (iADAM) Air Quality Data Statistics*. Located online at: <http://www.arb.ca.gov/adam/welcome.html>. Accessed on January 14, 2013.

Carbon Monoxide. Carbon monoxide (CO) is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency, as seen in high altitudes) are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO. Exposure to high levels of CO can slow reflexes and cause drowsiness, as well as result in death in confined spaces at very high concentrations.

Nitrogen Dioxide. Nitrogen oxides (NO_x) are a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃, and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (i.e., motor vehicle engines, power plants, refineries, and other industrial operations).

NO₂ can irritate and damage the lungs, and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air, may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes as well as cause pulmonary dysfunction.

Ozone. Ozone (O₃) occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O₃ layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

The "Bad" O₃ is a photochemical pollutant, and needs reactive organic compounds (ROGs), NO_x, and sunlight to form; therefore, ROGs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at levels typically observed in Southern California can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache and nausea.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly

reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill [SB] 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the EPA announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

Sulfur Dioxide. Sulfur dioxide (SO₂) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_x) and lead (Pb). Exposure of a few minutes to low levels of SO₂ can result in airway constriction and reduction in breathing capacity in some asthmatics.

Toxic Air Contaminants. Toxic air contaminants (TACs) are not considered criteria pollutants in that the federal and California Clean Air Acts do not address them specifically through the setting of National or State Ambient Air Quality Standards. Instead, the EPA and California Air Resource Board (CARB) regulate Hazardous Air Pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than is the general population. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools and parks. Existing sensitive receptors located in the proposed Project vicinity include single and multi-family residential homes, schools, parks, and places of worship. The nearest hospital is Woodland Memorial Hospital, located at the northeast corner of Gibson Road and Cottonwood Street in Woodland. Sensitive receptors are depicted in Table 5.7-2, SENSITIVE RECEPTORS.

Table 5.7-2
Sensitive Receptors

Type	Name	Distance from proposed Project Site (feet)	Direction from proposed Project Site
Residential	Residential Uses	1,500	South
Schools	Roman S. Tafoya Elementary School	2,290	South
Parks	Klenhard Park	2,980	South
Places of Worship	Calvary Chapel of Woodland	2,900	West

Source: RBF Consulting field reconnaissance, April 2011; Google Earth 2010.

5.7.2 REGULATORY SETTING

The following is a description of Federal, State, and local environmental laws and policies that are relevant to the CEQA review process.

FEDERAL FRAMEWORK

U.S. Environmental Protection Agency (EPA)

The EPA is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for “criteria” pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare. The criteria pollutants are O₃, CO, NO₂ (which is a form of nitrogen oxides [NO_x]), SO₂ (which is a form of sulfur oxides [SO_x]), particulate matter less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}, respectively), and Pb; refer to Table 5.7-3, NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS.

**Table 5.7-3
National and California Ambient Air Quality Standards**

Pollutant	Averaging Time	California ¹		Federal ²	
		Standard ³	Attainment Status	Standards ⁴	Attainment Status
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Nonattainment	N/A ⁵	N/A ⁵
	8 Hours	0.07 ppm (137 µg/m ³)	Nonattainment	0.075 ppm (147 µg/m ³)	Nonattainment
Particulate Matter (PM ₁₀)	24 Hours	50 µg/m ³	Nonattainment	150 µg/m ³	Unclassified
	Annual Arithmetic Mean	20 µg/m ³	Nonattainment	N/A ⁶	N/A
Fine Particulate Matter (PM _{2.5})	24 Hours	No Separate State Standard		35 µg/m ³	Nonattainment
	Annual Arithmetic Mean	12 µg/m ³	N/A	15.0 µg/m ³	Attainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Unclassified/Attainment
	1 Hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Unclassified/Attainment
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	N/A	53 ppb (100 µg/m ³)	Attainment
	1 Hour	0.18 ppm (339 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	N/A
Lead (Pb)	30 days average	1.5 µg/m ³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 µg/m ³	Attainment
Sulfur Dioxide (SO ₂)	24 Hours	0.04 ppm (105 µg/m ³)	Attainment	0.14 ppm (365 µg/m ³)	Attainment
	3 Hours	N/A	N/A	N/A	Attainment
	1 Hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	N/A
Visibility-Reducing Particles	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Attainment	No Federal Standards	
Sulfates	24 Hour	25 µg/m ³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Attainment		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m ³)	Attainment		

Table 5.7-3 (Continued)
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California ¹		Federal ²	
		Standard ³	Attainment Status	Standards ⁴	Attainment Status

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable.

Notes:

1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, suspended particulate matter- PM_{10} and visibility-reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In 1990, CARB identified vinyl chloride as a toxic air contaminant, but determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 ppm ambient concentration specified in the 1978 standard.

2 National standards (other than ozone, particulate matter and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. EPA also may designate an area as attainment/unclassifiable, if: (1) it has monitored air quality data that show that the area has not violated the ozone standard over a three-year period; or (2) there is not enough information to determine the air quality in the area. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For $\text{PM}_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

3 Concentration is expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

5 The Federal 1-hour ozone standard was revoked on June 15, 2005 in all areas except the 14 8-hour ozone nonattainment Early Action Compact (EAC) areas.

6 The Environmental Protection Agency revoked the annual PM_{10} standard in 2006 (effective December 16, 2006).

Source: California Air Resources Board and United States Environmental Protection Agency, February 7, 2012.

STATE FRAMEWORK

California Air Resources Board (CARB)

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5.7-3, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMP's also serve as the basis for preparation of the State Implementation Plan (SIP) for the State of California.

Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data show that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment. The California Clean Air Act (CCAA) divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

LOCAL FRAMEWORK

Sacramento Area Council of Governments (SACOG)

The Sacramento Area Council of Governments (SACOG) is the regional planning agency for the six counties in the Sacramento Region including El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba as well as the following cities: Winters, Woodland, Davis, West Sacramento, Sacramento, Live Oak, Yuba City, Marysville, Wheatland, Isleton, Elk Grove, Galt, Lincoln, Rocklin, Roseville, Citrus Heights, Rancho Cordova, Folsom, Auburn, Loomis, Colfax, Placerville, and South Lake Tahoe. SACOG serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SACOG is undertaking a major effort to link transportation and land development more closely as outlined in the Valley Vision Regional Blueprint Project. With respect to air quality planning, SACOG has prepared the *Sacramento Region Blueprint* for the region, which is part of SACOG's *Metropolitan Transportation Plan for 2035*, the long-range plan that links land use and transportation planning. SACOG is responsible under the FCAA for determining conformity of projects, plans, and programs with the YSAQMD.

Yolo-Solano Air Quality Management District (YSAQMD)

The YSAQMD is responsible for achieving and maintaining healthy air quality for its residents. YSAQMD establishes programs, plans, and regulations enforcing air pollution control rules in order to attain all state and federal ambient air quality standards, as well as minimize public exposure to airborne toxins and nuisance odors.

The YSAQMD has adopted several attainment plans to achieve State and federal air quality standards and comply with CCAA and FCAA requirements. The YSAQMD continuously monitors progress in implementing attainment plans and must periodically report to the CARB and the EPA. Five air districts (including the YSAQMD) in the Sacramento Metropolitan Area, CARB, and SACOG, periodically revises the attainment plans to reflect new conditions and requirements in accordance with schedules mandated by the CCAA and FCAA.

The *Sacramento Regional 8-hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Plan) (dated December 2008) is the current federal ozone plan for the YSAQMD, and sets stationary source control programs and statewide mobile source control programs for attainment of the 8-hour ozone standard. The Ozone Plan includes the information and analyses to fulfill the federal 8-hour ozone attainment and reasonable further progress planning requirements for the Sacramento regional nonattainment area.

The CCAA requires districts to adopt air quality attainment plans (AQAPs) and to review and revise their existing plans to address deficiencies in interim measures of progress once every three years. The CCAA states that at the end of 1994 and once every three years thereafter, the YSAQMD is responsible for updating the AQAP and describing the progress made towards attaining the state ozone standard. As described in the California Health and Safety Code §40924, these triennial reports must include the extent of air quality improvement achieved during the preceding three years and the expected and revised emission reductions for each measure scheduled for adoption in the preceding three year period. The YSAQMD Governing Board has adopted updates to the original AQAP adopted in 1992. The most recent Triennial Plan was adopted in May 2010.

The YSAQMD's primary means of implementing air quality plans is by adopting rules and regulations. The Health and Safety Code §42300 et. seq. authorizes districts to adopt rules and regulations and to pursue civil and criminal penalties for violations. The YSAQMD rulebook contains nearly 70 rules. Those which are applicable to the proposed Project and are summarized below:

- Visible emissions from stationary diesel-powered equipment are not allowed to exceed 20 percent opacity for more than three minutes in any one-hour, as regulated under YSAQMD Rule 2.3, Ringelmann Chart.
- Water heaters with rated heated input capacities of less than 1 million British thermal units per hour (btu/hr) that use natural gas as a fuel source shall be compliant with YSAQMD Rule 2.37, Natural Gas-Fired Water Heaters and Small Boilers.
- Dust emissions must be prevented from creating a nuisance to surrounding properties as regulated under YSAQMD Rule 2.5, Nuisance.
- District Rule 2.9, Open Burning, Certain Materials prohibits outside fires for the purpose of disposing petroleum waste, demolition debris, construction debris, tires or other rubber 17 materials, materials containing tar, or for metal salvage or burning of vehicle bodies. Any open burning requires approval and issuance of a burn permit from the YSAQMD and shall be performed in accordance with YSAQMD Rule 2.8, Open Burning, General.
- Portable equipment greater than 50 horsepower, other than vehicles, must be registered with either the CARB Portable Equipment Registration Program or with the YSAQMD.
- Architectural coatings and solvents used at the project shall be compliant with YSAQMD Rule 2.14, Architectural Coatings.
- Cutback and emulsified asphalt application shall be conducted in accordance with YSAQMD Rule 2.28, Cutback and Emulsified Asphalt Paving Materials.
- All stationary equipment, other than internal combustion engines less than 50 horsepower, emitting air pollutants controlled under YSAQMD rules and regulations require an Authority to Construct and Permit to Operate from the YSAQMD, Rule 2.32m Stationary Internal Combustion Engines.

In addition to the YSAQMD's primary role of controlling stationary sources of pollution, the agency is required to implement transportation control measures and identify indirect source control programs to reduce mobile source emissions. To accomplish this goal, the YSAQMD works closely with the local jurisdictions as well as with regional transportation planning agencies. The YSAQMD has enhanced participation in CEQA where the agency actively reviews and comments on prepared environmental documents. Furthermore, the YSAQMD encourages cities and counties to include air quality policies for reducing emissions generated by indirect sources in their General Plans. The YSAQMD coordinates with the transportation planning agencies to provide assistance with compliance and pertinent provisions of the federal and State Clean Air Acts, as well as related transportation legislation.

City of Woodland General Plan

Applicable goals and policies relative to the proposed Project are listed in Table 5.7-4, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN GOALS AND POLICIES FOR AIR QUALITY, below, followed by a brief explanation of how the proposed Project complies with the goals and policies.

Table 5.7-4
Consistency Analysis with City of Woodland General Plan Goals and Policies for Air Quality

General Plan Goals and Policies	Analysis
Goal 7.E To protect and improve air quality in the Woodland area with the goal of attaining State and federal health-based air quality standards.	Air Quality impacts have been analyzed and concluded to be significant and unavoidable since construction and operational emissions would exceed YSAQMD thresholds. As such, proposed Project-related emissions would not contribute towards attaining State and federal air quality standards.
Policy 7.E.4. The City shall require major new development projects to submit an air quality analysis for review and approval. Based on this analysis, the City shall require appropriate mitigation measures.	Section 5.7.4, below, includes the air quality analysis and necessary mitigation measures for the proposed Project.
Policy 7.E.6. The City shall solicit and consider comments from local and regional agencies on proposed projects that may affect regional air quality. The City shall submit development proposals to the YSAQMD for review and comment in compliance with the California Environmental Quality Act (CEQA) prior to consideration by the City.	The Initial Study and Notice of Preparation (IS/NOP) for the proposed Project was available for public review and circulated to local and regional agencies on April 14, 2011, consistent with the requirements of CEQA.
Policy 7.E.7. The City shall require project-level environmental review to include identification of potential air quality impacts and to include design and other appropriate mitigation measures or offset fees to reduce impacts. The City shall dedicate staff to work with project proponents and other agencies in identifying, ensuring the implementation of, and monitoring the success of mitigation measures.	Refer to Policy 7.E.4, above.
Policy 7.E.8. The City shall require development where feasible to be located and designed to minimize direct and indirect air pollutants.	Refer to Policy 7.E.4, above. The analysis identifies proposed Project-related impacts and provides mitigation measures.
Policy 7.E.9. In reviewing project applications, the City shall require consideration of alternatives or amendments that reduce emissions of air pollutants.	Proposed Project alternatives are discussed in Section 7.0, ALTERNATIVES, per the requirements of CEQA.
Goal 7.F. To integrate air quality planning with the land use and transportation planning process.	The Project proposes industrial development on a previously developed site, and would facilitate development on an underutilized and previously disturbed site in the City.
Policy 7.F.1. Consistent with Policy 3.A.2., the City shall require new development to be planned to result in satisfactory traffic conditions for major roadways. This includes traffic signals and traffic signal coordination, parallel roadways, and intra-and inter-neighborhood connections where significant reductions in overall emissions can be achieved.	Traffic impacts are identified in Section 5.5, TRAFFIC AND CIRCULATION.
Policy 7.F.2. The City shall continue and, where appropriate, expand the use of synchronized traffic signals on roadways susceptible to emissions improvement through approach control.	The proposed Project would not obstruct the City's implementation of traffic signal synchronization; refer to Section 5.5, TRAFFIC AND CIRCULATION.
Policy 7.F.3. The City shall encourage the use of alternative modes of transportation by incorporating public transit, bicycle, and pedestrian modes in City transportation planning and by requiring new development to provide adequate pedestrian and bikeway facilities.	The proposed Project includes industrial uses within an already developed portion of the City. Although the proposed uses would not likely attract pedestrian and bicycle traffic, the proposed Project would not obstruct alternative modes of transit, and would have adequate pedestrian and bicycle facilities on-site.
Policy 7.F.4. The City shall endeavor to secure adequate funding for transit services so that transit is a viable transportation alternative. New development shall pay the fair share of the cost of transit equipment and facilities required to serve new projects.	The proposed Project would be required to pay the fair share cost subject to available funds for transit improvements.
Policy 7.F.5. The City shall promote the use of clean alternative fuel vehicles.	The proposed Project would not obstruct the City's implementation of this policy.

Source: City of Woodland General Plan, December 2002.

5.7.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to air quality, if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

CRITERIA AIR POLLUTANTS

The YSAQMD's thresholds of significance are based on the environmental checklist criteria discussed above. Table 5.7-5, YSAQMD THRESHOLDS OF SIGNIFICANCE, summarizes the project-level thresholds of significance as established by the YSAQMD. The thresholds apply to both construction and operational impacts.

Table 5.7-5
YSAQMD Thresholds of Significance

Pollutant	Threshold of Significance
ROG	10 tons per year
NO _x	10 tons per year
PM ₁₀	80 pounds per day
CO	Violation of the CAAQS

Source: YSAQMD, *CEQA Handbook for Assessing and Mitigating Air Quality Impacts*, July 11, 2007.

TOXIC AIR CONTAMINANTS (TACS)

Proposed development projects that have the potential to expose the public to TACs from stationary sources in excess of the following thresholds would be considered to have a significant air quality impact. These thresholds are based on the YSAQMD's Risk Management Policy.

- Probability of contracting cancer for the Maximally Exposed Individual (MEI) equals to 10 in one million or more; or
- Ground-level concentrations of non-carcinogenic toxic air contaminants would result in a Hazard Index equal to 1 for the MEI or greater.
- While the YSAQMD's Risk Management Policy provides a basis for a threshold for TACs from stationary sources, this policy does not cover TACs from mobile sources. The YSAQMD has no permitting or other regulatory authority over mobile sources.

While the YSAQMD continues to evaluate a threshold of significance for mobile source TACs, no specific mobile source TAC threshold has yet been recommended. For the purposes of this analysis, and in the absence of any YSAQMD-recommended threshold specific to mobile sources, this threshold has been applied to mobile sources.

CUMULATIVE IMPACTS

Based on YSAQMD guidelines, if a proposed project would individually have a significant air quality impact, the project would also be considered to have a significant cumulative impact. CO impacts are cumulatively significant when modeling shows that the combined emissions from the project and other existing and planned projects (i.e., background concentration) would exceed air quality standards.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.7.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Air quality impacts are analyzed below. Mitigation measures directly correspond with an identified impact.

IMPACT 5.7-1 TEMPORARY CONSTRUCTION-RELATED DUST AND VEHICLE EMISSIONS MAY OCCUR DURING CONSTRUCTION WITHIN THE PROPOSED PROJECT SITE.

Impact Analysis: Future construction of the proposed Project site would generate short-term air quality impacts during grading and construction operations. Construction activities would occur over three distinct phases between 2015 and 2020 although the ultimate planning would be market driven. Development of the proposed Project site is anticipated to occur along the following timeline:

- Phase 1 includes 500,000 square feet constructed between 2015 and 2016;
- Phase 2 includes 1,000,000 square feet between 2017 and 2019; and
- Phase 3 includes 1,500,000 square feet between 2019 and 2020.

Construction equipment would include tractors, concrete/industrial saws, dozers, graders, water trucks, excavators, pavers, rollers, cement mixers, forklifts, and loaders. Demolition of approximately 300,000 square feet of existing uses would be required during Phase 3. Exhaust emission factors for typical diesel-powered heavy equipment are based on the CalEEMod program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site.

FUGITIVE DUST EMISSIONS

Fugitive dust (PM₁₀ and PM_{2.5}) from grading and construction is expected to be short-term and would cease following completion of the proposed Project improvements. Most of this material is composed of inert silicates, which are less harmful to health than the complex organic particulates released from combustion sources. These particles are either directly emitted or are formed in the atmosphere from

the combustion of gases such as NO_x and SO_x combining with ammonia. The greatest amount of fugitive dust generated is expected to occur during site grading and excavation. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular concern is the amount of PM_{10} generated as a part of fugitive dust emissions.

The CalEEMod computer model calculates PM_{10} and $\text{PM}_{2.5}$ fugitive dust as part of the site earthwork activity emissions; refer to Table 5.7-6, CONSTRUCTION AIR EMISSIONS. Maximum particulate matter emissions would occur during the initial stages of construction, when grading activities would occur. With the application of Mitigation Measure (MM) 5.7-1(a), which requires adherence to YSAQMD Regulation 2 and other dust control techniques, the maximum mitigated particulate matter concentration would be 32.34 pounds per day (lbs/day) for PM_{10} in 2019 and 6.25 lbs/day for $\text{PM}_{2.5}$ in 2015. Therefore, emissions in each year are below YSAQMD thresholds of 80 lbs/day for PM_{10} . Although the unmitigated particulate matter levels are below the YSAQMD thresholds in the absence of specific dust reduction measures, the mitigation has been recommended as the SVAB is nonattainment for PM_{10} and $\text{PM}_{2.5}$.

CONSTRUCTION EQUIPMENT AND WORKER VEHICLE EXHAUST

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the proposed Project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 5.7-6, construction equipment and worker vehicle exhaust emissions would be below the established YSAQMD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emission would be less than significant.

ROG EMISSIONS

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the YSAQMD, the ROG emissions associated with paving and architectural coatings have been quantified with the CalEEMod model. Based on the modeling, the proposed Project would result in an exceedance of ROG emissions during the architectural coating application in 2018 during Phase 2, and in 2020 during Phase 3. These exceedances would occur despite the implementation of MM 5.7-1(b), which requires the use of low ROG content paint for architectural coatings. Therefore, impacts would be considered significant and unavoidable.

ASBESTOS

Pursuant to guidance issued by the Governor's Office of Planning and Research (ORP), State Clearinghouse, lead agencies are encouraged to analyze potential impacts related to naturally occurring asbestos (NOA). Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a TAC by the CARB in 1986.

**Table 5.7-6
Construction Air Emissions**

Emissions Source	Pollutant ¹			
	ROG (tons/year)	NO _x (tons/year)	PM ₁₀ (pounds/day)	PM _{2.5} (pounds/day)
PHASE 1				
2015				
Unmitigated Emissions	0.79	5.47	11.83	8.14
Mitigated Emissions ^{2,3}	0.79	5.47	8.08	6.25
YSAQMD Threshold	10	10	80	--
Is Threshold Exceeded After Mitigation?	No	No	No	N/A
2016				
Unmitigated Emissions	6.08	1.86	5.96	1.94
Mitigated Emissions ^{2,3}	6.08	1.86	5.42	1.94
YSAQMD Threshold	10	10	80	--
Is Threshold Exceeded After Mitigation?	No	No	No	N/A
PHASE 2				
2017				
Unmitigated Emissions	0.76	5.14	9.70	5.82
Mitigated Emissions ^{2,3}	0.76	5.14	8.01	3.92
YSAQMD Threshold	10	10	80	--
Is Threshold Exceeded After Mitigation?	No	No	No	N/A
2018				
Unmitigated Emissions	12.17	3.88	10.03	2.00
Mitigated Emissions ^{2,3}	12.17	3.88	8.95	2.00
YSAQMD Threshold	10	10	80	--
Is Threshold Exceeded After Mitigation?	Yes	No	No	N/A
PHASE 3				
2019				
Unmitigated Emissions	0.93	6.28	40.84	5.32
Mitigated Emissions ^{2,3}	0.93	6.28	32.34	3.42
YSAQMD Threshold	10	10	80	--
Is Threshold Exceeded After Mitigation?	No	No	No	N/A
2020				
Unmitigated Emissions	20.27	5.54	15.60	2.20
Mitigated Emissions ^{2,3}	20.27	5.54	13.79	2.20
YSAQMD Threshold	10	10	80	--
Is Threshold Exceeded After Mitigation?	Yes	No	No	N/A

Notes:

¹ Emissions were calculated using CalEEMod, as recommended by the YSAQMD.

² The reduction/credits for construction emission mitigations are based on mitigation included in the CalEEMod model and as typically required by YSAQMD Regulation 2. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.

³ Refer to Appendix 15.5, AIR QUALITY/GREENHOUSE GAS DATA, for assumptions used in this analysis.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to the Department of Conservation Division of Mines and Geology, A

General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report (dated August 2000), the proposed Project is not located in an area where NOA is likely to be present. Therefore impacts would be considered less than significant.

TOXIC AIR CONTAMINANTS

Construction of the proposed land uses would result in temporary emissions of diesel particulate matter (DPM) associated with the operation of off-road construction equipment. DPM was identified as a TAC by CARB in 1998. Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. For residential land uses, the calculation of cancer risk associated with exposure to TACs are typically calculated based on a 70-year period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area.

Health risk assessments for DPM are typically conducted for areas that would expose sensitive receptors to high concentrations of diesel engine particulate over a long period of time. Per guidelines of the California Office of Environmental Health Hazard Assessment (OEHHA) and the California Air Pollution Control Officers Association (CAPCOA), estimating the cancer risk from DPM is typically not required for construction activities, as they occur for a short period of time and therefore would not measurably increase cancer risk.

Equipment used in construction operations only operate in one location for a short time relative to the length of time required for carcinogenic and chronic health impacts. It should be noted that no non-cancer acute (short-term) reference exposure level has been established for diesel particulates. Although, a cancer risk factor has been established for diesel particulate matter, the OEHHA cancer risk factors assume a continuous exposure over a 70-year time frame. It should be noted that construction activities would be temporary (24 months) and would not result in a 70-year exposure.

Additionally, the *CARB Air Quality and Land Use Handbook* (2005) recommends a minimum buffer of 500 feet between DPM sources and sensitive receptors. The closest sensitive receptors to the proposed Project site are residences located approximately 1,500 feet to the south. Therefore, construction impacts from TACs would be less than significant.

Mitigation Measures:

MM 5.7-1(a) Prior to issuance of any grading permit, the Community Development Director and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with YSAQMD recommendations, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as indicated below.

- Water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Haul trucks shall maintain at least 2 feet of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Plant vegetative ground cover in disturbed areas as soon as possible.

- Cover inactive storage piles.
- Sweep streets if visible soil material is carried out from the construction site.
- Install sandbags or other erosion control measures to prevent silt runoff into public roadways.
- Use late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
- Treat accesses to a distance of 100 feet from the paved road with a 6 to 12 inch layer of wood chips or mulch.
- Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel.

MM 5.7-1(b) The following measures shall be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings:

- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;
- Use required coatings and solvents with a ROG content lower than required under YSAQMD Rule 2.14;
- To the extent practicable construct/build with materials that do not require painting; and
- Use pre-painted construction materials to the extent feasible.

Level of Significance: Impacts are less than significant for fugitive dust, construction emissions, NOA and TACs. Impacts are Significant and unavoidable impact for ROGs.

IMPACT 5.7-2 THE PROPOSED PROJECT WOULD RESULT IN AN OVERALL INCREASE IN THE LOCAL AND REGIONAL POLLUTANT LOAD DUE TO DIRECT IMPACTS FROM VEHICLE EMISSIONS AND INDIRECT IMPACTS FROM ELECTRICITY AND NATURAL GAS CONSUMPTION.

Impact Analysis: Implementation of the proposed Project would facilitate development of approximately 3,176,932 square feet of industrial uses. Of the total square footage, approximately 20,000 square feet may be used for retail uses. Retail uses have a greater trip generation rate than industrial uses. As a result, the analysis conservatively assumes that the retail uses would be included. Future development of the proposed Project site would introduce new stationary and mobile source air emissions into the proposed Project area.

Implementation of the proposed Project would result in changes in land use and intensity within the proposed Project site. Table 5.7-7, ESTIMATED OPERATIONAL EMISSIONS, summarizes the emissions based on the maximum development potential for the proposed Project site. The overall emissions from development associated with the proposed Project would exceed the YSAQMD thresholds for ROG, NO_x, and PM₁₀, resulting in a significant impact.

Table 5.7-7
Estimated Operational Emissions

Source	Pollutant ¹			
	ROG (tons/year)	NO _x (tons/year)	PM ₁₀ (pounds/day)	PM _{2.5} (pounds/day)
Unmitigated Area Source Emissions ²	16.09	0.00	0.00	0.00
<i>Mitigated Area Source Emissions²</i>	16.09	0.00	0.00	0.00
Unmitigated Energy Emissions	0.18	1.62	0.67	0.67
<i>Mitigated Energy Emissions</i>	0.18	1.62	0.67	0.67
Unmitigated Mobile Emissions	10.24	39.43	166.46	11.98
<i>Mitigated Mobile Emissions</i>	8.16	31.57	111.87	8.32
Total Unmitigated Emissions	26.51	41.05	167.13	12.65
<i>Total Mitigated Emissions</i>	24.43	33.19	112.54	8.99
YSAQMD Threshold	10	10	80	--
Is Threshold Exceeded? (Significant Impact)	Yes	Yes	Yes	N/A

Note:

¹Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.

²Area Source excludes the use of fireplaces and wood burning stoves.

Refer to Appendix 15.5, AIR QUALITY/GREENHOUSE GAS DATA, for detailed model input/output data.

STATIONARY SOURCE EMISSIONS

Stationary source emissions would be generated due to an increased demand for electrical energy and natural gas with the development of the proposed Project and include both area source and energy emissions. This assumption is based on the supposition that those power plants supplying electricity to the site are utilizing fossil fuels. Electric power generating plants are distributed throughout the SVAB and western United States, and their emissions contribute to the total regional pollutant burden. The primary use of natural gas by the proposed land uses would be for combustion to produce space heating, water heating, other miscellaneous heating, or air conditioning, consumer products, and landscaping. As indicated in Table 5.7-7, area sources make up the majority of stationary source emissions and would exceed YSAQMD thresholds for ROG. Stationary source ROG emissions are primarily due to reapplication of architectural coatings (CalEEMod assumes a reapplication rate of 10 percent of surfaces every 10 years. Therefore, MM 5.7-2(a) would be required to reduce ROG emissions. However, despite the implementation of MM 5.7-2(a), emissions would still exceed YSAQMD thresholds and impacts would be significant and unavoidable.

MOBILE SOURCE EMISSIONS

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using the CalEEMod model. This model predicts ROG, NO_x, PM₁₀, and PM_{2.5} emissions from motor vehicle traffic associated with new or modified land uses (refer to Appendix 15.5). According to the proposed Project's *Traffic Impact Study*, the proposed Project would generate 16,824 daily trips, which include 1,574 truck trips. As shown in Table 5.7-7, mitigated emissions generated by vehicle traffic associated with the proposed Project would exceed established YSAQMD thresholds for ROG, CO, NO_x, and PM₁₀. Therefore, MM 5.8-1 (in Section 5.8, GREENHOUSE GASES) requires the proposed Project to provide pedestrian connections to the off-site circulation network, implement a trip reduction program, and provide a ride sharing program in order to reduce area and mobile source emissions. Additionally, MM 5.7-2(b) would be required to

reduce mobile source emissions from the proposed industrial uses. These measures would include limitations on truck idling, require records on equipment and vehicle engines maintenance to ensure that vehicles are in good condition and proper tune, informational flyers, and training for warehouse managers on efficient scheduling and load management to eliminate unnecessary queuing and idling. Despite implementation of MM 5.7-2(b) and MM 5.8-1 (in Section 5.8, GREENHOUSE GASES), impacts from operational emissions would remain above YSAQMD thresholds, and impacts would be significant and unavoidable.

CARBON MONOXIDE HOTSPOTS

CO emissions are a function of vehicle idling time, meteorological conditions and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affect residents, school children, hospital patients, the elderly, etc.). The YSAQMD requires a quantified assessment of CO hotspots when a project causes the peak hour level of service (LOS) at an intersection in the proposed Project vicinity to operate at an unacceptable level (LOS E or worse). A quantified assessment is also required if a project would substantially worsen an intersection already operating at LOS F. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hotspots are typically produced at intersections. Table 5.7-8, PROJECT BUILDOUT CARBON MONOXIDE CONCENTRATIONS, provides the CO hotspot analysis results for the five study intersections warranting a CO hotspot analysis.

Table 5.7-8
Project Buildout Carbon Monoxide Concentration

Intersection	1-hour CO (ppm) ¹		8-Hour CO (ppm) ¹	
	1-hour Standard	Future + Project	8-hour Standard	Future + Project
County Road (CR) 102 and Main Street	20 ppm	2.70	9 ppm	2.27
CR-102 and Hays Lane/I-5 NB Ramps	20 ppm	2.80	9 ppm	2.35
CR-102 and Andrew Stevens Drive	20 ppm	2.80	9 ppm	2.35
CR-102 and Maxwell Drive	20 ppm	2.80	9 ppm	2.35
Pioneer Avenue and Main Street	20 ppm	2.80	9 ppm	2.35

Note:

PPM = Parts per million

¹As measured at a distance of 10 feet from the corner of the intersection predicting the highest value. Presented 1 hour CO concentrations include a background concentration of 2.40 ppm. Eight-hour concentrations are based on a persistence of 0.70 of the 1-hour concentration.

Refer to Appendix 15.5, AIR QUALITY/GREENHOUSE GAS DATA.

The projected traffic volumes were modeled using the BREEZE ROADS dispersion model. The resultant values were then added to an ambient concentration. A receptor height of 1.8 meters was used in accordance with the EPA's recommendations. The calculations assume a meteorological condition of almost no wind (0.5 meters/second), a flat topological condition between the source and the receptor and a mixing height of 1,000 meters. A standard deviation of five degrees was used for the deviation of wind direction. The suburban land classification was used for the aerodynamic roughness coefficient. This follows the BREEZE ROADS user's manual definition of suburban as "regular coverage with large obstacles, open spaces roughly equal to obstacle heights, villages, mature forests." All of the above parameters are based on the standards stated in the *Transportation Project-Level Carbon Monoxide (CO Protocol)*, December 1997.

For the purposes of this analysis, the ambient concentration used in the modeling was the highest one-hour measurement from 2009 (the highest concentration of the last three years data was available) of

YSAQMD monitoring data at the Sacramento–Goldenland Court Monitoring Station. Actual future ambient CO levels may be lower due to emissions control strategies that would be implemented between now and the proposed Project buildout date. Due to changing meteorological conditions over an eight-hour period which diffuses the local CO concentrations, the eight-hour CO level concentrations have been found to be typically proportional and lower than the one-hour concentrations, where it is possible to have stable atmospheric conditions last for the entire hour. Therefore, eight-hour CO levels were calculated using the locally derived persistence factor as stated in the CO Protocol. The local persistence factor is derived by calculating the highest ratio of eight-hour to one-hour maximum locally measured CO concentrations from the most recent three years of data. Of the most recent three years of data, year 2011 has the highest eight-hour to one-hour ratio of 0.84.

The intersections listed in Table 5.7-8 currently operate at an LOS D, E, or F for peak hour activities. At proposed Project buildout, these intersections would operate at LOS D, E, or F in an unmitigated condition, requiring a CO hotspot analysis. As indicated in Table 5.7-8, CO concentrations would be well below the State and Federal standards. The modeling results are compared to the CAAQS for CO of nine ppm on an eight-hour average and 20 ppm on a one-hour average. Neither the one-hour average nor the eight-hour average would be equaled or exceeded. Impacts in regards to CO hotspots would be less than significant.

TOXIC AIR CONTAMINANTS

Implementation of the proposed Project would not result in the construction of sensitive land uses, such as residential dwelling units. In addition, the proposed Project site is located approximately 1,500 feet north of the closest sensitive receptors. Although the proposed Project could result in the development of industrial uses that may include distribution/warehousing and light and heavy manufacturing, which could generate TAC emissions. Potential increases in TACs would have potentially adverse impacts to nearby existing sensitive receptors. CARB has established a minimum buffer of 500 feet between industrial uses and sensitive receptors.¹ Therefore, the proposed Project would not create TAC impact for the closest sensitive receptors located 1,500 feet to the south.

Additionally, sources of TACs would be subject to YSAQMD rules and regulations. Stationary sources that have the potential to emit TACs are required to obtain permits from the YSAQMD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations. Furthermore, as part of the YSAQMD's permitting requirements, sources having the potential to emit TACs would be required to implement measures designed to ensure that potential health risks to nearby receptors would not exceed established standards. Therefore, impacts related to TAC emissions would be less than significant impact.

Mitigation Measures:

MM 5.7-2(a) Prior to the issuance of a Certificate of Occupancy, the Project Applicant shall provide a plan to the Community Development Director illustrating a program for compliance with the following measures that would reduce area source ROG emissions during reapplication of architectural coatings:

- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent; and
- Use required coatings and solvents with a ROG content lower than required under YSAQMD Rule 2.14.

¹ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005.

- MM 5.7-2(b) Prior to the issuance of a Certificate of Occupancy, the Project Applicant shall provide a plan to the City of Woodland Community Development Director illustrating a program for compliance with the following measures:
- All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following:
 - i) Informational flyers for truck drivers about health effects of diesel particulates, the CARB diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.
 - ii) Truck drivers shall turn off engines when not in use.
 - iii) All diesel delivery trucks servicing the Project shall not idle for more than five minutes per truck trip.
 - Warehouse managers and employees shall maintain records on equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the proposed Project are in good condition and in proper tune pursuant to the manufacturer's specifications. Said records shall be maintained and available for inspection on-site in the operations office and on an ongoing basis.
 - Training logs shall be maintained on an ongoing basis and shall be available for inspection on site at the operations office, which documents training for warehouse managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks within the facility.
 - Electrical power sources shall be provided for service equipment and docking of trucks to minimize idling emissions.

Level of Significance: Less than significant for CO hotspots and TACs. Significant and unavoidable impact for stationary and mobile source emissions.

IMPACT 5.7-3 ODOR IMPACTS MAY OCCUR AS A RESULT OF PROPOSED PROJECT IMPLEMENTATION.

Impact Analysis: The following discusses potential short- and long-term odors.

Short-Term Construction Odors

Construction of the proposed Project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. Therefore, short-term odor impacts would be considered less than significant.

Long-Term Odors

Industries and/or facilities that are likely to omit objectionable odors include wastewater treatment plants, landfills, composting facilities, petroleum refineries, chemical and fiberglass manufacturers, etc. The proposed Project would include warehouse, light industrial, and retail uses. The proposed Project would not include industrial uses or other types of land uses involving routine atmospheric emissions of odorous substances. Odors that could occur following proposed Project completion would be typical of a

gas station uses. These uses would not omit odors that are considered objectionable. While diesel engine exhaust may produce odors, truck engine idling at the proposed Project site would be restricted. Furthermore, there are no sensitive receptors in proximity to the proposed Project site nor would trucks drive through residential neighborhoods to and from the proposed Project site. The Woodland Wastewater Treatment Plant is currently located approximately 4,000 feet to the southeast of the proposed Project site. However, the proposed Project does not include residential uses that could be exposed to existing odors. Additionally, any odors from the Woodland Wastewater Treatment Plant would dissipate at this distance. Thus, the proposed Project would result in less than significant impacts related odors.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.7-4 THE PROPOSED PROJECT MAY BE INCONSISTENT WITH THE AIR QUALITY ATTAINMENT PLAN (AQAP) CRITERIA.

Impact Analysis: Air quality conformity refers to the process whereby transportation plans, programs, and projects conform to the requirements of the 1990 Federal Clean Air Act Amendments (CAAA) and the applicable State Implementation Plan. The CAAA placed new requirements on sources and causes of air pollution in areas failing to meet Federal air quality standards, including the SVAB. The CAAA requires substantial reductions from all pollution sources, including pollutants from the transportation sector. The CAAA included more stringent requirements for demonstrating that transportation plans and projects contribute to improvements in air quality contained in the conformity provisions in §176(a). A potentially significant impact to air quality would occur if the proposed Project would conflict with or obstruct the implementation of the applicable air quality plan.

The proposed Project involves the development of 3,176,932 square feet of industrial uses. Of the total square footage, approximately 20,000 square feet may be used for retail uses. The proposed Project would be consistent with existing *City of Woodland General Plan* land use designations and zoning, and no changes to the existing designations are required to allow for future development. The *City of Woodland General Plan* land use designation for the proposed Project site is Industrial (I). The purpose of the (I) land use designation is to provide for industrial parks, warehouses, manufacturing, research and development, and commercial uses compatible with industrial uses, public and quasi-public uses, and similar and compatible uses. Additionally, the proposed Project has been designed to be consistent with the goals, objectives, and policies of both the *Yolo County General Plan* and *City of Woodland General Plan*. As a result, the proposed Project would not exceed the planned growth projections for the area.

Significance thresholds have been developed by the YSAQMD for criteria pollutants to assist in implementing attainment plans for the area. Assessment of air quality impacts of the proposed Project in relation to these significance thresholds determines whether or not the proposed Project is consistent with applicable air quality management plans. Impacts relative to YSAQMD thresholds are identified under the Short-Term (Construction) and Long-Term (Operational) Impact Analyses (refer to Impact Statements 5.7-1 and 5.7-2, respectively). Based on the above analysis, the proposed Project would exceed YSAQMD thresholds for both construction and operational activities.

As a result, the proposed Project would conflict with the AQAP as it would exceed regional pollutant thresholds during construction and operations. As the program level analysis of emissions associated with the potential development associated with the proposed Project would exceed YSAQMD

thresholds, the proposed Project would potentially result in a long-term impact on the region's ability to meet NAAQA and CAAQS. Therefore, the proposed Project would not be consistent with the AQAP attainment criteria, resulting in a significant and unavoidable impact.

Mitigation Measures: Implement MM 5.7-1(a), MM 5.7-1(b), MM 5.7-2(a), MM 5.7-2(b), and MM 5.8-1 (in Section 5.8, GREENHOUSE GASES).

Level of Significance: Significant and unavoidable impact.

CUMULATIVE IMPACTS

IMPACT 5.7-5 IMPACTS ON REGIONAL AIR QUALITY RESULTING FROM THE PROPOSED PROJECT AND CUMULATIVE PROJECTS MAY IMPACT EXISTING REGIONAL AIR QUALITY LEVELS ON A CUMULATIVE BASIS.

Impact Analysis: According to the YSAQMD CEQA Air Quality Handbook, a project would have significant cumulative air quality impacts if it requires a change in the existing land use designation (i.e., general plan amendment, rezone), and projected emissions (ROG, NO_x or PM₁₀) of the proposed Project are greater than the emissions anticipated for the site if developed under the existing land use designation. The proposed Project would not require a change in the existing land use designation under the *City of Woodland* General Plan. The existing City rezoning is Industrial (I), and the proposed Project would be consistent with this designation. Thus, the proposed Project would not have significant cumulative air quality impacts with respect to this criterion.

A second criterion for determining cumulative impacts is whether the proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the proposed Project region is nonattainment under an applicable federal or state ambient air quality standard. The proposed Project's operational emissions exceed the YSAQMD thresholds and emissions generated by traffic going to and from the proposed Project site when combined with emissions generated by other existing and future development within the SVAB would contribute to an air quality violation in the region. Also, the proposed Project's exceedance of the thresholds by itself indicates that its contribution to such a violation would be considerable when compared to other projects in the region. Consequently, the proposed Project's emissions would be cumulatively considerable, resulting in a significant and unavoidable cumulative impact.

Mitigation Measures: Implement MM 5.7-1(a), MM 5.7-1(b), MM 5.7-2(a), MM 5.7-2(b), and MM 5.8-1 (in Section 5.8, GREENHOUSE GASES).

Level of Significance: Significant and unavoidable impact.

5.8 GREENHOUSE GASES

This section evaluates greenhouse gas (GHG) emissions associated with the proposed Project and analyzes proposed Project compliance with applicable regulations. Consideration of the proposed Project's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is included in this section.

5.8.1 EXISTING CONDITIONS

The City of Woodland (City) is located in Yolo County, within the Sacramento Valley Air Basin (SVAB). The SVAB is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on the east. The intervening terrain is relatively flat. The SVAB includes eleven California counties including all of Shasta, Tehama, Glenn, Colusa, Butte, Sutter, Yuba, Sacramento, and Yolo Counties, the westernmost portion of Placer County and the northeastern half of Solano County.

The SVAB is characterized by a Mediterranean climate of hot dry summers and mild rainy winters. During the year the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches, and the rainy season generally occurs from November through March. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants under certain meteorological conditions. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells collect over the Sacramento Valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap pollutants near the ground.

SCOPE OF ANALYSIS FOR GLOBAL CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by State *California Environmental Quality Act (CEQA) Guidelines* §15064(d), which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by a project.

The baseline against which to compare potential impacts of the proposed Project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities that have grown more than 70 percent between 1970 and 2004. The State of California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this proposed Project relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB). This analysis also cites and relies on local air quality management district recommendations from the Yolo Solano Air Quality Management District (YSAQMD) for the CEQA assessment of GHG emissions.

The analysis is largely a cumulative impact assessment because GHG emissions contribute, by their nature on a cumulative basis, to the adverse environmental impacts of global climate change. Cumulative impacts are summarized below.

GLOBAL CLIMATE CHANGE GASES

The natural process through which heat is retained in the troposphere is called the “greenhouse effect.”¹ The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG’s in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide (CO₂). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation.

GHGs normally associated with the proposed Project include the following:²

- Water Vapor (H₂O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively.

The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, this is not believed to contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a GWP for water vapor.

- Carbon Dioxide (CO₂). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 36 percent.³ Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.
- Methane (CH₄). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of methane is 21.
- Nitrous Oxide (N₂O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.

¹ The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth’s surface to 10 to 12 kilometers.

² All Global Warming Potentials are given as 100 year GWP. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. Climate Change (Intergovernmental Panel on Climate Change, *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*, 1996).

³ United States Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2009*, April 2011.

- Hydrofluorocarbons (HFCs). HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The GWP of HFCs range from 140 for HFC-152a to 11,700 for HFC-23.⁴
- Perfluorocarbons (PFCs). Perfluorocarbons are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semi conductor manufacturing. Perfluorocarbons are potent GHGs with a GWP several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).⁵ The GWP of PFCs range from 6,500 to 9,200.
- Sulfur hexafluoride (SF₆). Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride is the most potent GHG that has been evaluated by the Intergovernmental Panel on Climate Change with a GWP of 23,900. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm], respectively).⁶

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric O₃ depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The GWPs of HCFCs range from 93 for HCFC-123 to 2,000 for HCFC-142b.⁷
- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 110 times that of carbon dioxide.⁸
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (EPA) Final Rule (57 FR 3374) for the phase out of O₃ depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with GWPs ranging from 4,600 for CFC 11 to 14,000 for CFC 13.⁹

⁴ United States Environmental Protection Agency, *High GWP Gases and Climate Change*, June 14, 2012. Located online at: <http://epa.gov/climatechange/ghgemissions/gases/fgases.html>

⁵ Ibid.

⁶ Ibid.

⁷ United States Environmental Protection Agency, *Protection of Stratospheric Ozone: Listing of Global Warming Potential for Ozone Depleting Substances*, dated October 29, 2009. Located online at: <http://www.epa.gov/EPA-AIR/1996/January/Day-19/pr-372.html>

⁸ Ibid.

⁹ United States Environmental Protection Agency, *Class I Ozone Depleting Substances*, August 19, 2010. Located online at: <http://www.epa.gov/ozone/ods.html>

5.8.2 REGULATORY SETTING

The following is a description of Federal and State environmental laws and policies that are relevant to the CEQA review process.

FEDERAL FRAMEWORK

The Federal government is extensively engaged in international climate change activities in areas such as science, mitigation, and environmental monitoring. The U.S. Environmental Protection Agency (EPA) actively participates in multilateral and bilateral activities by establishing partnerships and providing leadership and technical expertise. Multilaterally, the United States is a strong supporter of activities under the United Nations Framework Convention on Climate Change (UNFCCC) and the IPCC.

In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus around the evidence that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, the economy, and human health and welfare are unavoidable.

In December 2007, Congress passed the first increase in corporate average fleet fuel economy (CAFE) standards. The new CAFE standards represent an increase to 35 miles per gallon (mpg) by 2020. In March 2009, the Obama Administration announced that for the 2011 model year, the standard for cars and light trucks will be 27.3 mpg, the standard for cars will be 30.2 mpg; and standard for trucks would be 24.1 mpg. Additionally, in May 2009 President Barack Obama announced plans for a national fuel-economy and GHG emissions standard that would significantly increase mileage requirements for cars and trucks by 2016. The new requirements represent an average standard of 39 mpg for cars and 30 mpg for trucks by 2016.

In September 2009, the EPA finalized a GHG reporting and monitoring system that began on January 1, 2010. In general, this national reporting requirement will provide the EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of CO₂ per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost-effective emissions reduction strategies. This new program covers approximately 85 percent of the nation's GHG emissions and applies to approximately 10,000 facilities. The reporting system is intended to provide a better understanding of where GHGs are coming from and will guide development of the best possible policies and programs to reduce emissions.

Currently, the EPA is moving forward with two key climate change regulatory proposals, one to establish a mandatory GHG reporting system and one to address the 2007 Supreme Court decision in *Massachusetts v. EPA* (Supreme Court Case 05-1120) regarding the EPA's obligation to make an endangerment finding under §202(a) of the Federal Clean Air Act (FCAA) with respect to GHGs. *Massachusetts v. EPA* was argued before the United States Supreme Court on November 29, 2006. A coalition of 12 U.S. states and cities (including New York and California), in conjunction with several environmental organizations, challenged the EPA's refusal to regulate GHGs as a pollutant under the FCAA. The plaintiffs contended that the FCAA gives the EPA the necessary authority, and the mandate, to address GHGs in light of the scientific evidence on global climate change. The EPA had concluded that it had no authority under existing law to regulate GHGs, and for a variety of policy reasons, it would not use that authority even if it possessed it. The U.S. Supreme Court held that the EPA has statutory authority to regulate GHG emissions from new motor vehicles. Under the FCAA, the EPA is now

obligated to issue rules regulating global warming pollution from all major sources. In April 2009, the EPA concluded that GHGs are a danger to public health and welfare, establishing the basis for GHG regulation. However, as of January 2013 there are no Federal regulations or policies regarding GHG emissions applicable to the proposed Project.

STATE FRAMEWORK

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA), which was adopted in 1988. Various statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Assembly Bill 1493. In response to the transportation sector accounting for more than half of California's CO₂ emissions, Assembly Bill (AB) 1493 (AB 1493, Pavley) was enacted on July 22, 2002. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is noncommercial personal transportation in the State. The bill required that CARB set the GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. In setting these standards, CARB must consider cost effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers. CARB adopted the standards in September 2004. (See Title 13, Cal. Code of Regs., § 1900, 1961.) Amendments to CCR Title 13, Sections 1900 and 1961 (13 CCR 1900, 1961), and adoption of Section 1961.1 (13 CCR 1961.1) require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily for the transportation of persons), beginning with the 2009 model year. For passenger cars and light-duty trucks with a loaded vehicle weight (LVW) of 3,750 pounds or less, the GHG emission limits for the 2016 model year are approximately 37 percent lower than the limits for the first year of the regulations, the 2009 model year. For light-duty trucks with LVW of 3,751 pounds to gross vehicle weight (GVW) of 8,500 pounds, as well as medium-duty passenger vehicles, GHG emissions would be reduced approximately 24 percent between 2009 and 2016. These standards are intended to reduce emissions of carbon dioxide and other GHGs (i.e., nitrous oxide and methane). Some currently-used technologies that achieve GHG reductions include small engines with superchargers, continuously variable transmissions, and hybrid electric drive.

Assembly Bill 32. The Legislature enacted AB 32 (AB 32, Nuñez), the California Global Warming Solutions Act of 2006, which former Governor Schwarzenegger signed on September 27, 2006 to further the goals of Executive Order S-3-05. (Health & Safety Code, §38500 et seq.) AB 32 requires CARB to adopt statewide GHG emissions limits to achieve statewide GHG emissions levels realized in 1990 by 2020. A longer-range goal requires an 80 percent reduction in GHG emissions from 1990 levels by 2050. CARB adopted the 2020 statewide target and mandatory reporting requirements in December 2007, and a statewide scoping plan in December 2008 (the AB 32 Scoping Plan). AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries, with penalties for noncompliance. CARB has been assigned to carry out and develop the programs and requirements necessary to achieve the goals of AB 32. The foremost objective of CARB is to adopt regulations that require the reporting and verification of statewide GHG emissions. This program would be used to monitor and enforce compliance with the established standards.

CARB is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 allows CARB to adopt market-based compliance mechanisms to meet the specified requirements. In December 2008, CARB adopted a Scoping Plan to achieve reductions in GHG emissions in California. The plan indicates how reductions in significant GHG sources would be achieved through regulations, market mechanisms, and other actions.

On December 16, 2010, CARB endorsed the long-awaited regulation implementing California's GHG cap-and-trade program. Pursuant to AB 32, and subject to a variety of final actions by the Executive Director and approval by the Office of Administrative Law (OAL), the regulations will be included within Title 17 of the California Code of Regulation, §95800-§96022, entitled "California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms."

The cap-and-trade program covers approximately 80 percent of the State's total GHG emissions and is considered a key element in achieving the overall strategy set forth in the Scoping Plan. The program, as implemented through the regulation, "caps" GHG emissions by issuing annual allowances (each covering the equivalent of one metric ton of carbon dioxide equivalent [$\text{MTCO}_2\text{eq}^{10}$]) to regulated entities. Covered entities include those that meet the inclusion threshold of 25,000 MTCO_2eq per year and engage in: cement production; cogeneration; glass production; hydrogen production; iron and steel production; lime manufacturing; nitric acid production; oil and natural gas systems; petroleum refining; paper and pulp manufacturing; electricity generating facilities (including operators located in California or electricity importers); and natural gas suppliers. The regulation also allows entities that engage in the above production and manufacturing activities to opt-in even if they do not meet the 25,000 metric ton inclusion threshold. Others may also voluntarily associate into the program. By opening the program to non-covered entities, CARB hopes to create a trading market in which investment banks, citizens groups and the general public would be allowed to hold allowances and would be subject to the registration and reporting requirements.

As noted above, CARB is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted. In order to advise the Board, CARB staff convened an Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee.

Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050. The Secretary of the California Environmental Protection Agency (the Secretary) is required to coordinate efforts of various agencies in order to collectively and efficiently reduce GHGs. Some of the agencies involved in the GHG reduction plan include Secretary of Business, Transportation, and Housing Agency, Secretary of Department of Food and Agriculture, Secretary of Resources Agency, Chairperson of CARB, Chairperson of the Energy Commission, and the President of the Public Utilities Commission. The Secretary is required to submit a biannual progress report to the Governor and State Legislature disclosing the progress made toward GHG emission reduction targets. In addition, another biannual report must be submitted illustrating the impacts of global warming on California's water supply, public health, agriculture, and the coastline and forestry, and reporting possible mitigation and adaptation plans to combat these impacts.

¹⁰ Carbon Dioxide Equivalent (CO_2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

Executive Order S-1-07. On January 18, 2007, California further solidified its dedication to reducing GHGs by setting a new Low Carbon Fuel Standard for transportation fuels sold within the State. Executive Order S-1-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least ten percent by 2020. The Low Carbon Fuel Standard applies to refiners, blenders, producers, and importers of transportation fuels and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the “fuel cycle” using the most economically feasible methods.

Senate Bill 97. Senate Bill (SB) 97 of 2007 requires the California Office of Planning and Research (OPR) to develop CEQA guidelines for analysis and, if necessary, the mitigation of effects of GHG emissions to the Resources Agency. These guidelines for analysis and mitigation must address, but are not limited to, GHG emissions effects associated with transportation or energy consumption. On December 30, 2009, the Natural Resources Agency adopted the CEQA Guidelines Amendments prepared by OPR, as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010. These new guidelines require a survey of existing climate change analyses performed by various lead agencies under CEQA¹¹.

Senate Bill 375. SB 375 requires metropolitan planning organizations (MPOs) to include sustainable communities strategies in their regional transportation plans. The purpose of SB 375 is to reduce GHG emissions from automobiles and light trucks, require CARB to provide GHG emission reduction targets from the automobile and light truck sector for 2020 and 2035 by January 1, 2010, and update the regional targets until 2050. SB 375 requires certain transportation planning and programming activities to be consistent with the sustainable communities strategies contained in the regional transportation plan. The bill also requires affected regional agencies to prepare an alternative planning strategy to the sustainable communities strategies if the sustainable communities strategy is unable to achieve the GHG emissions reduction targets. Then Governor Schwarzenegger signed and approved SB 375 on September 30, 2008.

SB 375 includes the ability to streamline certain projects which are consistent with an MPO’s Sustainable Communities Strategy (see *CEQA Guidelines*, § 15183.5, subd. (c)). CARB released its staff report on proposed regional GHG reduction targets for passenger cars and light trucks as well as its CEQA Functional Equivalent Document on August 9, 2010.

Senate Bills 1078, 107, X1-2, Executive Orders S-14-08, and S-21-09. SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. Executive Order S-14-08 was signed in November 2008, expanding the State’s Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the state come from renewable energy by 2020. CARB adopted the “Renewable Electricity Standard” on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers. On April 12, 2011, Governor Jerry Brown reinforced the requirements of Executive Order S-21-09, and signed SB X1-2

¹¹ CEQA Guidelines Amendments. Located online at:
http://ceres.ca.gov/ceqa/docs/Adopted_Text_of_SB97_CEQA_Guidelines_Amendments.pdf. Accessed June 21, 2011.

requiring California's electric utilities to procure 33 percent of their energy from renewable resources by 2020.

CARB Scoping Plan. On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations.¹² CARB's Scoping Plan contains the main strategies California will implement to reduce CO₂eq emissions by 174 million metric tons (MMT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT of CO₂eq under a business as usual (BAU)¹³ scenario (This is a reduction of 42 MMT CO₂eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020).

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. At the time CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

In *Association of Irrigated Residents, et al. v. California Air Resources Board, et al.*, the Superior Court of California for the County of San Francisco (Superior Court) issued a "tentative Statement of Decision" on March 18, 2011 that prevents CARB from implementing a statewide GHG regulatory program under AB 32 until the agency complies with the requirements of CEQA. The decision partially grants a petition for a writ of mandate brought by a coalition of environmental justice organizations (Petitioners) that alleged that CARB's Scoping Plan violated both AB 32 and CEQA.

The California Supreme Court held in the favor of CARB on all substantive challenges to the State's compliance with AB 32 mandates. The Court noted that "as the agency with technical expertise and the responsibility for the protection of California's air resources, CARB has substantial discretion to determine the mix of measures needed to 'facilitate' the achievement of GHG reductions."¹⁴ Although the Superior Court denied all claims related to AB 32, the court found that CARB: 1) failed to adequately discuss and analyze the impacts of alternatives in its proposed Scoping Plan as required by its CEQA implementing regulations; and 2) improperly approved the Scoping Plan prior to completing the environmental review required by CEQA. In upholding the Petitioners' challenge on these two CEQA issues, the Superior Court issued a Peremptory Writ of Mandate and enjoined CARB from further implementation of the Scoping Plan until it complies with all CEQA requirements.

On March 18, 2011, the Superior Court issued its Final Statement of Decision, which is substantially similar to the Tentative Decision. The Superior Court ruled in favor of CARB concerning AB 32 mandates and how to best reach the GHG reduction goals set by AB 32. However, the Superior Court determined that CARB failed to conduct adequate CEQA review for the Scoping Plan. Specifically, the Superior Court concluded that CARB failed to consider adequate alternatives to the mix of measures adopted in the

¹² California Air Resources Board, *Climate Change Scoping Plan, A Framework for Change*, December 2008.

¹³ "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions (refer to <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>). Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

¹⁴ Superior Court of California, County of San Francisco, *Statement of Decision: Association of Irrigated Residents, et al v. California Air Resources Board*, March 18, 2011.

Scoping Plan, including especially alternatives to cap-and-trade measures, and that CARB improperly began implementing the Scoping Plan measures before its CEQA review process was complete. Therefore, the Superior Court has suspended any further implementation of the measures contained in the Scoping Plan until the State has complied with CEQA.

On June 19, 2012, the California First District Court of Appeal ruled in favor of CARB and upheld the Scoping Plan. The decision also found the Scoping Plan to be in compliance with AB 32. The Court determined the entirety of the Scoping Plan "reflects an exercise of sound judgment" and was not arbitrary or capricious.

5.8.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

At this time, there is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of global climate change and the selection of significance criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of GHG emissions given the current uncertainty regarding when emissions reach the point of significance. That being said, several options are available to lead agencies.

First, lead agencies may elect to rely on thresholds of significance recommended or adopted by state or regional agencies with expertise in the field of global climate change. (See State *CEQA Guidelines* §15064.7(c).) However, to date, neither CARB nor the YSAQMD have adopted significance thresholds for GHG emissions under CEQA.¹⁵ Accordingly, this option (i.e., reliance on an adopted threshold) is not viable for the City of Woodland.

Second, lead agencies may elect to conclude that the significance of GHG emissions under CEQA is too speculative. However, this option is not viable due to the important focus on global climate change created by the various regulatory schemes and scientific determinations cited in this section.

Third, lead agencies may elect to use a zero-based threshold, such that any emission of GHGs is significant and unavoidable. However, this type of threshold may indirectly truncate the analysis provided in CEQA documents and the mitigation commitments secured from new development. No state or regional agency with expertise in global climate change has endorsed a zero-based threshold, which would likely result in the preparation of extensive environmental documentation for even the smallest of projects, thereby inundating lead agencies and creating an administrative burden. Moreover, because the GHG analysis is a cumulative analysis, a zero based threshold would be inconsistent with State *CEQA Guidelines* §15130(a)(3), which requires that cumulatively significant impacts, such as GHG emissions, be "cumulatively considerable", as defined by §15065(a)(3).

¹⁵ Of note, in December 2009, the San Joaquin Valley Unified Air Pollution Control District adopted guidance for use by lead agencies in the valley, in assessing the significance of a project's GHG emissions under CEQA. The guidance relies on the use of performance-based standards, and requires that projects demonstrate a 29 percent reduction in GHG emissions, from business-as-usual, to determine that a project would have a less than significant impact. The guidance is for valley land use agencies and not applicable to areas outside the district. The Bay Area Air Quality Management District (BAAQMD) adopted its own GHG thresholds of significance on June 2, 2010. The threshold is based on quantitative standards including a per capita emission standard and project emission standard as well as a qualitative standard based on compliance with a qualified GHG reduction strategy. The BAAQMD thresholds are based on an analysis of local inventories of GHG emissions and local reduction programs; therefore, they would not be an appropriate basis for a GHG significance threshold in the City of Woodland.

Fourth, lead agencies may elect to utilize their own significance criteria, so long as such criteria are informed and supported by substantial evidence. Recent amendments to the State *CEQA Guidelines*, and specifically the addition of State *Guidelines* §15064.4, subdivision (b), informed the City's selection of a significance criterion:

A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;*
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.*

State *CEQA Guidelines* Appendix G also has been revised to provide some guidance regarding the criteria that may be used to assess whether a project's impacts on global climate change are significant. The Appendix G environmental checklist form asks whether a project would: (i) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or (ii) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Based on the above factors (and particularly the adopted addition of State *CEQA Guidelines* §15064.4, subdivisions (b)(2) and (b)(3)), the analysis (the lead agency for the proposed Project) will rely on AB 32 implementation guidance (such as the CARB Scoping Plan) as a benchmark for purposes of this EIR and use the statute to inform their judgment as to whether the proposed Project's GHG emissions would result in a significant impact see State *CEQA Guidelines* §15064, subdivision (f)(1)). Accordingly, the following significance criterion is used to assess impacts:

Will the project's GHG emissions impede compliance with the GHG emissions reductions mandated in AB 32?

The GHG emission levels will be analyzed to determine whether proposed Project approval would impede compliance with the GHG emissions reduction mandate established by the AB 32, which requires that California's GHG emissions limit be reduced to 1990 levels by 2020. As noted in the Scoping Plan,¹⁶ a reduction of 28.5 percent below the "business as usual" scenario is required to meet the goals of AB 32. Therefore, should the proposed Project reduce its GHG emissions by 28.5 percent or greater, impacts would be less than significant.

¹⁶ California Air Resources Board, *Climate Change Proposed Scoping Plan: A Framework for Change*, adopted December 2008.

METHODOLOGY

The analysis of GHG impacts is based on modeling using the California Emissions Estimator Model (CalEEMod). CalEEMod quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model incorporates Pavley vehicle standards and Low Carbon Fuel Standards (LCFS) into the mobile source emission factors. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. The GHG mitigation measures were recently developed and adopted by the California Air Pollution Control Officers Association (CAPCOA).

5.8.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Greenhouse gas impacts are analyzed below. Mitigation measures directly correspond with an identified impact.

IMPACT 5.8-1 ***THE PROPOSED PROJECT MAY GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.***

Impact Analysis: The following discusses the proposed Project-related GHG emissions output from direct and indirect sources.

Direct Project Related Sources of Greenhouse Gases

Direct Project-related GHG emissions for “business as usual” conditions include emissions from construction activities, area sources, and mobile sources. Table 5.8-1, BUSINESS AS USUAL GREENHOUSE GAS EMISSIONS, presents the estimated CO₂, N₂O, and CH₄ emissions. The CalEEMod computer model outputs contained within Appendix 15.5, AIR QUALITY/GREENHOUSE GAS DATA, were used to calculate mobile source, area source, and construction GHG emissions. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The CalEEMod model relies upon construction phasing and project-specific land use data within the *Traffic Impact Study* to calculate emissions. Total GHG emissions from construction would result in 6,717.70 MTCO₂eq/yr. Construction GHG emissions are typically summed and amortized over the lifetime of the proposed Project (assumed to be 30 years) (223.92 MTCO₂eq/yr), then added to the operational emissions. Total proposed Project-related direct operational emissions (construction, area source, and mobile source) would result in 17,685.82 MTCO₂eq/yr.

Indirect Project Related Sources of Greenhouse Gases

- ***Energy Consumption.*** Energy Consumption emissions were calculated using the CalEEMod model and proposed Project-specific land use data. Electricity would be provided to the proposed Project site via Pacific Gas and Electric. The proposed Project would indirectly result in 7,696.76 MTCO₂eq/year due to energy consumption (refer to Table 5.8-1).
- ***Water Demand.*** The City of Woodland Department of Public Works is the main water supply provider to the proposed Project. Sixteen operational supply wells provide the City’s primary water source. Emissions from indirect energy impacts due to water supply would result in 38,359.61 MTCO₂eq/year.
- ***Solid Waste.*** Solid waste associated with operations of the proposed Project would result in 35,935.62 MTCO₂eq/year (refer to Table 5.8-1).

Table 5.8-1
Business As Usual Greenhouse Gas Emissions

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ eq
	Metric Tons/yr ¹	Metric Tons/yr ¹	Metric Tons of CO ₂ eq ²	Metric Tons/yr ¹	Metric Tons of CO ₂ eq ²	
Direct Emissions						
▪ Construction (amortized over 30 years)	223.69	0.01	0.23	0.00	0.00	223.92
▪ Area Source	0.00	0.00	0.00	0.00	0.00	0.00
▪ Mobile Source	17,448.16	0.65	13.74	0.00	0.00	17,461.90
Total Unmitigated Direct Emissions ³	17,671.85	0.66	13.97	0.00	0.00	17,685.82
Indirect Emissions						
▪ Energy	7,649.15	0.30	6.30	0.13	40.30	7,696.76
▪ Solid Waste	16,035.07	947.65	19,900.55	0.00	0.00	35,935.62
▪ Water Demand	24,612.11	474.98	9,974.58	12.17	3,772.70	38,359.61
Total Unmitigated Indirect Emissions ³	48,296.33	1,422.93	29,881.53	12.30	3,813.00	81,991.99
Total Project-Related Emissions ³	99,677.81 MTCO ₂ eq/yr					

Notes:

¹ Emissions calculated using CalEEMod computer model.

² CO₂ Equivalent values calculated using the EPA Website, *Greenhouse Gas Equivalencies Calculator*, Located online at: <http://www.epa.gov/cleanenergy/energy-resources/calculator.html>, Accessed January 2013.

³ Totals may be slightly off due to rounding.

Refer to Appendix 15.5, *Air Quality/Greenhouse Gas Modeling Data*, for detailed model input/output data.

As shown in Table 5.8-1, the total amount of proposed Project-related “business as usual” GHG emissions from direct and indirect sources combined would total 99,677.81 MTCO₂eq/yr.

Consistency With Greenhouse Gas Emission Reduction Strategies

The proposed Project would incorporate several design features that are consistent with the California Office of the Attorney General’s recommended measures to reduce GHG emissions. A list of the Attorney General’s recommended measures and the proposed Project’s compliance with each applicable measure are listed in Table 5.8-2, PROJECT CONSISTENCY WITH THE GHG EMISSIONS REDUCTIONS STRATEGIES. The proposed Project would incorporate sustainable practices which include transportation, water, energy, solid waste, and land use efficiency measures.

Table 5.8-2
Project Consistency with GHG Emissions Reductions Strategies

Project Design Feature	Project Applicability
Energy Efficiency	
Install energy efficient lighting (e.g., light emitting diodes (LEDs)), heating and cooling systems, appliances (e.g., faucets, dishwasher, clothes washer, fan, refrigerator), equipment, and control systems.	The proposed Project would be required to comply with the updated Title 24 standards for building construction. In addition, Mitigation Measure (MM) 5.8-1 requires the proposed Project to incorporate energy-efficient building design features including efficient lighting.
Install efficient lighting, (including LEDs) for traffic, street and other outdoor lighting.	
Incorporate green building practices and design elements.	
Meet recognized green building and energy efficiency benchmarks.	
Reduce unnecessary outdoor lighting.	The proposed buildings and parking lots would only include lighting necessary to ensure safety, and would not be excessive.
Install light colored “cool” roofs and cool pavements.	As described above, MM 5.8-1 includes requirements for light colored roofs and pavements throughout the proposed Project site.

Table 5.8-2 (Continued)
Project Consistency with GHG Emissions Reductions Strategies

Project Design Feature	Project Applicability
<i>Water Conservation and Efficiency</i>	
Incorporate water-reducing features into building and landscape design.	The proposed Project would be required to incorporate water-efficient landscapes into the proposed Project design. Watering methods would be restricted and runoff would be controlled. Water-efficient irrigation systems and devices would be installed throughout the proposed Project site. These reductions are also required in MM 5.8-1.
Create water-efficient landscapes (e.g., turf reduction area, gal/yr maximum applied water allowance, gal/yr estimated total water use).	
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.	
<i>Solid Waste Measures</i>	
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	Data available from the California Department of Resources Recycling and Recovery indicates that the City of Woodland has achieved a 48 percent diversion rate. The proposed Project would reuse and recycle construction and demolition waste during proposed Project construction activities. The proposed Project would also provide exterior storage areas for recyclables in public areas throughout the proposed Project site. MM 5.8-1 requires a solid waste diversion rate of at least 50 percent for the proposed Project.
Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.	
<i>Land Use Measures</i>	
Ensure consistency with “smart growth” principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.	The proposed Project is considered to be an infill project, as it would facilitate development on an underutilized and previously disturbed site in the City located near housing, jobs, and existing transit.
Develop “brownfields” and other underused or defunct properties near existing public transportation and jobs.	
Incorporate public transit into the project’s design.	No transit stops are located adjacent to the proposed Project site; however, bus transit lines operated by the Yolo County Transportation District (Yolobus) have service stops along Main Street.
Ensure that the project enhances, and does not disrupt or create barriers to, non-motorized transportation.	The proposed Project would include sidewalks and paths connecting the proposed Project site to the surrounding circulation network.
Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance.	Trees would be planted throughout the proposed Project site.
Source: State of California Department of Justice, Attorney General’s Office, <i>Addressing Climate Change at the Project Level</i> , updated January 6, 2010.	

Mitigated Greenhouse Gas Emissions

Implementation of the proposed Project design features and MM 5.8-1 would result in reduced proposed Project-related GHG emissions. GHG reductions were applied using the CalEEMod model. Table 5.8-3, MITIGATED GREENHOUSE GAS EMISSIONS, shows the reduced GHG emissions associated with the proposed Project design features required by MM 5.8-1 regarding water, energy, solid waste, and land use efficiency measures.

Table 5.8-3
Mitigated Greenhouse Gas Emissions

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ eq
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO ₂ eq	Metric Tons/yr	Metric Tons of CO ₂ eq	
Direct Emissions						
▪ Construction (amortized over 30 years)	223.69	0.01	0.23	0.00	0.00	223.92
▪ Area Source ¹	0.00	0.00	0.00	0.00	0.00	0.00
▪ Mobile Source ²	12,037.28	0.48	10.04	0.00	0.00	12,047.32
<i>Total Mitigated Direct Emissions⁶</i>	<i>12,037.28</i>	<i>0.48</i>	<i>10.04</i>	<i>0.00</i>	<i>0.00</i>	<i>12,047.32</i>
Indirect Emissions						
▪ Energy	7,258.58	0.28	5.88	0.13	39.30	7,303.75
▪ Solid Waste	8,338.24	492.78	10,348.38	0.00	0.00	18,686.52
▪ Water Demand ⁴	19,689.82	379.98	7,979.58	9.74	3,018.40	30,687.82
<i>Total Mitigated Indirect Emissions⁶</i>	<i>35,286.64</i>	<i>843.04</i>	<i>18,333.84</i>	<i>9.87</i>	<i>3,059.70</i>	<i>56,678.09</i>
<i>Total Mitigated Project-Related Emissions⁶</i>	<i>68,725.41 MTCO₂eq/yr</i>					
<i>Total Business As Usual Project-Related Emissions⁶</i>	<i>99,677.81 MTCO₂eq/yr</i>					
<i>Total % Reduction From Business As Usual</i>	<i>31.05 %</i>					
GHG Threshold	28.5 % reduction from Business As Usual emissions					
Mitigated GHG Emissions Meet Reduction Target?	Yes					
	<i>Less Than Significant Impact</i>					

Notes:

¹ Mitigated emissions calculated using CalEEMod computer model.

² CO₂ Equivalent values calculated using the EPA Website, *Greenhouse Gas Equivalencies Calculator*, Located online at: <http://www.epa.gov/cleanenergy/energy-resources/calculator.html>, accessed January 2013.

³ Totals may be slightly off due to rounding.

Refer to Appendix 15.5, *Air Quality and Greenhouse Gas Modeling Data*, for detailed model input/output data.

Reduction measures accounted for in Table 5.8-3 and required by MM 5.8-1 include the following:

- Provide pedestrian network within the site;
- Trip reduction program, for which all employees are eligible to participate;
- Ride sharing program, for which all employees are eligible to participate;
- Install high efficiency lights for public street and area lighting;
- Light colored “cool” roofs and cool pavements, and strategically placed shade trees;
- High efficiency lighting, and energy efficient heating and cooling systems;
- Reduced unnecessary outdoor lighting;
- Water-efficient irrigation systems;
- Low-flow faucets and toilets;
- Reuse and recycling of construction and demolition waste;
- Interior and exterior storage areas for recyclables and adequate recycling containers located in public areas; and
- Institute recycling and composting services to reduce solid waste by at least 50 percent.

As seen in Table 5.8-3, implementation of proposed Project design features and MM 5.8-1 would result in a 31.05 percent reduction in emissions from “business as usual” conditions. Therefore, the proposed Project would not hinder the State reduction goals of AB 32. Impacts in this regard would be less than significant with implementation of MM 5.8-1.

Conclusion

As shown in Table 5.8-1, operational-related “business as usual” emissions would be 99,677.81, MTCO₂eq/yr. The proposed Project would implement the proposed Project design features required by MM 5.8-1. These sustainability measures target the transportation, water, energy, solid waste, and land use emission sectors and are consistent with the Attorney General’s recommended design features. Implementation of these measures would reduce GHG emissions to 68,725.41 MTCO₂eq/yr, which equates to a 31.05 percent reduction. AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28.5 percent reduction in “business as usual” GHG emissions for the entire State. Therefore, as implementation of MM 5.8-1 would reduce “business as usual” emissions by 31.05 percent, the proposed Project would be considered to be consistent with the reduction goals of AB 32, and a less than significant impact would occur in this regard after incorporation of MM 5.8-1.

Mitigation Measures:

MM 5.8-1 The proposed Project shall include, but not be limited to, the following list of potential design features. These features shall be incorporated into the project design to ensure consistency with adopted statewide plans and programs. The Project Applicant shall demonstrate the incorporation of project design features prior to the issuance of building or occupancy permits, as noted below.

Transportation

- Provide pedestrian connections within the proposed Project site (building permit).
- Implement a trip reduction program, for which all employees shall be eligible to participate (occupancy permit).
- Provide a ride sharing program, for which all employees shall be eligible to participate (occupancy permit).

Energy Efficiency

- Install light colored “cool” roofs and cool pavements, and strategically placed shade trees (building permit).
- Install high efficiency lighting, and energy efficient heating and cooling systems (building permit).
- Reduce unnecessary outdoor lighting (building permit).

Water Conservation and Efficiency

- Install water-efficient irrigation systems (building permit).
- Install low-flow faucets and toilets (building permit).

Solid Waste

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (building permit).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit).

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.8-2 THE PROPOSED PROJECT MAY CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.

Impact Analysis: The City of Woodland does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The proposed Project would be subject to all applicable regulatory requirements, which would also reduce the GHG emissions of the proposed Project. After implementation of MM 5.8-1, and application of regulatory requirements, the proposed Project would implement appropriate GHG reduction strategies and would not conflict with or impede implementation of reduction goals identified in AB 32, and other strategies to help reduce GHG emissions. Therefore, the proposed Project would not conflict with an applicable GHG reduction plan, policy, or regulation and impacts would be less than significant with incorporation of MM 5.8-1.

Mitigation Measures: Implement MM 5.8-1.

Level of Significance: Less than significant impact with mitigation incorporated.

CUMULATIVE IMPACTS

IMPACT 5.8-3 GREENHOUSE GAS EMISSIONS RESULTING FROM DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT MAY IMPACT GREENHOUSE GAS LEVELS ON A CUMULATIVELY CONSIDERABLE BASIS.

Impact Analysis: As stated above, based on proposed Project design elements and MM 5.8-1, the proposed Project would not result in a significant impact regarding GHG emissions. The proposed Project would implement the project design features required by MM 5.8-1. These sustainability measures would reduce GHG emissions to be consistent with the reduction goals of AB 32.

On December 30, 2009, the Natural Resources Agency adopted the *State CEQA Guideline Amendments* prepared by OPR, as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the *State CEQA Guideline Amendments*, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The *State CEQA Guideline Amendments* became effective on March 18, 2010. The Natural Resources Agency originally proposed to add subdivision (f) to §15130 to clarify that §21083 and §21083.05 of the Public Resources Code do not require a detailed analysis of GHG emissions solely due to the emissions of other projects (i.e., *State CEQA Guidelines* §15130(a)(1); *Santa Monica Chamber of Commerce v. City of Santa Monica* (2002) 101 Cal.App.4th 786, 799). Rather, the proposed subdivision (f) would have provided that a detailed analysis is required when evidence shows that the incremental contribution of the project's GHG emissions is cumulatively considerable when added to other cumulative projects (i.e., *Communities for a Better Environment v. California Resources Agency* (2002), *supra*, 103 Cal.App.4th at 119-120).

In essence, the proposed addition would be a restatement of law as applied to GHG emissions. Analysis of GHG emissions as a cumulative impact is consistent with case law arising under the National Environmental Policy Act (NEPA) (e.g., *Center for Biological Diversity v. National Highway Traffic Safety Administration*, 538 F.3d 1172, 1215-1217 [9th Cir. 2008]). Other portions of the *State CEQA Guideline Amendments* address how lead agencies may determine whether a project's emissions are cumulatively considerable (e.g., Proposed §1506(h)(3) and §15064.4). However, public comments noted that the new subdivision merely restated the law, and was capable of misinterpretation. The Natural Resources

Agency, therefore, determined that because other provisions of the *State CEQA Guideline Amendments* address the analysis of GHG emissions as a cumulative impact, and because the reasoning of those is fully explained in the Initial Statement of Reasons, subdivision (f) should not be added to the *State CEQA Guidelines*. The deletion was reflected in the revisions that were made available for further public review and comment on October 23, 2009.

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.¹⁷ GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.¹⁸ The additive effect of the proposed Project's GHG emissions would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed Project, as well as other cumulative related projects, would also be subject to all applicable regulatory requirements, which would also reduce the GHG emissions of the proposed Project. For the reasons discussed in this section, and because the Project incorporates GHG reduction measures and design features (MM 5.8-1), the proposed Project's cumulative GHG emissions would have a less than significant impact on the environment.

Mitigation Measures: Implement MM 5.8-1.

Level of Significance: Less than significant impact with mitigation incorporated.

¹⁷ California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

¹⁸ Ibid.

5.9 BIOLOGICAL RESOURCES

This section of the Environmental Impact Report (EIR) evaluates potential biological resource impacts associated with the implementation of the proposed Project, and includes a discussion of the mitigation measures necessary to reduce impacts to a less than significant level. Based on a reconnaissance-level survey of the proposed Project area, this section describes the presence and distribution of natural communities and habitats, the occurrence or potential for occurrence of special-status species, and the general biological use of the area. The following section is primarily based on a *Biological Resources Assessment*, prepared by Estep Environmental Consulting in May 2011 (refer to Appendix 15.6).

5.9.1 EXISTING CONDITIONS

The following describes the proposed Project location and setting, the existing on-site habitat, and adjacent habitat of concern. In addition, special-status species with the potential to occur on the proposed Project site are identified. A special-status species is one that is considered threatened, endangered, or rare as defined by the California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB).

BIOLOGICAL SETTING

Three-quarters of the proposed Project site (the northeast, northwest, and southwest quadrants) is under rotational crops of safflower and/or wheat production. This represents approximately 110 acres of the total 146-acre site (or 75 percent) of the proposed Project site. A portion of the cultivated area is currently fallow and consists of a variety of nonnative grasses and agricultural weeds. The southeast quadrant consists of existing industrial/grain storage structures. Historically, the proposed Project site and surrounding properties have been used for agricultural purposes. The topography of the proposed Project site is flat. Elevation ranges from 38 to 45 feet above mean sea level (msl) with a gradual and indiscernible declining slope eastward. There are no hydrological features including natural drainages, permanent irrigation canals, or wetland features located on-site.

CLIMATE

Woodland's climate is characterized by a Mediterranean climate of hot dry summers and mild rainy winters. During the year, the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is approximately 20 inches and the rainy season is generally from November through March.

5.9.2 METHODOLOGY

PRE-SURVEY INVESTIGATION

Prior to conducting the site visit, available information regarding biological resources on or near the proposed Project site was gathered and reviewed. Sources included:

- California Natural Diversity Data Base;
- *Yolo County General Plan*;
- *City of Woodland General Plan*;
- Woodland Commerce Center Initial Study;
- Yolo Natural Heritage Plan Species Accounts and Maps;
- Estep 2008 (Distribution, Abundance, and Habitat Associations of the Swainson's Hawk in Yolo County); and

- Aerial Photographs and Land Use/Vegetation Maps.

FIELD SURVEYS

A biological resources survey of the proposed Project site was conducted on April 29, 2011. The survey was designed for complete coverage of the entire 146 acre proposed Project site and to record land uses, natural communities and wildlife habitats, occurrences of sensitive wildlife resources, and general wildlife use of the area. The survey was conducted by driving all available roads, walking the perimeter of the active agricultural fields, walking transects across inactive agricultural fields, and evaluating ruderal habitats within the industrial portion of the proposed Project site. All vegetation, land uses, and habitat types were noted, mapped, and evaluated. All irrigation channels, fence rows, power line corridors, and other physical and topographic features were inspected and evaluated. Binoculars and spotting scope were used to identify wildlife occurrences. Representative photographs were taken from several vantage points. Locations of significant wildlife occurrences were photographed and recorded using a Garmin Etrex Global Positioning Systems (GPS) unit.

5.9.3 PLANT COMMUNITIES AND HABITAT TYPES

The principal habitat types within the proposed Project consist of relatively low value agricultural and ruderal habitats. The habitat types observed within the proposed Project site are described below.

ACTIVE AGRICULTURAL LAND

The active agricultural land within the proposed Project site is currently planted in wheat. During the time of the biological survey (April 29, 2011), the wheat was approximately two feet tall. The agricultural area is in a wheat/safflower rotation. No trees, shrubs, wetlands, or other natural communities occur within the active agricultural land.

INACTIVE (IDLE) AGRICULTURAL LAND

A portion of the cultivated land within the proposed Project site was idle during the time of the biological survey (April 29, 2011), and appeared to have been idle for multiple years. This idle agricultural area, which may have also been subject to industrial uses in past years, includes the land immediately adjacent to and to the west and north of the existing industrial development.

Vegetation consists of nonnative grasses, including wild oat (*Avena fatua*), hare barley (*Hordeum murinum*), and Italian ryegrass (*Lolium multiflorum*), and a variety of common agricultural weeds including bull thistle (*Cirsium vulgare*), yellow foxtail (*Setaria pumila*), mustard (*Sisymbrium altissimum*), little mallow (*Malva parviflora*), and ruderal habitats consisting of weedy and open dirt areas. No trees, shrubs, or wetlands occur within the idle agricultural area. Portions of the idle agricultural area appear to retain some remnant characteristics of the former alkali sink community that once occurred throughout this area of Yolo County prior to agricultural conversion. Alkali sink habitat potentially supports several sensitive plant species; however, the periodic cultivation of this area, the lack of suitable hydrologic characteristics, and the extent of disturbance would make presence of these species very unlikely.

INDUSTRIAL LAND

Industrial areas consist primarily of buildings, trailers, and other smaller structures, and surrounding pavement and work areas. The few unpaved sites within the industrial area consist mainly of disturbed ruderal, weedy vegetation. However, there is a small open area near the western end of the industrial area that appears to support remnant patches of alkali soils. The extent of disturbance from historic and ongoing industrial uses likely precludes the presence of special-status plants in this area. Other than

several ornamental trees and shrubs, there are no other natural areas occurring within the industrial area.

EDGE HABITATS

Overall, the proposed Project site supports limited habitat value, particularly within the agricultural and industrial areas. The edges of these land uses provide additional low value habitat. One small walnut tree occurs along the western fence line between the industrial and agricultural land. Oleander shrubs form a row along County Road (CR) 102, along a portion of the eastern proposed Project boundary near the industrial area. A semi-permanent irrigation ditch occurs along the eastern edge of the proposed Project site, and ruderal habitat occurs along the gravel roadway along the western edge of the proposed Project site and the edge of the Sierra Railroad rail line along the southern boundary. A group of ornamental pine trees occurs on the adjacent property at the southwest corner of the proposed Project site. These habitats, while highly disturbed and providing limited habitat value, increase the overall value and wildlife use of the proposed Project site by providing some uncultivated edges that provide refuge for birds and small rodents.

5.9.4 WILDLIFE COMMUNITIES AND HABITAT TYPES

Most of the proposed Project site is characteristic of Yolo County rural agricultural lands. While providing relatively low value habitat, some species are well-adapted to agricultural lands and occur regularly depending on the crop type and the availability of edge habitat. Agricultural lands are used for foraging and cover by a variety of birds and can also be used as nesting habitat for some bird species. During the biological survey (April 29, 2011), several common species were observed using the wheat field and idle field, including rock pigeon (*Columba livia*), red-winged blackbird (*Agelaius phoeniceus*), cliff swallow (*Petrochelidon pyrrhonota*), western kingbird (*Tyrannus verticalis*), western scrub jay (*Aphelocoma californica*), yellow-billed magpie (*Pica nuttalli*), mourning dove (*Zenaida macroura*), and American crow (*Corvus brachyrhynchos*).

The idle field and nonnative grassland habitats also provide nesting habitat for some ground-nesting birds, such as western meadowlark (*Sturnella neglecta*), and are home to several common reptiles such as gopher snake (*Pituophis catenifer*), valley garter snake (*Thamnophis sirtalis fitchi*), and western fence lizard (*Sceloporus occidentalis*). The agricultural habitats are also essential to several breeding and wintering raptors, particularly as foraging habitat. Several important raptor prey species (or their sign) were detected during the biological survey, including pocket gopher (*Thomomys bottae*), meadow vole (*Microtus californicus*), and black-tailed jackrabbit (*Lepus californicus*). Agricultural lands provide essential foraging habitat for locally breeding or wintering raptors such as Swainson's hawk (*Buteo swainsoni*), red-tailed hawk (*Buteo jamaicensis*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus cyaneus*), and American kestrel (*Falco sparverius*).

The presence of edge habitats also contributes to the occurrence and abundance of wildlife in agricultural areas. While edge habitat is limited within the proposed Project site, the presence of ornamental shrubs and ruderal habitats along field borders and nearby ornamental trees attracts birds and small mammals that may also use the agricultural lands for foraging and cover. Jackrabbits were documented in the idle field and small rodent sign was present in the idle field and along ruderal edges.

SPECIAL-STATUS SPECIES

Special-status species are generally defined as species that are assigned a status designation indicating possible risk to the species. These designations are assigned by state and federal resource agencies (e.g., California Department of Fish and Wildlife [CDFW], U.S. Fish and Wildlife Service [USFWS]) or by

private research or conservation groups (e.g., National Audubon Society, California Native Plant Society [CNPS]). Assignment to a special-status designation is usually done on the basis of a declining or potentially declining population, either locally, regionally, or nationally. The extent to which a species or population is at risk usually determines the status designation. The factors that determine risk to a species or population generally fall into one of several categories, such as habitat loss or modification affecting the distribution and abundance of a species; environmental contaminants affecting the reproductive potential of a species; or a variety of mortality factors such as hunting or fishing, interference with man-made objects (e.g., collision, electrocution, etc), invasive species, or toxins.

For purposes of California Environmental Quality Act (CEQA), special-status species are generally defined as:

- Species that are listed, proposed, or candidates for listing under the Federal Endangered Species Act (50 CFR 17.11 – listed; 61 FR 7591, February 28, 1996 - candidates);
- Species that are listed or proposed for listing under the California
- Endangered Species Act (Fish and Game Code 1992 Sections 2050 et seq.; 14 CCR Sections 670.1 et seq.);
- Species that are designated as Species of Special Concern by CDFW;
- Species that are designated as Fully Protected by CDFW (Fish and Game Code, Section 3511, 4700, 5050, and 5515;
- Species included on Lists 1B or 2 by the CNPS;
- Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380).

Special-Status Plant Species

Table 5.9-1, SPECIAL-STATUS PLANT SPECIES WITH POTENTIAL TO OCCUR WITHIN THE VICINITY OF THE PROJECT SITE, lists the special-status plant species with potential to occur within the vicinity of the proposed Project site based on their local and regional distribution, and indicates whether or not they occur or have potential to occur within the proposed Project site based on reported observations and/or the availability of suitable habitat.

Four special-status plant species have potential to occur within the vicinity of the proposed Project site. Rose mallow (*Hibiscus lasiocarpus*) occurs in marshes and riparian habitats, neither of which occur on-site. Therefore, there is no potential for this species to occur within the proposed Project site.

The remaining three species, palmate-bracted bird's beak (*Cordylanthus palmatus*), brittlescale (*Atriplex depressa*), and San Joaquin spearscale (*Atriplex joaquiniana*) occur in alkali sink habitats, which were historically found in the vicinity of the proposed Project site and extended east of Woodland and south toward Davis. Remaining patches of this community in Yolo County occur one to two miles southeast of Woodland. Historic occurrences in the vicinity of the proposed Project site are no longer extant. The small patch of open space within the western-most industrial facility in the proposed Project site, and portions of the idle agricultural field show remnants of alkaline soils; however, these small areas are highly disturbed from decades of industrial and agricultural activity and are unlikely to support any sensitive plant species. Therefore, based on the examination of habitat availability, the three above-mentioned special-status plants have very low potential for occurrence.

Table 5.9-1
Special-Status Plant Species with Potential to Occur within the Vicinity of the Project Site

Species	Status State/ Federal/ CNPS	Habitat Association	Habitat Availability within the Project Site	Occurrence within the Project Site
Rose mallow <i>Hibiscus lasiocarpus</i>	-/-/2	Freshwater marshes, riparian	None	No
Palmate-bracted bird's beak <i>Cordylanthus palmatus</i>	E/E	Alkali playa/meadow	Small remnant area of alkali soils, but likely too disturbed to support species.	Very low potential
Brittlescale <i>Atriplex depressa</i>	-/-/1B	Alkali playa, vernal pools, valley grasslands	Small remnant area of alkali soils, but likely too disturbed to support species.	Very low potential
San Joaquin spearscale <i>Atriplex</i> <i>joaquiniana</i>	-/-/1B	Alkali playa, vernal pools, valley grasslands	Small remnant area of alkali soils, but likely too disturbed to support species.	Very low potential

Notes:

T=threatened; E=Endangered; CSC=California species of species concern; FP=state fully protected; 1B=CNPS threatened or endangered in California; 2=CNPS

Source: Estep Environmental Consulting, May 2011.

Special-Status Wildlife Species

Table 5.9-2, SPECIAL-STATUS WILDLIFE SPECIES WITH POTENTIAL TO OCCUR IN THE VICINITY OF THE PROJECT SITE, lists the special-status wildlife species with potential to occur within the vicinity of the proposed Project site based on their local and regional distribution, and indicates whether or not they occur or have potential to occur within the proposed Project site based on reported observations and/or the availability of suitable habitat. Each of these species is also described in more detail below.

Based on the examination of habitat availability, nine of the wildlife species listed in Table 5.9-2 have potential to occur within the proposed Project site. Only one of these species, the Swainson's hawk, was detected within the proposed Project site during the biological survey (April 29, 2011).

Aquatic Invertebrates

Several special-status invertebrates are known to occur in vernal pool and other seasonal wetland habitats in Yolo County including vernal pool tadpole shrimp (*Lepidurus packardii*) and conservancy fairy shrimp (*Branchinecta conservatio*), both federally listed endangered species, and vernal pool fairy shrimp (*Branchinecta lynchi*), a federally listed threatened species. Collectively, these species occur within a range of specific environmental conditions unique to certain vernal pool communities that include soil type, vegetation characteristics, water depth, water temperature, inundation duration, and water quality. As a result of the substantial loss of vernal pool habitats in the Central Valley from urbanization and agricultural conversion, populations of these species have declined throughout their range.

There are no vernal pools or other seasonal wetland habitats within the proposed Project site; therefore, there is no potential for these species to occur.

Valley Elderberry Longhorn Beetle

The Valley Elderberry Longhorn Beetle (VELB) (*Desmocerus californicus dimorphus*) is a federally-listed threatened species. VELB is a medium-sized woodboring beetle, about 0.8 inches long. Endemic to California's Central Valley and watersheds that drain into the Central Valley, this species' presence is entirely dependent on the presence of its host plant, the elderberry shrub (*Sambucus* spp.). VELB is a specialized herbivore that feeds exclusively on elderberry shrubs, the adults feeding on leaves and flowers, and the larvae on the stem pith. Habitat for VELB consists of elderberry shrubs with stems greater than one inch in basal diameter. Elderberry grows in upland riparian forests or savannas adjacent to riparian vegetation, but also occurs in oak woodlands and savannas and in disturbed areas. It usually co-occurs with other woody, riparian plants, including Fremont cottonwood, California sycamore (*Platanus racemosa*), various willows wild grape (*Vitis californica*), blackberry (*Rubus* spp.), and poison-oak (*Rhus diversiloba*), but can also occur as an isolated shrub in open grasslands or along fence rows or field borders in grassland and agricultural areas.

There are no elderberry shrubs present within the proposed Project site; therefore, there is no potential for this species to occur.

Northern Harrier

The northern harrier is designated as a state species of special concern. It is a medium-sized hawk with a slight build and relatively long tail and wings (3.5 foot wingspan). Adult males are pale gray, while juveniles and females are brown. All plumages show a distinctive white rump patch in flight. In California, this species is a permanent resident of the northeastern plateau, coastal areas, and the Central Valley. It is also a widespread winter visitor and migrant in suitable habitat. While declines in the California population have been noted for many years, the species can be locally abundant where suitable habitat remains free of disturbance, especially from intensive agriculture. Breeding populations have declined from destruction of wetland habitats, native grasslands, and moist meadows, and in agricultural areas from burning and plowing of nest sites during early stages of the breeding cycle.

The northern harrier is a ground-nesting raptor, constructing rudimentary nest sites on the ground in marsh, grassland, and some agricultural habitats, particularly grain fields. They forage in seasonal wetland, grassland, and agricultural habitats for voles and other small mammals, birds, frogs, and small reptiles, crustaceans, and insects. They also roost on the ground, using tall grasses and forbs in wetlands, or along wetland/field borders for cover.

No northern harriers were observed during the biological survey (April 29, 2011) and no nests were present within the proposed Project site; however, the species is relatively common in the agricultural lands of Yolo County, and the wheat and idle fields within the proposed Project site provide suitable foraging habitat and potential low value nesting habitat.

White-tailed Kite

The white-tailed kite is designated a state fully protected species. The white-tailed kite is a highly specialized and distinctively marked bird of prey; smaller than most hawks with a wingspan of just over three feet, white underneath and light gray above, black shoulder patches, and white tail. The species name is derived from its distinctive hunting behavior, kiting, hovering in the air while hunting for prey. The white-tailed kite is known primarily from the Central Valley and coastal areas of California; however, breeding has also been documented in parts of Oregon and Washington, southern Texas, Florida, and south from northern Mexico to South America.

Table 5.9-2
Special-Status Wildlife Species with Potential to Occur in the Vicinity of the Project Site

Species	Status State/Federal/CNPS	Habitat Association	Habitat Availability within the Project Site	Occurrence within the Project Site
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	-/T	Vernal pools and other seasonal wetlands	None	No
Vernal pool tadpole shrimp <i>Lepidurus Packardii</i>	-/E	Vernal pools and other seasonal wetlands	None	No
Conservancy fairy shrimp <i>Branchinecta conservatio</i>	-/I	Vernal pools and other seasonal wetlands	None	No
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	-/T	Elderberry shrubs	None	No
Giant garter snake <i>Thamnophis gigas</i>	T/T	Streams, water conveyance channels	None	No
Western pond turtle <i>Actinemys marmorata</i>	CSC/-	Streams, ponds, water conveyance channels	None	No
White-tailed kite <i>Elanus leucurus</i>	FP/-	Riparian trees, woodlands, roadside trees, grasslands, agricultural lands	No nesting habitat, suitable foraging habitat	Potential
Northern harrier <i>Circus cyaneus</i>	CSC/-	Grasslands, seasonal marshes, some agricultural habitats	Marginal nesting habitat and suitable foraging habitat	Potential
Swainson's hawk <i>Buteo swainsoni</i>	T/-	Riparian trees, woodlands, roadside trees, grasslands, agricultural lands	No nesting habitat; suitable foraging habitat	Yes
Snowy plover <i>Charadrius alexandrinus nivosus</i>	CSC/-	Alkali lakeshores, dry evaporation ponds	None	No
Mountain plover <i>Charadrius montanus</i>	CSC/-	Plowed agricultural fields during winter	Agricultural field would provide suitable habitat	Potential
Burrowing owl <i>Athene cunicularia</i>	CSC/-	Grasslands, ruderal habitats, field edges with ground squirrel activity	Low value habitat along field edges and idle field, but no ground squirrel activity noted	Potential
Loggerhead shrike <i>Lanius ludovicianus</i>	CSC/-	Grasslands, agricultural lands	No nesting, suitable foraging	Potential
Tricolored blackbird <i>Agelaius tricolor</i>	CSC/-	Emergent marshes, blackberry thickets, silage, pastures, some agricultural habitats	No nesting, marginal foraging.	Potential
Pallid Bat <i>Antrozous pallidus</i>	SSC/-	Shrublands, grasslands, agricultural lands, woodlands; rocky areas, caves, mines, hollow trees, buildings for roosting.	Potential for roosting in buildings and other structures in industrial area	Potential
Townsend's Big-eared Bat <i>Corynorhinus townsendii townsendii</i>	SSC/-	Most low to mid-elevation habitats; caves, mines, and buildings for roosting.	Potential for roosting in buildings and other structures in industrial area	Potential

Notes:
T=threatened; E=Endangered; CSC=California species of special concern; FP=state fully protected; 1B=CNPS threatened or endangered in California; 2=CNPS
Source: Estep Environmental Consulting, May 2011.

In the Central Valley, white-tailed kites nest in riparian forests and woodlands, woodlots, and occasionally in isolated trees. They forage in grasslands, seasonal wetlands, and agricultural fields. Like most raptors, its distribution is determined more by prey abundance and vegetation structure than by specific plant associations. They appear to be more sensitive to intensive farming practices and while they are found in agricultural areas, populations have likely declined as a result of conversion from native grassland and seasonal wetland habitats to agriculture. White-tailed kites prey mainly on small rodents, especially California vole, but also take small birds, reptiles, and insects.

No white-tailed kites were observed during the biological survey (April 29, 2011). There is no suitable nesting habitat for white-tailed kites within the proposed Project site. The ornamental trees in the industrial portion of the proposed Project site and in the immediate vicinity of the proposed Project area receive too much ongoing disturbance to support successful nesting of kites. The species is resident in Yolo County and occurs throughout the valley floor and foothill grasslands, but is a relatively uncommon nesting species. The nearest recently reported white-tailed kite nest is approximately 1.5 miles southwest of the proposed Project site (refer to Figure 5.9-1, SPECIAL-STATUS SPECIES OCCURRENCES IN PROPOSED PROJECT VICINITY). The wheat and idle fields are suitable foraging habitat for kites; therefore, the species could occasionally forage within the proposed Project site.

Swainson's Hawk

Swainson's hawk is a state-listed threatened species. It is a medium-sized hawk with long (3.5 to 4 feet) narrow wings, dark breast and head, and with several distinctive plumage variations on the underwing coverts and belly. Swainson's hawk is an open country species found throughout the plains and deserts of the western United States. Associated primarily with open grassland habitats, throughout much of its range it is currently known to also occur in agricultural habitats, which has displaced much of the grassland habitat throughout North America. Formerly occurring throughout the lowland areas of California, as a result of habitat loss and conversion to agriculture, populations are now restricted mainly to the Central Valley and Great Basin portions of the state.

In the Central Valley, Swainson's hawks nest in riparian forests, remnant oak woodlands, isolated trees, and roadside trees. They forage primarily in agricultural habitats, particularly those that optimize availability of prey (e.g., alfalfa and other hay crops, some row and grain crops), but also use irrigated pastures and annual grasslands. The principal prey item of Swainson's hawks in the Central Valley is the California vole, but other small mammals, birds, reptiles, and insects are also taken. Yolo County is within the core breeding area for Swainson's hawks in the Central Valley. Supporting as many as 300 nesting pairs, the breeding density in Yolo County is the highest reported anywhere within the range of the species.

No Swainson's hawk nest sites occur on or in the immediate vicinity of the proposed Project site. The proposed Project site does not support suitable nesting habitat for Swainson's hawk; however, the ornamental pine trees on the adjacent property at the southwest corner of the proposed Project site are considered marginally suitable for nesting. The nearest reported nest is approximately 0.8 miles east of the proposed Project site (refer to Figure 5.9-1). At least 34 reported nest sites occur within five miles of the proposed Project area. In addition, a Swainson's hawk was observed foraging within the proposed Project site during the biological survey (April 29, 2011). This species occurs throughout the lowland agricultural region of Yolo County and forages widely in irrigated cropland. The wheat and idle fields within the proposed Project site represent suitable foraging habitat for this species.

Western Snowy Plover

The inland population of western snowy plover (*Charadrius alexandrinus nivosus*) is designated as a state species of special concern. This small shorebird is a medium distance migrant that nests primarily in the United States and winters in coastal areas of the southeastern U.S., and in Mexico and Central America. Similar to other plover species, the western snowy plover has a pointed black bill, relatively long legs and bill, short wings, and pale to black side patches on the collar. Its plumage is much paler than other plovers. Arriving on their breeding grounds in February to March, snowy plovers nest in sand dunes on beaches and lakes, on shores of alkaline lakes, in dry evaporation ponds, and rarely on unvegetated islands in freshwater ponds. Fall migration is protracted and can extend from mid-June until mid-November.

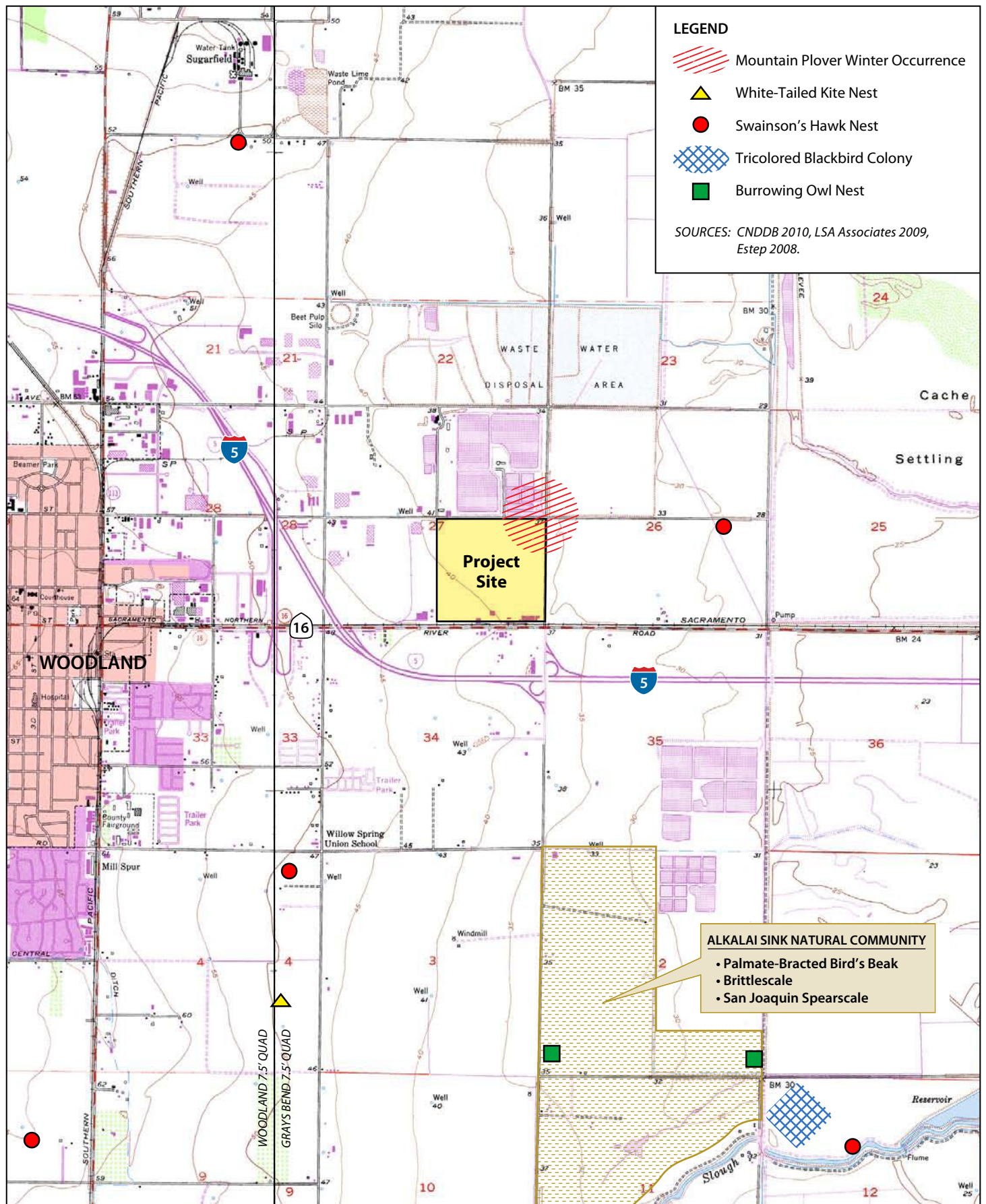
Snowy plovers are found year-round in California, but breed and winter in different locations and habitats. Nesting in unvegetated open areas, primarily sand dunes, alkali lakeshores, and dry evaporation ponds, most snowy plovers that breed in the Central Valley migrate to the coast to winter primarily on beaches and a few dry evaporation ponds. Inland nesting birds begin to leave the breeding areas by early July and finish migrating by mid-October.

In Yolo County, snowy plovers have nested twice at the Yolo Bypass Wildlife Area in 1998, and at the Old Davis Sewage Ponds in 1963; they have also been detected during migration at those locations as well as the Davis Wetlands and the Woodland Wastewater Treatment Plant. There is no suitable nesting or foraging habitat for snowy plovers within the proposed Project site; however, the species could potentially occur at the decommissioned Woodland Wastewater Treatment Plant immediately north of the Project site.

Mountain Plover

The mountain plover (*Charadrius montanus*) is designated as a state species of special concern. The mountain plover is a small, plainly-plumaged, brown and white plover slightly larger than the snowy plover. Mountain plovers are short to medium-distance migrants that nest primarily in the western Great Plains of the United States and winter in California, Arizona, New Mexico and northern Mexico. Unlike most other plover species, the mountain plover is an upland species, often found far from water. The mountain plover does not breed in California, but does occur during the winter. The species arrives on its wintering grounds in California from November through December where it remains through March. The wintering habitat of mountain plovers in the Central Valley has been described as pastureland nearly devoid of vegetation, sparsely vegetated fields, grazed grasslands and disked agricultural fields. The species occurs only in areas either devoid of or with very sparse and short vegetation.

Mountain plover flocks have been observed in recently-plowed agricultural fields near Woodland and Davis, especially along CR-16, CR-25, CR-27, and CR-102, and in unflooded portions of the Yolo Bypass. Wintering mountain plovers have been reported on and within the vicinity of the proposed Project site, on disked agricultural lands west of CR-102 and north of Main Street (refer to Figure 5.9-1). Therefore, the proposed Project site represents suitable winter habitat for this species during years when the fields are disked and bedded for the winter.



Western Burrowing Owl

The western burrowing owl (*Athene cunicularia*) is designated as a state species of special concern. The burrowing owl is a small ground-dwelling owl with a round head, yellow eyes, and long legs. The burrowing owl occurs throughout most of western United States and northern Mexico. They also occur in southern Florida and on some Caribbean islands. In California, burrowing owls occur in open habitats throughout most of the state with the exception of the northwestern corner. Burrowing owls are found in open, dry grasslands, agricultural and range lands, and desert habitats. In the Central Valley, they are associated with remaining grassland habitats, pasturelands, and edges of agricultural fields. They also occur in vacant lots and remnant grassland or ruderal habitats within urbanizing areas. Historically nesting in larger colonies, due to limited nesting habitat availability most of the more recent occurrences are individual nesting pairs or several loosely associated nesting pairs. The burrowing owl is a subterranean-nesting species, typically occupying the burrows created by California ground squirrels (*Spermophilus beecheyi*). They also occupy artificial habitats, such as those created by rock piles and occasionally in open pipes and small culverts. They forage for small rodents and insects in grassland and agricultural habitats with low vegetative height.

In Yolo County, burrowing owls occur in the grassland and pasture habitats of the southern panhandle and in the Davis area. Most isolated occurrences have been reported from the Dunnigan Hills, and in the agricultural lands between Davis and Woodland. The nearest recently reported occurrence is approximately two miles south of the proposed Project site (refer to Figure 5.9-1). No burrowing owls were detected on or in the immediate vicinity of the proposed Project site. No potential burrows were found and no ground squirrel activity was noted during the biological survey (April 29, 2011). Burrowing owls do not currently occur within the proposed Project site; however, the agricultural fields represent potentially suitable foraging habitat, and the species could potentially nest or along field borders, edges, or in idle fields.

Tricolored Blackbird

The tricolored blackbird (*Agelaius tricolor*) is a state species of special concern. Tricolored blackbirds are small blackbirds, very similar in appearance to the closely related red-winged blackbird (*Agelaius phoeniceus*). They differ from species by the slightly thinner bill, darker red shoulder patches, and broad white (not yellow) median coverts. Tricolored blackbirds are largely endemic to California, and more than 99 percent of the global population occurs in the state. In any given year, more than 75 percent of the breeding population can be found in the Central Valley. Small breeding populations also exist at scattered sites in Oregon, Washington, Nevada, and western coastal Baja California. This species has suffered dramatic population declines throughout its range due to the loss of protected wetland nesting habitats.

Tricolored blackbirds breed in colonies from several dozen to several thousand breeding pairs. They have three basic requirements for selecting their breeding colony sites: open accessible water; a protected nesting substrate, including either flooded or thorny or spiny vegetation; and a suitable foraging space providing adequate insect prey within a few miles of the nesting colony. Nesting colonies have been reported in freshwater marshes dominated by cattails and bulrushes, or in willows, blackberry bramble, thistles, or nettles. While freshwater marsh was once considered the primary breeding habitat type for tricolored blackbirds, an increasing percentage of tricolored blackbird colonies in the 1980s and 1990s were reported in Himalayan blackberries, and some of the largest recent colonies have been in silage and grain fields.

Foraging habitats in all seasons include annual grasslands; wet and dry vernal pools and other seasonal wetlands; agricultural fields (e.g., large tracts of alfalfa with continuous mowing schedules and recently tilled fields); cattle feedlots; and dairies. Tricolored blackbirds also forage occasionally in riparian scrub habitats and along marsh borders.

There is no potential breeding habitat for tricolored blackbirds within the proposed Project site and none in the immediate vicinity of the Project area. The nearest recently reported breeding colony is approximately two miles south of the proposed Project site, in a marshy field between CR-25 and Willow Slough (refer to Figure 5.9-1). However, the agricultural fields within the proposed Project site are considered suitable foraging habitat for this species.

Loggerhead Shrike

The loggerhead shrike (*Lanius ludovicianus*) is designated as a state species of special concern. Loggerhead shrike is a permanent resident and winter visitor in foothills and lowlands throughout California, where it is considered a fairly common resident. It is a medium-sized (nine inches), stout, short-winged passerine that is often seen perched on barbed wire fences. The underparts and back are grey, with black tail, wings and facemask. Shrikes prefer open habitats with scattered trees, shrubs, posts, fences, utility lines, or other perches. It nests in small trees and shrubs and forages for small rodents and insects in pastures and agricultural lands.

No shrikes or shrike nests were found during the biological survey (April 29, 2011). However, the species occurs throughout lowland Yolo County and could potentially forage in the agricultural fields within the proposed Project site.

Giant Garter Snake

The giant garter snake (*Thamnophis gigas*) is a state and federally listed threatened species. Giant garter snake is an aquatic species endemic to the Central Valley. Loss or degradation of aquatic habitat resulting from agricultural and urban development has caused dramatic population declines and has resulted in the recognition of only 13 extant populations between Butte County and Fresno County. The Willow Slough/Yolo Bypass subpopulation, approximately three miles southeast of the proposed Project site, is the nearest of these to the proposed Project area. Described as among California's most aquatic garter snakes, giant garter snakes are associated with low-gradient streams and valley floor wetlands and marshes, and have adapted successfully to rice agriculture. Giant garter snakes occur in sloughs, creeks, and other watercourses including agricultural ditches that support sufficient water, aquatic prey, and emergent vegetation for basking sites. They generally are found in more open habitats and do not typically occur along watercourses that support dense riparian cover. Aquatic habitats are characterized by sufficient water during the snake's active season to supply cover and food such as small fish and amphibians; emergent herbaceous wetland vegetation such as cattails and bulrushes for basking, foraging, and escape cover; upland habitat (e.g., bankside burrows, holes, and crevices for short-term refuge; and high ground upland habitat for cover and refuge during the dormant winter period.

Giant garter snakes are known to occur in the vicinity of Willow Slough and the Yolo Bypass, but none have been reported in the agricultural lands in the interior of Yolo County, including in the vicinity of the proposed Project site. The nearest reported occurrences are over two miles southeast of the proposed Project site, in the vicinity of Willow Slough. There is no aquatic habitat present within or immediately adjacent to the proposed Project site; therefore, there is no potential for this species to occur.

Western Pond Turtle

The western pond turtle (*Clemmys marmorata*) is designated as a state species of special concern. The western pond turtle is a moderate sized turtle with drab brown coloring. The carapace lacks any prominent markings. In California, the western pond turtle is distributed throughout the state from sea level to mid-elevation Sierra Nevada. Western pond turtles are closely associated with permanent water bodies, such as lakes, ponds, slow moving streams, and irrigation canals that include basking sites as down logs or rocks, and that support sufficient aquatic prey. Western pond turtles also require upland habitat that is suitable for building nests, to aestivate, and to overwinter. Suitable upland habitat must have the proper thermal and hydric conditions in which to build nests. Nests are constructed in sandy banks immediately adjacent to aquatic habitat or if necessary, females will climb hillsides and sometimes move considerable distances to find suitable nest sites. Females deposit their eggs in the nest from March to August depending on local conditions. Western pond turtles are omnivorous and opportunistic feeders. Their diet includes slow moving aquatic invertebrates and carrion. Aquatic vegetation may also be consumed, especially by females who have recently laid eggs. Hatchlings and juveniles feed primarily on zooplankton.

There is no aquatic habitat present within or immediately adjacent to the proposed Project site; therefore, there is no potential for this species to occur.

Special-status Bats

Two special status bats potentially occur within the proposed Project area, including pallid bat (*Antrozous pallidus*) and Townsend's big-eared bat (*Corynorhinus townsendii townsendii*), both state species of special concern. Pallid bat occurs primarily in shrublands, woodlands, and forested habitats, but also can occur in grasslands and agricultural areas. Townsends's big-eared bat occurs in a variety of woodland and open habitats, including agricultural areas. Both species roost in mines, caves, rocky crevices, large hollow trees, and occasionally in large open buildings that are usually abandoned or infrequently inhabited.

The old industrial structures within the proposed Project site, including the rice storage facilities and other larger structures, potentially support roosting habitat for these bat species.

5.9.5 REGULATORY SETTING

The following is a description of Federal, State, and local environmental laws and policies that are relevant to the CEQA review process.

FEDERAL FRAMEWORK

Federal Endangered Species Act (FESA)

The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to protect those species that are endangered with extinction. The FESA is intended to operate in conjunction with CEQA and the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend. The United States Fish and Wildlife Service (USFWS) is responsible for implementation of the FESA. During project review, each agency is given the opportunity to comment on the potential of the project to affect listed plants and animals.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) states that to “take” (kill, harm, harass, shoot, etc.) any migratory bird listed in Title 50 of the Code of Federal Regulations, Section 10.13, including their nests, eggs, or young, is unlawful. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, wading birds, seabirds, and passerine birds (such as warblers, flycatchers, swallows, etc.).

Executive Order 13186 for conservation of migratory birds (January 11, 2001) requires that any project with federal involvement address impacts of federal actions on migratory birds. The order is designed to assist federal agencies in their efforts to comply with the MBTA and does not constitute any legal authorization to take migratory birds. The order also requires federal agencies to work with the USFWS to develop a memorandum of understanding (MOU). Protocols developed under the MOU must promote the conservation of migratory bird populations through the following means:

- Avoid and minimize, to the extent practicable, adverse impacts on migratory bird resources when conducting agency actions;
- Restore and enhance habitat of migratory birds, as practicable; and
- Prevent or abate the pollution or detrimental alteration of the environment for the benefit of migratory birds, as practicable.

U.S. Army Corps of Engineers (USACE) Jurisdiction and General Permitting

Section 404 of the Clean Water Act

Pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344), the U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged or fill material into “waters of the United States” (33 CFR Parts 328 through 330). This requires project applicants to obtain authorization from the USACE prior to discharging dredged or fill material into any water of the United States. In the Federal Register “waters of the United States” are defined as “[...] all interstate waters including interstate wetlands...intrastate lakes, rivers, streams (including intermittent streams), wetlands, [and] natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce [...]” (33 CFR Section 328.3).

Limits of USACE jurisdiction includes the following:

- (a) Territorial Seas. The limit of jurisdiction in the territorial seas is measured from the baseline in a seaward direction a distance of three nautical miles. (See 33 CFR 329.12)
- (b) Tidal Waters of the United States. The landward limits of jurisdiction in tidal waters:
 - (1) Extends to the high tide line, or
 - (2) When adjacent non-tidal waters of the United States are present, the jurisdiction extends to the limits identified in paragraph (c) of this section.
- (c) Non-Tidal Waters of the United States. The limits of jurisdiction in non-tidal waters:
 - (1) In the absence of adjacent wetlands, the jurisdiction extends to the ordinary high water mark, or
 - (2) When adjacent wetlands are present, the jurisdiction extends beyond the ordinary high water mark to the limit of the adjacent wetlands.
 - (3) When the water of the United States consists only of wetlands the jurisdiction extends to the limit of the wetland.

Section 404 jurisdiction in "other waters" such as lakes, ponds, and streams, extends to the upward limit of the ordinary high water mark (OHWM) or the upward extent of any adjacent wetland. The OHWM on a non-tidal water is the "line on shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank; shelving; changes in the character of soil; destruction of terrestrial vegetation; the presence of litter or debris; or other appropriate means that consider the characteristics of the surrounding areas" (33 CFR Section 328.3[e]). Wetlands are defined as "...those areas that are inundated or saturated by surface or ground water at a frequency and duration to support a prevalence of vegetation adapted for life in saturated soil conditions" (33 CFR Section 328.8 [b]). Wetlands usually must possess hydrophytic vegetation (i.e., plants adapted to inundated or saturated conditions), wetland hydrology (e.g., topographic low areas, exposed water tables, stream channels), and hydric soils (i.e., soils that are periodically or permanently saturated, inundated or flooded) to be regulated by the USACE pursuant to Section 404 of the CWA.

STATE FRAMEWORK

California Endangered Species Act

In 1984, the State legislated the California Endangered Species Act (CESA) (Fish and Game Code §2050). The basic policy of CESA is to conserve and enhance endangered species and their habitats. State agencies will not approve private or public projects under their jurisdiction that would jeopardize threatened or endangered species if reasonable and prudent alternatives are available.

As required by CESA, all State lead agencies (as defined under CEQA) conduct an endangered species consultation with CDFW if their actions could affect a State listed species. The lead agency and/or project applicants must provide information to CDFW on the project and the likely impacts. A written finding must then be prepared by CDFW on whether the proposed action would jeopardize a listed species, or would result in the direct take of a listed species.

"Harm" is defined by the FESA as the direct taking of the species, or the modification or degradation of the habitat of the species, which would kill or injure wildlife by significantly impairing essential behavioral patterns including breeding, feeding, or sheltering. Because CESA does not have a provision for harm, CDFW considerations pursuant to CESA are limited to those actions that would result in the direct take of a listed species.

If CDFW determines that a proposed project could impact a State listed threatened or endangered species, CDFW will provide recommendations for "reasonable and prudent" project alternatives. The CEQA lead agency can only approve a project if these alternatives are implemented, unless the lead agency finds that the project's benefits clearly outweigh the costs, reasonable mitigation measures are adopted, there has not been "irreversible or irretrievable" commitment of resources made in the interim, and the resulting project would not result in the extinction of the species. In addition, if there would be impacts to threatened or endangered species, the lead agency typically requires project applicants to demonstrate that they have acquired "incidental take" permits from CDFW and/or USFWS (if the species is federally listed) prior to allowing/permitting impacts to such species.

In September 1997, Assembly Bill 21 (Fish and Game Code §2080.1) was passed. This bill allows an applicant who has obtained a "non-jeopardy" federal Biological Opinion pursuant to Section 7, or who has received a federal 10(a) permit (federal incidental take permit), to submit the federal opinion or permit to CDFW for a determination as to whether the federal document is "consistent" with CESA. If after 30 days CDFW determines that the federal incidental take permit is consistent with state law, and that all state listed species under consideration have been considered in the federal Biological Opinion,

then further permit or consultation is not required under CESA for the project. However, if CDFW determines that the federal opinion or permit is not consistent with CESA, or that there are state listed species that were not considered in the federal Biological Opinion, then the applicant must apply for a state permit under Section 2081(b). The process provided in Fish and Game Code §2080.1 (Assembly Bill 21) may be of use when the incidental take would occur to species that are listed under both the federal and state endangered species acts. Assembly Bill 21 is not of use if an affected species is state-listed, but not federally listed.

State and federal incidental take permits are issued on a discretionary basis, and are typically only authorized if applicants are able to demonstrate that impacts to the listed species in question are unavoidable, and can be mitigated to an extent that the reviewing agency can conclude that the proposed impacts would not jeopardize the continued existence of the listed species under review. Typically, if there would be impacts to a listed species, mitigation that includes habitat avoidance, preservation, and creation of endangered species habitat is necessary to demonstrate that projects would not threaten the continued existence of a species. In addition, management endowment fees are usually collected as part of the agreement for the incidental take permit(s). The endowment is used to manage any lands set-aside to protect listed species, and for biological mitigation monitoring of these lands over (typically) a five-year period.

CDFW Species of Special Concern

In addition to formal listing under the FESA and the CESA, species receive additional consideration during the CEQA process. Species that may be considered for review are included on a list of “Species of Special Concern,” developed by the CDFW. The list tracks species in California whose numbers, reproductive success, or habitat may be threatened.

California Fish and Game Code

California Fish and Game Code §3503, 3503.5, 3511, and 3513 prohibit the “take, possession, or destruction of birds, their nests or eggs.” Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered “take.” Such a take would also violate federal law protecting migratory birds (Migratory Bird Treaty Act).

All raptors (that is, hawks, eagles, owls) their nests, eggs, and young are protected under California Fish and Game Code. Additionally, “fully protected” birds, such as the white-tailed kite (*Elanus leucurus*) and golden eagle (*Aquila chrysaetos*), are protected under California Fish and Game Code. “Fully protected” birds may not be taken or possessed (kept in captivity) at any time.

Title 14 of the California Code of Regulations: Protected Amphibians

Under Title 14 of the California Code of Regulations (CCR 14, Division 1, Subdivision 1, Chapter 5, §41. Protected Amphibians), protected amphibians, such as the California tiger salamander may only be taken under special permit from CDFW issued pursuant to Sections 650 and 670.7 of these regulations.

California Native Plant Society – Native Plant Species List

The CNPS maintains a list of plant species native to California that have low numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review. The following identifies the definitions of the CNPS listings:

List 1A: Plants believed extinct.

List 1B: Plants rare, threatened, or endangered in California and elsewhere.

List 2: Plants rare, threatened, or endangered in California, but more numerous elsewhere.

List 3: Plants about which we need more information - a review list.

List 4: Plants of limited distribution - a watch list.

State Water Resources Control Board/California Regional Water Quality Control Board

Section 401 of the Clean Water Act

The State Water Resources Control Board (SWRCB) and the California Regional Water Quality Control Board (RWQCB) regulate activities in "waters of the State" (which includes wetlands) through Section 401 of the Clean Water Act. While the USACE administers a permitting program that authorizes impacts to waters of the United States, including wetlands and other waters, any USACE permit authorized for a proposed project would be invalid unless the permit is a nationwide permit (NWP) that has been certified for use in California by the SWRCB, or if the RWQCB has issued a project specific certification or waiver of water quality. Certification of NWPs requires a finding by the SWRCB that the activities permitted by the NWP will not violate water quality standards individually or cumulatively over the term of the permit (the term is typically for five years). Certification must be consistent with the requirements of the federal Clean Water Act, CEQA, CESA, and the SWRCB's mandate to protect beneficial uses of waters of the State. Any denied (i.e., not certified) NWPs, and all Individual USACE permits, would require a project specific RWQCB certification of water quality.

Additionally, if a proposed project would impact waters of the State, including wetlands, the project applicant must demonstrate that the project is unable to avoid these adverse impacts, or water quality certification will most likely be denied. Section 401 Certification may also be denied based on significant adverse impacts to waters of the United States/State, including wetlands. The RWQCB has also adopted the USACE policy that there shall be "no net loss" of wetlands. Thus, prior to certifying water quality, the RWQCB will impose avoidance mitigation requirements on project proponents that impact waters of the State.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, Water Code §13260, requires that "any person discharging waste, or proposing to discharge waste, that could affect the waters of the State to file a report of discharge" with the RWQCB through an application for waste discharge (Water Code Section 13260(a)(1)). The term "waters of the State" is defined as any surface water or groundwater, including saline waters, within the boundaries of the State (Water Code § 13050(e)). It shall be noted that pursuant to the Porter-Cologne Water Quality Control Act, the RWQCB also regulates "isolated wetlands," or those wetlands considered to be outside of the Corps' jurisdiction pursuant to the Solid Waste Agency of Northern Cook County (SWANCC) decision (see USACE section above).

The RWQCB generally considers filling in waters of the State to constitute "pollution." Pollution is defined as an alteration of the quality of the waters of the state by waste that unreasonably affects beneficial uses (Water Code §13050(1)). The RWQCB litmus test for determining if a project shall be regulated pursuant to the Porter-Cologne Water Quality Control Act is if the action could result in any "threat" to water quality.

The RWQCB requires complete pre- and post-development Best Management Practices Plan (BMPs) of any portion of the project site that is developed. This means that a water quality treatment plan for the

pre- and post-developed project site must be prepared and implemented. Preconstruction requirements must be consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES). That is, a *Stormwater Pollution Prevention Plan* (SWPPP) must be developed prior to the time that a site is graded (See NPDES section below). In addition, a post construction BMPs plan, or a Stormwater Management Plan (SWMP) must be developed and incorporated into any site development plan.

National Pollutant Discharge Elimination System

In 1972, the Clean Water Act was amended to state that the discharge of pollutants to waters of the United States from any point source is unlawful unless the discharge is in compliance with an NPDES permit. The 1987 amendments to the Clean Water Act added Section 402(p) which establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES program. On November 16, 1990, the U.S. Environmental Protection Agency (EPA) published final regulations that establish stormwater permit application requirements for specified categories of industries. The regulations provide that discharges of stormwater to waters of the United States from construction projects that encompass five (5) or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES Permit. EPA regulations that became final on December 8, 1999 (known as Phase II) expand the existing NPDES program to address stormwater discharges from small Municipal Separate Storm Sewer Systems (MS4s) and from construction sites disturbing between one and five acres of land.

While federal regulations allow two permitting options for stormwater discharges (individual permits and General Permits), the SWRCB has elected to adopt only one statewide General Permit at this time that will apply to all stormwater discharges associated with construction activity, except from those on Tribal Lands, in the Lake Tahoe Hydrologic Unit, and those performed by the California Department of Transportation (Caltrans). The General Permit requires all dischargers where construction activity disturbs greater than one acre of land to:

1. Develop and implement a SWPPP which specifies BMPs that will prevent all construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off site into receiving waters.
2. Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation.
3. Perform inspections of all BMPs.

Construction activity subject to this General Permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation that results in soil disturbances of at least one acre or more of total land area. Construction activity that results in soil disturbances to a smaller area would still be subject to this General Permit if the construction activity is part of a larger common plan of development that encompasses greater than one acre of soil disturbance, or if there is significant water quality impairment resulting from the activity. Construction activity does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of the facility, nor does construction activity include emergency construction activities required to protect public health and safety. Project proponents (landowners) shall confirm with the local RWQCB whether or not a particular routine maintenance activity is subject to this General Permit.

RWQCB Municipal Stormwater Permitting Program

The Municipal Storm Water Permitting Program regulates storm water discharges from MS4s. MS4 permits were issued in two phases.

Under Phase I, which started in 1990, the RWQCBs have adopted NPDES storm water permits for medium (serving between 100,000 and 250,000 people) and large (serving 250,000 people) municipalities. Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. These permits are reissued as the permits expire.

RWQCB Phase II Program Requirements

The federal Clean Water Act provides that NPDES permits for MS4s must require municipalities to reduce pollutants in their stormwater discharges to the “maximum extent practicable” (CWA §402(p)(3)(B).) MS4 permits “[...] shall require controls to reduce the discharge of pollutants to the maximum extent practicable, including management practices, control techniques and system, design and engineering methods.” Under the Phase II Requirements implemented by the RWQCB, permittees that operate an MS4 that serves 50,000 people or more, or that serves an area of high growth (which is defined as more than 25 percent over 10 years), must comply with the Supplemental Provisions contained in Attachment 4 of the Small MS4 General Permit.

The General Permit for the Discharge of Storm Water from Small Municipal Separate Storm Sewer Systems WQO No. 2003-0005-DWQ (Small MS4 General Permit) requires that dischargers develop and implement a Storm Water Management Program (SWMP) that describes the BMPs, measurable goals, and time schedules of implementation as well as assigns responsibility of each task. Also, as required by the Small MS4 General Permit, the SWMP must be available for public review and must be approved by the appropriate RWQCB, or the Executive Officer, prior to permit coverage commencing. This information is provided to facilitate the process of an MS4 obtaining Small MS4 General Permit coverage.

The General Permit requires all Permittees to develop and implement a SWMP designed to reduce the discharge of pollutants through their MS4s to the maximum extent practicable. The General Permit requires the SWMP to be fully implemented by the end of the permit term (or five years after designation for those designated subsequent to General Permit adoption).

Permittees must have a Post Construction SWMP for new developments and redevelopment projects. The maximum extent practicable standard involves applying BMPs that are effective in reducing the discharge of pollutants in storm water runoff. In discussing the maximum extent practicable standard, the State Board has said the following: "There must be a serious attempt to comply, and practical solutions may not be lightly rejected. If, from the list of BMPs, a permittee chooses only a few of the least expensive methods, the maximum extent practicable would most likely not be obtained. On the other hand, if a permittee employs all applicable BMPs, except those that are demonstrated to be not technically feasible in the locality, or whose cost would exceed any benefit to be derived, the standard would be met.

The MS4 municipality is required to develop and implement a program that provides local oversight of construction projects within the municipality to ensure that pollutants being discharged from construction sites into the MS4 are reduced. The program must include adopting an ordinance requiring storm water quality controls at construction sites, reviewing site plans, receiving comments from the public regarding the discharge of pollutants from construction sites, inspecting construction sites to

ensure that pollutants are not being discharged in storm water runoff, and taking enforcement when necessary. In contrast, the General Construction Permit requires projects to have a site specific SWPPP and to implement BMPs specific to activities at the construction site. The General Construction Permit directly regulates landowners engaged in construction involving land disturbance of 10,000 square feet or more.

LOCAL FRAMEWORK

Draft Yolo County Habitat Conservation Plan

According to the *Yolo County General Plan Update EIR* (April 2009), the *Yolo County Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP) Joint Powers Agency (JPA)* is preparing the *Yolo County Natural Heritage Program (NHP Plan)*, which is “[...] a countywide conservation planning effort designed to serve as an effective comprehensive NCCP/HCP for a 653,820 acre planning area.” The NHP Plan is intended to create a mechanism for conserving agricultural and natural open space landscapes that provide habitat for species protected by the FESA and CESA, as well as species found within the habitats and natural communities in Yolo County.

The Yolo NHP Plan, which is undergoing review, “[...] will include a broad conservation strategy that promotes a diverse array of agricultural crop types and preserves riparian and upland areas that provide suitable habitat for a variety of species. This would include preservation of large blocks of contiguous habitat that provide linkages between species’ habitats and buffers from less desirable areas. The NHP also will likely include opportunities to enhance riparian and upland habitats as part of the conservation program.”

Swainson’s Hawk Mitigation Program

The Yolo County HCP JPA administers a program for the County, and the cities of Davis, Woodland, Winters, and West Sacramento, to implement the agreement with the California Department of Fish and Wildlife regarding impacts to Swainson’s hawk foraging habitat. The JPA reviews applications for development of open land within the HCP planning area and collects acreage-based mitigation fees for development of the lands. The mitigation fees are to be sufficient to fund the acquisition, enhancement, and long-term management of one acre of Swainson’s hawk foraging habitat for every one acre of foraging habitat that is lost to urban development. The fee is currently \$8,660 per acre. The interim program, which is dependent on completion of the *Yolo County Draft NCCP/HCP*, is limited to providing mitigation for impacts to foraging habitat and does not authorize incidental take of Swainson’s hawks. As of January 9, 2006, projects that exceed 40 acres in area are not eligible to pay the fee, but are required to dedicate suitable conservation easements, as determined by the Yolo County HCP JPA and CDFW.

City of Woodland General Plan

Applicable goals and policies relative to the proposed Project site are listed in Table 5.9-3, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN GOALS AND POLICIES FOR BIOLOGICAL RESOURCES, followed by a brief explanation of how the proposed Project complies with the goals and policies.

5.9.6 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to biological resources, if it would:

- 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 CDFW or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
- Have a substantial adverse effect on Federally protected wetlands, as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites);
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

TABLE 5.9-3
Consistency Analysis with City of Woodland General Plan
Goals and Policies for Biological Resources

General Plan Goals and Policies	Analysis
<i>Fish and Wildlife Habitat</i>	
Goal 7.B. To protect, restore, and enhance habitats that support fish and wildlife species so as to maintain populations at viable levels.	
Policy 7.B.1. The City shall participate in the countywide Habitat Conservation Plan to mitigate the impacts of growth projected under the General Plan on wildlife habitats in the Woodland area.	The Yolo County NCCP/HCP JPA is preparing the Yolo County Natural Heritage Program (of which the City of Woodland is a Member), designed to serve as an effective comprehensive NCCP/HCP.
Policy 7.B.2. Until the countywide Habitat Conservation Plan is adopted, prior to approval of discretionary development permits involving parcels within a significant ecological resource area, the City shall require, as part of the environmental review process, a biotic resources evaluation of the site by a wildlife biologist. The evaluation shall be based upon field reconnaissance performed at the appropriate time of year to determine the presence or absence of federally- or state-listed rare, threatened, or endangered species of plants or animals. Such evaluation will consider the potential for significant impact on these resources, and will identify feasible measures to mitigate such impacts or indicate why mitigation is not feasible. In approving any such discretionary development permit, the City shall determine the feasibility of the identified mitigation measures. Significant ecological resources areas shall, at a minimum, include the following: A. Any habitat for federally-or state-listed rare, threatened or endangered animals or plants. B. Large areas of non-fragmented natural habitat. C. Identifiable wildlife movement zones, including but not limited to, non-fragmented stream environment zones, avian and mammalian migratory routes, and known concentration areas of waterfowl within the Pacific Flyway.	A Biological Resources Assessment was prepared for the proposed Project. This EIR section is primarily based on the <i>Biological Resources Assessment</i> , prepared by Estep Environmental Consulting in May 2011.
Policy 7.B.3. In connection with the countywide Habitat Conservation Plan, the City shall identify and protect significant ecological resource areas and other unique wildlife habitats critical to protecting and sustaining wildlife populations.	Refer to Policy 7.B.1., above.
Policy 7.B.4. The City shall require that development in areas known to have particular value for wildlife be carefully planned and, where possible, located so that the reasonable value of the habitat for wildlife is maintained.	The proposed Project would minimize sensitive habitat disruption to the extent feasible.
Policy 7.B.6. The City shall support preservation of the habitats of federally-or state-listed rare, threatened, endangered, and/or other special-status species. Federal and state agencies, as well as other resource conservation organizations, shall be encouraged to acquire and manage endangered species' habitats.	The proposed Project has the potential to impact a number of species and their associated habitats. Implementation of Mitigation Measure (MM) 5.9-1(a) through MM 5.9-1(g) would reduce these impacts to less than significant levels and provide consistency with the <i>City of Woodland General Plan</i> policies.

TABLE 5.9-3 (Continued)
Consistency Analysis with City of Woodland General Plan
Goals and Policies for Biological Resources

General Plan Goals and Policies	Analysis
Policy 7.B.8. The City shall support and cooperate with efforts of other local, state, and federal agencies and private entities engaged in the preservation and protection of significant biological resources from incompatible land uses and development. Significant biological resources include endangered, threatened, or rare species and their habitats, wetland habitats, wildlife migration corridors, and locally important species/communities.	Refer to Policy 7.B.6., above.
Policy 7.B.9. The City shall support the management efforts of the California Department of Fish and Wildlife to maintain and enhance the productivity of important fish and game species by protecting identified critical habitat for these species from incompatible suburban, rural residential, or recreational development.	Refer to Policy 7.B.6., above.
Vegetation	
Goal 7.C To preserve and protect the valuable vegetation resources of the Woodland area.	
Policy 7.C.1. The City shall participate in the countywide Habitat Conservation Plan to mitigate the impacts of growth projected under the General Plan on vegetation habitats in the Woodland area.	Refer to Policy 7.B.1., above.
Policy 7.C.2. The City shall encourage landowners and developers to preserve natural vegetation in visually-sensitive areas and along important transportation corridors.	The proposed Project is not located in a visually-sensitive area. Existing agricultural and industrial uses are on-site.
Policy 7.C.4. The City shall support the preservation of outstanding areas of natural vegetation, including, but not limited to, oak woodland, riparian areas, and vernal pools.	The proposed Project site does not contain oak woodland, riparian areas, and/or vernal pools.
Policy 7.C.5. The City shall establish procedures for identifying and preserving rare, threatened, and endangered plant species, which may be adversely affected by public or private development projects, including those identified by the countywide Habitat Conservation Plan.	Refer to Policy 7.B.1., above.
Policy 7.C.9. The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native wildlife, and ensure that a maximum number and variety of well-adapted plants are maintained.	The proposed Project would use native vegetation to the extent feasible.
Policy 7.C.10. The City shall require that new development avoid, as much as possible, ecologically-fragile areas (e.g., areas of rare or endangered species of plants, riparian areas, alkali sinks). Where feasible, these areas shall be protected through public acquisition of fee title or conservation easements to ensure protection.	The proposed Project would minimize sensitive habitat disruption to the extent feasible.
Source: <i>City of Woodland General Plan</i> , December 2002.	

AREAS OF NO PROJECT IMPACT

The following impact is either not applicable to the proposed Project or is not reasonably foreseeable:

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT).

The City of Woodland and Yolo County do not currently have adopted HCPs; however, the proposed Project is located within the Yolo Natural Heritage Program, which is a county-wide NCCP/HCP. The *Yolo County Draft NCCP/HCP* is currently in the planning and preparation stage. If the NCCP/HCP is adopted prior to or during the construction of the proposed Project, the proposed Project would be required to adhere to measures set forth by the NCCP/HCP. Since neither the City nor the County currently have adopted NCCPs/HCPs, no impacts would occur.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.9.7 POTENTIAL IMPACTS AND MITIGATION MEASURES

Biological resources impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.9-1 ***THE PROPOSED PROJECT MAY 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 WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.***

Impact Analysis: According to the *Biological Resources Assessment* that was prepared for the proposed Project refer to Appendix 15.6, nine of the special-status wildlife species listed in Table 5-9-2, above, have potential to occur within the proposed Project site. One of these species, the Swainson's hawk, was observed foraging within the proposed Project site during the biological survey (April 29, 2011).

SPECIAL-STATUS WILDLIFE SPECIES

Northern Harrier, White-tailed Kite, Mountain Plover, Loggerhead Shrike, and Tricolored Blackbird

Common birds, as well as other special-status birds, such as northern harrier, white-tailed kite, mountain plover, loggerhead shrike, and tricolored blackbird, could be impacted by the proposed Project due to site disturbance, thereby decreasing potential habitat for these species. Birds and their nests are protected under California Fish and Game Code §3503, and §3503.5, and the MBTA.

Northern Harrier

No northern harriers were observed during the biological survey (April 29, 2011) and no nests were present within the proposed Project site; however, the species is relatively common within agricultural lands of Yolo County, and the wheat and idle fields within the proposed Project site provide suitable foraging habitat and potential low value nesting habitat.

White-tailed Kite

No white-tailed kites were observed during the biological survey (April 29, 2011), and no suitable nesting habitat for white-tailed kites is available within the proposed Project site. The ornamental trees in the industrial portion of the proposed Project site and in the immediate vicinity of the proposed Project area receive too much ongoing disturbance to support successful nesting of kites. The species is resident in Yolo County and occurs throughout the valley floor and foothill grasslands, but is a relatively uncommon nesting species. The nearest recently reported white-tailed kite nest is approximately 1.5 miles southwest of the proposed Project site. The wheat and idle fields are suitable foraging habitat for kites; therefore, the species could occasionally forage within the proposed Project site.

Mountain Plover

Mountain plover flocks have been observed in recently-plowed agricultural fields near Woodland and Davis, particularly along CR-16, CR-25, CR-27, and CR-102, and in unflooded portions of the Yolo Bypass. Wintering mountain plovers have been reported on and within the vicinity of the proposed Project site, on disked agricultural lands west of County Road 102 and north of Main Street. Therefore, the proposed Project site represents suitable winter habitat for this species during years when the fields are disked and bedded for the winter.

Loggerhead Shrike

No loggerhead shrikes or shrike nests were found during the biological survey (April 29, 2011). However, the species occurs throughout lowland Yolo County and could potentially forage in the agricultural fields within the proposed Project site.

Tricolored Blackbird

There is no potential breeding habitat for tricolored blackbirds within the proposed Project site, and breeding habitat is not in the immediate vicinity of the proposed Project area. The nearest recently reported breeding colony is approximately two miles south of the proposed Project site, in a marshy field between CR-25 and Willow Slough. However, the agricultural fields within the proposed Project site are considered suitable foraging habitat for this species.

Conclusion

While they do not nest within the proposed Project site, the agricultural lands represent suitable foraging habitat for northern harrier, white-tailed kite, mountain plover, loggerhead shrike, and tricolored blackbird. Approximately 300,000 acres of agricultural land in Yolo County are available as foraging habitat for the above-mentioned species. Therefore, the loss of 110 acres (of the total 146-acre proposed Project site) of agricultural habitat does not constitute a substantial loss of foraging habitat for these species in the County, nor would it affect the distribution or abundance of these species, as agricultural foraging habitat (unlike nesting habitat [which is not affected by the proposed Project]) is abundant in Yolo County.

Mountain plovers may occasionally use the agricultural field during the winter; however, the site does not support any unique characteristics that distinguish it from surrounding agricultural lands. If there is traditional winter use of the proposed Project site by mountain plovers, it is expected that use would shift to similar adjacent agricultural fields.

Western Burrowing Owl

The western burrowing owl is a California species of special concern. This raptor (that is, birds of prey) is also protected under the MBTA (50 CFR 10.13) and the owl's nest, eggs, and young are protected under California Fish and Game Code §3503, and §3503.5. Western burrowing owls were not observed within the proposed Project site during the biological survey (April 29, 2011), nor were potential burrows found; however, the on-site agricultural fields represent potentially suitable foraging habitat, and the species could potentially nest along field borders, roadside edges, or in idle fields. The nearest recently reported western burrowing owl occurrence is approximately two miles south of the proposed Project site.

Implementation of the proposed Project would result in decreased potential nesting habitat for the western burrowing owl, as site disturbance activities would create an unsuitable environment for the species. It shall be noted that development of the proposed Project would occur over a long period of time, and would be phased accordingly. Development activities would not disturb the entire proposed Project site at one time. Due to this, preconstruction surveys would be conducted prior to the disturbance of each area, to ensure that special-status wildlife species are not on-site at the time of land disturbance activities.

Nevertheless, the proposed Project may result in impacts to the western burrowing owl that would be potentially significant. Implementation of MM 5.9-1(a) through MM 5.9-1(c) would help reduce potential impacts to a less than significant level.

Pallid Bat and Townsend's Big-eared Bat

Both the pallid bat and Townsend's big-eared bat may roost in old structures within the industrial portion of the proposed Project site. These structures would most likely be used as seasonal night roosts; however, Townsend's big-eared bats are also known to use buildings as maternity roosts, and both species may use buildings as a hibernation location during the winter. Therefore, the proposed Project may result in impacts to the pallid bat and Townsend's big-eared bat that would be potentially significant. Implementation of MM 5.9-1(d) would help reduce potential impacts to a less than significant level.

Swainson's Hawk

The Swainson's hawk is a State listed threatened species. Swainson's hawk does not have a federal status; however, the raptor is protected from direct take under the Federal MBTA of 1918 (16 U.S.C. 703-711). Swainson's hawk, their nests, eggs, and young are also protected under California Fish and Game Code (§3503, §3503.5, §3513, and §3800). Yolo County is within the core breeding area for Swainson's hawks in the Central Valley. Supporting as many as 300 nesting pairs, the breeding density in Yolo County is the highest reported anywhere within the range of the species.

No Swainson's hawk nest sites occur on or in the immediate vicinity of the proposed Project site. The proposed Project site does not support suitable nesting habitat for Swainson's hawk; however, the ornamental pine trees on the adjacent property at the southwest corner of the Project site are considered marginally suitable for nesting. The nearest reported nest is approximately 0.8 miles east of

the proposed Project site. At least 34 reported nest sites occur within five miles of the proposed Project site. In addition, a Swainson's hawk was observed foraging within the proposed Project site during the biological survey (April 29, 2011). This species occurs throughout the lowland agricultural region of Yolo County and forages widely in irrigated cropland. The wheat and idle fields within the proposed Project site represent suitable foraging habitat for this species.

The CDFW has a published policy that applicants shall mitigate or otherwise compensate for impacts to Swainson's hawk foraging habitat. The Yolo County NCCP/HCP JPA administers a program for the County, and the cities of Davis, Woodland, Winters, and West Sacramento, to implement the agreement with the CDFW regarding impacts to Swainson's hawk foraging habitat. The JPA reviews applications for development of open land within the NCCP/HCP planning area and collects acreage-based mitigation fees for development of the lands.

Implementation of the proposed Project would result in decreased potential foraging grounds for Swainson's hawk, as site disturbance activities would create an unsuitable environment for the species. It shall be noted that development of the proposed Project would occur over a long period of time, and would be phased accordingly. Development activities would not disturb the entire proposed Project site at one time. Due to this, preconstruction surveys would be conducted prior to the disturbance of each area to ensure that special-status wildlife species are not on-site at the time of land disturbance activities.

Due to the loss of approximately 110 acres (of the total 146-acre site) of Swainson's hawk foraging habitat, impacts to Swainson's hawk from development of the proposed Project would be potentially significant. Implementation of MM 5.9-1(e) and MM 5.9-1(f) would help reduce potential impacts to a less than significant level.

SPECIAL-STATUS PLANT SPECIES

According to the *Biological Resources Assessment* (refer to Appendix 15.6) that was prepared for the proposed Project, three special-status plant species listed in Table 5-9-1, above, have very low potential to occur within the proposed Project site.

Palmate-bracted Bird's Beak, Brittle-scale, and San Joaquin Spearscale

Palmate-bracted bird's beak, brittle-scale, and San Joaquin spearscale occur in alkali sink habitats. Remnants of alkaline soils were observed during the biological survey (April 29, 2011). While it is unlikely that the proposed Project site supports special-status plants, the presence or absence of the three alkali sink-associated species (located in the idle agricultural area and the small open space within the western-most industrial facility area) shall be determined. If these species do occur on site, inadvertent removal of any of these species would be a potentially significant impact; therefore, mitigation measures are required. Implementation of MM 5.9-1(g) would help reduce potential impacts to a less than significant level.

Mitigation Measures:

Western Burrowing Owl

MM 5.9-1(a) Prior to issuance of the first grading permit, the Project Applicant shall conduct a pre-construction survey. If the grading is conducted in phases, the pre-construction survey shall be conducted only on the portion of the site being graded. Two surveys shall be conducted 90 days before ground disturbance associated with the proposed Project and two additional surveys shall be conducted in the 30-day period prior to ground

disturbance associated with the project. Western burrowing owl surveys shall be conducted from two hours before sunset to one hour after, or one hour before sunrise to two hours after sunrise. All burrowing owl sightings, occupied burrows, and burrows with owl sign (e.g., pellets, excrement, and molt feathers) must be counted and mapped. Surveys shall be conducted by walking suitable habitat on the entire proposed Project site and (where possible) in areas within approximately 500 feet of the proposed Project boundary. The buffer zone is surveyed to identify burrows and owls outside of the Project area, which may be impacted by factors such as noise and vibration (heavy equipment) during Project construction.

Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines shall not be more than approximately 100 feet and shall be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To effectively survey large projects (100 acres or larger), two or more surveyors shall be used to walk adjacent transects. (If the impacted area is smaller than 100 acres, one surveyor may be used.) To avoid impacts to owls from surveyors, owls and/or occupied burrows shall be avoided by a minimum of approximately 160 feet, wherever practical. Disturbance to occupied burrows shall be avoided during all seasons. The preconstruction surveys shall be completed within 30 days of grading prior to CDFW accepting a survey conclusion that burrowing owls do not occur in a proposed study area (i.e., negative findings), and proof of CDFW acceptance shall be provided to the City of Woodland Community Development Department for approval. If owls are not found during these surveys, further mitigation is not required. However, if western burrowing owl is found on-site, implementation of Mitigation Measures 5.9-1(b) and 5.9-1(c) shall be required.

- MM 5.9-1(b) Prior to issuance of the first grading permit, the Project Applicant shall obtain a qualified biologist to conduct a nesting survey for western burrowing owl. If burrowing owls are detected on the site during the breeding season (between February 1 through August 31), and appear to be engaged in nesting behavior, a fenced 250-foot buffer shall be implemented between the nest site(s) (i.e., the active burrows) and any earth-moving activity or other disturbance in the study area. This 250-foot buffer could be removed once the qualified biologist determines that the young have fledged (i.e., left the nest). Typically, the young fledge by August 31. This date may be earlier than August 31, or later, and would have to be determined by a qualified biologist, and reviewed and approved by the City of Woodland Community Development Department.

If active, occupied winter burrows are found (between September 1 through January 31), then a 160-foot no-disturbance buffer around the occupied winter burrow(s) shall be established.

- MM 5.9-1(c) If burrowing owls are found in the study area, the qualified biologist shall delineate the extent of burrowing owl habitat on the site, for the approval of the City of Woodland Community Development Department. CDFW prescribes that 6.5 acres of replacement habitat be set aside (i.e., protected in perpetuity) per pair of burrowing owls, or unpaired resident bird. Such a set-aside will offset permanent impacts to burrowing owl habitat. The protected lands shall be adjacent to occupied burrowing owl habitat if possible, and at a location selected in consultation with CDFW. Land identified to offset impacts to burrowing owls must be protected in perpetuity by a suitable property instrument, (e.g., a conservation easement or fee title acquisition).

In addition, a Mitigation Plan shall be prepared and submitted to CDFW and the City of Woodland Community Development Department for their review and comment. The Mitigation Plan shall identify the mitigation site and any activities proposed to enhance the site, including the construction of artificial burrows and maintenance of California ground squirrel populations on the mitigation site. In addition, for each pair of burrowing owls found in the construction area, two artificial nesting burrows shall be created at the mitigation site. The Mitigation Plan shall also include a description of monitoring and management methods proposed at the mitigation site. Monitoring and management of any lands identified for mitigation purposes would be the responsibility of the applicant for at least five years. Contingency measures for any anticipated problems shall be identified in the plan. An annual report must be prepared for submittal to CDFW and City of Woodland Community Development Department by December 31 of each monitoring year.

Pallid Bat and Townsend's Big-eared Bat

- MM 5.9-1(d) A qualified biologist shall conduct a bat survey of all on-site buildings prior to demolition. If demolition of the buildings will be completed during different development phases of the proposed Project, each bat survey shall be conducted only for the buildings proposed for demolition during a specific project development phase. Bat surveys are typically conducted using bat detection devices (e.g., SonoBat) that can determine bat species through their echolocation vocalizations. If bat roosts are found, demolition shall be postponed until the roosting bats have vacated the buildings. Bat roosts could potentially occur during any time of the year and function as seasonal night roosts from spring through fall, spring-summer maternity roosts, or winter time hibernation roosts. The qualified biologist shall determine the type of roost and the appropriate timing for demolition of the building(s).

Swainson's Hawk

MM 5.9.1(e) shall be implemented upon adoption of the Yolo County Draft NCCP/HCP, which is currently undergoing review. MM 5.9-1(f) shall be implemented in the event the NCCP/HCP is not adopted.

- MM 5.9-1(e) Prior to issuance of the first grading permit, the Project Applicant shall mitigate for the loss of Swainson's hawk foraging habitat through participation in the *Yolo County Draft NCCP/HCP*. Because the proposed Project footprint exceeds 40 acres, the *Yolo County Draft NCCP/HCP* requires the dedication of a suitable conservation easement, as determined by the Yolo County NCCP/HCP JPA and CDFW and proof of the conservation easement shall be provided to the Community Development Department. In the event that the final *Yolo County Draft NCCP/HCP* is adopted before development occurs, the developer shall participate in the *Yolo County Draft NCCP/HCP* through payment of applicable fees designated for Swainson's hawk conservation. In the event that the NCCP/HCP is not adopted, implementation of MM 5.9-1(f) shall be required.
- MM 5.9-1(f) Prior to issuance of the first grading permit, in the event that the *Yolo County Draft NCCP/HCP* is not adopted, and in accordance with CDFW's Mitigation Guidelines, the Project Applicant shall replace any impacted Swainson's hawk foraging habitat within one mile of a nest site with one acre of suitable Habitat Management Land (1:1 impact to replacement ratio). Because the proposed Project site is located within one mile of a known Swainson's hawk nesting site, the NCCP/HCP would require a 1:1 mitigation ratio (110 acres of the total 146-acre site). Off-site occupied Swainson's hawk foraging habitat would be acquired by the applicant via fee title or through purchase of the right to

record a conservation easement over the conserved property. The conserved property shall be managed by a qualified conservation organization. The conservation organization would also require a cash endowment from the developer, the interest from which would be used to manage or otherwise monitor the conserved property in perpetuity. In lieu of a cash endowment, the applicant and conservation organization may develop another source of permanent funding that shall be used for the management of the conserved lands as approved by the conservation organization and the Community Development Department.

Palmate-bracted Bird's Beak, Brittlescale, and San Joaquin Spearscale

MM 5.9-1(g) A qualified botanist shall conduct a plant survey during the appropriate flowering period as follows:

- Palmate-bracted bird's beak – May through October
- Brittlescale – May through October
- San Joaquin spearscale – April through September

If plants of these species are found within the proposed Project site, the qualified botanist shall then coordinate with the California Department of Fish and Wildlife, California Native Plant Society staff, or other knowledgeable botanists to prepare a plan for relocation of plants into a more secure location, such as Grasslands Regional Park. If the proposed Project grading is conducted in phases, the plant survey shall be conducted only on the portion of the site being graded.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.9-2 ***THE PROPOSED PROJECT MAY HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.***

Impact Analysis: According to the *Biological Resources Assessment* (refer to Appendix 15.6) that was prepared for the proposed Project, there are no hydrological features or riparian habitats on-site. A portion of the cultivated land within the proposed Project site was idle (containing inactive agriculture) during the time of the biological survey (April 29, 2011), and it appeared to have been idle for multiple years. Portions of the idle agricultural field retain some remnant characteristics of the former alkali sink community that once occurred throughout this area of Yolo County prior to agricultural conversion. Alkali sink habitat potentially supports several sensitive plant species; however, the periodic cultivation of the area, the lack of suitable hydrologic characteristics, and the extent of disturbance would make the presence of any sensitive plant species very unlikely. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.9-3 ***THE PROPOSED PROJECT MAY HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS, AS DEFINED BY SECTION 404 OF THE CWA (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.***

Impact Analysis: According to the *Biological Resources Assessment* (refer to Appendix 15.6) that was prepared for the proposed Project, the proposed Project site does not support any unique or otherwise protected natural communities such as wetlands, riparian corridors, or vernal pools. No sensitive habitat types, such as wetland, riparian or other aquatic habitat, were observed within the proposed Project site at the time of the field survey. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.9-4 THE PROPOSED PROJECT MAY INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES.

Impact Analysis: The agricultural and urban uses of the proposed Project site have disrupted any historic movement corridors that may have once existed (or that may currently exist) due to the lack of unique habitats on-site (e.g., wetlands) and/or connectivity to other habitats. The proposed Project is within the Pacific Flyway, however, this major bird migration corridor is widely dispersed and the proposed Project site does not support habitats that would attract migrating birds. In addition, the existing development located to the east, south, and west of the proposed Project site would prohibit species from migrating from that general direction. Furthermore, the proposed Project site is adjacent to roadways (East Beamer Street to the north, CR-102 to the east, and East Main Street to the south), which would thereby discourage travel from migratory species. Migratory wildlife species would have the potential to use the proposed Project site; however, due to the existing uses, location, and development surrounding the proposed Project site, the site would not be used by wildlife as a migratory corridor. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.9-5 THE PROPOSED PROJECT MAY CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.

Impact Analysis: The City of Woodland and Yolo County do not currently have adopted HCPs; however, the proposed Project is located within the Yolo Natural Heritage Program, which is a county-wide NCCP/HCP. The *Yolo County Draft NCCP/HCP* is currently in the planning and preparation stage. If the NCCP/HCP is adopted prior to or during the construction of the proposed Project, the proposed Project would be required to adhere to measures set forth by the NCCP/HCP.

Trees within the proposed Project site occur within the existing industrial area. These include several ornamental trees, and one small walnut tree along the western fence line between the industrial and agricultural land. However, the proposed Project site does not contain any trees or plants that would be protected under the City of Woodland's Tree Plan. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS

IMPACT 5.9-6 **THE PROPOSED PROJECT, IN COMBINATION WITH OTHER CUMULATIVE DEVELOPMENT, WOULD CONVERT UNDEVELOPED LAND TO URBAN USES, RESULTING IN THE LOSS OF GENERAL WILDLIFE HABITAT FOR RESIDENT AND MIGRATORY SPECIES.**

Impact Analysis: Many species use agricultural land for food and cover during various times of the year. This includes wide-ranging winter migrating bird species that may forage in the Woodland vicinity, such as Swainson's hawk, Red-tailed hawk, white-tailed kite, northern harrier, and American kestrel. One Swainson's Hawk was observed foraging during the biological survey (April 29, 2011). The cumulative loss of agricultural foraging habitat throughout the Woodland region may affect the distribution and abundance of nesting Swainson's hawks. In addition, several important raptor prey species, including pocket gopher, meadow vole, and black-tailed jackrabbit use the agricultural lands for habitat. The development of the proposed Project site would result in the conversion of approximately 110 acres (of the total 146-acre site) of agricultural land. Development of the proposed Project site, in combination with other planned developments within the City of Woodland and Yolo County, would result in a significant cumulative loss of biological resources.

The cumulative loss of habitat would be partially offset through implementation of the *City of Woodland General Plan* policies and the *Yolo County Draft NCCP/HCP*, but the *City of Woodland General Plan EIR* concludes that cumulative impacts would remain significant and unavoidable because the NCCP/HCP had not yet been formally adopted (*City of Woodland General Plan EIR*, p. 8-19). However, the City Council, which determined that the benefits of the *City of Woodland General Plan* outweighed the loss of habitat, adopted a Statement of Overriding Considerations for the *City of Woodland General Plan* and adopted the *City of Woodland General Plan* in 2002. Because the *Yolo County Draft NCCP/HCP*, as of publication of this EIR, remains to be adopted and the proposed Project would result in the conversion of approximately 110 acres of agricultural land, proposed Project implementation would result in a significant and unavoidable cumulative impact.

Mitigation Measures: Implement MM 5.9-1(a) through MM 5.9-1(g).

Level of Significance: Significant and unavoidable impact.

5.10 CULTURAL RESOURCES

The purpose of this section is to describe cultural (prehistoric and historic) and paleontological resources known to be located on the proposed Project site. Prehistoric resources include archaeological artifacts associated with indigenous, non-Euroamerican population, generally prior to contact with people of European descent and paleontological artifacts associated with fossils. Historical resources include structures, features, artifacts and sites that date from Euroamerican settlement of the region. The extent to which development of the proposed Project could remove, damage, or destroy existing cultural resources is evaluated. Information found in this section is primarily based on the *Cultural Resource Assessment of the Proposed Woodland Commerce Center Project Area, City of Woodland, Yolo County, California* (May 2011) prepared by Peak & Associates, Inc. (refer to Appendix 15.7).

5.10.1 HISTORIC AND EXISTING CONDITIONS

HISTORICAL OVERVIEW

Prehistory

The Central Valley region was among the first in the state to attract intensive fieldwork and research for archaeological artifacts resulting in substantial accumulation of data. Studies allowed investigators to identify three cultural traditions that existed in the Central Valley region and Central California coast. The three-horizon traditions are based on discrete changes in ornamental artifacts and mortuary practices observed during investigations.

The Windmill Culture, also known as the "Early Horizon," includes ventrally-extended burials with westerly orientation of heads, a high percentage of burials with grave goods, and the frequent existence of red ocher in graves. Ornamental artifacts were also found in the graves including large projectile points with approximately 60 percent made out of materials other than obsidian. The Windmill Culture is also characterized by rectangular Haliotis beads, Olivella shell beads, rare use of bone, use of baked clay objects, and perforated charm stones.

The Cosumnes Culture, also known as the "Middle Horizon," includes a variety of burial practices with both cardinal orientation and cremation with most of the burials including ocher staining rather than burials with grave goods. The Cosumnes Culture is also characterized by Olivella beads, green Haliotis, perforated canid teeth, unperforated asymmetrical and "fishtail" charm stones, cobble and wooden mortars, extensive use of bone for tools and ornaments, large projectile points with considerable use of rock other than obsidian, and use of baked-clay.

The Hotchkiss Culture, also known as the "Late Horizon," includes burial practices of cremation, lesser use of red ocher, heavy use of baked clay, Olivella beads of Types E and M, extensive use of Haliotis ornaments of many elaborate shapes and forms, shaped mortars and cylindrical pestles, bird-bone tubes with elaborate geometric designs, clamshell disc beads, small projectile points indicative of the introduction of the bow and arrow, flanged tubular pipes of steatite and schist, and use of magnetite.

Ethnography

The Patwin occupied the southern Sacramento Valley west of the Sacramento River from the town of Princeton, north of Colusa, south to San Pablo and Suisun bays. Patwin territory extended approximately 90 miles north to south and 40 miles east to west. Distinction is made between the River Patwin, who resided in large villages near the Sacramento River, especially between Colusa and Knights Landing, and the Hill Patwin, whose villages were situated in the small valleys along the lower hills of the Vaca Mountains and Coast Range, with concentrations in Long, Indian, Bear, Capay, Cortina and Napa

valleys. The term “Patwin” refers to the people belonging to the many small contiguous independent political entities in this area who shared linguistic and cultural similarities. Hill and River Patwin dialects are grouped into a North Patwin language, separate from South Patwin, spoken by people who live near present-day Knight’s Landing and Suisun. Together, these are classified as southern Wintuan and belong to the Penutian language family as do the languages of the Miwok and Nisenan peoples living nearby.

Politically, the Patwin were organized in small tribes or tribelets, each consisting of a primary village with satellite villages. Tribelets were autonomous and differed from other such units in minor cultural variations. Dialects might encompass several tribelets. Territories were vaguely defined, but included fishing and gathering areas used by the group. In each village, a leader or chief administered subsistence ventures, such as hunting or gathering, and presided over ceremonies. Social and economic activities were divided among families within a village, with certain families responsible for different specialties such as trapping ducks, collecting salt, making foot drums, or performing particular dances or shamanistic rituals.

Patwin territory includes the riverine environment of tule marshes, vines and brush near the Sacramento River, the flat grasslands dotted with oak groves, and the hills and small valley of the Coast Ranges. The villages situated on low bluffs near the river were often very large. In the hills, the Patwin settled in the small valleys, particularly along Cache and Putah creeks, where large populations were reported. The plains were least hospitable; there, villages were sparse because of the seasonal flooding in winter and lack of reliable water sources during the dry months. The Patwin responded to seasonal changes by shifting their habitation sites. The Patwin gathered seeds and plant foods and hunted game animals on the plains, shot or netted ducks and other migratory water fowl in the thick tule marshes, and netted salmon and other fish in the rivers and streams. Some of these activities were conducted by groups or families assigned to particular resource areas by a village chief. Acorns were a staple in the Patwin diet. Two types of Valley oak and, rarely, live oak acorns were gathered at communally-owned groves. Common practice was to store abundant quantities of acorns in tall granaries to assure against hunger in years of poor harvest. King salmon, silver salmon and steelhead trout that run from the ocean to fresh-water rivers and streams were an important diet item.

The ceremonial life of the Patwin was centered on the Kuksu cult system, which features one or more secret societies, each with its own dances and rituals. The Kuksu cult occurs among several north central California tribes, but it was more elaborate among the Patwin who possessed three secret societies: the Kuksu, ghost and Hesi types, each with a slightly different purpose. The ghost society stressed initiation, the Kuksu emphasized curing the shamanistic functions, and the Hesi elaborated on ceremonial dancing. In addition to ritual duties, shamans were called upon to heal the sick by applying native medicines or by sucking out the offending spiritual cause of the illness. The Patwin generally buried their dead, although the tribelets furthest south may have cremated the deceased. The Patwin near Colusa bent the body, wrapped it with strings of shell money, covered it with an animal skin secured with ropes. They interred the corpse with material goods in a grave situated within a village or within 100 yards of a dwelling or dance house.

Pre-contact population is difficult to estimate, but a survey of various sources seems to indicate that the Patwin may have numbered 4000 before their first encounter with non-Indians. Missionization, punitive military expeditions and fatal confrontations with ranchers took their toll on the populace. John Work's party of trappers from the Hudsons Bay Company came down the Sacramento River in 1832, returning up the river in 1833. They unintentionally introduced a deadly disease to native California and, in their wake, a malaria epidemic swept through the Sacramento Valley. Just four years later, in 1837, smallpox raged through the villages and, as a result of these diseases, up to 75 percent of the Patwin died. Those

who survived these tragedies eventually settled on small reservations or worked as ranch laborers. Throughout the 1800s and 1900s, the population decreased; in 1972, the Bureau of Indian Affairs counted only 11 Patwin in the entire territory. Three reservations, Colusa, Cortina and Rumsey, remain active in former Patwin territory; they are occupied primarily by descendants of Wintun and other groups.

Historic Context

Immediately north of the proposed Project site is the Rancho Río Jesús María land grant, a tract of 26,637 acres given to Thomas Hardy, a Canadian, by the Mexican government in 1843. After Hardy's death by drowning in Suisun Bay in 1848 or 1849, his property was sold by the public administrator. Among those who purchased the land was Thomas Harbin, who had come to this part of California in 1847. On Harbin's land, the town of Fremont was laid out, on the west shore of the Sacramento River, about a mile from the junction with the Feather River.

The first settler in the Woodland vicinity was Uncle Johnny Morris, who settled near an extensive grove of oaks on the plains south of Cache Creek in November of 1849. He engaged in agricultural pursuits on the rich Cache Creek bottom land and was soon joined by Henry Wycoff and others. Wycoff established the first store in the area. As a town, Woodland really started when Frank S. Freeman purchased 160 acres in 1857, and laid out a town which he envisioned as being the commercial center of the rich agricultural zone that was developing in the area. A post office was established in 1858, at which time the town became Woodland instead of Yolo City (as it had been previously known). Woodland was selected as the County seat in 1862, and Freeman, ever willing to promote the town, donated a city block for the courthouse. The site continues in this use, but the building was replaced in 1917. Woodland did not suffer a devastating fire as happened to so many towns of the gold rush era. As a result, there are many fine examples of nineteenth century architecture in the First Street area that have survived and continue in use.

The 1871 map of the County shows no names of individuals as landowners in or near the proposed Project site. In 1879, the land within the proposed Project site was owned by Hebron & Merritt. The 1916 Grays Bend USGS map of the proposed Project area (based on 1905 surveys), shows two buildings near the southern edge of the proposed Project site. The buildings appear to be support buildings for the agricultural activities.

In 1971, the City adopted an ordinance for the creation of a Historic Landmark Advisory Committee and Historic District Zoning. This ordinance was replaced in 1981 by the current ordinance. In 1981, the City of Woodland obtained a federal grant through the California Office of Historic Preservation to prepare a historical resources inventory of structures built prior to 1940. The inventory was completed in 1982 and 1,000 sites were surveyed and photographed. A detailed survey form was prepared for 364 sites. In 1993, the City of Woodland authorized the completion of a historic resource inventory of commercial and industrial structures within the Redevelopment District. In 1999, downtown Woodland, consisting of approximately 370 acres and 59 contributing buildings, was designated a National Historic District and California Historical Landmark.

The proposed Project site is bounded on the south by a rail line. The Woodland Branch of the Sacramento Northern Railroad, built by the Sacramento & Woodland Railroad Company, first saw service in July 1912. The line was operated by the Northern Electric Railroad Company, and later acquired by the Sacramento Northern Company, a subsidiary of the Southern Pacific. The branch was actually technically not a branch line but part of the main line of the Sacramento Northern. With 183

miles, extending from Chico to San Francisco, the Sacramento Northern system of electric interurban trains became the largest system of interurbans in the United States.

The railroad consisted of a single track, standard-gauge electric railroad that extended 17 miles from Sacramento River to downtown Woodland. From the City of Sacramento, the Sacramento Northern crossed the Sacramento River on the M Street Bridge. The station of "Hebron" was located at the corner of the proposed Project site. This name reflected the name of one of the landowners at the time, Rhoda Hebron. This location is shown on the 1916 Grays Bend topographic map (in the southwest corner of Section 26). The Woodland Branch served as a major transportation source until 1940. Competition from trucking and the growing emphasis on the individual use of cars brought an end to the Sacramento Northern system. Service to Sacramento was replaced by Greyhound bus service. After the end of passenger service, the track was maintained for use by freight trains. The route remained electrified for a short period, but by 1947, locomotives on the line had converted to diesel. The third rail was removed from the tracks. In 1991, the line was sold to Midland Railroad Enterprises to be operated as the Yolo Shortline Railroad. In 1997, the route was primarily a freight line, carrying tomatoes, gypsum, lumber, farm equipment, and ethanol. Today, the rail line is known as Sierra Railroad. Sierra Northern Railway was formed in August 2003 through the merger of the Sierra Railroad Company and the Yolo Shortline Railroad.

RESEARCH METHODOLOGY

Records of previously recorded cultural resources and cultural resource investigations were examined by the Northwest Information Center of the California Historical Resources Information System. No historic or prehistoric cultural resources have been recorded within the proposed Project site. The proposed Project site was inspected by archeologists in 2003.

Historic maps of the proposed Project site were also consulted to determine whether any previous historic activities had taken place on-site. The U.S. Geological Survey (USGS) 1:31,680 series 1916 Grays Bend topographic map, based on information compiled in 1905, shows two buildings present in the southeast quarter of the southeast quarter of Section 27.

The Native American Heritage Commission (NAHC) was contacted in April 2011 with a request to perform a review of their Sacred Lands File, and to obtain a list with the names of individuals and/or organizations that may have knowledge of, or concerns regarding, the proposed Project site. The NAHC replied on May 5, 2011, stating that there were no known cultural resources on file on the proposed Project site or immediate vicinity. A list of individuals and/or groups was attached with the NAHC correspondence, and letters requesting information and/or comment were sent on May 6, 2011 to: Chairperson, Cortina Band of Indians; Dave Jones, Wintu Environmental Protection Agency; Reno Franklin, Yocha Dehe Wintun Nation; and, Kesner Flores.

On May 10, 2011, Marshall McKay, Yocha Dehe Wintun Nation Tribal Chariman, provided a letter in response to the Notice of Preparation/Initial Study (NOP/IS), acknowledging that the proposed Project is within the aboriginal territories of the Yocha Dehe Wintun Nation. The Yocha Dehe Wintun Nation is not aware of any known cultural resources near the proposed Project site (refer to Appendix 15.1).

A paleontological resources record search was conducted in June 2011 at the University Of California Museum of Paleontology in Berkeley for paleontological records within the USGS 7.5 minute Woodland quadrangle topographic map. No fossil plant localities have been recorded within the USGS 7.5 minute Woodland quadrangle topographic map; however, two fossil vertebrate localities were identified approximately one mile west of the proposed Project site.

FIELD SURVEY

The proposed Project site had been previously inspected by archeologists in 2003; therefore, the current investigation focused on specific areas where ground cover and/or access limitations may have prevented the previous investigators from performing a complete inspection.

The first area was the Adams Grain plant site located in the southeast portion of the proposed Project site. The 2003 archaeological report was unclear as to whether or not the plant site had been inspected, perhaps due to differing conditions encountered at that time. The Adams Grain plant site in May 2011 was found to have areas of exposed ground surface. On May 6, 2011, with the assistance of Mr. Tom Christison, Operations Manager with Adams Grain, an intensive inspection of the exposed surface areas within the plant were was performed.

The second area that was re-examined was located near a windmill, just outside the Adams Grain plant. The 1916 USGS Grays Bend topographic map for the area, drawn for information collected in 1905, showed two buildings present near the location of the windmill.

EXISTING CULTURAL RESOURCES

No evidence of prehistoric or historic period activity was observed during the re-inspection of the Adams Grain plant. The area near the windmill had three foundations, two of which appeared modern. One of the foundations generally corresponded with the location of one of the buildings shown on the 1916 USGS Grays Bend topographic map. The windmill was also recorded as part of this complex. The location of the second building shown on the 1916 USGS topographic map appears to have been completely disturbed by the construction of a second railroad track (siding).

The complex of three foundations and windmill was assigned the temporary field designation PA-11-20. A Department of Parks and Recreation (DPR) 523 series form was completed for the resource as was a scaled sketch map and are provided in the *Cultural Resource Assessment* (refer to Appendix 15.7).

PA-11-20

Two of the three foundations and the windmill appear to be of relatively recent age, and are likely 50 years in age or less. Foundation #1 appears to be the most modern of the three and measures 16 by 16 feet and has a four foot wide walkway along the south and east sides. A pipe is located along the western side of the foundation. Foundation #2 is the largest of the three measuring 86 by 86 feet. The building that Foundation #2 once supported is shown to have been constructed sometime between 1953 and 1968/1975 according to the modern USGS Grays Bend topographic map. The third foundation area (Foundation #3) is composed of concrete from an earlier period and generally corresponds with the location of a 1905 era building. Foundation #3 is 32 by 44 feet in size and has no raised sill along the perimeter or evidence of plumbing. It was most likely the base for an outbuilding.

The windmill is unmarked and rests upon an aluminum tower that measures 69 by 69 inches at its base. The blades are damaged and whatever water storage facility may have existed is absent. There was no evidence of any historic period artifacts in the area. The integrity of the site is generally poor as it appears as though the area was repeatedly used for adjacent agricultural activities over the years.

5.10.2 REGULATORY SETTING

The following is a description of Federal, State, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

FEDERAL FRAMEWORK

Section 106 for the National Historical Preservation Act (NHPA) of 1966

Federal regulations for cultural resources are governed primarily by §106 of the National Historical Preservation Act (NHPA) of 1966. Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation (Council) a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 Code of Federal Regulations (CFR) Part 800. The goal of the §106 review process is to offer a measure of protection to sites, which are determined eligible for listing on the National Register of Historic Places (National Registry). The criteria for determining National Register eligibility are found in 36 CFR Part 60. Amendments to the Act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the NHPA §106 review process. While federal agencies must follow federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a federal permit or if it uses federal money.

National Register

The National Register is "an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." However, the Federal regulations explicitly provide that a National Register listing of private property "does not prohibit under federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property."

"Historic properties," as defined by the Advisory Council on Historic Preservation, include any "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR 800.16(I)). The eligibility for inclusion in the National Register is determined by applying the following criteria, developed by the National Park Service in accordance with the NHPA:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- a) that are associated with events that have made a significant contribution to the broad patterns of our history; or*
- b) that are associated with the lives of persons significant in our past; or*
- c) that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

- d) *that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).*

STATE FRAMEWORK

State historic preservation regulations affecting the proposed Project include the statutes and guidelines contained in CEQA (Public Resources Code [PRC] §20183.2 and §21084.1 and §15064.5 of the State *CEQA Guidelines*). CEQA requires lead agencies to carefully consider the potential effects of a project on historical resources. An “historical resource” includes, but is not limited to, any object, building, structure, site, area, place, record or manuscript, which is historically or archaeologically significant (Public Resources Code §5020.1). Section 15064.5 of the State *CEQA Guidelines* specifies criteria for evaluating the importance of cultural resources, including:

1. The resource is associated with events that have made a contribution to the broad patterns of California history;
2. The resource is associated with the lives of important persons from our past;
3. The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important individual or possesses high artistic values; or
4. The resource has yielded, or may be likely to yield, important information in prehistory or history.

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor’s Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associates and societies be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

Senate Bill 18

In order to aid in the protection of traditional tribal cultural places (“cultural places”) through local land use planning, Senate Bill (SB) 18, effective September 2004, requires local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general or specific plan. The proposed Project falls under the SB 18 requirements as defined by OPR; therefore, the tribes included on the list supplied by the NAHC, including the Cortina Band of Indians, the Wintun Environmental Protection Agency, and the Yocha Dehe Wintun Nation, were contacted. The Yocha Dehe Wintun Nation responded during the NOP/IS circulation period (April 14, 2011 through May 16). No other tribes provided a response.

California Register of Historical Resources

In 1992, the Governor signed Assembly Bill (AB) 2881 into law, establishing the California Register of Historical Resources (California Register). The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The criteria for eligibility for the California Register are based upon the National

Register criteria. Certain resources are determined by the statute to be included in the California Register, including California properties formally determined eligible for, or listed in, the National Register of Historic Places, State Landmarks, and State Points of Interest.

The State Office of Historic Preservation (OHP) has broad authority under Federal and State law for the implementation of historic preservation programs in the State of California. The State Historic Preservation Officer (SHPO) makes determinations of eligibility for listing on the National Register and the California Register.

The appropriate standard for evaluating “substantial adverse effect” is defined in PRC §5020.1 (q) and 21084.1. Substantial adverse change means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired. Such impairment of significance would be an adverse impact on the environment.

Cultural resources consist of buildings, structures, objects, or archeological sites. Each of these entities may have historic, architectural, archaeological, cultural, or scientific importance. Under the State *CEQA Guidelines*, a significant impact would result if the significance of a cultural resource would be changed by activities. Activities that could potentially result in a significant impact consist of demolition, replacement, substantial alteration, and relocation of the resource. The significance of a resource is required to be determined prior to analysis of the level of significance of project activities. The steps required to be implemented to determine significance in order to comply with State *CEQA Guidelines* are:

- Identify cultural resources;
- Evaluate the significance of the cultural resources based on established thresholds of significance;
- Evaluate the effects of a project on all cultural resources; and
- Develop and implement measures to mitigate the effects of the project on significant cultural resources.

Sections 6253, 6254, and 6254.10 of the California Code authorize state agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (CPRA; Government Code §6250 et. seq.) and California's open meeting laws (The Brown Act, Government Code §54950 et. seq.) protect the confidentiality of Native American cultural place information. The CPRA (as amended, 2005) contains two exemptions that aid in the protection of records relating to Native American cultural places by permitting any state or local agency to deny a CPRA request and withhold from public disclosure:

- "records of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in §5097.9 and §5097.993 of the Public Resources Code maintained by, or in the possession of, the Native American Heritage Commission, another state agency, or a local agency" (GC §6254(r)); and
- "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency" (GC §6254.10).

Likewise, the Information Centers of the California Historical Resources Information System maintained by OHP prohibit public dissemination of records search and site location information. In compliance with these requirements, and those of the Code of Ethics of the Society for California Archaeology and the Register of Professional Archaeologists, the locations of cultural resources are considered restricted information with highly restricted distribution and are not publicly accessible.

Any project site located on non-Federal land in California is also required to comply with State laws pertaining to the inadvertent discovery of Native American human remains.

California Health and Safety Code §7050.5, §7051, and §7054

These sections collectively address the illegality of interference with human burial remains, as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

Paleontological Resources

Paleontological resources include fossil remains, their respective fossil sites, and the fossil-bearing strata and associated specimen data and corresponding geologic and geographic site data. In California, paleontological resources are protected by State *CEQA Guidelines* Appendix 4.5c, which addresses impacts on fossil sites; California Administrative Code Title 14, §5097.5.

LOCAL FRAMEWORK

The following are the City of Woodland's policies that are intended to protect cultural resources by mitigating the potential impacts of new development in areas containing important archaeological, historic, or paleontological resources.

City of Woodland General Plan

Applicable goals and policies relative to the proposed Project are listed in Table 5.10-1, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN GOALS AND POLICIES FOR CULTURAL RESOURCES, below, followed by a brief explanation of how the proposed Project complies with the goals and policies identified.

Table 5.10-1
Consistency Analysis with City of Woodland General Plan Goals and Policies for Cultural Resources

General Plan Goals and Policies	Analysis
<i>Historic Preservation Element</i>	
Goal 6.A. To preserve and maintain sites, structures, and landscapes that serve as significant, visible reminders of the city's social, architectural, and agricultural history.	According to the <i>Cultural Resource Assessment</i> prepared for the proposed Project, the proposed Project site is not located within an area of significant cultural or archeological resources.
Policy 6.A.4. The City shall require that environmental review be conducted on demolition permit applications for buildings designated as, or potentially eligible for designation as, historic structures. The City shall follow the guidelines of the California Environmental Quality Act (CEQA) in reviewing demolition requests for such structures and shall prohibit demolition without a structural and architectural analysis of the structure's ability to be rehabilitated and/or relocated.	The existing on-site structures are not considered to be historic resources. There are no designated or potentially eligible historic structures located on-site.

Table 5.10-1 (Continued)
Consistency Analysis with City of Woodland General Plan Goals and Policies for Cultural Resources

General Plan Goals and Policies	Analysis
Goal 6.F To protect Woodland's Native American heritage.	A <i>Cultural Resource Assessment</i> was prepared and record searches conducted, which included the consultation with the NAHC. No archaeological resources were identified within the proposed Project site.
Policy 6.F.1. The City shall refer development proposals that may adversely affect archaeological sites to the California Archaeological Inventory, Northwest Information Center, at Sonoma State University.	A <i>Cultural Resource Assessment</i> was prepared for the proposed Project, and no archaeological resources were identified.
Policy 6.F.2. The City shall not knowingly approve any public or private project that may adversely affect an archaeological site without first consulting the Archaeological Inventory, Northwest Information Center, conducting a site evaluation as may be indicated, and attempting to mitigate any adverse impacts according to the recommendations of a qualified archaeologist. City implementation of this policy shall be guided by Appendix K of the <i>CEQA Guidelines</i> .	A <i>Cultural Resource Assessment</i> was prepared for the proposed Project which included a record search at the Northwest Information Center, and a site visit conducted by a qualified archaeologist. No archaeological resources were identified within the proposed Project site. Mitigation measures have been provided where necessary to ensure that impacts to unknown resources would be less than significant.

Source: *City of Woodland General Plan*, December 2002.

5.10.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

According to PRC §5020.1(j), "historical resource" includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." Regarding the proper criteria of historical significance, the State *CEQA Guidelines* (§15064.5 (a) (1-3)) mandate that "a resource shall be considered by the Lead Agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources". A resource may be listed in the California Register if it meets any of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code §5024.2 (c)).

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An Environmental Impact Report (EIR) is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to cultural resources, if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in State *CEQA Guidelines* §15064.5;

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to State *CEQA Guidelines* §15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- Disturb any human remains, including those interred outside of formal cemeteries.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.10.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential impacts related to cultural and paleontological resources are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.10-1 IMPLEMENTATION OF THE PROPOSED PROJECT MAY CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA GUIDELINES §15064.5.

Impact Analysis: No historical resources were identified from the records search. The field survey identified a complex of three foundations and a windmill; two of the three foundations and the windmill appear to be of relatively recent age, and are likely 50 years in age or less. This complex was assigned the temporary field designation PA-11-20, and was recorded on a DPR 523 series form.

The recorded resource, PA-11-20, includes the remains of buildings from two time periods, representing the agricultural use of the proposed Project site over the years. They are not residential in nature, but represent remnants of buildings associated with the grazing or crop growing use of the lands. The land is assumed to have been used from the 1850s for grazing, and later may have been cultivated, as it is today. The remnant features lack integrity and are not particularly good examples of California's agricultural heritage. As detailed in the *Cultural Resource Assessment*, Criteria A, B, C, and D do not apply, and no further work is required (refer to Appendix 15.7).

The proposed Project site is not a historical resource, and there are no historical resources within the Project site. The development of the proposed Project would have a less than significant impact on historical resources.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.10-2 IMPLEMENTATION OF THE PROPOSED PROJECT MAY CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA GUIDELINES §15064.5.

Impact Analysis: No archaeological resources were identified from the records search or pedestrian survey (May 2011). Although no archaeological resources or significant built environment resources were identified during the cultural resources survey, it is possible that erosional or depositional processes, along with the use of the proposed Project site for agricultural uses, have obscured archaeological resources that may be present. While it is unlikely that significant village or habitation sites exist within the proposed Project site, there is always the potential, regardless of how remote, that cultural resources may yet be unearthed during construction. Because there is a chance that buried or otherwise hidden archaeological deposits or isolated artifacts would be located on the proposed Project site, development of the proposed Project has the potential to disturb or destroy undocumented archaeological resources. Uncovering archaeological resources could result in damage or destruction of such resources, which would constitute a significant impact. To minimize construction-related impacts to archaeological resources, Mitigation Measure (MM) 5.10-2(a) and MM 5.10-2(b) are required.

Mitigation Measures:

- MM 5.10-2(a) All construction personnel shall undergo a cultural resources orientation and awareness training prior to commencing work activities on the proposed Project site. Such training shall include familiarization with the stop-work restrictions, noticing, and handling procedures, and ultimate disposition of ratifications. The operator shall provide the City with a verification list of the employees completing the orientation.
- MM 5.10-2(b) If archaeological resources are discovered during excavation and grading activities on-site, the contractor shall stop all work and shall retain a qualified archaeologist, to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to §15064.5 of the State *CEQA Guidelines* shall be followed and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission. Work shall not commence until a qualified archaeologist is consulted to determine the significance of the find, and has recommended appropriate measures to protect the resource in accordance with the following standards:
- A qualified archaeologist shall prepare an Assessment and Mitigation Plan for the City of Woodland Community Development Department, in consultation with the Native American Heritage Commission and local tribes, if appropriate.
 - The Assessment shall define the extent and steps necessary to mitigate the proposed Project impacts on the find. Discovered cultural resources shall be stored in a protected environment to prevent vandalism, damage, or theft; until such time as they are examined by an archaeologist and/or Native American consultant, as appropriate. Actions may then include removing and relocating the materials to an appropriate repository based on consultation with the Native American Heritage Commission and local tribes. Any Native American artifacts discovered shall be returned to the local Native American Community, which shall be responsible for the disposition of these materials.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.10-3 IMPLEMENTATION OF THE PROPOSED PROJECT MAY DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Impact Analysis: The paleontological record search (conducted through the University of California museum of Paleontology) found no paleobotanical records within the Woodland USGS quadrangle.¹ The paleontological record search for vertebrates identified two vertebrate localities within the Woodland USGS quadrangle.² The localities were identified in Section 28, Township (T) 28 North (N), Range (R) 1 East (E), located approximately one mile west of the proposed Project site. These fossils were identified in the Red Bluff soil formation, specifically within the Bituminous sandstone soil series. Although the paleontological records identify vertebrate localities within approximately one mile west of the proposed Project site, the soil formation for the proposed Project does not match the soil formation in which fossils were identified. However, given the general proximity of the proposed Project site to the finds, MM 5.10-3 is required to minimize potential construction-related impacts.

Mitigation Measures:

MM 5.10-3 If paleontological resources are discovered during excavation and grading activities on-site, the contractor shall stop all work and shall retain a qualified paleontologist to evaluate the significance of the finding and appropriate course of action as defined by State *CEQA Guidelines* Appendix 4.5c, which addresses impacts on fossil sites; California Administrative Code Title 14 §5097.5. Collection and curation operation requirements shall be followed and the treatment of discovered paleontological resources shall comply with State codes and regulations. Work shall not commence until a qualified paleontologist is consulted to determine the significance of the find, and has recommended appropriate measures to protect the resource in accordance with the following standards:

Prior to final map recordation for the first phase of the proposed Project, a qualified paleontologist shall prepare an Assessment and Paleontological Mitigation Plan for the City of Woodland Community Development Department, in consultation with the Native American Heritage Commission and local tribes, if appropriate.

- The Assessment shall define the extent and steps necessary to mitigate the proposed Project impacts on the find. Discovered paleontological resources shall be stored in a protected environment to prevent vandalism, damage, or theft; until such time as they are examined by a paleontologist. Actions may then include removing and relocating the materials to an appropriate repository based on consultation with the University of California Museum of Paleontology in Berkeley.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.10-4 IMPLEMENTATION OF THE PROPOSED PROJECT MAY DISTURB HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES.

Impact Analysis: No archaeological resources, including known human remain sites, were identified from the records search or pedestrian survey (May 2011). Although no archaeological resources (including known human remain sites), were identified during the cultural resources survey, as indicated above, it is possible that erosional or depositional processes, along with the use of the proposed Project

¹ Record Search for Paleobotanical Resources. University of California Museum of Paleontology. June 10, 2011.

² Record Search for Paleontological Resources – Vertebrates. University of California Museum of Paleontology. June 16, 2011.

site for agricultural uses have obscured human remains that may be present. While it is unlikely that human remains exist within the proposed Project site, there is always the potential, regardless of how remote, that human remains may yet be unearthed during construction. Because there is a chance that buried or otherwise hidden human remains would be located on the proposed Project site, development of the Project has the potential to disturb or destroy undocumented human remains. Uncovering prehistoric and/or historic resources, including human remains, could result in damage or destruction of such resources, which would constitute a significant impact. Therefore, the proposed project could have a potentially significant impact in damaging or destroying a prehistoric cultural resource or human remains, and MM 5.10-4 is required.

Mitigation Measure:

MM 5.10-4 If human remains are discovered as a result of the proposed Project during construction, all activity shall cease immediately, the Contractor shall notify the Yolo County Coroner's Office immediately under state law, and a qualified archaeologist and Native American monitor shall be contacted. Should the Coroner determine the remains to be of Native American descent, construction shall not resume until the Native American Heritage Commission has been consulted to determine the appropriate disposition of such remains and proof of appropriate action shall be provided to the City of Woodland Community Development Department for review.

Level of Significance: Less than significant impact with mitigation incorporated.

CUMULATIVE IMPACTS

IMPACT 5.10-5 CUMULATIVE DEVELOPMENT MAY ADVERSELY AFFECT CULTURAL RESOURCES.

Impact Analysis: Cultural resources are unique and non-renewable resources, and development activities continue to damage and destroy both prehistoric and historic sites and features in many cases before the information inherent in them can be reviewed, recorded, and interpreted.

According to the *City of Woodland General Plan EIR*, the record search did not uncover cultural or archaeological resources within the Planning Area of Woodland, and given the lack of survey data within the area, the potential exists for unknown cultural resources. Future developments would adhere to the *City of Woodland General Plan* goals and policies to protect archaeological resources.

The potential exists for unknown subsurface prehistoric cultural resources to be unearthed during proposed Project site excavation and grading. The proposed Project, along with other development in Woodland, could damage or destroy cultural resources particular to that area. The archaeology of prehistoric and historic resources in their original context is crucial in developing an understanding of the social, economic, and technological character.

The loss of any one archaeological site can affect others in a region because these other properties are best understood completely in the context of the cultural system of which they were a part. While culturally significant resources are not known to exist within the proposed Project site, subsurface resources could be present. Therefore, the proposed Project would have a potentially significant cumulative impact to cultural and/or prehistoric resources.

Mitigation Measures: Implement MM 5.10-2(a), MM 5.10-2(b), MM 5.10-3 and MM 5.10-4.

Level of Significance: Less than significant impact with mitigation incorporated.

5.11 PUBLIC SERVICES AND UTILITIES

The purpose of this section is to identify and evaluate, to the extent feasible, potential impacts of the proposed Project with regard to public services, utilities, and service systems. Public services include fire protection, police protection, and schools. Utilities and service systems comprise wastewater, water distribution, solid waste, natural gas, and electricity. The potential impacts on public service and utility agencies were evaluated based in part, on correspondence with the local service and utility agencies that serve the proposed Project area. The following analysis of the potential environmental impacts related to public services and utilities utilizes information obtained from the *City of Woodland General Plan*, *City of Woodland General Plan Background Report*, *Yolo County General Plan*, a *Water Supply Modeling/Fire Flow Analysis* and a *Water Supply Assessment* prepared by Sierra West Consultants, Inc., *Evaluation of Required Wastewater Facilities for the Woodland Commerce Center* prepared by Nexgen Utility Management (see Appendix 15.10), and other government databases and websites.

5.11.1 EXISTING CONDITIONS

FIRE PROTECTION

The Woodland Fire Department (WFD) provides fire protection services and emergency medical services within the City of Woodland and other areas within the County, as needed. The WFD currently operates three fire stations, which include Station No. 1, located in the downtown Woodland area; Station No. 2, located in the southern portion of the City; and Station No. 3, located in the eastern portion of the City on the east side of State Route (SR) 113. Station No. 3, located at 1550 Springlake Court, would serve the proposed Project site. Additionally, the City of Woodland's Fire Department Master Plan proposes a new station (Station No. 4) in the area of County Road (CR) 102 and East Kentucky Avenue.

Station No. 3 is currently staffed with two Engine Companies. Engine 3 and Truck 3 are located at Station No. 3. There are three personnel assigned per company, daily. All personnel are Emergency Medical Technicians with Defibrillation Certification. The future Station No. 4 would be staffed by one Engine Company with three personnel, as proposed in the Fire Department Master Plan.¹ The *City of Woodland General Plan* identifies a target service ratio of one firefighter per 1,000 residents.

Additionally, through a County-wide agreement, the WFD also provides (and receives) emergency aid from other cities and fire districts within the County on an emergency, as-needed basis. The current WFD staff consists of one Public Safety Chief, three Operational Battalion Chiefs, 39 suppression personnel, two fire prevention personnel, and one part-time support staff.

Insurance companies utilize Insurance Services Office (ISO) ratings to determine fire insurance rates. The rating considers the number of firefighting personnel and equipment available to an area and the average emergency response times it takes to reach the affected site. Ratings are given on a scale of one to ten, with one indicating excellent fire emergency response service and ten indicating minimal or no fire service protection. The WFD presently has an ISO rating of three. To maintain this rating, the WFD's response time typically averages between two to four minutes.

POLICE PROTECTION

Law enforcement services for the proposed Project site are provided by the City of Woodland Police Department (WPD). The WPD offers a full range of protection, prevention, and investigative services.

¹ Letter from City of Woodland Fire Department. May 11, 2011.

The WPD is located in one station at 1000 Lincoln Avenue, which serves the entire City of Woodland. The WPD does not utilize any substations for the provision of police protection services.

The WPD currently employs 64 sworn police officers, although 66 sworn officer positions are allotted. The City is divided into four beats and there are three shifts per day. Typically, the WPD deploys four officers (one per beat) to work patrol each shift. During day shift hours on weekdays, the WPD also has other traffic officers actively working, as well as Detectives.²

Additionally, the Yolo County Sheriff's Department would provide law enforcement services to the proposed Project site on an as-needed basis. The Yolo County Sheriff's Department is located at 2500 East Gibson Road in Woodland. The Sheriff's Department is primarily responsible for law enforcement activities within the unincorporated portions of Yolo County; however, the Sheriff's Department has jurisdiction anywhere in the County, but does not routinely exercise those powers when the incorporated areas have their own law enforcement agencies, and would not respond to calls within the City of Woodland unless requested by the WPD.

The City of Woodland is also served by the Valley Division of the California Highway Patrol (CHP). The Woodland CHP office provides a variety of services to the general Woodland area. The primary mission is management and regulation of traffic in an effort to achieve safe, lawful, and efficient use of the highway transportation system within Yolo County. The CHP does not use a staffing formula to maintain a certain ratio of officers to population. Instead, personnel strengths are adjusted for a variety of factors, such as the number of accidents, the number of injuries and fatalities, miles of roadway patrolled, response distances and times, millions of miles driven by the public, percentage of accidents caused by drinking drivers, and how many miles of Interstate highways there are to patrol.

SCHOOLS

The proposed Project site is located within the boundaries of the Woodland Joint Unified School District (WJUSD). The WJUSD largely provides elementary and secondary education facilities for school-aged children within the City of Woodland and surrounding communities.

The WJUSD currently operates 10 elementary schools, two middle schools, two high schools, and one continuation high school. The WJUSD has experienced enrollment growth over the years, and currently meets enrollment demand (10,484 K-12 students). According to the WJUSD, with the 2009-2010 budget, the WJUSD has adequate reserves to meet any fiscal uncertainties while supporting current staffing levels. The WJUSD employed 480 full-time equivalent teachers for the 2009-2010 school year, with a pupil-teacher ratio of 21.8 students per teacher.³

PARKS AND RECREATION

The City of Woodland Parks and Recreation Department currently maintains a total of 18 parks, nine athletic fields, and one recreational swimming pool. The total net acres of parkland operated and maintained by the City's Parks and Recreation Department is approximately 160 acres.⁴

² Letter from City of Woodland Police Department. May 5, 2011.

³ EdData website. Located online at: <http://www.ed-data.k12.ca.us/Navigation/fsTwoPanel.asp?bottom=/searchpage.asp?searchtype=city>.

⁴ City of Woodland Parks and Recreation Department. Located online at: <http://www.ci.woodland.ca.us/gov/depts/parks/default.asp>.

The closest existing park to the proposed Project site is Klenhard Park, located southwest of the site across Main Street and I-5. The *City of Woodland General Plan* identifies a standard of six acres of park land per 1,000 population for the development of City-owned park facilities. Typically, neighborhood parks are 10 to 15 acres, community parks are 20 to 50 acres, and sports parks are three to 30 acres.

WATER SUPPLY

The City of Woodland Department of Public Works provides potable water service to its residents from groundwater resources, which represent the City's primary water supply. Sixteen operational supply wells provide groundwater sources for the existing water distribution piping network.⁵ Groundwater is extracted from the supply wells at varying depths ranging from less than 50 feet below ground surface (bgs) to approximately 500 feet bgs via pumps that allow water pressures to be maintained within the distribution piping system.

The average pumping rates range from zero production for stand-by wells to greater than 2,000 gallons per minute (gpm) for the larger production well. In 2010, the City's average daily water demand was approximately 14,000 acre-feet; the projected demand in 2030 is approximately 17,600 acre-feet. Currently, average daily demand is 10,300 gpm; peak daily demand is 20,500 gpm; and peak hour demand is 30,800 gpm.⁶

The City's water distribution system consists of one pressure zone with one 400,000-gallon elevated water storage tank. The water tank is intended to store water to meet peak hourly water system demands, ensure that water capacity is adequate for emergency purposes, and provide adequate water pressure throughout the distribution system. Distribution pipelines generally range in diameter from six to 14 inches and allow for the provision of water to customers of the public water system. Treatment of the extracted groundwater is limited to the addition of liquid chlorine for disinfection purposes.

As needed, additional groundwater supply wells can be drilled within developing residential, commercial, and industrial areas to provide expanded City water supplies and extend the distribution system. These supply wells can then be integrated into the existing distribution system. Evaluation of the City's surface water supplies is ongoing in order to ensure that long-term water supply needs are met. To address these needs, the City of Woodland, the City of Davis, and the University of California at Davis have formed the Woodland-Davis Clean Water Agency (WDCWA), and have obtained surface water supplies, in order to reduce demands on groundwater supplies, and instead utilize surface water as part of a long-term water supply strategy. The surface water supply program would receive its winter water and the majority of its summer water from the Sacramento River by approximately 2016.⁷ The City anticipates being able to meet 70 percent of its water demand through surface water sources by 2020.⁸

The City implements its 2010 *Urban Water Management Plan* (UWMP) which anticipates future development within and outside of the current service area boundary. An UWMP is generally referenced in water supply assessments or used to prove that adequate water supply is available to serve a project. The Plan discusses the nature and extent of the long-term water supply for the City of Woodland.

⁵ City of Woodland Annual Water Quality Report – Water Testing Performed in 2010.

⁶ Letter from City of Woodland Department of Public Works. May 2011.

⁷ City of Woodland Annual Water Quality Report – Water Testing Performed in 2010.

⁸ Sierra West Consultants, Inc. Final Water Supply Assessment in Support of the Woodland Commerce Center. March 2012.

Two water wells (for potable water) currently serve the proposed Project site; as the proposed Project site is not served by the City's water system. Although water service mains do not currently serve the proposed Project site, a 12-inch water main surrounds the site (refer to Figure 5.11-1, EXISTING WATER AND SEWER LINES).

WASTEWATER SERVICES

The City of Woodland Public Works Department, Wastewater Operations, provides wastewater collection, treatment, and disposal service within the City limits. The City owns and operates the wastewater collection and transmission system, which is comprised of sewer collectors, trunk sewers, lift stations, and force mains. The City's Public Works Department is responsible for maintenance and upkeep of the system and is funded by sewer service charges and connection fees.

Wastewater generated within the City is treated by the City of Woodland Water Pollution Control Facility (WPCF), located at 42929 CR-24 in Woodland. The facility includes an influent pump station, mechanical screens, grit removal, oxidation ditch, secondary clarifiers, tertiary filters, and ultraviolet light (UV) disinfection. The WPCF also includes several treatment ponds that are used for raw sewage equalization, effluent percolation and evaporation, and waste sludge stabilization.

The WPCF has a rated capacity to treat 10.4 million gallons of wastewater per day (mgd). Average dry weather flows were 6.4 mgd in 2009 and 5.4 mgd in 2010.⁹ Peak flows are estimated based on historical flows into the WPCF, which averages approximately 15 million gallons per day (mgd).

The proposed Project site is not currently served by the City's sewer system. Therefore, after approval of the proposed annexation, the necessary infrastructure would be constructed to allow for connection to the City's system to serve the proposed Project site. Several major sewer trunk lines are within proximity of the proposed Project site which would allow for future connection to the City's system for sewer service. A 27-inch vitrified clay pipe (VCP) is located to the west and south of the site, and a 30-inch VCP runs to the north of the site along East Beamer Street (refer to Figure 5.11-1, EXISTING WATER AND SEWER LINES). The westerly line has greater available capacity.¹⁰ Based on standard capacity requirements for industrial acreage of 1,800 gpd/acre, the 146-acre site can be expected to generate 263,000 gpd of wastewater. Therefore, the proposed Project would increase dry weather flows by approximately five percent.¹¹

SOLID WASTE

Solid waste is a mixture of items discarded as useless or unwanted arising from residential, commercial, industrial, institutional, agricultural, industrial and mining activities. These wastes include construction and demolition wastes, as well as inert wastes.

The City of Woodland manages and provides residential and commercial refuse collection services within its City limits through a system of municipal collection and contract hauling to control and manage waste.

⁹ Letter from City of Woodland Public Works Department, May 2011.

¹⁰ Ibid.

¹¹ Ibid.



Solid waste service for all of Woodland, including newly annexed areas, is provided by Waste Management of Woodland (WMW) under an exclusive franchise agreement. WMW collects solid waste, recyclable materials, and green waste (landscaping materials). Solid waste collection services are funded through refuse service fees which are adjusted annually, based on the annual percentage increases in the Consumer Price Index (CPI).

Construction- and demolition-generated (C&D) waste is heavy, inert material. This material creates significant problems when disposed of in landfills. Since C&D debris is heavier than paper and plastic, it is more difficult to reduce the tonnage of disposed waste. For this reason, C&D waste debris has been specifically targeted by the State of California for diversion from the waste stream. Projects that generate C&D waste are encouraged to emphasize deconstruction and diversion planning, rather than demolition. Deconstruction is the planned, organized dismantling of a prior construction project, which allows maximum use of the deconstructed materials for recycling in other construction projects and sends a minimum of the deconstruction material to landfills.

Additionally, not all wastes may be disposed of at a landfill. State law regulates the disposal of wastes at landfills. The City of Woodland is responsible for meeting the California Integrated Waste Management Act of 1989, Assembly Bill (AB) 939. AB 939 required that cities and counties reduce the amount of solid waste being sent to landfills by 50 percent by January 1, 2000, and requires cities and counties to prepare AB 939 solid waste planning documents. These documents include the Source Reduction and Recycling Element (SRRE), the Household Hazardous Waste Element (HHWE), and the Non-Disposal Facility Element (NDFE). Monetary fines up to \$10,000 per day for non-compliance may be issued by the State.

The City's C&D Ordinance became effective Sept 18, 2006. This Ordinance was established to help the City comply with AB 939 requirements and applies to construction of new commercial, industrial, or institutional buildings equal to or greater than 1,000 square feet. Similarly, Yolo County implements its Construction and Demolition Debris Recycling and Diversion Ordinance, adopted June 24, 2008. The Ordinance affects construction of all agricultural, commercial, industrial, and institutional buildings equal to or greater than 5,000 square feet. The Ordinance is intended to reduce waste in compliance with State law through the recycling and salvaging of construction and demolition materials.

LANDFILLS

Solid waste generated from operation of the proposed Project would be disposed of at the Yolo County Central Landfill.¹² The Yolo County Central Landfill (YCCL) is located at 44090 CR-28H, between the cities of Woodland and Davis. The YCCL is owned and operated by the Yolo County Department of Public Works and Transportation and has a capacity of more than 49 million cubic yards. As of January 2008, the landfill had a remaining capacity of more than 37 million cubic yards, with an estimated closure date of 2081.¹³ Under the Landfill's existing permit, the facility is allowed to receive up to 1,800 tons per day.¹⁴ In 2009 (the most recent year for which data is available), the calculated average solid waste generation rate for the Landfill was 4.9 pounds per person per day; the disposal total was 50,857 tons. The YCCL implements a fee tipping program to pay for solid waste infrastructure improvements and operation.

¹² Letter from County of Yolo Planning and Public Works Department, Division of Integrated Waste Management. May 11, 2011.

¹³ Ibid.

¹⁴ CalRecycle. Located online at: <http://www.calrecycle.ca.gov/profiles/Facility/Landfill/LFProfile1.asp?COID=57&FACID=57-AA-0001>. Accessed June 7, 2011.

As discussed in the “Solid Waste” section, above, State law regulates what types of waste items can be accepted at a landfill. Municipal waste, more commonly known as trash or garbage, is generally defined as consisting of everyday items such as product packaging, grass clippings, furniture, clothing, bottles, food scraps, newspapers, appliances, paint, and batteries; however, in order to comply with AB 939, portions of these materials are designated for diversion from landfills. Materials to be diverted may include, but are not limited to, such items as tires, white goods, scrap metal, inert materials, wood, grass, leaves and other materials suitable for acceptance at local composting facilities, and cathode ray tubes.

ELECTRICAL SERVICES

Electricity is one of the major types of energy consumed in the City. Currently, Pacific Gas and Electric (PG&E) provides energy (electricity and gas) to the proposed Project area. A 69-kilovolt (kV) transmission line extends east-west across the center of the proposed Project site. PG&E purchases gas power from a variety of sources which include utility companies in other western states, as well as Mexico. Gas and electric distribution facilities would be available for connection to provide service for the proposed Project site.

TELEPHONE SERVICES

Telephone service for the proposed Project would be provided by AT&T. Existing facilities are located in the surrounding area and would allow for connection to serve the proposed Project site.

CABLE SERVICES

Cable service for the proposed Project site would be provided by WAVE Broadband. A major fiber cable backbone is present along the Sierra Railroad rail way (on the north side of Main Street). Services available include business telephone service, broadband internet and television services, and data services.¹⁵ Therefore, existing cable facilities are located in the surrounding area and would allow for connection to serve the proposed Project site.

5.11.2 REGULATORY SETTING

The following is a description of Federal, State, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

FEDERAL FRAMEWORK

Federal Clean Water Act

The Federal Clean Water Act (CWA) identifies measures intended for the regulation of potable water supplies within the United States (U.S.). Per the CWA, the City of Woodland performs regular water quality monitoring activities to ensure that the City’s water supply conforms to CWA regulations. Additionally, the Federal Safe Drinking Water Act (SDWA), enacted in 1974, grants authority to the U.S. Environmental Protection Agency (EPA) to establish standards for potential contaminants in drinking water supplies. The SDWA identifies 83 contaminants for which the EPA sets a maximum contaminant level or treatment technique for potential contaminants found in drinking water.

¹⁵ Letter from WAVE Broadband. May 2011.

Energy

Numerous Federal agencies are responsible for the regulation of the production, transmission, and consumption of energy through implementation of various plans, policies, and programs. Such Federal agencies include the U.S. EPA, U.S. Department of Energy (USDOE), and U.S. Department of Transportation (USDOT).

Energy Policy and Conservation Act (1975)

The Energy Policy and Conservation Act was signed by President Ford on December 22, 1975, allowing for the extension of oil price controls into 1979, mandating automobile fuel economy standards, and authorizing creation of a strategic petroleum reserve. The Act was intended to address the energy demands of the nation and to promote conservation methods.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The ISTEA was passed by Congress in 1991 and is intended to support development of inter-modal transportation systems to increase mobility and to identify means through which air quality and energy impacts can be addressed through national and local transportation interests. ISTEA requires that Metropolitan Planning Organizations (MPOs) address potential energy-related issues in the development of transportation plans and programs. The MPOs are required to identify and adopt specific goals and policies to define social, economic, energy, and environmental goals they wish to achieve, and that would influence transportation planning within their areas and respect local, State, and Federal energy goals. As such, energy demand and use began to influence decision-making with respect to transportation planning and the types of interconnection between transit modes.

Energy Policy Act of 2005 (EPACT)

The Energy Policy Act (EPACT) is implemented by the USDOE and is aimed at establishing a program to reduce the energy demands of U.S. consumers over the long-term. Incentives are identified for conventional means of energy production, as well as for more efficient, developing energy technologies and conservation methods that minimize or avoid associated greenhouse gas production. Such incentives include tax credits and/or tax deductions that apply to clean-fueled vehicles, home and office energy efficiency, manufacture or use of energy-efficient appliances, and business deductions and tax credits for production or manufacture of biodiesel/alternative fuels.¹¹

Energy Independence and Security Act of 2007

The Energy Independence and Security Act is intended to promote the increased use of cleaner, renewable energy sources while protecting consumers and increasing efficiency of energy-efficient products. The Act is intended to decrease energy demands and increase energy performance of the Federal government, while enabling greater energy independence for the U.S. with regard to foreign sources.

EnergyStar Program

The USDOE and the EPA are responsible for implementing the EnergyStar program which supports and promotes the identification of energy efficient products and measures for U.S. consumers. The program was established in 1992 as a voluntary labeling program aimed at educating consumers on the availability of more energy-efficient products in an effort to reduce the generation of greenhouse gas (GHG) emissions. The EPA subsequently expanded labeling efforts to include office equipment products and residential heating and cooling equipment. In a joint effort with the USDOE, specific product categories were later established and today, the EnergyStar label is applied to major appliances, office

equipment, lighting, and home electronics, among other products, as well as to the construction of new residential, commercial, and industrial buildings.

STATE FRAMEWORK

California Department of Health Services Title 22

Title 22 of the California Administrative Code grants primary authority to the California Department of Health Services (DHS) to enforce the SDWA. Title 22 establishes water quality and monitoring standards for the State's drinking water supplies, which are equal to or more stringent than similar standards at the Federal level.

Senate Bill 610 (SB 610)

California Senate Bill (SB) 610 requires that specific water availability data be identified and evaluated by affected land use agencies during the processing of specific types of development projects to ensure that adequate water supplies are available for both the short-term and the long-term. SB 610 affects those commercial use projects that are greater than 500,000 square feet. For industrial uses, SB 610 applies when the use employs more than 1,000 persons, occupies more than 40 acres, or has more than 650,000 square feet of floor area.¹⁶

SB 610 identifies specific items that must be evaluated in the water supply assessment, which are described in portions of the amended Water Code §10910:

- (d)(1) The assessment required by this section shall include an identification of any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and a description of the quantities of water received in prior years by the public water system...under the existing water supply entitlements, water rights, or water service contracts. (2) An identification of existing water supply entitlements, water rights, or water service contracts held by the public water system [...] shall be demonstrated by providing information related to all of the following: (A) Written contracts or other proof of entitlement to an identified water supply. (B) Copies of a capital outlay program for financing the delivery of a water supply that has been adopted by the public water system. (C) Federal, state, and local permits for construction of necessary infrastructure associated with delivering the water supply. (D) Any necessary regulatory approvals that are required in order to be able to convey or deliver the water supply.
- (e) If no water has been received in prior years by the public water system [...] under the existing water supply entitlements, water rights, or water service contracts, the public water system [...] shall also include in its water supply assessment [...] an identification of the other public water systems or water service contract holders that receive a water supply or have existing water supply entitlements, water rights, or water service contracts, to the same source of water...
- (f) If a water supply for a proposed project includes groundwater, the following additional information shall be included in the water supply assessment:

¹⁶ California Water Code §10912. Located online at: <http://law.onecle.com/california/water/10912.html>. Accessed June 6, 2011.

- (1) A review of any information contained in the urban water management plan relevant to the identified water supply for the proposed project.
- (2) A description of any groundwater basin or basins from which the proposed project will be supplied. For those basins for which a court or the board has adjudicated the rights to pump groundwater, a copy of the order or decree adopted by the court or the board and a description of the amount of groundwater the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has the legal right to pump under the order or decree. For basins that have not been adjudicated, information as to whether the department has identified the basin or basins as overdrafted or has projected that the basin will become overdrafted if present management conditions continue, in the most current bulletin of the department that characterizes the condition of the groundwater basin, and a detailed description by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), of the efforts being undertaken in the basin or basins to eliminate the long-term overdraft condition.
- (3) A detailed description and analysis of the amount and location of groundwater pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), for the past five years from any groundwater basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.
- (4) A detailed description and analysis of the amount and location of groundwater that is projected to be pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), from any basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.
- (5) An analysis of the sufficiency of the groundwater from the basin or basins from which the proposed project will be supplied to meet the projected water demand associated with the proposed project.

California Green Buildings Standards Code

The first California Statewide Green Building Standards Code, called CALGreen, was signed into by Governor Schwarzenegger on January 12, 2010. The CALGreen became effective on January 1, 2011, and is intended to implement mandatory building regulations for all new construction to reduce overall GHG emissions, decrease energy demands and increase energy efficiency, and conserve California's natural resources. Requirements of CALGreen include:

- Mandatory 20 percent reduction in indoor water use;
- Non-residential buildings must have separate water meters for indoor and outdoor water use as well as moisture-sensing irrigation systems for larger landscape projects;
- Required 50 percent diversion of construction waste from landfills;
- Mandatory energy systems inspections for nonresidential buildings over 10,000 square feet;
- Required use of low-pollutant emitting interior finish materials; and
- Inspection and verification by local and State building departments of the mandatory provisions.

California Energy Commission (CEC)

The California Energy Commission (CEC) is primarily responsible for energy policy and planning within the State of California. The CEC was created in 1974 and is responsible for forecasting future energy needs and maintaining historical energy data; licensing thermal power plants 50 megawatts or larger; promoting energy efficiency through appliance and building standards; developing energy technologies and supporting renewable energy; and, planning for and directing state response to energy emergency. In 1998, California Assembly Bill (AB) 1890, the Electric Industry Deregulation Law, was signed giving the CEC the responsibility of overseeing funding programs that would support energy research; advance energy sciences and technologies through research and development; and, provide support to existing, new, and emerging technologies in the renewable energy field.¹⁷

California Public Utilities Commission (CPUC)

The California Public Utilities Commission (CPUC) is responsible for the regulation of privately-owned electric, telecommunications, natural gas, water, and transportation companies. In addition, the CPUC regulates movers of household goods and rail safety. The CPUC is intended to ensure that customers have access to safe and reliable utility services at an affordable rate, while protecting against fraudulent actions and supporting economic growth within the State.

State of California Energy Action Plan (EAP)

The Energy Action Plan (EAP) was initiated in 2003 and established goals and measures to ensure that electrical power and natural gas supplies are obtained and provided to consumers through cost-effective policies, strategies, and actions while also reducing potential environmental effects. The EAP identifies specific actions to emphasize the importance of transportation fuels as part of California's economy and the need to reduce potential environmental effects resulting from their use. Additionally, the need to take action to reduce the State's contribution to climate change from the electricity, natural gas, and transportation sectors is also emphasized in the EAP.

California's Energy Efficiency Standards for Residential and Non-residential Buildings of 2008 (Title 24 Building Standards)

The CEC is responsible for administering the Title 24 Building Standards which are intended aid in the reduction of California's energy demands. These standards are reviewed and updated when needed to address the potential to identify and adopt new energy efficiency technologies and methods. The Standards were adopted by the CEC on April 23, 2008, with subsequent approval from the Building Standards Commission and publication occurring on September 11, 2008. The 2008 Building Energy Efficiency Standards became effective on January 1, 2010.

California Department of Resources Recycling and Recovery (CalRecycle) Formerly California Integrated Waste Management Board (CIWMB)

California Department of Resources Recycling and Recovery (CalRecycle) is the State agency designated to oversee, manage, and track California's 76 million tons of waste generated each year. It is one of the six agencies under the umbrella of the California Environmental Protection Agency State. CalRecycle develops laws and regulations to control and manage waste, for which enforcement authority is typically delegated to the local government. The Board works jointly with local government to implement regulations and fund programs.

¹⁷ California Energy Commission. Located online at: <http://www.energy.ca.gov/commission/index.html>.

The California Integrated Waste Management Act of 1989 (Public Resources Code [PRC] 40050 et seq. or AB 939, codified in PRC 40000), administered by CalRecycle, requires all local and county governments to adopt a Source Reduction and Recycling Element to identify means of reducing the amount of solid waste sent to landfills. This law set reduction targets at 25 percent by the year 1995 and 50 percent by the year 2000. To assist local jurisdictions in achieving these targets, the California Solid Waste Reuse and Recycling Access Act of 1991 requires all new developments to include adequate, accessible, and convenient areas for collecting and loading recyclable and green waste materials.

LOCAL FRAMEWORK

Local Agency Formation Commission of Yolo County

The Yolo County Local Agency Formation Commission (LAFCO) is an independent agency responsible for the implementation of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. The Act, Government Code §56000 et seq., identifies the responsibilities of LAFCO, which include the review, approval, and/or denial of boundary changes, annexations, consolidations, special district formations, incorporations for cities and special districts, and the establishment of local “Spheres of Influence” (SOI) which are boundaries established for each governmental agency for future provision of services. The proposed Project includes an annexation of the site from Yolo County to the City of Woodland, and therefore, Yolo County LAFCO standards would apply (refer to Table 5.11-1, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN AND YOLO COUNTY LAFCO GOALS AND POLICIES FOR PUBLIC SERVICES AND UTILITIES, for a consistency analysis of applicable LAFCO policies.

City of Woodland General Plan

Applicable goals and policies relative to the proposed Project site are listed in Table 5.11-1, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN AND YOLO COUNTY LAFCO GOALS AND POLICIES FOR PUBLIC SERVICES AND UTILITIES, followed by a brief explanation of how the proposed Project complies with the goals and policies.

5.11.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to public services and utilities, if it would:

Public Services

A significant impact would occur if the proposed Project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; and/or
- Result in the 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, including fire protection, police protection, schools, parks, and other public facilities.

Utilities

A significant impact would occur if the proposed Project would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects;
- 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;

Table 5.11-1
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Yolo County LAFCO	
Policy A.1. The provision of municipal services in highly urbanized areas by cities rather than by counties or special districts is favored.	The proposed Project would require annexation to the City of Woodland and would be served by public facilities. The proposed Project site is located within the City's Urban Limit Line and Planning Area and is intended for urban-type development.
Policy E.1. In evaluating a proposal, the Commission shall consider not only present service needs of the area under consideration, but shall also consider future services which may be required to take care of future growth or expansion.	Refer to Policy A.1, above. Annexation of the proposed Project site into the City would consider the need for future services to serve the site.
Policy E.2. If a proposal is submitted to extend services into a previously unserved unincorporated area or to create a new service provided with the power or authority to extend services to urban type development in a previously unserved unincorporated area, the Commission will review the proposal to ensure that it is consistent with the policies set forth in State law and local LAFCO policies.	Refer to Policy A.1, above.
Policy F.1. Any proposal shall be accompanied by a service plan and extension of services and completion of any related development project (sic).	Refer to Policy A.1, above. The proposed Project Applicant would demonstrate that all required services would either be available to serve the site, or could be adequately provided through mitigation or the payment of impact fees.
Policy K.1. For any purpose that entails the provision of water services, the timely availability of water supplies adequate for projected needs will be evaluated as specified in Government Code §§ 56668(k) and 65352.5.	A Water Supply/Fire Flow Analysis has been prepared for the proposed Project that demonstrates water supply is adequate to serve the proposed Project site, once the site is annexed into the City. Refer to Section 5.11.4, Potential Impacts and Mitigation Measures, and Appendix 15.8 of this EIR.
Policy K.2. The government applicant will provide information that addresses the factors set forth in Government Code §65352.5(c).	Refer to Policy K.1, above. The proposed Project would demonstrate conformance with Government Code §65352.5(c), which addresses coordination between available water supply agencies and land use approval agencies to ensure that a proper water supply is available to accommodate projects that increase demands on water supplies.
Policy K.3. The applicant will also provide sufficient information for the Commission to determine that adequate services, facilities, and improvements can be provided and financed by the agency responsible for the provision of water services, including but not limited to: a. A "will serve" letter from the agency dated within six (6) months of the date of the Commission's consideration of the proposal; or b. An agreement between the developer and the agency sufficient for the agency to provide water services.	Refer to Policies A.1 and K.1, above.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Policy K.4. In evaluating the annexing agency's capacity to provide water, the Commission shall take into account the agency's ability to acquire the resources necessary to provide this service, including but not limited to securing water rights.	Refer to Policies A.1 and K.1, above.
Policy K.5. Annexation to an agency that has a cease and desist order, water connection moratorium, or similar service limitation preventing it or directing it not to issue additional water connections is disfavored.	Refer to Policy K.1, above. The City does not have a cease and desist order, water connection moratorium, or similar service limitation preventing it or directing it not to issue additional water connections.
City of Woodland General Plan	
<i>General Public Facilities and Services</i>	
Goal 4.A. To ensure the timely development of public facilities and the maintenance of specified service levels for these facilities.	The proposed Project would annex into the City of Woodland and would receive public services and utilities from the City. The proposed Project would construct all necessary on-site infrastructure needed to serve the development, and is not anticipated to significantly or adversely affect existing service levels for fire or police protection, schools, parks, or other public services. All public services and facilities would be adequate to serve the site, either through existing conditions, payment of impact fees, or other means of mitigation, as appropriate.
Policy 4.A.1. Where new development requires the construction of new public facilities, new development shall fund its fair share of the construction of those facilities.	The Project Applicant would be responsible for the payment of all development impact fees, as appropriate, to reduce potential impacts of new construction on existing public facilities and services.
Policy 4.A.2. The City shall ensure through the development review process that adequate public facilities and services are available to serve new development. The City shall not approve new development where existing facilities are inadequate unless the following conditions are met: a. The applicant can demonstrate that all necessary public facilities will be installed or adequately financed (through fees or other means); and, b. The facility improvements are consistent with applicable master or facility plans adopted by the City.	The proposed Project would be subject to City review and approval to ensure that adequate public facilities and services are available or can otherwise be provided for the development. The proposed Project site is within the Urban Limit Line and City Planning Area and is intended for urban-type development. All public facilities would be provided to the site consistent with the City's master or facility plans.
Policy 4.A.4. The City shall update City facility master plans on a regular basis to ensure: compliance with appropriate state and federal laws; use of modern and cost-effective technologies; and, compatibility with current land use policy.	The proposed Project would comply with the City's facility master plans for public facilities. Refer to Policy 4.A.1, above.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Policy 4.A.5. Through fiscal revenues generated by new development, the City shall provide for expansion of general government services (e.g., City administrative services) in connection with new development, if warranted.	The proposed Project applicant would ensure that all required services are adequate to support the proposed development through existing conditions, payment of impact fees, or appropriate mitigation measures.
<i>Public Facilities and Services Funding</i>	
Goal 4.B. To ensure that adopted facility and service standards are achieved and maintained through the use of equitable funding methods.	The Project Applicant would ensure that all required services are adequate to support the proposed development through existing conditions, payment of impact fees, or appropriate mitigation measures.
Policy 4.B.1. The City shall require that new development pay its fair share of the cost of providing new public services and/or the costs of upgrading of all existing facilities it uses, based on the demand for these facilities attributable to the new development; exceptions may be made when new development generates significant public benefits (e.g., low-income housing, primary wage- earner employment) and when alternative sources of funding can be obtained to offset foregone revenues.	Refer to Goal 4.B, above.
<i>Water Supply and Delivery</i>	
Goal 4.C. To ensure a safe and reliable water supply sufficient to meet the future needs of the City.	The proposed Project would annex into the City of Woodland and would receive public water service from the City. The Water Supply Modeling/Fire Flow Analysis prepared for the development determined that adequate water supplies are available to serve the proposed Project site; refer to Appendix 15.8 of this EIR.
Policy 4.C.1. The City shall protect the groundwater basin from overdraft due to City pumpage. The City shall study the groundwater basin and the feasibility of using surface water supplies (e.g., obtaining water rights, transfers, or exchanges) for domestic and/or agricultural use within the Woodland area. Water management programs such as conjunctive use and recharge programs will also be considered. The City shall use this information to determine the most appropriate long-term water supply to serve Woodland.	Refer to Policy 4.C.1, above. The proposed Project is not anticipated to adversely impact water supplies, and would conform to applicable City regulations pertaining to water conservation.
Policy 4.C.2. The City shall study groundwater basin quality and seek to maintain or enhance the quality of the basin supply or of delivered potable water or both.	The proposed Project is not anticipated to adversely affect groundwater quality, and would receive potable water from the City's public water system. Additionally, the proposed Project would implement measures to ensure that water quality is maintained during construction and over the long-term; refer to Section 5.13, HYDROLOGY AND WATER QUALITY, of this EIR.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Policy 4.C.3. The City shall promote efficient water use by: a. Requiring water efficient building design and pumping devices in new construction that comply with State and Federal laws; b. Encouraging the use of water efficient landscaping; and c. Encouraging the retrofitting of existing development with water efficient plumbing devices. d. Other measures will be adopted, as appropriate, based on the findings of the studies in Policy 4.C.1.	Design and operation of land uses on the proposed Project site would comply with applicable City regulations pertaining to water conservation.
Policy 4.C.4. The City shall investigate the use of reclaimed wastewater to offset the demand for new water supplies.	The proposed Project would be designed consistent with City requirements pertaining to the use of reclaimed water, as applicable, and at the time when such supplies are available.
Policy 4.C.6. The City shall work closely with Yolo County and other public agencies in countywide watershed management efforts. Based upon these efforts, the City will develop a water transfer policy. In the interim, the City will oppose long-term water transfers from Yolo County.	Refer to Goal 4.C, above.
Policy 4.C.7. The City shall work with other agencies to promote efficient water use countywide.	Refer to Goal 4.C, above.
Policy 4.C.9. The City shall approve new development only where an adequate City water supply can be delivered and an adequate funding source is in place to finance system development and maintenance.	Refer to Goal 4.C, above.
Wastewater	
Goal 4.D. To ensure adequate wastewater collection and treatment and the safe disposal of wastes.	Upon annexation into the City, the proposed Project would connect to the City's public system for wastewater treatment and disposal service. The Evaluation of Required Wastewater Facilities for the Woodland Commerce Center determined that wastewater treatment services could adequately be provided for the proposed Project; refer to Appendix 15.10 of this Environmental Impact Report (EIR). The proposed Project would also pay wastewater development impact fees for connecting existing and future development to the City's wastewater system.
Policy 4.D.1. The City shall promote reduced wastewater system demand through efficient water use by:	Refer to Policy 4.C.1, above. The proposed Project is not anticipated to adversely impact the City's wastewater system, and would conform to applicable City regulations pertaining to water

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies			Analysis
a. Requiring water-conserving design and equipment in new construction; b. Encouraging retrofitting with water-conserving devices; and, c. Designing wastewater systems to minimize inflow and infiltration to the extent economically feasible.			conservation.
Policy 4.D.3. The City shall require all sewage generators within its service area to connect to the City's system, except those areas where on-site treatment and disposal facilities are deemed appropriate.			Refer to Goal 4.D, above. Upon annexation into the City, the proposed Project would connect to the City's public system for wastewater treatment and disposal service.
Policy 4.D.4. The City shall require that collection systems be designed on a gravity-flow basis except where a site-specific engineering analysis clearly demonstrates the long-term cost-effectiveness of pumped facilities.			Refer to Policy 4.D.3, above.
Policy 4.D.6. The City shall investigate, plan, develop, and implement options for the reuse of treated wastewater.			As applicable, and at the time when available, future operation of the proposed Project would be consistent with City regulations with regard to the use of recycled water through compliance with City design requirements and City Site Plan review and approval.
Law Enforcement			
Goal 4.H. To deter crime and to meet the growing demand for police services associated with increasing population and commercial/industrial development in the City.			Upon annexation, the proposed Project would receive law enforcement services from the WPD. The WPD has indicated that the proposed Project would not result in a significant increase in demand for law enforcement services within the City. Due to the nature of the proposed land uses, the Project would not significantly increase the potential for crime in the area, and would not require the need for additional WPD personnel or facilities to provide law enforcement services.
Policy 4.H.1. The City shall, through adequate staffing arrangements, endeavor to maintain a high level of police service to the community. Determination of adequate staffing levels shall consider the number of calls for service per patrol officer (nonsupervisory), response time to calls for service based on priority, the	Class of Crime	Dispatch/ Response Standard	Refer to Goal 4.H, above. According to the WPD, in 2010, average response time for Priority 1 calls was 05:09 minutes; Priority 2 calls was 07:47 minutes; and Priority 3 calls was 21:10 minutes. Although future development in the eastern portion of the City of Woodland would increase service times and may require additional WPD personnel or facilities, the WPD has indicated that the proposed Project is not anticipated to require mitigation for significant impacts on service levels or result in the need for physical expansion of existing facilities; however, mitigation measures are proposed to ensure impacts remain less than significant.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies			Analysis
amount of unobligated patrol time available to further community policing activities, and the average number of Part I crimes per investigator. The following goals are established to measure the adequacy of police staffing: The average number of calls for service per day per patrol officer should not exceed seven per day. The average response times for calls for service:			
Priority 1	Major Crimes	Dispatch Time: 1 minute Police response time: 4 minutes	Refer to Policy 4.H.1, above.
Priority 2	Major Crimes	Dispatch time: 1 minute Police response time: 5 minutes	Refer to Policy 4.H.1, above.
Priority 3	Major Crimes Cold	Dispatch time: 15 minutes Police response time :10 minutes	Refer to Policy 4.H.1, above.
Priority 4	Minor Crimes Cold	Dispatch time: 30 minutes Police response time :10 minutes	Refer to Policy 4.H.1, above.
Priority 5	Service Calls	Dispatch time: 35 minutes Police response time :10 minutes	Refer to Policy 4.H.1, above.
Policy 4.H.2. Within the City's overall budgetary constraints, the City shall provide police support (including patrol and other vehicles, necessary equipment, and support personnel) sufficient to maintain its service standards.			Refer to Goal 4.H, above.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Policy 4.H.4. The City shall require new development, as demonstrated through positive fiscal impacts or through specific funding mechanisms in the event of fiscal deficits, to fund police personnel and operations and maintenance that, at a minimum, maintain the above standards.	Refer to Goal 4.H, above.
Policy 4.H.7. The City shall consider public safety issues in all aspects of public facility, commercial, and residential project design, including crime prevention through environmental design.	The proposed Project would be subject to Site Plan review and approval by the City to achieve consistency with City design requirements aimed at ensuring public safety and reducing the potential for crime to occur.
<i>Fire Protection</i>	
Goal 4.I. To protect residents of and visitors to Woodland from injury and loss of life and to protect property from fires.	All future development on the proposed Project site would be required to comply with applicable State and local design and operational standards to ensure that the City's ability to provide fire protection services is uncompromised. The Project Applicant would be required to provide mitigation, as appropriate, to reduce potential impacts on the City's intended response times and service ratios to less than significant. Refer to Section 5.11.4, below, for additional discussion.
Policy 4.I.1. Within the City's overall budgetary constraints, the City shall strive to maintain a fire operations staffing ratio of 1.0 per 1,000 residents.	Refer to Goal 4.1, above.
Policy 4.I.2. The City shall attempt to maintain an ISO (Insurance Service Organization) rating of 3.	The City of Woodland currently maintains an ISO rating of 3. The proposed Project would contribute to future development that would potentially impact service level standards, response times, and/or the ISO rating, and would be required to contribute fair share payment for the expansion of fire service personnel or facilities for the adequate provision of fire protection services. Refer to Section 5.11.4, below, for additional discussion.
Policy 4.I.3. The City shall establish and maintain a performance standard of four (4) minutes response time for the first arriving unit capable of providing service and eight (8) minutes for arrival of the complete first alarm assignment. The benchmark for both response times in this process should be 90 percent (response time is measured from the time the unit leaves the station to the time the unit arrives at the scene).	Response times for the proposed Project would exceed the four minute response time guideline; however, a new fire station is planned that is anticipated to allow response time criteria to be met. Refer to Section 5.11.4, below, for additional discussion.
Policy 4.I.4. The City shall attempt to maintain the following fire flow standards: Commercial and individual: 3,500 GPM Light commercial and multifamily: 2,500 GPM Single family: 1,500 GPM	The Water Supply Modeling/Fire Flow Analysis performed for the proposed Project determined that adequate fire flow requirements could be met. Refer to Section 5.11.4, below, for additional discussion.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Policy 4.I.5. The City shall require new development to develop or fund fire protection facilities that, at a minimum, maintain the above service level standards.	Refer to Goal 4.1, above.
Policy 4.I.6. The City shall require new development, as demonstrated through positive fiscal impacts or through specific funding mechanisms in the event of fiscal deficits, to fund fire protection personnel and operations and maintenance that, at a minimum, maintain the above standards.	Refer to Goal 4.1, above.
Policy 4.I.8. The City shall implement ordinances to control fire losses and fire protection costs through continued use of automatic fire detection, control, and suppression systems.	All future development on the proposed Project site would be designed consistent with applicable State and local building codes to ensure that public safety is maintained and that potential loss or damage due to fire is minimized.
<i>Parks and Recreation Development Framework</i>	
Goal 5.A. To establish and maintain a public park system and recreational facilities suited to the needs of Woodland residents, employees, and visitors.	The proposed Project does not propose residential uses that would generate a population that could increase demand for City parks. The City Department of Parks and Recreation has indicated that the payment of park fees is not required for the proposed Project and that the proposed development would not require park dedication or result in adverse impacts on the existing park system.
Policy 5.A.2. The City shall strive to achieve the standard of six acres of parks per 1,000 population for the development of City owned park facilities. Typically, neighborhood parks are ten to 15 acres, community parks are 20 to 50 acres and sports parks are three to 30 acres.	Refer to Goal 5.A, above. The proposed Project would not adversely affect the City's existing service standard for parks, and would not create additional demand for park services within the City.
Policy 5.A.8. The City shall ensure that appropriate funding mechanisms are identified to adequately fund the development of new parks and recreational facilities and the redevelopment of existing parks and recreational facilities.	Refer to Goal 5.A, above.
Policy 5.A.9. The City shall ensure that appropriate funding mechanisms are identified to cover the cost of maintaining parks and recreational facilities on an ongoing basis.	Refer to Goal 5.A, above.
Policy 5.A.14. The City shall encourage the establishment or joint development of commercial or private recreation facilities within the Woodland area.	Refer to Goal 5.A, above.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Policy 5.A.24. The City should locate new neighborhood parks in areas of town which are currently under-served by the ½-mile service radius method. Special use/sports fields should be located where land is available and suitable for recreation purposes, and in areas easily accessible by neighborhood residents.	Refer to Policy 5.A.2, above.
<i>Education</i>	
Goal 5.E. To provide for the educational needs of all Woodland residents.	The proposed Project does not propose housing that would generate additional area population that would require school facilities or education services. Although the proposed Project may directly or indirectly result in an increase in area population over anticipated buildout of the 146-acre site as the result of job creation, the proposed Project would not significantly increase demand for school services within the City of Woodland or decrease the level of service provided by the WJUSD.
Policy 5.E.1. The City shall continue to assist the Woodland Joint Unified School District in providing quality education facilities that will accommodate projected student growth by requiring that impacts created by developments are mitigated in a manner acceptable to the School District, to the extent legally feasible.	Refer to Goal 5.E., above. Future development on the proposed Project site would be assessed by the City at the time when development is proposed to determine appropriate fees, if applicable.
Policy 5.E.10. The City and the Woodland Joint Unified School District shall explore the potential for joint financing and use of services and facilities for the community to meet mutual needs.	Refer to Policy 5.E.1, above.
<i>School Siting and Financing</i>	
Goal 5.F. To ensure that adequate school facilities are available and appropriately located to meet the needs of Woodland residents.	The proposed Project does not propose housing that would generate additional area population that would require school facilities or education services. Although the proposed Project may directly or indirectly result in an increase in area population over anticipated buildout of the 146-acre site as the result of job creation, the proposed Project would not significantly increase demand for school services within the City of Woodland or decrease the level of service provided by the WJUSD.
Policy 5.F.1. The City shall work cooperatively with the Woodland Joint Unified School District in monitoring housing, population, and school enrollment trends and in planning for future school facility needs, and shall assist the District in locating appropriate sites for new schools.	Refer to Goal 5.F, above.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Policy 5.F.2. The City's land use planning shall be coordinated with the planning of school facilities and shall involve the Woodland Joint Unified School District and private school boards in the early stages of the land use planning process.	Refer to Goal 5.F, above.
Policy 5.F.4. The City shall consider the plans of the Woodland Joint Unified School District in establishing acceptable levels of service for schools, determining school location and land and facility needs, and determining appropriate financing methods. In cooperation with the school district, the City shall designate school sites in specific plans to accommodate school district needs.	Refer to Goal 5.F, above.
Policy 5.F.8. The City shall work closely with the Woodland Joint Unified School District to help secure adequate funding for new school facilities.	Refer to Goal 5.F, above.
<i>Stormwater Drainage</i>	
Goal 4.E. To collect and dispose of stormwater in a manner that minimizes inconvenience to the public, minimizes potential water-related damage, and enhances the environment and complies with State and Federal laws.	Upon annexation, the proposed Project would connect to the City's storm drain system for service. The proposed Project would be required to provide mitigation, as appropriate, to ensure that storm flows can be conveyed through the City's Outfall Channel and Inlet Structure before being discharged into the Yolo Bypass. Refer to pages 5.11-34 and 5.11-35 for additional discussion.
Policy 4.E.1. The City shall require development to provide for the overland flow of stormwater exceeding the City's standard design capacity of the storm drainage system. These overland flow waters shall be conveyed over public streets where possible and shall be at least one foot below building pad elevations and contain provisions for removal of silt and other contaminants.	All future development on the proposed Project site would comply with Federal, State, and local design standards to ensure that stormwater flows would not result in the increased potential for flooding to occur with regard to the design capacity of the City's storm drainage system.
Policy 4.E.2. The City shall encourage project designs that minimize drainage concentrations and impervious coverage.	The proposed Project would be consistent with applicable City design standards to minimize the potential for stormwater runoff from the site and to ensure water quality is maintained. Refer also to Section 5.13, HYDROLOGY AND WATER QUALITY.
Policy 4.E.3. The City shall prohibit grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of storm drainage facilities.	All grading activities required to allow for improvement of the proposed Project site would occur consistent with City regulations and with applicable measures proposed to reduce the potential for the proposed Project to impact existing water quality both on-site and off-site.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Policy 4.E.4. The City shall require projects that have significant impacts on the quantity and quality of surface water runoff to incorporate mitigation measures for impacts related to urban runoff and/or pay fees in lieu of the support of City-sponsored projects for this purpose.	Refer to Policy 4.E.2, above.
Policy 4.E.5. Future drainage system requirements shall comply with applicable State and Federal pollutant discharge requirements.	The proposed Project would comply with State and Federal water quality regulations, as applicable. Refer to Section 5.13, HYDROLOGY AND WATER QUALITY, for additional discussion.
Policy 4.E.7. The City shall allow stormwater detention facilities to mitigate drainage impacts and reduce storm drainage system costs. To the extent practical, stormwater detention facilities should be designed for multiple purposes, including recreational and/or stormwater quality improvement.	All future development of the Woodland Commerce Center (WCC) would be subject to site-specific review and approval by the City of Woodland to ensure consistency with Federal, State, and local design requirements, and the goals and policies in the <i>City of Woodland General Plan</i> and <i>City Municipal Code</i> with regard to development within the 100-year floodplain. The above design requirements and goals/policies are intended to ensure that flood flows can be accommodated through the proposed Project site, to minimize potential impacts on off-site resources as the result of flooding, and to ensure that development of the WCC will comply with requirements of the National Flood Insurance Program (NFIP), as administered by Federal Emergency Management Act (FEMA).
Policy 4.E.8. The City shall use stormwater of adequate quality to replenish local groundwater basins, restore wetlands and riparian habitat, and irrigate agricultural lands to the maximum extent feasible in accordance with state and federal laws.	The proposed Project would be designed to minimize impervious surfaces to the extent feasible and to reduce potential runoff from the site to allow stormwater to from the site to contribute to the replenishment of the local groundwater basins, mitigation measures would be implemented to ensure that water quality is maintained during the construction and operational phases. Refer also to Section 5.13, HYDROLOGY AND WATER QUALITY, for additional discussion.
<i>Solid Waste</i>	
Goal 4.G. To ensure the safe and efficient disposal or recycling of solid waste generated in Woodland.	The proposed Project would comply with State and local regulations pertaining to the treatment and disposal of solid waste. Solid waste disposal services and landfill capacity are adequate to serve the proposed Project.
Policy 4.G.1. The City shall require waste collection in all new development.	Refer to Goal 4.G, above.
Policy 4.G.2. The City shall promote the maximum use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes.	The proposed Project would comply with State and local regulations pertaining to the treatment and disposal of solid waste. Solid waste disposal service and landfill capacity are adequate to serve the proposed Project.

Table 5.11-1(Continued)
Consistency Analysis with City of Woodland General Plan and Yolo County LAFCO
Goals and Policies for Public Services and Utilities

Goals and Policies	Analysis
Policy 4.G.3. The City shall require that all new development complies with applicable provisions of the City of Woodland Source Reduction and Recycling Element and the Yolo County Integrated Waste Management Plan.	All future development on the proposed Project site would be required to demonstrate consistency with applicable State and local requirements aimed at the management and reduction of solid waste.
Goal 4.J. To promote adequate levels of utility services provided by private companies to ensure that these are constructed to minimize negative effects on surrounding development.	All utilities are adequate and available to serve the proposed Project site, and implementation of the proposed Project would not adversely affect the provision of such services to existing customers.
Policy 4.J.2. The City shall require undergrounding of utility lines in new development and as areas are redeveloped, except where infeasible for operational reasons.	Improvements required to provide utility services for the proposed Project site would be designed consistent with City requirements for undergrounding, as appropriate.
<i>Fire Hazards</i>	
Goal 8.C. To minimize the risk of loss of life, injury, and damage to property and watershed resources resulting from unwanted fire.	The proposed Project site would be served by the WFD. Mitigation measures would be required to ensure that the proposed Project does not adversely affect fire protection services and that the risk of loss of life, injury, and damage to property resulting from unwanted fire is minimized. Refer to Section 5.11.4, below, for additional discussion.
Policy 8.C.1. The City shall require that new development meets State and local standards for fire protection. The City Fire Department shall review development proposals for compliance with fire safety standards. All construction plans shall be reviewed by fire prevention staff for consistency and adherence to code requirements.	All future development on the proposed Project site would be designed to meet applicable building design codes and would be subject to City and WFD review and approval to ensure conformance with required fire protection design measures, as appropriate.
Policy 8.C.6. The City shall continue to enforce the City Fire Sprinkler Ordinance.	Refer to Policy 8.C.1, above.
Goal 8.F. To ensure the maintenance of an Emergency Response Plan to effectively prepare for, respond to, recover from, and mitigate the effects of natural or technological disasters.	The proposed Project would not interfere with or prohibit the City's ability to provide emergency services on a local or regional level, nor disrupt emergency operations.
Policy 8.F.1. The City shall periodically update the City of Woodland Emergency Response Plan, as necessary, to ensure that an adequate plan and program can be activated in the event of an emergency.	Refer to Goal 8.F, above.
Policy 8.F.4. The City shall maintain the capability to effectively respond to emergency incidents.	Refer to Goal 8.F, above.
Source: <i>City of Woodland General Plan</i> , December 2002.	

- Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Be served by a landfill that does not have sufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or
- Comply with federal, state, and local statutes and regulations related to solid waste.

AREAS OF NO PROJECT IMPACT

The following impacts either are not applicable to the proposed Project or are not reasonably foreseeable:

- Result in the 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, including fire protection, police protection, schools, parks, and other public facilities (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT).

Schools – The proposed Project is located within the boundaries of the WJUSD. The proposed Project would not generate additional housing and would not significantly increase the population in the area. Therefore, no additional demands would be placed on the WJUSD. No impact would occur.

Parks – The Project proposes industrial uses; therefore, the proposed Project would not have a significant increase in population that would increase demand for City parks. No impact would occur.

Other Public Facilities – The proposed Project would not potentially affect other public or government facilities, such as libraries. As the proposed Project would not generate new residents within the City, the Project would not result in an increased demand on other public facilities. No impact would occur.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.11.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Public services and utilities impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.11-1 ***THE PROPOSED PROJECT MAY RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE 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, INCLUDING FIRE PROTECTION, POLICE PROTECTION,
AND OTHER PUBLIC FACILITIES.**

FIRE PROTECTION

Impact Analysis: Due to the increase in urban development beyond existing conditions resulting with the proposed Project, additional demand for fire protection services may occur with implementation of the proposed Project. According to the WFD, Station No. 3, located at 1550 Springlake Court in Woodland, would provide service to the proposed Project site.¹⁸ The WFD has indicated that the current level of service provided to the proposed Project site is less than adequate. The current response time average estimate is between 5:20 and 6:30 minutes from Station No. 3.¹⁹ This is outside of the maximum four minute response time guideline in the *City of Woodland General Plan* and the Fire Department Master Plan (FDMP).

According to the City's FDMP, a new station, Station No. 4, is planned in the area of CR-102 and East Kentucky Avenue that would provide future service to the proposed Project site. Station No. 4 would need to house two fire apparatus and a daily crew of three, 24 hours a day, 365 days per year, to satisfy anticipated fire protection service needs.²⁰ The estimated response time from the proposed Station No. 4 to the proposed Project site is unknown at this time; however, since it would be closer to the proposed development, it is anticipated by the WFD that the four-minute response time criteria could be met.²¹

As such, the proposed Project would have an impact on fire service demands and could trigger the need for the proposed Station No. 4. The largest concentration of moderate to high hazard property is located in this portion of the City. Therefore, any additions to the land uses within this area would likely pose a greater risk to the community.

Types of incidents to be expected for the proposed Project area are considered moderate, as identified in the FDMP. The number of personnel required for a moderate incident is 17; the current number of personnel available to respond is 13.²² Once Fire Station No. 4 is constructed, it is anticipated that the level of service needs for the proposed Project site could be met;²³ however, as existing service response times for the proposed Project may not be able to be met with existing personnel and/or facilities, impacts would be significant, and mitigation measures are required.

Additionally, the proposed Project has the potential to result in short-term construction-related impacts relative to the circulation of emergency vehicles on area roadways. If during construction there is a need to redirect traffic or block access routes or streets as the result of construction activities on-site or in the surrounding area, potential delays in emergency response could result. This impact would be temporary; however, mitigation pertaining to traffic coordination during construction is proposed to reduce impacts to less than significant levels; refer also to Section 5.5, TRAFFIC AND CIRCULATION, of this EIR. Additionally, compliance with fire safety standards and requirements such as interior sprinkler systems, fire alarms, emergency access, and adequate fire flow at public and on-site hydrants would be required during the plan check process and would further reduce potential impacts.

¹⁸ Letter from City of Woodland Fire Department, May 11, 2011.

¹⁹ Ibid.

²⁰ Ibid.

²¹ Ibid.

²² Ibid.

²³ Ibid.

As part of the approval process, the proposed Project would be required to conform to the California Health and Safety Code Regulations and the National Fire Prevention Association standards. These and standards codes require projects to include specific design features such as ensuring appropriate emergency access, and requiring structures to be built with approved building materials, etc. Conformance with these codes helps reduce the risks associated with fire hazards. Accordingly, all construction plans would be approved by the WFD to ensure that all fire code requirements are incorporated into the proposed Project.

Future development on the proposed Project site would be required to pay appropriate fees for the provision of fire protection services, as given in the FDMP updated annually by the City. Additionally, all future development on-site would be subject to the provisions of the Uniform Fire Code and local amendments; Titles 19, 22, and 27 of the California Safety Code Regulations; the *City of Woodland Municipal Code*; and, the National Fire Prevention Association Standards.

In summary, without funding in place, the WFD would not meet service level standards, including response times and associated ISO rating.²⁴ Furthermore, an increase in service needs, such as those generated by the proposed Project, would not be met. Therefore, the proposed Project would have a potentially significant impact to fire protection services; however, with implementation of Mitigation Measures MM 5.11-1(a) through 5.11-1(g), impacts would be less than significant.

Water Supply Modeling/Fire Flow Analysis

A Water Supply Modeling/Fire Flow Analysis was prepared for the proposed Project site by Sierra West Consultants, Inc. in October 2011 (refer to Appendix 15.8, WATER SUPPLY MODELING/FIRE FLOW ANALYSIS, of this EIR). The analysis was intended to evaluate whether fire flow requirements could be met, or if additional improvements would be required to ensure that adequately water supplies are available to serve future development as proposed.

The analysis modeled fire flow demands based on the 2007 California Fire Code, Table B105.1; building construction materials as designed in the Uniform Building Code (UBC); and the use of automatic sprinklers throughout the proposed buildings. The analysis assumed that the largest proposed building was approximately 536,458 square feet in size, based upon the site plan available at the time of the analysis. Water demand calculations for the development considered both the daily water use and water demand for emergency fire protection.

Required fire flows were calculated to be 6,000 gpm when Type IA, IB, IIA, or IIIA building materials were used or 8,000 gpm when other types of building materials were used. Type I and II construction use non-combustible materials (concrete and steel) for all building elements; Type III construction uses noncombustible materials in the exterior walls and uses any permissible material for the interior building elements. As water requirements for other types of construction would be significantly higher, it is assumed that the proposed Project would use Type I, II, and III construction. Additionally, the City allows for a 50 percent reduction for installation of automatic sprinklers in each building, which was assumed in the modeling.

The City also defines minimum design fire flow rates by land use designation. For industrial uses, or areas with higher value buildings, the design fire flow is 3,500 gpm. For light commercial uses, the design fire flow is 2,500 gpm. A design fire flow of 4,000 gpm was used for the hydraulic modeling, given the size of proposed buildings, the expected construction materials, the anticipated use of sprinklers,

²⁴ Letter from City of Woodland Fire Department, May 11, 2011.

and the City's standards. The City's water supply system is constructed to deliver 3,500 gpm, based on historical design standards. As such, a 4,000 gpm or greater fire flow requirement would require a booster pump station or possibly on-site water storage for the proposed development.

The Water Supply Modeling/Fire Flow Analysis considered three development scenarios which are shown in Table 5.11-2, WATER SUPPLY DISTRIBUTION SYSTEM PERFORMANCE, below. Scenarios are based on Year 2008 average water demand levels of 10,345 gpm, with a peak hour demand of 36,207 gpm.

Table 5.11-2
Water Supply Distribution System Performance

Scenario	Scenario #1: Existing Conditions	Scenario #2: Existing Conditions with Woodland Commerce Center	Scenario #3: Woodland Commerce Center with New Water Supply Well
Maximum Day Demand / Minimum Operating Pressure (35 psi)	0	3	3
Maximum Day Demand with Fire Flow / Minimum Operating Pressure (20 psi)	20	22	15
Residual Pressure at J136 with 4,000 gpm of fire flow		16 psi	21 psi
Available Fire Flow at J136 with 20 psi residual pressure		3,986 gpm	4,519 gpm
Peak Hour Demand / Minimum Operating Pressure (30 psi)	633	729	335

Notes:

psi = pounds per square inch

System performance reported as the number of nodes failing to satisfy the criteria.

Source: Sierra West Consultants, Inc. October 2011.

The Water Supply Modeling/Fire Flow Analysis determined that, under 2008 conditions, the existing water supply and distribution system would be inadequate to incorporate the proposed Project without significant capital improvements; however, construction of a new water supply well with similar characteristics to other wells in the service area would be sufficient to satisfy water supply requirements for the proposed Project under 2008 conditions, although a tank and pump system could be installed instead of a new well.

POLICE PROTECTION

Impact Analysis: The WPD, Yolo County Sheriff's Department, and the CHP currently provide law enforcement services to the proposed Project site. The proposed Project is anticipated to increase, on an incremental level, the demand for law enforcement services within the City of Woodland, and criminal activity such as vandalism, burglary, theft, or other minor crimes associated with similar uses to that proposed.

The WPD is located at 1000 Lincoln Avenue and would serve the proposed Project site. In 2010, the average response time for officers responding to Priority 1 calls was 5:09 minutes; Priority 2 calls was 7:47 minutes; and, Priority 3 class was 21:10 minutes. As the City of Woodland experiences growth in the eastern portion of the City, the size of the area and service load is expected to result in an increase

in the response time the WPD can respond to calls for service. In order to manage the call load, the WPD may be required to divide the eastern portion of the City into additional beats, thus requiring additional sworn officers in patrol. Each additional beat requires six sworn officers to staff the beat seven days per week, in addition to non-sworn support personnel.²⁵

The WPD has indicated that no significant impacts on police protection services are anticipated at this time with the proposed Project. Additionally, the proposed Project would not result in the need for new or expanded facilities or personnel;²⁶ however, at assumed buildout, the proposed Project would result in the development of industrial uses that would not directly increase population growth, but would increase employment within the City of Woodland. An increase in employment would have the potential to create a greater demand for police protection services. Without funding in place, the WPD could not meet service level standards, including response times. Furthermore, an increase in service needs, such as those generated by the proposed Project, would not be met without additional funding. Therefore, the proposed Project would have a potentially significant impact on law enforcement services, and mitigation is proposed to reduce impacts to less than significant levels.

The proposed Project would have the potential to result in short-term construction related impacts on the provision of police protection services. If during construction there is a need to redirect traffic or to block access routes or residential streets, potential delays in police response could result. Furthermore, construction areas may require additional police monitoring throughout the duration of proposed Project construction both during day and nighttime periods. These temporary impacts would not be considered significant; nonetheless, mitigation measures pertaining to coordination during construction are provided to reduce impacts to ensure that proposed Project impacts are less than significant; refer also to Section 5.5, TRAFFIC AND CIRCULATION.

Mitigation Measures:

Fire Protection

- MM 5.11-1(a) The City shall continue to implement the recommendations in the City of Woodland Fire Department Organizational Assessment and Master Plan adopted by the City Council on January 16, 2001. Annually, the City shall incorporate necessary service equipment and facilities into the Major Projects Financing Plan (MPFP). The City of Woodland Fire Department and City of Woodland Finance Department shall be responsible for implementing the programs.
- MM 5.11-1(b) At the time when site-specific development is proposed, the Project Applicant shall provide information regarding site-specific fire protection measures related to the site plan and building design for the proposed Project, for review and approval by the City of Woodland and the City of Woodland Fire Department. Such protection measures may include, but not be limited to the following:
- Building the proposed Project in accordance with the version of the local building code in effect at the time of proposed development;
 - Incorporating smoke control systems (mechanical ventilation systems employed to supply fresh air to the exit path) into building design;
 - Maintaining proper fire exits and proper exit signage that can function in a power failure;

²⁵ Letter from City of Woodland Police Department. May 5, 2011.

²⁶ Ibid.

- Placing and maintaining portable fire extinguishers in easily accessible places; and
- Prohibiting flammable materials in certain areas of the proposed facilities.

MM 5.11-1(c) At the time of future application for site-specific development, the Project Applicant shall pay the applicable MPFP fees.

MM 5.11-1(d) All proposed buildings shall be constructed with an approved automatic fire sprinkler system, complying with the minimum requirements of the California Building Code, Chapter 9 (Fire Prevention Code) of the *City of Woodland Municipal Code*, and Code 13 (Standard for the Installation of Sprinkler Systems) of the National Fire Protection Association.

Police Protection

MM 5.11-1(e) The City shall update the plan for police services based on future development trends. The City shall incorporate necessary service equipment and facilities into the Major Projects Financing Plan (MPFP) on a continuous basis. The City of Woodland Police Department and City of Woodland Finance Department shall be responsible for implementing the programs.

MM 5.11-1(f) At the time of future applications for site-specific development, the Project Applicant shall provide information regarding site-specific security measures related to the site plan and building design for the proposed Project, for the review and approval of the City of Woodland Police Department.

MM 5.11-1(g) At the time of future applications for site-specific development, the Project Applicant shall pay the MPFP fees applicable to the proposed Project.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.11-2 THE PROPOSED PROJECT MAY EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD.

Impact Analysis: The primary responsibility for the protection of water quality in California rests with the SWRCB and nine RWQCB. The State Board sets statewide policy for the implementation of State and Federal laws and regulations. The RWQCB adopts and implements Water Quality Control Plans (Basin Plans) that recognize regional differences in natural water quality, actual and potential beneficial uses, and water quality problems associated with human activities. The proposed Project site is within the jurisdiction of the Central Valley RWQCB.

Although the proposed Project would result in an increase in the generation of wastewater, based on an intensification of use of the site, the proposed Project is not anticipated to result in demands for wastewater treatment that would exceed wastewater treatment requirements of the RWQCB. All future development on-site would be consistent with applicable requirements of the RWQCB for wastewater disposal and treatment.

During construction, wastewater would be contained within portable toilet facilities and disposed of at an approved disposal site. Over the long-term, and consistent with the *City of Woodland General Plan* goals and policies, future development on-site would incorporate design measures to integrate innovative wastewater technologies (i.e. low-flow faucets and toilets) that would reduce the amount of wastewater potentially generated by daily operational procedures. For the reasons above, the proposed Project would not exceed wastewater treatment requirements, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.11-3 PROJECT IMPLEMENTATION MAY REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH WOULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis: As water and wastewater facilities are present in the proposed Project area, construction requirements to provide a connection to such existing facilities are not anticipated to result in significant environmental effects; however, the potential for proposed Project improvements to result in impacts is evaluated within other sections of this EIR with specific regard to each resource area. Refer to Chapter 5.0 for analysis of potential environmental effects of the proposed Project and the mitigation measures proposed, as applicable, to reduce such effects to less than significant, or to the extent feasible.

WATER

Project Water Demand

A *Water Supply Assessment* for the proposed Project was prepared by Sierra West Consultants, Inc. (refer to Appendix 15.9). The proposed Project's water demands are calculated to be 204 gpm (0.29 mgd) based on the proposed development gross acreage (146 acres) and an average water demand per acre (1.4 gpm/acre), as defined by the *City of Woodland General Plan*. 204 gpm represents approximately two percent of the total water demand for the City. The proposed Project is also within the urban buildout boundary, and has been included in previous long-term projections (Water Supply Master Planning Studies). Based on Table 5.11-3, CITY OD WOODLAND WATER USE – PROJECTED 2015 TO 2035, the proposed Project's water demand is also consistent with the City's UWMP's projected growth in demand.

**Table 5.11-3
City of Woodland Water Use – Projected 2015 to 2035**

Demand Rate Units	2015	2020	2025	2030	2035
Acre-feet/year (af/yr)	16,400	15,650	16,600	17,550	18,500
Gallons/Minute (gpm)	10,170	9,700	10,290	10,880	11,470

Source: Sierra West Consultants, Inc. Final Water Supply Assessment in Support of the Woodland Commerce Center. March 2012.

Notes: Based on projected population multiplied by the SVx7-7 per capita water use targets

Demand rates rounded to the nearest 10 af/yr or 10 gpm

The proposed Project's water demand is relatively minor compared to the 2008 water demand of 10,345 gpm (refer to Table 5.11-3, above), and the estimated water demand in 2035 of 11,470 gpm. As calculated, the proposed Project's water demand is approximately two percent of the 2008 demand, and approximately 1.8 percent of the projected 2035 water demand. As such, there are sufficient water supplies for the proposed Project.

Dry-Year Supplies

A Groundwater Impact Analysis (Montgomery Watson, 1997), prepared for the City, evaluated groundwater supplies through a 25-year simulation period by using the historical record from 1961 through 1977 and repeating the years 1964 through 1972. Wet and dry conditions were represented, including the severe drought from 1976 to 1977. The Groundwater Impact Analysis results indicated that future City groundwater extraction is a relatively small quantity compared to the overall regional groundwater production. These results were also confirmed in the updated groundwater modeling analyses performed for the Remote Well Field Feasibility Study (GeoTrans, 2005). This study evaluated groundwater levels over a 60-year and 120-year planning period using hydrologic data from 1961 through 2000, which encompassed the drought cycles of the mid-1970s and the early 1980s.

Future water supplies, however, will be surface water with supplemental groundwater supplies. Groundwater will contribute up to 30 percent of the total supplied water to limit adverse impacts to system water quality. The City's UWMP addresses this issue for a single dry-year analysis that occurs at the end of a hypothetical three year drought period. The projected dry-year supplies using two surface water sources and groundwater are reflected in Table 5.11-4, CITY OF WOODLAND SINGLE DRY-YEAR WATER SUPPLY.

Table 5.11-4
City of Woodland Single Dry-Year Water Supply (acre-feet/year)

	2015	2020	2025	2030	2035
Primary Surface Supply		5,104	5,362	5,620	5,892
CPG Surface Supply		4,313	4,313	4,313	4,313
Groundwater Supply	16,400	4,036	4,146	4,257	4,374
Total Water Supply	16,400	13,453	13,821	14,190	14,579

Source: Sierra West Consultants, Inc. Final Water Supply Assessment in Support of the Woodland Commerce Center. March 2012.

Notes: CPG is the water purchase agreement with the Conway Preservation Group.

Reduction in surface water supply as compared to an average year is based on seven months of Term 91 restrictions on the Primary Surface Supply, and Shasta Critical Year Restriction cutback on the CPG Surface Supply. Groundwater is assumed to be limited to no more than 30 percent of the total supply to address water quality issues.

The City's UWMP also evaluates the potential shortfall, as summarized in Table 5.11-5, CITY OF WOODLAND WATER SUPPLY AND DEMAND COMPARISON:

Table 5.11-5
City of Woodland Water Supply and Demand Comparison

	2015	2020	2025	2030	2035
Average Year Demand (af/yr)	16,400	15,650	16,600	17,550	18,500
Single Dry-Year Supply (af/yr)	16,400	13,453	13,821	14,190	14,579
Shortfall (af/yr)	0	2,197	2,779	3,360	3,921
Shortfall as Percent of Demand	0	14 percent	17 percent	19 percent	21 percent

Source: Sierra West Consultants, Inc. Final Water Supply Assessment in Support of the Woodland Commerce Center. March 2012.

As discussed in the City's UWMP, the City may be able to pump more of the available groundwater depending on future groundwater quality. The City is considering enhanced groundwater quality by using Aquifer Storage and Recovery (ASR) wells, and is in the process of obtaining supplemental surface water supply to assist in meeting demands during surface water restrictions.

Without any additional supplies, water conservation of 14 percent to 21 percent is needed. As experienced in 2008 through 2010, the City of Woodland is able to implement water conservation measures that reduce water demand in the event of a severe drought. The City would meet the shortfall in supply by a variety of options, including: increased conservation, use of ASR wells, purchase of additional surface rights, and increased groundwater use.

The groundwater wells and water demand to be required by the proposed Project are consistent with the projections used in the Groundwater Impact Analysis and the City's UWMP. As such, dry-year water supplies can be available for the proposed Project.

Sufficiency of the Water Supply

The *City of Woodland General Plan* and the Water System Master Planning Studies evaluated water demand and water supply through full buildout of the urban limit in the year 2020. Although these evaluations did not specifically include the Woodland Commerce Center, the proposed Project area was included within the urban buildout boundary, and the proposed Project water demand is consistent with these previous studies. In addition, the proposed Project water demand is relatively minor with respect to the total City water demands used in these analyses. Therefore, the proposed Project could be incorporated into these evaluations without altering their conclusions. These studies concluded that the groundwater supply for the City of Woodland is sufficient for full buildout in 2026. As such, there is sufficient water supply for the proposed Project. Groundwater supplies, however, would be limited in the future for water quality reasons and the City is working toward developing surface water supplies that will be available in 2016.

The City's UWMP evaluated groundwater supplies with respect to anticipated increases in water demand through the year 2035. The City's UWMP incorporates mandated water conservation targets, combined with projected population growth to calculate future water demands. The projected water demand in 2015 is 16,400 acre-feet/year (10,170 gpm), which is less than the 2008 water demand that has been supplied by the existing system. The projected water demand for 2035 is 18,500 ac-ft/yr (11,470 gpm), and the City's UWMP indicates that the surface water supply is approximately 18,950 ac-ft/yr (11,750gpm) in 2035. As such, there is sufficient water supply to meet the future water demands of the proposed Project for the next 20 years under normal and dry year conditions.

The proposed Project would be subject to the payment of water impact fees for new development, along with surface water impact fees. Connection to the City's existing water system would occur via a 12-inch water main that runs east-west along East Beamer Street to the north of the site. The *Water Supply/Fire Flow Analysis* prepared for the proposed Project determined that, under 2008 conditions, the existing water supply and distribution system would be inadequate to incorporate the proposed Project without significant capital improvements; however, construction of a new supply well with similar characteristics to other wells in the service area would be sufficient to satisfy water supply requirements for the proposed Project under 2008 conditions, although tank and pump system could be installed instead of a new well. Refer to Impact 5.11-1, above, and Appendix 15.8 of this EIR for additional discussion of the Year 2008 evaluation. Because impacts would be significant, mitigation measures are required to offset low pressures during peak hour demand and insufficient fire flows (refer to MM 5.11-3(a) and MM 5.11-3(b)).

WASTEWATER

An Evaluation of Required Wastewater Facilities for the proposed Project was prepared by Nexgen Utility Management in May 2011 (refer to Appendix 15.10, WASTEWATER FACILITIES EVALUATION, of this EIR). The evaluation considered the following development scenarios:

1. Existing flow plus the addition of flow from the proposed Project;
2. Existing flow plus buildout of the *City of Woodland General Plan* (including flow from the proposed Project area); and,
3. Existing flow plus buildout of the *City of Woodland General Plan* (including flow from the proposed Project area) plus design flow from the planned Gateway II project.

The City's Wastewater Pollution Control Facility (WPCF) provides tertiary level treatment and disinfection for wastewater generated within the City of Woodland. Current average dry weather flows entering the WPCF are approximately six million gallons per day (mgd); the design daily average flow capacity is 10.4 mgd.

The area within the City limits is served by three large trunk sewers: the Kentucky trunk; the Beamer trunk; and the Gibson trunk. Both the Beamer and Kentucky trunks are within the vicinity of the proposed Project site and could potentially be utilized for collecting wastewater flows generated within the site. Since the Beamer trunk is quite shallow in this area and the Kentucky trunk is significantly deeper, it is desired to send flows from the proposed Project site to the Kentucky trunk to avoid the necessity to construct a lift station. Lift stations require ongoing maintenance and can cause odor issues. In addition, a deeper sewer line decreases chances for overflows during wet weather. The Kentucky trunk runs along Kentucky Avenue in the north and turns south between Pioneer Avenue and CR-102 to Main Street. From there, it continues east down Main Street before turning south to the WPCF. The Kentucky trunk borders the proposed Project property on both the western and southern boundaries.

Implementation of the proposed Project would result in the generation of wastewater on the proposed Project site. Based on the City of Woodland's Engineering Standards, standard wastewater generation rates were used to calculate average and design (peak) flows for the proposed Project.

At an average wastewater flow rate of 1,800 gpd/acre for industrial uses, the proposed Project would result in the generation of approximately 263,000 gpd of wastewater, as shown in below in Table 5.11-6, ESTIMATED WASTEWATER GENERATION. Additionally, peak wastewater flows were calculated to be approximately 745,000 mgd.

Table 5.11-6
Estimated Wastewater Generation

Land Use	Project Site Size	Generation Factor ^a	Total Wastewater Generated
Industrial	146 acres	1,800 gpd/acres	263,000 gpd

Notes:

gpd=gallons per day

mgd=million gallons per day

^a City of Woodland Public Works Department.

Source: NEXGEN Utility Management, May 2011.

The addition of proposed Project flows to either the Kentucky or Beamer trunks would not significantly impact existing capacity in these sewers. The addition of buildout peak flows would increase the peak flow in the Kentucky trunk to approximately 6.3 mgd and in Beamer to 9.7 mgd. In the Kentucky trunk, 6.3 mgd is less than the 7.6 mgd estimated in the City's 2000 Master Plan. At 7.6 mgd surcharging would occur in the Kentucky trunk; however, as mentioned in the 2000 Master Plan, this sewer is relatively deep and can handle a certain amount of surcharging before there is a concern of overflowing. The Beamer trunk could also accommodate peak flows from the proposed Project as well as the buildout area; however, the sewer is relatively shallow in this area and increasing flows increase the probability of overflows.

It is recommended that the proposed Project discharge its wastewater to the Kentucky trunk to avoid the need for an onsite lift station and to minimize concerns around surcharging and spills. As shown in Table 5.11-7, ESTIMATED AVERAGE AND PEAK FLOWS BY SEWER TRUNK, the addition of Gateway II flows to the Kentucky trunk would increase estimated peak flows at buildout to 7.2 mgd. This would still remain below the peak flow of 7.6 mgd established as acceptable in the City's 2000 Master Plan.

Table 5.11-7
Estimated Average and Peak Flows by Sewer Trunk

Trunk	Existing (mgd)		Existing + Project ^a (mgd)		Existing + Project + Build-Out (mgd)		Existing + Project + Build-Out + Gateway II ^c (mgd)	
	Average	Peak	Average	Peak	Average	Peak	Average	Peak
Beamer	2.1	5.5	2.04 ^b	5.3 ^b	3.5	9.1	3.5	9.1
Gibson	2.4	5.6	2.4	5.6	2.6	5.9	2.6	5.9
Kentucky	1.0	2.6	1.2	3.3	2.4	6.3	2.6	7.2
Springlake	0.4	0.9	0.4	0.9	1.5	3.4	1.5	3.4
TOTAL	5.9	14.7	6.1	15.1	10.0	24.7	10.2	25.6

^a Project assumed to discharge into the Kentucky trunk.

^b Flows from the industrial development already on the Project property were removed and Project flows added to the Kentucky trunk.

^c Gateway II assumed to discharge into Kentucky trunk. Source: Nexgen Utility Management, May 2011.

In all growth scenarios considered, it was determined that the estimated total average flow would be below the WPCF's permitted capacity of 10.4 mgd. The growth scenario that includes existing development, buildout of the *City of Woodland General Plan* (including the Woodland Commerce Center Project), and the proposed Gateway II project, is estimated to produce 10.2 mgd.

As the result of the analysis, it was determined that the City has sufficient trunk sewer and permitted wastewater treatment plant capacity to serve all planned City growth, including the proposed annexation of the proposed Project. The proposed Project would be required to pay the appropriate sewer development impact fees to further reduce potential effects on the existing system.

It should be noted that the City of Woodland Public Works Department has indicated that existing facilities would be adequate to serve the proposed Project site, once the property is annexed into the City. No new facilities, such as sizing requirements, new lines or treatment facilities would be required with the proposed Project; however, if future demands increased above 1,800 gpd/acre (high demand user), or if the user was a high biological oxygen demand (>129 mg/l), additional measures may be required to reduce potential effects on the existing sewer system. As the proposed Project is expected to generate 1,800 gpd/acre, based on standard capacity requirements for industrial acreage, it is anticipated that service could adequately be provided to the site without resulting in the need for

construction of new wastewater treatment facilities that would cause significant environmental effects.²⁷

For the above reasons, and with the implementation of MM 5.11-3(a) through MM 5.11-3(c) the following Mitigation Measures, impacts would be less than significant.

Mitigation Measures:

Water Supply

- MM 5.11-3(a) If development of the proposed Project site occurs prior to construction of the City's surface water project or the surface water project is not constructed, the Project Applicant shall construct or fund the construction of a new water supply well or a water tank.
- MM 5.11-3(b) Prior to the issuance of a building permit for each phase of the proposed Project or connection of existing development to the City's water system, the Project Applicant shall pay the water development impact and surface water fees.

Wastewater

- MM 5.11-3(c) The Project Applicant shall pay the City of Woodland wastewater development impact fees prior to connecting to the City's wastewater system for existing and new development.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.11-4 PROJECT IMPLEMENTATION MAY 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.

Impact Analysis: Future development of the proposed Project site would have the potential to increase surface water flows during storm events, due to the placement of impervious surfaces on the site as buildout of each phase occurs. According to the City of Woodland Department of Public Works, the proposed Project site is within the City's storm drain system service area, and upon annexation into the City, the proposed Project would connect to the existing system (refer to Section 5.13, HYDROLOGY AND WATER QUALITY for additional discussion on existing and proposed drainage conditions for the proposed Project site). An existing stormwater ditch is located just to the north of the proposed Project site, across East Beamer Street. An 84-inch reinforced concrete drainage pipe (RCP) runs east-west along East Beamer Street, to the north of the proposed Project site; a 48-inch cast-in-place concrete (CIPC) pipeline also runs east-west along East Main Street to the south of the proposed Project site (refer to Figure 5.11-1, EXISTING WATER AND SEWER LINES). Storm flows eventually are conveyed through the Outfall Channel and Inlet Structure, which consists of three, 48-inch corrugated steel pipes, before being discharged into the Yolo Bypass. Currently, the Inlet Structure does not have sufficient capacity to handle storm flows from the City and the Outfall Channel would need to be widened and deepened to handle storm flows from buildout of the proposed Project.

Additionally, the proposed Project site is located within a Federal Emergency Management Act (FEMA) 100-year flood hazard area (for Cache Creek), as the entire proposed Project site is within FEMA Flood

²⁷ Letter from City of Woodland Public Works Department - Wastewater Operations. May 2011.

Hazard Zone AE. Areas designated as FEMA Flood Hazard Zone AE have a one percent chance of experiencing a flood in any given year. FEMA Flood Hazard Zone AE is also considered a Special Flood Hazard Area (an area subject to flooding by the one percent annual chance flood).

In 2010, a floodplain analysis was prepared by the City's consultant, Wood Rogers, under 100-year flood conditions for the buildout of the Woodland Commerce Center (WCC) site based on building footprints totaling 3,176,932 square feet and a 362,000 square foot expansion of the Target Distribution Center on East Beamer Street, which has since been completed. When the WCC and the Target expansion were modeled together, this resulted in water surface increases north of both projects. The increases were generally less than one foot, except around the WCC. The modeling results showed a limited number of areas west and northwest of the WCC site with water surface elevations more than one foot but not exceeding 1.2 feet.

All future development of the WCC would be subject to site-specific review and approval by the City of Woodland to ensure consistency with Federal, State, and local design requirements, and the goals and policies in the *City of Woodland General Plan* and *City Municipal Code* with regard to development within the 100-year floodplain. The above design requirements and goals/policies are intended to ensure that flood flows can be accommodated through the proposed Project site, to minimize potential impacts on off-site resources as the result of flooding, and to ensure that development of the WCC will comply with requirements of the NFIP, as administered by FEMA.

Implementation of the following mitigation measures would ensure that proposed Project impacts would be less than significant for storm water flows and development within the 100-year floodplain.

Mitigation Measures:

Storm Drainage

- MM 5.11-4(a) With the first final map, the Project Applicant shall fund or construct the necessary improvements to widen and deepen the Outfall Channel and enlarge the Inlet Structure into the Yolo Bypass in order to handle the increased storm flows generated from development of the proposed Project. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a storm drain mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or mitigation measures, the Project Applicant shall be responsible for funding them.
- MM 5.11-4(b) Prior to the issuance of a building permit for each phase of the proposed Project, the Project Applicant shall pay the storm drainage development impact fee.

Flooding

- MM 5.11-4(c) Prior to the issuance of a grading permit for each phase of the proposed Project, the plans shall indicate compliance with the City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator. Where development of the proposed Project causes an increase of the Base Flood surface elevation by more than one foot, the Project Applicant shall mitigate to one foot or less. Plans shall be subject to review and approval by the Flood Plain Administrator.

Level of Significance: Less than significant with mitigation incorporated.

IMPACT 5.11-5 PROJECT IMPLEMENTATION MAY RESULT IN INSUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENT AND RESOURCES, AND NEW OR EXPANDED ENTITLEMENT IS NEEDED.

Impact Analysis: As evaluated under Impact 5.11-1, above, the Water Supply Modeling/Fire Flow Analysis prepared for the proposed Project determined that under 2010 modeled conditions, water supply is adequate to serve the proposed Project site. It was determined that under 2010 modeled conditions, water (pressure) demands and fire flow requirements for all three development scenarios could be met under the 2010 water demand assumptions, and that the City of Woodland's water supply and distribution system would be adequate to incorporate the proposed Project.

As noted above, the analysis was also performed for Year 2008 conditions that evaluated water demand and fire flow needs for buildout of the proposed Project site, although the City's overall water demand decreased by more than 1,700 gpm from 2008 to 2010. The analysis determined that, under 2008 conditions, the existing water supply and distribution system would be inadequate to incorporate the proposed Project without significant capital improvements; however, construction of a new supply well with similar characteristics to other wells in the service area would be sufficient to satisfy water supply requirements for the proposed Project under 2008 conditions, although tank and pump system could be installed instead of a new well. Refer to Appendix 15.8 of this EIR for additional discussion of the Year 2008 evaluation.

Because it cannot be determined whether the reduction in the City's overall water use between 2008 and 2010 is sustainable, the water supply for the proposed Project may not be sufficient. As a result, impacts may be potentially significant.

Mitigation Measures: Implement MM 5.11-3(a) and MM 5.11-3(b).

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.11-6 PROJECT IMPLEMENTATION MAY RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT DOES NOT HAVE ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS.

Impact Analysis: As stated above, an Evaluation of Required Wastewater Facilities for the proposed Project was prepared by Nexgen Utility Management in May 2011; (refer to Appendix 15.10). As the result of the analysis, it was determined that the City has sufficient trunk sewer and permitted wastewater treatment plant capacity to serve all planned City growth, including the proposed annexation of the proposed Project. The proposed Project would be required to pay the appropriate sewer development impact fees to further reduce potential effects on the existing system.

The City has adequate capacity to provide wastewater treatment for the proposed Project site in addition to the City's existing commitments. Therefore, with the implementation of MM 5.11-3(c), impacts would be less than significant.

Mitigation Measures: Implement MM 5.11-3(c).

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.11-7 THE PROPOSED PROJECT MAY BE SERVED BY A LANDFILL THAT DOES NOT HAVE SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS.

Impact Analysis: As stated previously, all solid waste from the proposed Project would be directed to Yolo County Central Landfill (YCCL), located at 44090 Country Road 28H, between the cities of Woodland and Davis. The YCCL has a design capacity of more than 49 million cubic yards. As of January 1, 2008, the remaining solid waste capacity was more than 37 million cubic yards, with an estimated closure date of 2081.²⁸ Therefore, as landfill capacity is adequate to serve the City's and the County's solid waste disposal needs for decades to come, no plans for the construction of additional solid waste facilities have been made. The landfill can adequately accommodate the proposed Project's solid waste disposal needs without the need for new or expanded facilities. The County of Yolo Planning and Public Works Department has indicated that no impacts with respect to solid waste services are anticipated with implementation of the proposed Project.²⁹

Additionally, to further ensure that landfill capacity is protected for the long-term, the City's Public Works Environmental Services Division is responsible for planning and implementing a variety of programs to improve waste diversion and promote recycling. Staff efforts are supplemented by those of a Waste Management recycling coordinator, who is dedicated full-time to working with the City in accordance with the terms of the franchise agreement with the City. Mixed recycling is a mandatory service for residential accounts and is offered at competitive rates to commercial accounts. The City has had a Construction and Demolition Debris Recycling Ordinance in place since 2007. The Ordinance requires diversion of at least 50 percent of materials generated from construction and demolition projects. The City adopted a mandatory commercial recycling ordinance on July 1, 2012.

The proposed Project would also implement measures intended to further reduce the amount of solid waste produced. Such measures would be consistent with City policies and may include, but not be limited to, ensuring that on-site waste enclosures include adequate capacity for recycling bins in addition to trash bins, and implementing an effective on-site waste reduction and recycling program to minimize contributions to the City's waste stream. Efforts may include ensuring that adequate container capacity exists for all types of recyclables generated on-site, using clear signage to direct employees to prevent contamination of collected recyclables, and conducting employee education on the importance of waste reduction. All future development associated with the proposed Project would be reviewed for site-specific requirements, based upon the nature of the use proposed and the anticipated waste generation characteristics of the use.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.11-8 THE PROPOSED PROJECT MAY BE IN NON-COMPLIANCE WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

Impact Analysis: Refer to Impact 5.11-7, above. As noted previously, not all of the above-defined wastes may be disposed of at a landfill. State law regulates the disposal of wastes at landfills. The City of Woodland is responsible for meeting the California Integrated Waste Management Act of 1989, Assembly Bill 939 (AB 939). AB 939 required that cities and counties reduce the amount of solid waste

²⁸ Letter from City of Woodland Public Works Department - Environmental Services. May 13, 2011.

²⁹ Letter from County of Yolo Planning and Public Works Department, Division of Integrated Waste Management. May 11, 2011.

being sent to landfills by 50 percent by January 1, 2000, and it requires cities and counties to prepare AB 939 solid waste planning documents. These documents include the Source Reduction and Recycling Element (SRRE), the Household Hazardous Waste Element (HHWE), and the Non-Disposal Facility Element (NDFE).

Additionally, all future development would be required to comply with the requirements of the City's C&D Ordinance which was established to help the City comply with AB 939 requirements. As appropriate, the proposed Project would also comply with the requirements of the Yolo County Construction and Demolition Debris Recycling and Division Ordinance, intended to reduce waste in compliance to State law through the recycling and salvaging of construction and demolition materials. The proposed Project would also be required to comply with the *City of Woodland General Plan* goals and policies aimed at reducing the generation of solid wastes and programs encouraging recycling efforts.

The proposed Project would comply with all applicable Federal, State, and local statutes and regulations with regard to solid waste disposal and recycling requirements. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS

IMPACT 5.11-9 POTENTIAL CUMULATIVE DEVELOPMENT WOULD INCREASE THE DEMAND FOR SERVICES AND UTILITIES. AN INCREASED DEMAND FOR SERVICES MAY BE EXPECTED FOR THE WOODLAND POLICE DEPARTMENT, WOODLAND FIRE DEPARTMENT, AND OTHER PUBLIC SERVICES. INCREASED DEMAND FOR UTILITIES MAY BE EXPECTED FOR ELECTRICITY, NATURAL GAS, WATER, WASTEWATER, AND SOLID WASTE.

Impact Analysis: Although there would be a substantial service and utility demand increase attributable to the extent of the potential cumulative development, the overall potential for service-related cumulative effects to occur is not considered to be significant. This conclusion is based primarily on the rationale that: (1) the absorption of non-residential development also comprises either the sale, lease or other instrument by which to secure space in or operate within already or soon to be constructed structures; (2) already constructed residential and non-residential development would only have occurred after having satisfied all development specific requisite permit, code, policy, and other City of Woodland development requirements and contributed their fair share of impact fees in order to ensure their participation in addressing area-wide (cumulative) growth and service-related demand issues; and (3) by having done the latter, each specific development would in effect be self-mitigating with regard to placing a potentially significant demand upon an area's public services and facilities. All impacts associated with public services and utilities for the proposed Project would be considered less than significant with adherence to and compliance with all applicable goals, policies and implementation measures set forth by the City of Woodland, in addition to the MM 5.11-1(a) through MM 5.11-1(g) provided herein.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

5.12 GEOLOGIC AND SEISMIC HAZARDS

The purpose of this section is to analyze the effects of the proposed Project upon soils and geology within the Project area. The section describes the potential effects from earthquakes, landslides, liquefaction, and identifies unique geological features within the proposed Project site. Information in this section is drawn from the *City of Woodland General Plan Background Report*,¹ the U.S. Department of Agriculture (USDA) National Resources Conservation Service (NRCS) Soil Survey for Yolo County,² and other sources, as cited.

5.12.1 EXISTING CONDITIONS

REGIONAL GEOLOGY

Faults

The proposed Project site is situated in the Great Valley Geomorphic Province, bounded by the Coast Ranges to the west and the Sierra Nevada to the east. At the base of the Coast Ranges lies a series of low foothills to the west of Woodland, including: Dunnigan Hills, Capay Hills, and the English Hills. The sedimentary materials deposited by the erosion of the three foothills create the Great Valley Province.

There are no known faults within a five-mile radius of downtown Woodland. The California Geological Survey (CGS) identified past faults within the vicinity of Woodland that are not within Earthquake Fault Hazards Zones as defined by the State of California as active faults. Known faults within the vicinity of the City of Woodland include: the Dunnigan Hills fault; a young fault west of Woodland and south of Cache Creek; the Sweitzer and Eisner faults; and the Coast Range-Sierran Block blind-thrust fault. Table 5.12-1, **FAULTS IN THE VICINITY OF WOODLAND**, identifies Northern California faults that could potentially affect the City of Woodland if any of the faults were the epicenter of a moderate to major earthquake.³ Figure 5.12-1, **FAULT LOCATIONS**, identifies the faults in the vicinity of the City of Woodland.

Table 5.12-1
Faults in the Vicinity of Woodland

Fault Name	Distance from Woodland (miles)	Direction from Woodland
Dunnigan Hills	7	northwest
Coast Range-Sierran Block	6-9	west
Sweitzer	19	northwest
Eisner	19	northwest
Midland Fault Zone	20	southwest
Bear Mountain	38	east
Green Valley	38	southwest
West Napa	38	southwest
Antioch	40	south

¹ City of Woodland. *City of Woodland General Plan Background Report*. February 1996.

² U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey of the Project Site*. Located online at: <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>.

³ City of Woodland. *City of Woodland General Plan Background Report: Section 8.2 Seismic and Geologic Hazards*. February 1996.

Table 5.12-1 (Continued)
Faults in the Vicinity of Woodland

Fault Name	Distance from Woodland (miles)	Direction from Woodland
Concord	47	southwest
Melones	48	east
Maacama	48	east
Healdsburg-Rodgers Creek	50	southwest
Calaveras	55	south
Hayward	58	southwest
San Andreas	70	southwest

Source: *City of Woodland General Plan Background Report, Chapter 8 Health and Safety, Page 8-5, Table 8-3. February 1996.*

The Antioch, Calaveras, Concord, Green Valley, Hayward, and Healdsburg-Rodgers Creek fault systems are known to be active. It is estimated that maximum earthquakes on those faults could range from 6 to 7 Richter magnitude. The active San Andreas Fault, which could generate an earthquake of Richter magnitude 8.3, is located approximately 70 miles west of the proposed Project site.⁴

Ground Shaking

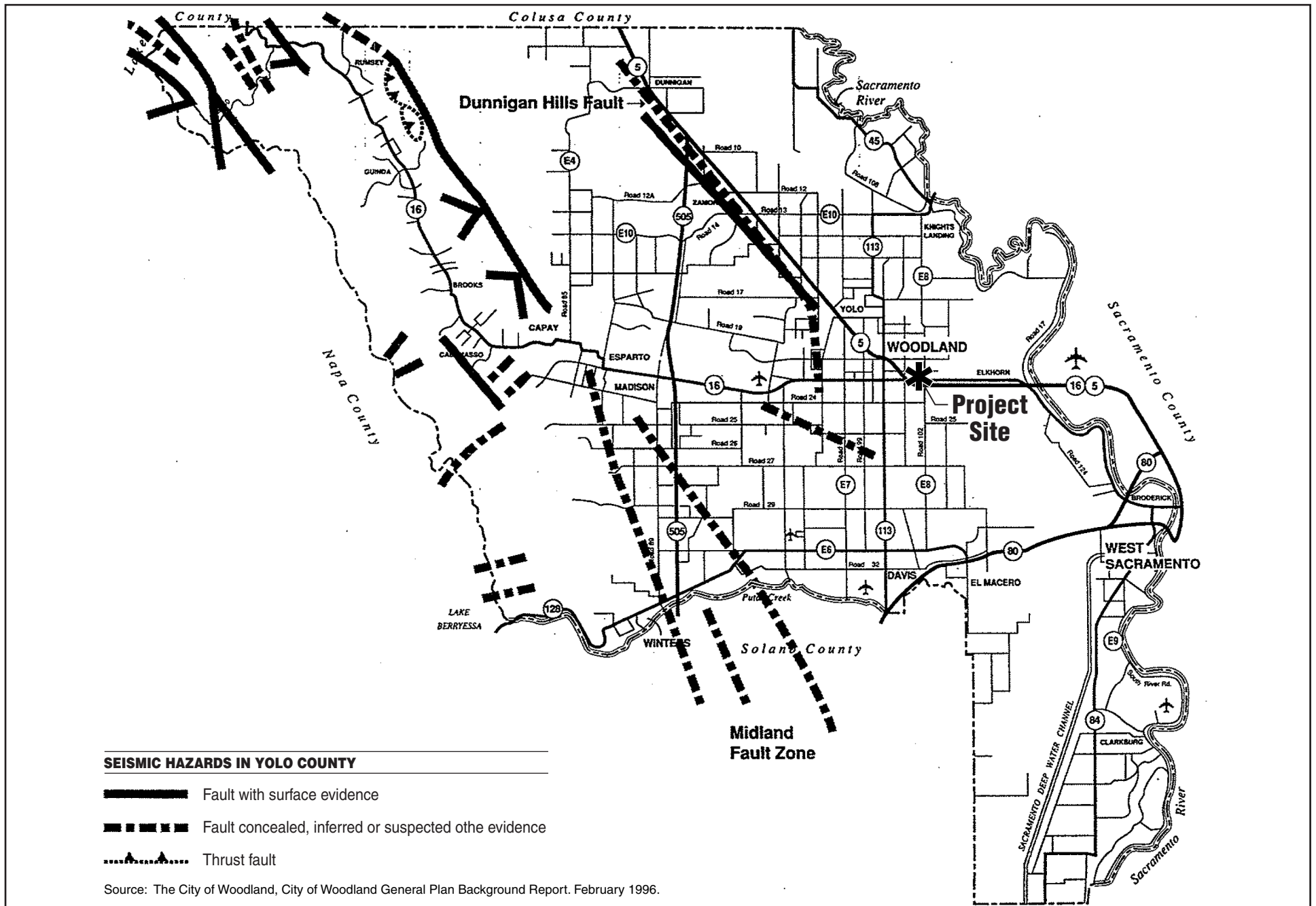
Ground shaking is a vibration that radiates from the epicenter of an earthquake that could potentially damage or collapse a building and/or structure. Potential impacts on a building and/or structure due to ground shaking is determined by several factors as listed in the *City of Woodland General Plan Background Report*:

- the nature of the underlying materials, including rock and soil;
- structural characteristics of a building;
- quality of workmanship and materials used in construction;
- location of the epicenter and the magnitude of the earthquake; and
- duration and character of the ground motion.

The City of Woodland is located on alluvium deposits of varying depths which could increase the potential for ground shaking damage. Earthquake waves pass through dense rocks to less dense alluvial or water-saturated materials which result in an increase in amplitude and longer lasting ground motion. Buildings and/or structures located on “poor ground” could lead to structural damage during a groundshaking event. The CGS produced a maximum expected earthquake intensity map, which placed Woodland in the low severity zone, with potential groundshaking intensities of up to VI-VII in Mercalli intensity as described below:

- Scale VI: Everyone feels movement. People have trouble walking. Objects fall from shelves. Pictures fall off walls. Furniture moves. Plaster in walls might crack. Trees and bushes shake. Damage is slight in poorly built buildings. No structural damage.

⁴ *City of Woodland General Plan Background Report: Section 8.2 Seismic and Geologic Hazards. February 1996.*



- Scale VII: People have difficulty standing. Drivers feel their cars shaking. Some furniture breaks. Loose bricks fall from buildings. Damage is slight to moderate in well-built buildings; considerable in poorly built buildings.

All of California lies within Seismic Zones 3 or 4. Zone 4 is located nearest to active earthquake faults and poses greater hazards than Zone 3.⁵ The Woodland area is within Zone 3 of the Seismic Risk Map of the United States for the purposes of structural safety. Although groundshaking is a concern, the risks are low due to historical evidence of earthquake effects in Woodland.

Fault Rupture

Surface rupture occurs when movement on a fault deep within the earth breaks through to the surface. Fault ruptures almost always follow pre-existing faults that are zones of weakness. Rupture may occur suddenly during an earthquake or slowly in the form of fault creep. Sudden displacements are more damaging to structures because they are accompanied by shaking. Fault creep is the slow rupture of the earth's crust.

Liquefaction

Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. Liquefaction is caused by a sudden temporary increase in pore water pressure due to seismic densification or other displacement of submerged granular soils. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 feet below ground surface (bgs). The approximate depth to groundwater beneath the proposed Project site is greater than 80 inches bgs.⁶ Although low-lying areas in Woodland are composed of deposits that have liquefaction potential, there is a low risk of groundshaking intensities, and as a result, a relatively low risk in liquefaction. In addition, according to GIS data prepared by the CGS and hosted by the California Natural Resources Agency Atlas/Map Server, the proposed Project site does not have the potential for liquefaction.

Evaluation of potential seismic hazards is required as part of a design-level geotechnical report, as required by the City. Should liquefiable soils be identified for the proposed Project site, recommendations for measures to reduce the effects of liquefaction would be provided in the geotechnical report.

Flooding

The proposed Project area is located between Willow Slough and Cache Creek. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), the proposed Project is located within the FIRM Zone AE.⁷ Zone AE is designated as a special flood hazard area subject to inundation by the one percent annual chance flood with base flood elevations determined.

⁵ California Seismic Safety Commission. Located online at: <http://www.seismic.ca.gov/>

⁶ U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey of the Project Site*. Located online at: <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>.

⁷ FEMA Map Service Center. Map Panel ID #06113C0465G. Located online at: <http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1>.

In 2010, a floodplain analysis was prepared by the City's consultant, Wood Rogers, under 100-year flood conditions for the buildout of the Woodland Commerce Center (WCC) site based on building footprints totaling 3,176,932 square feet and a 362,000 square foot expansion of the Target Distribution Center on East Beamer Street, which has since been completed. When the WCC and the Target expansion were modeled together this resulted in water surface increases north of both projects. The increases were generally less than one foot, except around the WCC. The modeling results showed a limited number of areas west and northwest of the WCC site with water surface elevations more than one foot but not exceeding 1.2 feet.

Landslides

According to the *City of Woodland General Plan* and the CGS, Woodland does not face risks from landsliding due to its relatively flat topography and the lack of steep slopes. Therefore, future development of the proposed Project would not be significantly impacted by seismically induced landslides resulting from strong ground motion from nearby earthquakes, erosion, or adverse conditions created during grading activities.

PROJECT SITE SOILS

Soils on the proposed Project site consist of approximately 121 acres of Sycamore silty clay loam, drained (St), approximately 13 acres of Capay silty clay (Ca), approximately 11 acres of Willows clay, alkali (Wc), and approximately one (1) acre of Willows clay (Wb) as shown in Figure 5.12-2, SOIL MAP. The following are brief descriptions of these soil associations:

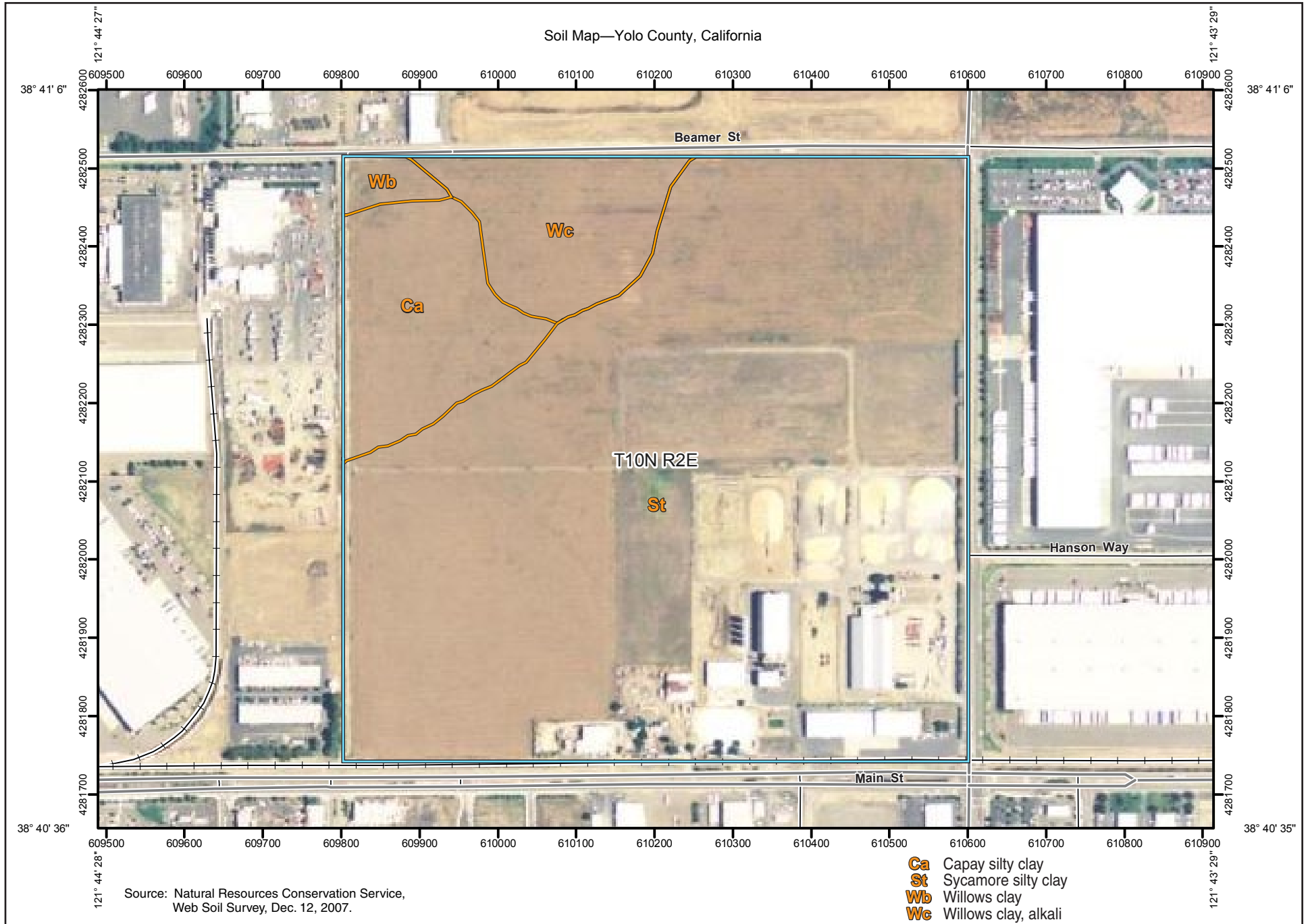
Sycamore silty clay loam, drained (St): This soil is somewhat poorly drained soils with a parent material of alluvium derived from sedimentary rock. Water movement in the most restrictive layer is moderately high and available water capacity is moderate. Surface runoff is medium. The hazard of erosion is slight, the hazard of flooding is rare, and the shrink swell potential is moderate. The effective rooting depth is 60 inches or more. This soil is in capability classification 4c, non-irrigated and 1, irrigated.

Capay silty clay (Ca): This soil is moderately well drained soils with a parent material of alluvium derived from sedimentary rock. Water movement in the most restrictive layer is moderately low and available water capacity is moderate. Surface runoff is high. The hazard of erosion is slight, the hazard of flooding is rare, and the shrink swell potential is high. The effective rooting depth is 60 inches or more. This soil is in capability classification 4s, non-irrigated and 2s, irrigated.

Willows clay, alkali (Wc): This soil is poorly drained soils with a parent mixed alluvium. Water movement in the most restrictive layer is low and available water capacity is low. Surface runoff is very high. The hazard of erosion is slight, the hazard of flooding is rare, and the shrink swell potential is high. The effective rooting depth is 60 inches or more. This soil is in capability classification 4w, non-irrigated and 4w, irrigated.

Willows clay (Wb): This soil is poorly drained soils with a parent mixed alluvium. Water movement in the most restrictive layer is moderately low and available water capacity is moderate. Surface runoff is high. The hazard of erosion is slight, the hazard of flooding is rare, and the shrink swell potential is high. The effective rooting depth is 60 inches or more. This soil is in capability classification 4w, non-irrigated and 2w, irrigated.

Soil Map—Yolo County, California



Mineral Resources

Yolo County contains important mineral resources, including, but not limited to, aggregate and natural gas. The State of California has mapped the aggregate resources along lower Cache Creek as three Mineral Resource Zones (MRZs): MRZ-1 comprises 1,458 acres; MRZ-2 comprises 18,452 acres; and MRZ-3 comprises 8,220 acres. In addition, approximately 25 gas fields are located within Yolo County. Natural gas has been produced from the Dunnigan Hills northwest of Woodland, from the Fairfield Knolls gas field northeast of Winters, and from the Rumsey Hills area east of Rumsey. Natural gas wells have also been established in Clarksburg, Yolo, and Davis. A large gas storage area (maximum capacity of 3.25 billion cubic feet) has been identified at the dry Pleasant Creek gas field, located approximately 2.5 miles northwest of Winters.

According to the Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), the proposed Project site has one plugged and abandoned gas well located on-site (Well Number 1-27; Lease Name: Knaggs; Operator: Chevron USA Inc.).⁸ No other mineral resources or mineral resource facilities are known to occur on the proposed Project site. In addition, there are no designated mineral resource zones that encompass the proposed Project site.

5.12.2 REGULATORY SETTING

The following is a description of Federal, State, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

FEDERAL FRAMEWORK

Federal Earthquake Hazards Reduction Act

Passed by Congress in 1977, the Federal Earthquake Hazards Reduction Act is intended to reduce the risks to life and property from future earthquakes. The Act established the National Earthquake Hazards Reduction Program (NEHRP). The goals of NEHRP are to educate and improve the knowledge base for predicting seismic hazards, improve land use practices and building codes, and to reduce earthquake hazards through improved design and construction techniques.

STATE FRAMEWORK

Alquist-Priolo Earthquake Fault Zoning Act

The 1972 Alquist-Priolo Earthquake Fault Zoning Act (AP Zone Act) was passed to prevent the new development of buildings and structures for human occupancy on the surface of active faults. The Act is directed at the hazards of surface fault rupture and does not address other forms of earthquake hazards. The locations of active faults are established into fault zones by the AP Zone Act. Local agencies regulate any new developments within the appropriate zones in their jurisdiction.

Seismic Hazards Mapping Act

Passed in 1990, the Seismic Hazards Mapping Act addresses non-surface rupture earthquake hazards, which may include liquefaction and subsidence. A mapping program is also established by this Act, which identifies areas within California that have the potential to be affected by such non-surface rupture hazards.

⁸ Department of Conservation, Division of Oil, Gas, and Geothermal Resources., DOGGR District 6 Well Shapefile. Located online at: <ftp://ftp.consrv.ca.gov/pub/oil/GIS/Shapefiles/>. Accessed: March 29, 2011.

California Building Standards Code

The State of California provides minimum standards for building design through the California Building Standards Code (California Code of Regulations [CCR], Title 24). The California Building Code (CBC) is based on the federal Uniform Building Code (UBC) used widely throughout the United States. The CBC includes specific safety and design standards for new structures to resist the forces of strong winds and seismic activity.

The Subdivision Map Act

The State of California provides minimum standards for soils reports through the Subdivision Map Act requiring a final map for every subdivision. The Subdivision Map Act requires a registered civil engineer to prepare a preliminary soils report based upon adequate test borings which shall be reviewed by the city engineer or county engineer for adequacy. If the preliminary soils report indicate the presence of critically expansive soils, liquefaction, or other problems which, if not corrected, would lead to structural defects, a soils investigations of each lot in the subdivision may be required. The preliminary soils report may be waived if the local agency determines that, due to the knowledge the agency has as to the qualities of the soils of the subdivision, preliminary analysis is not necessary.

Surface Mining and Reclamation Act of 1975

The principal legislation addressing mineral resources in California is the State Surface Mining and Reclamation Act of 1975 (SMARA) (Public Resources Code §2710 – §2719), which was enacted in response to land use conflicts between urban growth and essential mineral production. The stated purpose of SMARA is to provide a comprehensive surface mining and reclamation policy that will encourage the production and conservation of mineral resources while ensuring that adverse environmental effects of mining are prevented or minimized; that mined lands are reclaimed and residual hazards to public health and safety are eliminated; and that consideration is given to recreation, watershed, wildlife, aesthetic, and other related values.

LOCAL FRAMEWORK***City of Woodland General Plan***

Applicable goals and policies relative to the proposed Project are listed in Table 5.12-2, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN GOALS AND POLICIES FOR GEOLOGIC AND SEISMIC HAZARDS, below, followed by a brief explanation of how the proposed Project complies with the goals and policies.

Table 5.12-2
Consistency Analysis with City of Woodland General Plan Goals and Policies for
Geologic and Seismic Hazards

General Plan Goals and Policies	Analysis
Health and Safety Element	
Goal 8.A. To minimize the loss of life, injury, and property damage due to seismic and geological hazards.	The proposed Project is not located within 50 feet of a known active fault. Additionally, adherence to, and incorporation of, the goals and policies of the <i>City of Woodland General Plan Health and Safety Element</i> , compliance with the <i>City of Woodland Municipal Code</i> , and compliance with the California Building Code (CBC) and Uniform Building Code (UBC) would reduce impacts of fault rupture and minimize safety concerns. As discussed in this section of the Environmental Impact Report (EIR), impacts would be less than significant.
Policy 8.A.1. The City shall require the preparation of a soils engineering and geologic-seismic analysis prior to permitting development in areas prone to geological or seismic hazards (i.e., groundshaking, liquefaction, expansive soils).	Refer to Goal 8.A., above.
Policy 8.A.2. The City shall require submission of a preliminary soils report, prepared by a registered civil (geotechnical) engineer and based upon adequate test borings, for every major subdivision.	Pursuant to City requirements, a design-level geotechnical exploration would be conducted prior to grading permit approval, to determine the appropriate soil treatment and site grading.
Policy 8.A.3. The City shall require that new structures intended for human occupancy be designed and constructed to minimize risk to the safety of occupants due to groundshaking.	Refer to Goal 8.A., above.
Policy 8.A.5. The City shall require that new structures and alterations to existing structures comply with the current edition of the UBC and the City Security Ordinance.	Refer to Goal 8.A., above.
Policy 8.A.8. The City shall avoid siting of structures across soil materials of substantially different expansive properties.	Refer to Policy 8.A.2., above.
Policy 8.A.9. The City shall require the use of special bending-resistant designs where foundations must be slab-on-grade in areas with expansive soil.	Refer to Policy 8.A.2., above.
Source: <i>City of Woodland General Plan</i> , December 2002.	

5.12.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An Environmental Impact Report (EIR) is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to geologic hazards, seismic hazards, and soils if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving;
- 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 or based on other substantial evidence of a known fault;
 - Strong seismic ground shaking;

- Seismic-related ground failure, including liquefaction; and
- Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- 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 landslides, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property; and/or
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.12.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Geologic hazards, seismic hazards, and soils impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.12-1 *THE PROPOSED PROJECT MAY EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING: RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP; STRONG SEISMIC GROUNDSHAKING; SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION; AND LANDSLIDES.*

Impact Analysis: Groundshaking is a concern for the City of Woodland. Strong groundshaking can be expected at the proposed Project site should a moderate to severe earthquake occur in the general region. Earthquake groundshaking could expose people and structures to significant hazards including possible seismically induced liquefaction, lateral spreading, lurch cracking, differential compaction and/or settlement. Structural damage resulting from groundshaking may occur when earthquake vibrations transmit to the structure. The extent of damage to a structure is dependent upon underlying earth materials, design of the structure, quality of the materials, location of the earthquake, and the duration and intensity of the shaking.

The State's earthquake protection law (California Health and Safety Code 19100 et seq.) requires that buildings be designed to resist stresses produced by lateral forces caused by wind and earthquakes. Minimum design requirements are included in the UBC which are based on the seismic zone in which a project is located. Four seismic zones are applied nationwide with Zones 3 and 4 having the highest potential seismicity. All of California lies within Seismic Zones 3 or 4, with Zone 4 being the most seismically active.⁹ As stated above, the City of Woodland is located within Zone 3.¹⁰

⁹ California Seismic Safety Commission. Located online at: <http://www.seismic.ca.gov/>.

The City of Woodland is located on alluvium deposits of varying depths which could increase the potential for damage. However, Woodland is in the low severity zone with potential groundshaking intensities of up to VI-VII in Mercalli intensity. Earthquakes may cause landslides, however, the City of Woodland is predominately flat and leveled and landslides would not be a problem.

Although the City of Woodland does not require evaluation under the provisions of the AP Zone Act and is not listed as a City affected by earthquake fault zones and/or have been known to exist within a five mile radius of downtown Woodland, without proper planning and engineering, impacts of seismic ground shaking could adversely impact the proposed Project.

Geotechnical studies have not been conducted to evaluate the proposed Project site soils for the potential for seismic induced settlement. Based on the variability of the site soils, seismic induced settlement could affect any part of the site. The extent of damage would depend on a soil characteristics, groundwater depth and duration and intensity of the earthquake. Pursuant to *City of General Plan Policy 8.A.2.*, a design-level geotechnical exploration would be conducted to determine the appropriate soil treatment and site grading. Compliance with the geotechnical study and adherence to CBC and City of Woodland standards, including the abovementioned *City of General Plan* goals and policies, would ensure that the impacts of seismic activity on the proposed Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.12-2 THE PROPOSED PROJECT MAY RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.

Impact Analysis: The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS) identified four different soils on the proposed Project site with three different soil series. The soils include (St) in the Sycamore series; (Ca) in the Capay series, and (Wc) and (Wb) in the Willows series. The soils include moderately- to poorly-drained clays and silty clays with slopes of less than one (1) percent. The USDA NRCS WSS rates the susceptibility of erosion of the soils. Wind erosion susceptibility is rated from one (1) to eight (8), with a rating of one being given to soils with the highest potential for wind erosion and a rating of eight (8) being given to the soils with the lowest potential for wind erosion. The soils on-site are rated seven (7), meaning they have a low susceptibility to wind erosion.

The soils identified on the proposed Project site are considered by the USDA NRCS to have a slight hazard of erosion, while surface runoff is considered high for Capay silty clay (Ca), Willows clay, alkali (Wc), and Willows clay (Wb) soils and medium for Sycamore silty clay loam, drained (St). Soil erosion could cause damage to building foundations, floor slabs, or roadways if volume changes due to moisture variations occur in the subgrade materials.

Site-specific conditions and recommendations regarding erosion would be identified in the design-level geotechnical study, as required per *City of Woodland General Plan Policy 8.A.2.* All new building construction and design must comply with the UBC, CBC, and storm water pollution prevention plan,

¹⁰ City of Woodland. *City of Woodland General Plan Background Report: Section 8.2 Seismic and Geologic Hazards*. February 1996.

which has specific site development and construction standards for specific soil types. Compliance with applicable State and local regulations and standards would ensure that soils are protected from hazards associated with erosion conditions. Therefore, impacts related to erosion hazards would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.12-3 THE PROPOSED PROJECT MAY BE LOCATED ON A GEOLOGIC UNIT OR SOILS THAT IS UNSTABLE, OR WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDES, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE.

Impact Analysis: Liquefaction is the loss of soil strength due to seismic forces acting on water-saturated granular soils and most likely to occur in deposits of weak saturated alluvium or artificial fill. Although low-lying areas in Woodland are composed of deposits that have liquefaction potential, there is a low risk of groundshaking intensities and as a result a relatively low risk in liquefaction. Liquefiable sediments are not known to occur at the proposed Project site; however, geotechnical studies have not been conducted to address the liquefaction potential at the proposed Project site.

Based on the variability of the site soils, liquefaction could affect any part of the site. The extent of damage would depend on the soil characteristics, groundwater depth, and duration and intensity of the earthquake. Evaluation of potential seismic hazards, including liquefaction, is required as part of a design-level geotechnical report, pursuant to *City of Woodland General Plan Policy 8.A.2*. Should liquefiable soils be identified for the proposed Project site, recommendations for measures to reduce the effects of liquefaction would be provided in the geotechnical report. Compliance with the geotechnical report and adherence to applicable regulations, codes, and standard engineering practices would ensure that the impacts of liquefaction on the proposed Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.12-4 THE PROPOSED PROJECT MAY BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE CALIFORNIA BUILDING CODE (2004), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY.

Impact Analysis: Expansive soils are typically fine-grained, cohesive clay soils. Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. These soils are typically characterized by large amounts of finer grained materials such as silts and clays within the soil matrix. Expansion is measured by shrink-swell potential, which is the relative volume change in a soil with a gain in moisture.

Existing soils on the proposed Project site consist of the following four soil types: approximately 121 acres of Sycamore silty clay loam, drained (St); approximately 13 acres of Capay silty clay (Ca); approximately 11 acres of Willows clay, alkali (Wc); and approximately one (1) acre of Willows clay (Wb). Of these soils, Capay silty clay (Ca), Willows clay (Wb), and Willows clay, alkali (Wc) are considered to have a high shrink-swell potential, while Sycamore silty clay loam, drained (St) has a moderate shrink-swell potential. The potential for expansive soils to result in structural or property damage would

increase personal safety risks to future employees and/or customers. However, site-specific conditions and recommendations regarding expansive soils would be identified in the design level geotechnical report, pursuant to *City of Woodland General Plan Policy 8.A.2*. All new building construction and design must comply with the CBC which has specific site development and construction standards for specific soil types. Compliance with applicable federal, State, and local regulations and standards would ensure that people and property are protected from hazards associated with expansive soil conditions. Therefore, expansive soils would have a less than significant impact on the proposed Project.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.12-5 THE PROPOSED PROJECT MAY HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER.

Impact Analysis: The soils on-site are shown to have limitations for septic systems; however, the existing on-site industrial-use structures use septic tanks for sewage disposal. The septic tanks and associated leach fields would be removed in compliance with local and State regulations, during pre-construction activities. Upon annexation to the City of Woodland, the proposed Project site would be served by the City of Woodland Utilities Division. Therefore, no septic tanks would be used for the proposed Project. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS

IMPACT 5.12-6 THE PROPOSED PROJECT, COMBINED WITH FUTURE DEVELOPMENT, MAY RESULT IN THE INCREASED POTENTIAL FOR RELATED GEOLOGICAL IMPACTS AND HAZARDS.

Impact Analysis: The continuing buildout of developments in the City of Woodland and surrounding areas would be expected to increase the need for surface grading and excavation; thereby increasing the potential for impacts related to soil erosion, unforeseen hazards, and exposure of people and property to earthquakes.

The proposed Project could increase the number of people and structures that could be exposed to potential effects related to seismic hazards. Development of the proposed Project would also increase the number of structures that could be subject to the effects of expansive soils. Potential adverse environmental effects associated with seismic hazards as well as those associated with geologic constraints, such as expansive soils, are usually site specific and generally would not combine with similar effects that could occur with other projects in the City of Woodland. Seismic risks are low in the City of Woodland area because of the historical evidence of earthquake effects and because all new construction is required to meet federal, State, and local building code regulations.¹¹ Furthermore, all

¹¹ *City of Woodland General Plan Background Report*. February 1996.

projects would be required to comply with the UBC and CBC, *City of Woodland General Plan Policies* 8.A.1., 8.A.2., 8.A.3., 8.A.5., 8.A.8., and 8.A.9., and other applicable safety regulations. Consequently, the proposed Project would generally not be affected by, nor would it affect, other development approved by the City of Woodland. Seismic and geologic significance would be considered on a project-by-project basis through the preparation of a design-level geotechnical study and such exposures would be minimized through strict engineering guidelines. Therefore, cumulative effects of increased geological risk, such as seismic and expansive soils, would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

5.13 HYDROLOGY AND WATER QUALITY

The purpose of this section is to identify and evaluate, to the extent feasible, potential impacts of the proposed Project with regard to hydrology and water quality. This section evaluates the potential impacts that the proposed Project would have on existing water resources and drainage characteristics both on-site and on off-site water bodies and lands. The following analysis of the potential environmental impacts related to hydrology and water quality utilizes information obtained from the *City of Woodland General Plan*, *City of Woodland General Plan Background Report*, *County of Yolo 2030 Countywide General Plan (Yolo County General Plan)*, a *Floodplain Analysis* prepared by Wood Rogers in 2010 for buildout of the Woodland Commerce Center and the Target Distribution Center expansion, and other government databases and websites.

5.13.1 EXISTING CONDITIONS

The proposed Project site is located in eastern Yolo County. The Mediterranean climate experiences hot dry summers and mild rainy winters. During the year, temperatures may range from 20 to 115 degrees Fahrenheit with summer highs typically in the 90s, and winter lows occasionally reaching below freezing. The majority of precipitation received within Yolo County falls on the Vaca Mountains to the west of the County. The highest elevation in the County is Berryessa Peak, at 3,046 feet above sea level, decreasing to five feet above sea level near the Sacramento River on the eastern edge of the County. Average annual precipitation is 17 inches in northeastern Yolo County, increasing to 34 inches along the western edge of the County.¹ Average annual rainfall near the proposed Project site is approximately 20 inches, with the rainy season generally occurring from November to March.²

The proposed Project area is located between Willow Slough and Cache Creek. On-site topography is relatively flat, with elevations ranging from approximately 38 feet above mean sea level (msl) to 45 feet above msl.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), the proposed Project site is located within the Flood Hazard Zone AE.³ Zone AE is designated as a special flood hazard area subject to inundation by the one percent annual chance flood with base flood elevations determined.

SURFACE WATER RESOURCES

Surface water supplies within the County originate from the Cache Creek and Putah Creek watersheds, and the Sacramento River. Surface waters in Yolo County drain generally from west to east, terminating in the Sacramento River. The four major drainages in Yolo County include the Sacramento River, Cache Creek, Putah Creek, and Willow Slough watersheds. A number of sloughs and drainage ditches traverse the eastern portion of the County and serve to provide water for irrigation of agricultural fields, flood control, and transport water supplies to users within the County and downstream.

The Yolo Bypass and Sacramento River lie approximately two miles east of the City of Woodland (City); Willow Slough is located south of the City's Planning Area boundary; and Cache Creek is one mile north of the City. These resources serve as regional water sources for both the City and the surrounding areas. The Yolo Bypass is a leveed floodplain constructed as part of the Sacramento River Flood Control Project

¹ *Yolo County General Plan Update*. Conservation Element. January 2005.

² Woodland Gateway Phase II Draft EIR. April 2010.

³ FEMA Map Service Center. Map Panel ID #06113C0465G. Located online at:
<http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1>.

and carries flood flows generated by runoff from the entire Sacramento River watershed, including the Sacramento, Feather, and American Rivers, and their associated tributary watersheds. The Sacramento River forms the County's eastern border and is California's largest river, conveying two thirds of California's water via the Central Valley and State Water Projects. The Willow Slough watershed contains 131,000 acres running from the Blue Ridge in the coast range eastward, then northeast to the Sacramento River and Yolo Bypass. Additionally, the Cache Creek watershed originates in Lake County to the northwest of Yolo County, and is divided into the Upper Cache Creek and Lower Cache Creek.⁴

GROUNDWATER RESOURCES

Groundwater is subsurface water that occurs beneath the ground surface in fully saturated zones within soils and other geologic formations. Groundwater in a saturated geologic unit with sufficient permeability and thickness to store sufficient water to sustain a well or spring is defined as an aquifer. A groundwater basin is defined as a hydrogeologic unit containing one large aquifer or several connected and interrelated aquifers.

The City of Woodland is underlain by a groundwater aquifer that serves as the municipal water supply. The approximate depth to groundwater beneath the proposed Project site is greater than 80 inches below ground surface (bgs).⁵

According to the *Yolo County General Plan*, subsidence (lowering of a portion of the land surface) has occurred in the County since the 1950's as the result of groundwater withdrawal. As a result, elevational changes as great as four feet are visible in some parts of the County. The East Yolo subbasin area has been greatly affected, and areas near Woodland, Zamora, and Knights Landing have experienced damage and loss of structural integrity to highways, levees, wells, and irrigation canals as a result.

DRAINAGE AND FLOODING

During 100-year design flood conditions, the southern bank of Cache Creek experiences flooding and the excess water spills over the top of the canal, flowing south and east toward the City. To address this condition, a Letter of Map Revision (LOMR) application was prepared and submitted to FEMA to address modification to an effective FIRM, or Flood Boundary and Floodway Map (FBFM). A LOMR generally assesses a flooding source and results in modification of the existing regulatory floodway, the effective Base Flood Elevations (BFEs), or the Special Flood Hazard Area (SFHA). The base flood elevation determined for a flooding source is then used to assess potential impacts.

A number of drainage improvement projects that would prevent flooding within Cache Creek have been identified in the Draft Feasibility Report for Potential Flood Damage Reduction Project, Lower Cache Creek, Yolo County, California, City of Woodland and Vicinity (March 2003), prepared by the U.S. Army Corps of Engineers (USACE).⁶ Alternative flood control projects that would reduce the potential for flooding of Cache Creek to occur are identified and include channel clearing, construction of new levees, construction of setback levees, raising existing levees, and construction of a flood barrier levee.

⁴ *Yolo County General Plan Update*. Conservation Element. January 2005.

⁵ U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey of the Project Site*. Located online at: <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>.

⁶ Draft Feasibility Report for Potential Flood Damage Reduction Project, Lower Cache Creek, Yolo County, CA, City of Woodland and Vicinity. March 2003.

City Storm Drain System

Stormwater runoff within the City of Woodland is collected by an existing storm drain system consisting of collection, conveyance, storage, and pumping facilities. In newer portions of the City, runoff is collected by a storm drain lateral that generally consists of drain inlets and pipes ranging from 12 to 24 inches in diameter, ultimately directing stormwater runoff to the storm drain trunk system. Within older areas of the City, runoff may not be served by a lateral system and instead, stormwater is conveyed through a series of intersections of valley gutters, gutter culverts, or inverted siphons. As such, stormwater flows are therefore sometimes required to traverse long distances in order to reach a drain inlet. As a result, during frequent storm events, drain inlets serving large land areas may exceed their capacities.

Stormwater generally flows from west to east through the City of Woodland via four main trunk lines. The trunk lines are pipes ranging from 30 to 84 inches in diameter and discharge into open channels. Flows from these channels are then conveyed to three pump stations located along East Main Street and the extension of County Road (CR) 103. These pump stations are located just north of East Main Street (North Canal and East Main) and along the south side of East Main Street (South Canal). Runoff from these stations is discharged into an Outfall Channel which flows from west to east and discharges into the Yolo Bypass via an Inlet Structure that consists of three, 48-inch corrugated steel pipes. The channel is located between the south levee of the Cache Creek Settling Basin and CR-103.

The *Storm Drainage Facilities Master Plan* (SDFMP) for the City of Woodland and associated supporting technical documents, including the Storm Drainage Guidelines and Criteria and Stormwater Quality Regulations and Control Measures, provides the basis for formulating and completing conceptual designs for the City storm drain facilities. The SDFMP identifies the storm drainage infrastructure to facilitate development within the Urban Limit Line, consistent with the *City of Woodland General Plan*, without adversely affecting storm drainage within the existing City limits.

The SDFMP ultimately proposes the construction of levees along the banks of the South Canal. Presently, the South Canal overtops the left bank under existing conditions and ponds water around the wastewater ponds within the City's urban reserve, which thereby function as detention storage. The proposed levees would reach from the City's existing wastewater treatment ponds north to East Main Street. During rainfall events when the capacity of the South Canal's pump/motor units is exceeded, stormwater could gravity flow into the East Main system and then be pumped to the Outfall Channel. Although the existing gravity drainage facilities would remain in place, the pumping facilities would be removed with the proposed improvements. Additionally, a new box culvert is planned to facilitate drainage via gravity from the South Canal to the Outfall Channel. The SDFMP also proposes improvements to the Outfall Channel to allow for more frequent gravity flow than can presently be accommodated.

Existing Project Site Flooding

Flood zones are geographic areas that FEMA has defined according to varying levels of flood risk. These zones are depicted on the FIRM or Flood Hazard Boundary Map. The proposed Project site is within a FEMA 100-year flood hazard area (for Cache Creek), as the entire proposed Project site is within FEMA Flood Hazard Zone AE. Areas designated as FEMA Flood Hazard Zone AE have a one percent chance of experiencing a flood in any given year. FEMA Flood Hazard Zone AE is also considered a Special Flood

Hazard Area (an area subject to flooding by the one percent annual chance flood). Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE.⁷

Policies in the *City of Woodland General Plan* seek to protect development from damage, and require new development within the floodplain to be designed to avoid flood damage. In addition, the proposed Project would be required to comply with the National Flood Insurance Program (NFIP) as administered by FEMA.

Dam Inundation

According to the *City of Woodland General Plan*, areas in and around Woodland would potentially experience up to eight feet of flooding in the unlikely event of failure of the Indian Valley Dam, located on the North Fork of Cache Creek. Flooding would occur within six to seven hours of dam failure. Potential events that could lead to dam failure or overtopping include major flood inflows, severe earthquake, massive landslide or slippage, and piping and erosion of the dam embankment.

Local Hydrology and Drainage

An existing stormwater ditch is located just north of the proposed Project site, across East Beamer Street. An 84-inch reinforced concrete drainage pipe (RCP) runs east-west along East Beamer Street (north of the proposed Project site), and a 48-inch cast-in-place (CIP) pipeline also runs east-west along East Main Street (south of the proposed Project site). According to the City of Woodland Department of Public Works, the proposed Project site is within the City's storm drain system service area.⁸ The storm drainage system was developed for the proposed Project area as part of improvements proposed for the East Main Assessment District. Connection to the existing storm drain system would be required for the proposed Project to ensure that adequate drainage for the site can be achieved.

As the proposed Project site is located within the 100-year floodplain of Cache Creek, the proposed Project would be required to incorporate management of flows from the Creek through the site, as applicable, to minimize off-site impacts.

Water Quality

The Federal Clean Water Act (CWA) prohibits certain discharges of storm water containing pollutants except in compliance with a National Pollutant Discharge Elimination System (NPDES) permit (Title 33 United States Code (USC) §1311 and 1342(p); also referred to as CWA §301 and 402(p)). The U.S. Environmental Protection Agency (EPA) promulgates federal regulations to implement the CWA's mandate to control pollutants in storm water runoff discharges (Title 40 Code of Federal Regulations (CFR) Parts 122, 123, and 124). Surface water quality is subject to Federal, State, and local water quality requirements that are administered and enforced by the EPA. In California, the EPA has designated this authority to the California State Water Resources Control Board (SWRCB), and the California Regional Water Quality Control Board (RWQCB).

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act CWA and California's Porter Cologne Act. The CWA consists of two major parts: provisions for municipal sewage treatment plant construction, and regulatory requirements that apply to industrial and municipal dischargers. The CWA authorizes the establishment of effluent standards on an industry basis. The CWA also requires states to adopt water quality standards that "consist of the designated

⁷ Flood Insurance Rate Map (FIRM) Panel Number 06113C0465G. Effective date of June 18, 2010.

⁸ Letter from City of Woodland Department of Public Works. May 2011.

uses of the navigable waters involved and the water quality criteria for such waters based upon such uses.” In California, the beneficial uses and the corresponding water quality standards are applicable to surface water and groundwater quality and are regulated by each Regional Water Quality Control Board consistent with the region’s Water Quality Control Plan (Basin Plan).

To achieve its objectives, the CWA is based on the concept that all discharges into the nation’s waters are unlawful, unless specifically authorized by a permit. The NPDES is the permitting program for discharge of pollutants into surface waters of the U.S. under §402 of the CWA. Thus, industrial and municipal dischargers (point source discharges) must obtain coverage under the NPDES program from the appropriate RWQCB. The NPDES (Phase I) stormwater program requires medium and large cities or certain counties with populations of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges. The NPDES Phase II program requires small MS4s (including non-traditional MS4s such as schools and military bases) in urbanized areas, as well as small MS4s outside the urbanized areas that are designated to obtain NPDES permit coverage for their stormwater discharges. Generally, Phase I MS4s are covered by individual permits or regional permits and Phase II MS4s are covered by a statewide general permit. For other dischargers, such as those affecting groundwater or from non-point sources, a Report of Waste Discharge must be filed with the RWQCB. For specified situations, some permits may be waived and some discharge activities may be handled through being included in an existing general permit (e.g., Waste Discharge Requirements General Order for Dewatering and Other Low Threat Discharges to Surface Waters).

Dischargers/Project Proponents whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP lists the Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP contains a monitoring program.

The SWPPP has two major objectives: to help identify the sources of sediment and other pollutants that affect the quality of storm water discharges, and to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in both stormwater and in nonstormwater discharges. BMPs include activities, practices, maintenance procedures, and other management practices that reduce or eliminate pollutants in stormwater discharges and authorized nonstormwater discharges.

Both Federal and State agencies have recognized the issue of pollution in stormwater and urban runoff, and there has been a growing concern regarding activities that discharge water affecting California’s surface water, coastal waters, and groundwater. Discharges of water are classified as either point source or non-point source discharges. A point source discharge usually refers to waste emanating from a single, identifiable point. Regulated point sources include municipal wastewater, oil field wastewater, winery discharges, solid waste sites and other industrial discharges. Point source discharge must be actively managed to protect the State’s waters. A nonpoint source discharge usually is a waste emanating from diffused locations. As a result, specific sources of nonpoint source pollution may be

difficult to identify, treat, or regulate. The goal is to reduce the adverse impact of nonpoint source discharges on water resources through better management of these activities. Nonpoint sources include drainage and percolation from a variety of activities such as agriculture, forestry, recreation, and storm runoff.

Stormwater management practices include structural BMPs (infiltration devices, basins, media filters, swales, etc.), low impact development (LID) approaches, hydromodification controls (runoff volume and peak discharge controls), non-structural BMPs (source control, site design, public education) for post-construction measures, and temporary construction BMPs (erosion, sediment, runoff controls) for project construction.

Stormwater permit requirements are managed at the local level through the implementation of the Stormwater Management Plan (SWMP) applicable for the City, County, or region. Local stormwater ordinances may also apply.

Physical Characteristics of Surface Water Quality

Standard parameters used to assess the quality of storm water provide a method of measuring impairment. The backgrounds of these typical characteristics assist in understanding water quality requirements. The quantity of a material in the environment and its characteristics determine the degree of availability as a pollutant in surface runoff. In an urban environment, the quantity of certain pollutants in the environment is a function of the intensity of the land use. For instance, high density of automobile traffic makes a number of potential pollutants (such as lead and hydrocarbons) more available. The availability of a material, such as a fertilizer, is a function of the quantity and the manner in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or ground water.

The physical properties and chemical constituents of water have traditionally served as the means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. Water quality parameters for storm water make up a long list and are classified in many ways. In many cases, the concentration of an urban pollutant, rather than the annual load of that pollutant, is needed to assess a water quality problem.

Regional Surface Water Quality

The SWRCB is responsible for compiling a list of sediment impaired water bodies for each region within the State. An impaired water body is defined as “A waterbody that has been determined under State policy and Federal law to be not meeting water quality standards. An impaired water is a water that has been listed on the California 303(d) list or has not yet been listed but otherwise meets the criteria for listing. A water is a portion of a surface water of the State, including ocean, estuary, lake, river, creek, or wetland. The water currently may not be meeting state water quality standards or may be determined to be threatened and have the potential to not meet standards in the future.” The 303(d) list as issued by the State is discussed in greater detail below under Section 5.13.2, REGULATORY SETTING.

On a regional level, a variety of surface waters are available and are of suitable quality for agricultural use and, with the exception of the Colusa Basin Drain, with appropriate treatment, all can serve as a source for municipal water supply. Although the concentration of boron in the water supplies delivered by the Yolo County Flood Control and Water Conservation District could potentially restrict the range of crops that can be grown, boron concentrations have not yet served as a significant factor in restricting

crop varieties within the County to date; however, mercury continues to persist in Clear Lake and Cache Creek, as shown by data collected by the RWQCB through implementation of its toxic monitoring program.

Regional Groundwater Quality

Normally, all native surface water supplies, imported water supplies, and direct precipitation percolate into the groundwater system if not lost through consumptive use, evapotranspiration, or evaporation. Groundwater is defined as subsurface water that occurs beneath the ground surface in fully saturated zones within soils and other geologic formations. Where groundwater occurs in a saturated geologic unit that contains sufficient permeability and thickness to yield sufficient water to sustain a well or spring, it can be defined as an aquifer. A groundwater basin is defined as a hydrogeologic unit containing one large aquifer or several connected and interrelated aquifers.

Groundwater supplies within the City of Woodland are not treated at a central water treatment facility. Rather, groundwater is filtered naturally by the sand and gravel as it passes through the underlying aquifers, as is standard in the use of groundwater well systems. Treatment of groundwater is limited to the addition of liquid chlorine (sodium hypochlorite) at groundwater well locations for the purposes of disinfection.

By the year 2016, the City of Woodland is planning to receive winter water supply and most of the summer water supply from the Sacramento River to ensure water quality. Per guidelines established by the EPA and the California Department of Public Health (CDPH), the City of Woodland is required to regularly monitor and test all potable water supplies. The City routinely conducts extensive ongoing testing to determine the presence of more than 80 potential contaminants to ensure that the City's drinking water supplies continually meet all established Federal, State, and local requirements with regard to public health and safety standards. According to the City of Woodland's 2010 Annual Water Quality Report, the City's water supply meets or exceeds all Federal and State water quality standards.⁹

Additionally, groundwater supplies are routinely monitored and tested by the City of Woodland Utilities Engineering Division, both at the wellheads and after the groundwater reaches the City's existing pipeline system. As a result of such additional testing, measurable amounts of contaminants at the wells have either not been detected, or levels of contaminants identified have remained below the Maximum Contaminant Level (MCL) established by the State, thereby resulting in a safe drinking water supply for area residents.

5.13.2 REGULATORY SETTING

The following is a description of Federal, State, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

FEDERAL FRAMEWORK

Federal Emergency Management Agency (FEMA)

FEMA is responsible for identifying flood elevations and floodplain boundaries, based on analysis performed by the USACE. FEMA develops the Flood Insurance Rate Maps, which identify special flood hazards zones, including 100-year floodplains, which are used in the NFIP. The NFIP, implemented by the Congress of the United States in 1968, enables participating communities to purchase flood insurance. Flood insurance rates are set according to flood-prone status of property as indicated by FIRMs which

⁹ Annual Water Quality Report - Water Testing Performed in 2010. Prepared by the City of Woodland.

identify the estimated limits of the 100-year floodplain for mapped watercourses, among other flood hazards. As a condition of participation in the NFIP, communities must adopt regulations for floodplain development intended to reduce flood damage for new development through such measures as flood proofing, elevation on fill, or floodplain avoidance.

CFR Title 44, Part 60 provides Federal regulations governing development within a mapped floodplain. Such regulations are implemented at the State level in the form of building construction codes and/or local ordinances and are restricted to residential and non-residential structure improvements. Development within the 100-year floodplain is restricted by FEMA to non-residential uses to minimize potential risks caused by flood hazards. Additionally, development is restricted on a cumulative basis by CFR §60.3(c)(10) to avoid an increase in the overall water surface elevation of the base flood by more than one foot within the floodplain.

Clean Water Act (CWA)

The CWA (33 U.S.C. §1251 et seq.), formerly the Federal Water Pollution Control Act of 1972, was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and has given the EPA the authority to implement pollution control programs. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain nonpoint source discharges to surface water. Those discharges are regulated by the NPDES permit process (CWA §402). In California, NPDES permitting authority is delegated to, and administered by, the nine RWQCBs. The proposed Project is within the jurisdiction of the Central Valley RWQCB.

Section 401, Water Quality Certification. Section 401 of the CWA requires that any activity, including river or stream crossing during road, pipeline, or transmission line construction, which may result in discharges into a State waterbody, must be certified by the RWQCB. This certification ensures that the proposed activity does not violate State and/or Federal water quality standards. The limits of non-tidal waters extend to the Ordinary High Water (OHW) line, defined as the line on the shore established by the fluctuation of water and indicated by physical characteristics, such as natural line impressed on the bank, changes in the character of the soil, and presence of debris. The USACE may issue either individual, site-specific permits or general, nationwide permits for discharge into U.S. waters.

Section 402, National Pollutant Discharge Elimination System (NPDES). The NPDES is the permitting program for discharge of pollutants into surface waters of the U.S. under §402 of the CWA. Thus, industrial and municipal dischargers (point source discharges) must obtain coverage under the NPDES program from the appropriate RWQCB. The NPDES (Phase I) stormwater program requires municipalities requires medium and large cities or certain counties with populations of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges. . The NPDES Phase II program requires small MS4s (including non-traditional MS4s such as schools and military bases) in urbanized areas, as well as small MS4s outside the urbanized areas that are designated to obtain NPDES permit coverage for their stormwater discharges. Generally, Phase I MS4s are covered by individual permits or regional permits and Phase II MS4s are covered by a statewide general permit. For other dischargers, such as those affecting groundwater or from non-point sources, a Report of Waste Discharge must be filed with the RWQCB. For specified situations, some permits may be waived and some discharge activities may be handled through being included in an existing general permit (e.g., Waste Discharge Requirements General Order for Dewatering and Other Low Threat Discharges to Surface Waters).

Dischargers/Project Proponents whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP lists the Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP contains a monitoring program. For the proposed Project, NPDES regulations are administered by the Central Valley RWQCB.

Section 404, Discharge of Dredged or Fill Materials. Section 404 of the CWA establishes programs to regulate the discharge of dredged and fill material in waters of the U.S., including wetlands. When an application for a §404 permit is made, the applicant must show it has:

- Taken steps to avoid impacts to wetlands or waters of the U.S. where practicable;
- Minimized unavoidable impacts on waters of the U.S. and wetlands; and,
- Provided mitigation for unavoidable impacts.

Section 404 of the CWA requires a permit for construction activities involving placement of any kind of fill material into waters of the U.S. or wetlands. A Water Quality Certification pursuant to §401 of the CWA is required for §404 permit actions. If applicable, construction would also require a request for Water Quality Certification (or waiver thereof) from the Central Valley RWQCB. Project activities would adhere to State and Federal water quality standards and would be in compliance with §401 and §404 of the CWA.

Section 303, Water Quality Standards and Implementation Plans. Section 303(d) of the CWA (CWA, 33 USC 1250, et seq., at 1313(d)) requires states to identify “impaired” water bodies as those which do not meet water quality standards. States are required to compile this information in a list and submit the list to the U.S. EPA for review and approval. This list is known as the §303(d) list of impaired waters. As part of this listing process, states are required to prioritize waters and watersheds for future development of Total Maximum Daily loads (TMDL) requirements. The SWRCB and RWQCBs have ongoing efforts to monitor and assess water quality, to prepare the §303(d) list, and to develop TMDL requirements.

STATE FRAMEWORK

Department of Water Resources (DWR)

The California Department of Water Resources (DWR) major responsibilities include preparing and updating the California Water Plan to guide development and management of the State's water resources; planning, designing, constructing, operating, and maintaining the State Water Resources Development System; regulating dams; providing flood protection; assisting in emergency management to safeguard life and property; educating the public; and, serving local water needs by providing technical assistance. In addition, DWR cooperates with local agencies on water resources investigations; supports watershed and river restoration programs; encourages water conservation; explores conjunctive use of ground and surface water; facilitates voluntary water transfers; and, when needed, operates a State drought water bank.

Senate Bill (SB) 610

Senate Bill (SB) 610 was passed on January 1, 2002, amending California state law to require detailed analysis of water supply availability for large development projects. An SB 610 Water Supply Assessment (WSA) must be prepared if the following three conditions are met:

- 1) The project is subject to CEQA under Water Code §10910;
- 2) The project meets criteria to be defined as a “Project” under Water Code §10912; and
- 3) The applicable water agency’s current Urban Water Management Plan (UWMP) does not account for the water supply demand associated with the project.

A project would meet the definition of “Project” per Water Code §10912 if it is:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified in this subdivision; or,
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, passed in 1969, implements the Federal CWA. The Porter-Cologne Water Quality Control Act acts in cooperation with the CWA to establish the SWRCB. The SWRCB is divided into nine regions, each overseen by a RWQCB. The SWRCB, and thus each RWQCB, is responsible for protecting California’s surface waters and groundwater supplies. Yolo County lies within the jurisdiction of the Central Valley RWQCB.

The Porter-Cologne Water Quality Control Act develops Basin Plans that designate the beneficial uses of California’s rivers and groundwater basins. The Basin Plans also establish narrative and numerical water quality objectives for those waters. Basin Plans are updated every three years and provide the basis of determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. The Porter-Cologne Water Quality Control Act is also responsible for implementing CWA §401-402 and §303(d) to SWRCB and RWQCBs.

LOCAL FRAMEWORK***Yolo County Local Agency Formation Commission; City of Woodland Final Municipal Service Review***

The Yolo County Local Agency Formation Commission (LAFCO) is an independent agency responsible for the implementation of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. The LAFCO is responsible for review, approval, and/or denial of boundary changes; city annexations,

consolidations; formation of special districts; incorporations for cities and special districts; and, to establish local “Spheres of Influence” (SOI). The SOI represents a plan for an agency’s future boundary and/or area to which it will provide services. The Reorganization Act requires that an agency prepare a Municipal Service Review (MSR) prior to, or concurrent with, an update of an SOI to evaluate existing and future service conditions and to identify the advantages and disadvantages of various modes by which to deliver services. The MSR serves as a resource upon which LAFCO makes its recommendations on an SOI action.

The MSR for the City of Woodland was adopted/updated for Yolo County LAFCO in 2011 for use in updating the SOI for the City. Areas within the Planning Area identified in the City's *General Plan* are considered, with the focus of the MSR being on areas outside of the City's incorporated boundary.

City of Woodland Storm Drainage Facilities Master Plan

The City of Woodland implements its Storm Drainage Facilities Master Plan in coordination with the Storm Drainage Guidelines and Criteria and Storm Water Quality Regulations and Control Measures. These documents guide the design of the City’s storm drain facilities. The Facilities Master Plan identifies the anticipated storm drainage infrastructure needed to adequately support future development within the City’s Urban Growth Area, consistent with that given in the *City of Woodland General Plan* without conflicting with or overburdening the City’s existing storm drainage facilities.

Specific design requirements are identified in the Guidelines and Criteria for hydrologic calculations and assumptions to estimate runoff flow rates and volumes; pipeline and channel sizing; detention basin and pump station design; and, design standards consistent with the *City of Woodland General Plan* policies. The design and location of drainage facilities for the proposed Project would be required to comply with the design standards provided in the Storm Drainage Facilities Master Plan.

City of Woodland Comprehensive Stormwater Management Program

Under the Statewide General Permit program for Small Municipal Separate Storm Sewer Systems (MS4s), the City implements a Phase II municipal NPDES permit for stormwater discharges, as issued by the SWRCB. The permit requires the City to develop and implement a Comprehensive Stormwater Management Program (CSWMP) to reduce pollutants in urban runoff to the maximum extent practicable. The City prepared a SWMP in August 2004, which meets the NPDES permit requirements. Additionally, the General Permit requires that the SWMP identify Best Management Practices (BMPs) and provide a description of the activity to occur, measurable goals, and assessment tasks for each of the following minimum control measures:

- Public Education and Outreach;
- Public Involvement/Participation;
- Illicit Discharge Detection and Elimination;
- Construction Site Storm Water Runoff Control;
- Post-Construction Storm Water Management in New Development;
- Redevelopment; and
- Pollution Prevention/Good Housekeeping for Municipal Operations.

City of Woodland General Plan

Applicable goals and policies relative to the proposed Project are listed in Table 5.13-1, CONSISTENCY ANALYSIS WITH CITY OF WOODLAND GENERAL PLAN GOALS AND POLICIES FOR HYDROLOGY AND WATER QUALITY, followed by a brief explanation of how the proposed Project complies with the goals and policies identified.

5.13.3 STANDARDS OF SIGNIFICANCE**SIGNIFICANCE CRITERIA**

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An Environmental Impact Review (EIR) is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed Project would have a significant impact related to hydrology and water quality, if it would:

- Violate any water quality standards or waste discharge requirements;
- 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 (e.g., 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);
- 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;
- 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;
- 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;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flow;
- 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; and/or
- Be subject to inundation by seiche, tsunami, or mudflow.

Table 5.13-1
Consistency Analysis with City of Woodland General Plan Goals and Policies for
Hydrology and Water Quality

General Plan Goals and Policies	Analysis
<i>General Public Facilities and Services</i>	
POLICY 4.A.1. Where new development requires the construction of new public facilities, new development shall fund its fair share of the construction of those facilities.	According to the City's Department of Public Works, the proposed Project site is presently served by the City's storm drainage system. Development of the proposed Project site would require improvements to widen and deepen the existing Outfall Channel and enlarge the Inlet Structure which discharges storm flows into the Yolo Bypass via three 48-inch corrugated steel pipes. Currently, the Inlet Structure does not have sufficient capacity to handle storm flows from the City and the Outfall Channel would need to be widened and deepened to handle storm flows from buildout of the proposed Project. All required improvements would be funded by the Project Applicant, as appropriate.
POLICY 4.A.2. The City shall ensure through the development review process that adequate public facilities and services are available to serve new development. The City shall not approve new development where existing facilities are inadequate unless the following conditions are met: a. The applicant can demonstrate that all necessary public facilities will be installed or adequately financed (through fees or other means); and b. The facility improvements are consistent with applicable master or facility plans adopted by the City.	Refer to Policy 4.A.1, above. The City has indicated that adequate storm drainage facilities are available to serve the proposed Project site, following approval of the proposed annexation.
<i>Stormwater Drainage</i>	
GOAL 4.E. To collect and dispose of stormwater in a manner that minimizes inconvenience to the public, minimizes potential water-related damage, and enhances the environment and complies with State and Federal laws.	The proposed Project is presently served by the City's storm drainage system, and connections would be made to the existing system once the proposed annexation is approved. Necessary improvements would be made to ensure that stormwater disposal occurs efficiently and consistent with applicable Federal, State, and local laws.
POLICY 4.E.1. The City shall require development to provide for the overland flow of stormwater exceeding the City's standard design capacity of the storm drainage system. These overland flow waters shall be conveyed over public streets where possible and shall be at least one foot below building pad elevations and contain provisions for removal of silt and other contaminants.	The proposed Project would comply with all applicable local design standards to address potential flooding of Cache Creek and ensure that runoff from the site would not contribute to an exceedance of standard design capacity of the storm drain system.
POLICY 4.E.2. The City shall encourage project designs that minimize drainage concentrations and impervious coverage.	The proposed Project would comply with all applicable stormwater design standards to minimize runoff from the proposed Project site and effects on downstream properties.
POLICY 4.E.3. The City shall prohibit grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of storm drainage facilities.	All grading activities required for future development of the proposed Project site would occur consistent with City restrictions, and BMPs would be implemented to reduce the potential for sedimentation impacts to occur.
POLICY 4.E.4. The City shall require projects that have significant impacts on the quantity and quality of surface water runoff to incorporate mitigation measures for impacts related to urban runoff and/or pay fees in lieu of the support of City-sponsored projects for this purpose.	Future development of the proposed Project site would occur consistent with Federal, State, and local design standards to minimize potential runoff from the site and reduce effects on surface water quality through implementation of BMPs and other standard design practices.
POLICY 4.E.5. Future drainage system requirements shall comply with applicable State and Federal pollutant discharge requirements.	Refer to Policy 4.E.4, above.

Table 5.13-1 (Continued)
Consistency Analysis with City of Woodland General Plan Goals and Policies for
Hydrology and Water Quality

General Plan Goals and Policies	Analysis
POLICY 4.E.7. The City shall allow stormwater detention facilities to mitigate drainage impacts and reduce storm drainage system costs. To the extent practical, stormwater detention facilities should be designed for multiple purposes, including recreational and/or stormwater quality improvement.	The proposed Project would connect to the existing storm drainage facilities that presently serve the area. All future development would be reviewed for consistency with City design measures to ensure that stormwater is properly managed and treated so as to avoid or minimize potential effects on the City's storm drain system.
POLICY 4.E.8. The City shall use stormwater of adequate quality to replenish local groundwater basins, restore wetlands and riparian habitat, and irrigate agricultural lands to the maximum extent feasible in accordance with State and Federal laws.	The design of the proposed Project would not significantly interfere with recharge of the groundwater basin. All future development would occur consistent with applicable City design standards to maximize the potential for groundwater infiltration.
<i>Flood Hazards and Protection</i>	
POLICY 8.B.2. The City shall require evaluation of potential flood hazards prior to approval of developments projects. The City shall require proponents of new development to submit accurate topographic and flow characteristics information. This will include depiction of the 100-year floodplain boundaries under fully-developed, pre-and post-project runoff conditions.	The proposed Project site is located within a FEMA 100-year flood hazard area. All future development would be subject to City review for potential effects of flooding and flood hazards, and identification of proper design measures to reduce the potential for damage from flooding to occur.
POLICY 8.B.4. The City shall require flood-proofing of structures and outdoor storage areas for hazardous materials in areas subject to flooding. Hazardous materials and wastes shall be contained within flood-proofed structures or storage areas.	All future development on the proposed Project site would be subject to applicable Federal, State, and local design standards and regulations pertaining to the operation of land uses with regard to the storage of hazardous materials.
POLICY 8.B.7. The City shall recognize floodplains as a potential public resource to be managed and maintained for the public's benefit, and, where possible, shall view floodwaters as a resource to be used for waterfowl habitat, aquifer recharge, fishery enhancement, agricultural water supply, and other suitable uses.	City Zoning and <i>City of Woodland General Plan</i> land use designations for the proposed Project site would allow for future development of industrial uses. Future development of the proposed Project site would not prohibit other off-site lands within the 100-year floodplain from being managed and/or maintained for public resource purposes.

Source: *City of Woodland General Plan*, December 2002.

AREAS OF NO PROJECT IMPACT

The following impacts either are not applicable to the proposed Project or are not reasonably foreseeable:

- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT); and
- Be subject to inundation by seiche, tsunami, or mudflow (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT).

Flood zones are geographic areas that FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's FIRM or Flood Hazard Boundary Map. The proposed Project does not involve the construction of housing, and therefore would not directly result in any housing being placed within a 100-year floodplain. No impact would occur.

There are no large bodies of open water located on or adjacent to the proposed Project site that may result in flooding, seiche, or tsunami hazards. No impact would occur.

As previously stated in Section 1.0, INTRODUCTION, this EIR has been prepared as a program-level EIR. Subsequent activities in the program (i.e., subsequent development phases) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared (State *CEQA Guidelines* §15168 (c)). If the lead agency, in this case the City of Woodland, finds that pursuant to §15162, no new effects could occur or no new mitigation measures would be required as a result of the subsequent phase, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

5.13.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential impacts related to hydrology and water quality are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT 5.13-1 PROJECT IMPLEMENTATION MAY VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS.

Impact Analysis: The following discusses potential construction and operation water quality impacts, resulting from implementation of the proposed Project.

CONSTRUCTION

Future development of the proposed Project site would result in the construction of buildings, driveways, parking lots, and other impervious surfaces that would require construction-related activities that could potentially cause soil erosion at an increased rate during storm events. Such activities would have the potential to affect water quality if stormwater runoff from future construction sites flows to receiving waters.

Grading, excavation, and trenching activities required to prepare a site for development would have the potential to disturb on-site and/or off-site soils. Stormwater runoff from construction sites could potentially contain soil particles or sediments that could be transported to downstream waterbodies. Dust from construction sites may also be transported to off-site locations where it could enter site runoff or other off-site water bodies. Operation of construction equipment or machinery may result in

spills or leaks that would potentially enter runoff from the site and affect downstream waters. Potential pollutants may include petroleum products or heavy metals from equipment or products such as paints, solvents, or cleaning agents that may contain elements that could contaminate runoff from a site. Additionally, sediment resulting from on-site or off-site erosion of disturbed surfaces, leaks or spills from equipment, or potential releases from the use of finishing products may result in the degradation of water quality if sediment enters receiving waters in quantities that would exceed water quality objectives; however, impacts resulting from construction-related activities would be temporary.

All future development on the proposed Project site would be required to prepare and retain an on-site erosion and sedimentation control plan developed in accordance with §11.07 of the updated City of Woodland Grading and Erosion Control standards. The plan would regulate construction activities by limiting the amount of construction activity pollutants that could potentially enter surface waters. The plan would be prepared prior to construction and would include a description of the contractor/construction activities and the measures or practices that would be used to provide erosion and sediment control.

Additionally, consistent with NPDES regulations, in order to minimize the potential effects of construction runoff on receiving water quality, construction activity affecting one acre or more is required by the State to obtain a General Construction Activity Stormwater Permit. Permit applicants are required to prepare a SWPPP and implement BMPs to reduce construction effects on receiving water quality by implementing erosion control measures to reduce non-storm water discharges to receiving waters, including: scheduling or limiting activities to certain times of year; restricting certain practices or maintenance procedures; or, other measures to avoid or reduce stormwater pollution. Typical BMPs may include the use of soil stabilization measures to protect disturbed soils; storage of on-site substances or equipment to minimize the potential for spills or leaks to occur; implementation of a spill prevention and cleanup plan; utilizing traps, filters, or other devices at drop inlets to avoid contamination of storm drains; or, use of straw bales or plastic to reduce uncontrolled runoff to drains or surface water. As construction of the proposed Project through buildout would collectively disturb more than one acre, the proposed Project would be subject to permit requirements. Implementation of such measures would be included in contract specifications.

OPERATION

A potential overall increase in impervious surfaces resulting from buildout of the site would permanently alter the types and levels of pollutants present in runoff from the proposed Project site. Future development of the proposed Project site has the potential to substantially increase impervious surfaces as the result of construction of on-site roadways, parking areas, and structures. These surfaces typically allow for the concentration of suspended solids within stormwater runoff (i.e. oil and grease). Activities that could increase the types or quantities of pollutants in runoff due to development include motor vehicle operations, littering, careless material storage and handling, and pavement wear.

Under the Phase II municipal NPDES permit for stormwater discharge, the City is required to develop, administer, implement, and enforce a SWMP to reduce pollutants in urban runoff. The SWMP emphasizes pollution control measures that may include public awareness and participation, source control, regulatory restrictions, water quality monitoring, structural measures (filter strips, grass swales and detention ponds), and treatment control. The City of Woodland Phase A Storm Drainage Facilities Master Plan - Storm Water Quality Regulations and Control Measures identifies the regulatory context and controls that may be used to achieve NPDES permit requirements to reduce pollutants in urban runoff. Post-construction measures would require the City to implement structural and non-structural BMPs that would achieve pre-development runoff conditions with new development and/or

redevelopment areas. The proposed Project would be required to incorporate structural BMPs appropriate for the type of land use anticipated.

The proposed Project would be required to comply with the Construction General Permit, City Development Standards pertaining to grading and erosion control, the Phase A Storm Drainage Facilities Master Plan - Storm Water Quality Regulations and Control Measures, and the City's adopted Storm Water Management Program. Conformance with these measures and implementation of the proposed Mitigation Measures below would ensure that future development of the proposed Project site would not substantially degrade surface water quality downstream.

Mitigation Measures:

- MM 5.13-1(a) Prior to approval of individual development projects by the City of Woodland Community Development Director or his/her designee, the Project Applicant shall confirm that the proposed Project plans stipulate that prior to issuance of any grading permits, the Project Applicant shall file a Notice of Intent (NOI) and pay the appropriate fees, pursuant to the National Pollutant Discharge Elimination System (NPDES) program.
- MM 5.13-1(b) Prior to grading plan approval, the project Contactors shall incorporate stormwater pollution control measures into a Storm Water Pollution Prevention Plan (SWPPP); Best Management Practices (BMPs) shall be implemented; and evidence that proper clearances have been obtained through the State Water Resources Control Board (SWRCB), including coverage under the NPDES statewide General Stormwater Permit for Construction Activities, must be demonstrated.
- MM 5.13-1(c) Prior to tract recordation, the Project Applicant of future projects shall prevent any off-site impacts during the construction phase. Erosion control measures and temporary basins for desiltation and detention shall be in place, as appropriate and as required by the Community Development Director. The basins and erosion control measures shall be shown and specified on the grading plans and shall be constructed to the satisfaction of the City of Woodland Community Development Director prior to the start of any other grading operations.

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.13-2 THE PROPOSED PROJECT MAY 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 (E.G., 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.

Impact Analysis: A groundwater aquifer underlies Woodland and serves as the City's municipal water supply; however, for water quality reasons, the City is currently planning to receive its winter water supply and the majority of the summer water supply from the Sacramento River by approximately the year 2016. Eighteen City wells presently extract groundwater from various depths ranging from 50 to 500 feet bgs. Depending on water demands and individual supply well production capacity, the average pumping rates range from zero production for stand-by wells to over 2,000 gallons per minute (gpm) for large production wells. The 2010 water demand in the City was approximately 14,000 acre feet the

projected demand in 2030 is approximately 17,600 acre feet. At present, the average daily demand is 10,300 gpm, with a peak daily demand of 20,500 gpm. Peak hour demand is 20,500 gpm.¹⁰

Two water wells (for potable water) currently serve the proposed Project site; as the proposed Project site is not served by the City's water system. Although water service mains do not currently serve the proposed Project site, a 12-inch water line surrounds the site, and connection is viable with approval of the proposed annexation. The City also plans for the future construction of a two million gallon storage tank and 6,000 gpm pump station just to the north of the proposed Project site. The tank would be served via a new 24-inch water line from the City's proposed surface water treatment plant.

The proposed Project would result in development of the site which would offer a mixture of industrial-type uses. With approval of the annexation into the City of Woodland, water supply for the proposed Project site would be provided via connection to the City's existing public water system. All present and future water demands resulting from development of the proposed Project site have been anticipated in the *City of Woodland Urban Water Management Plan* (2010). The proposed Project site is located within the City's Urban Limit Line and the City Planning Area and is intended for industrial-type development. Therefore, development of the proposed Project site has been included within the plans to accommodate future growth in the City of Woodland.

The proposed Project would not alter the direction of groundwater flow, nor significantly alter the rate of groundwater withdrawal, change the rate of groundwater flow, or affect groundwater supplies. Refer also to Section 5.11, PUBLIC SERVICES AND UTILITIES, for additional discussion. All future development on the proposed Project site would be subject to City review to ensure consistency with anticipated development patterns and to ensure that an adequate water supply is available. All development would be subject to the payment of water impact fees to ensure that water supplies remain adequate to serve the proposed use. As such, the proposed Project is not anticipated to cause the substantial depletion of groundwater supplies or substantially interfere with groundwater recharge. With such measures, potential impacts on groundwater would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.13-3 PROJECT IMPLEMENTATION MAY 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.

Impact Analysis: No streams or rivers occur on the proposed Project site. Clearing, grading, and excavation activities required for future development could result in changes to drainage patterns on the proposed Project site. Future development of the site would require the construction of concrete pads, surface parking, driveways, and other improvements that would alter existing drainage patterns.

The proposed Project site is located within a FEMA-designated Flood Hazard Areas. According to FEMA, development is permitted in Flood Hazard Areas, provided that the development complies with local floodplain management ordinances and/or regulations. Construction, operation, and maintenance of the proposed Project would not permanently alter the course of any on-site drainages, or substantially

¹⁰ Letter from City of Woodland Public Works Department. May 2011.

alter drainage patterns on- or off-site; however, encroachment of permanent development into the floodplain, including FEMA-designated Flood Hazard Areas, could result in flooding or erosion damage to structures, diversion of flows and increased flood risk for adjacent property, or increased erosion on adjacent property. Any construction that takes place within areas of special flood hazards or areas of flood-related erosion hazards would be required to comply with applicable Federal, State, and local design requirements and construction specifications to reduce the potential for erosion to occur.

The City of Woodland SWMP also addresses stormwater pollution prevention measures to regulate potential discharges and identifies stormwater runoff control measures for construction and post-construction, as well as public outreach, participation, and education measures. All future development on the proposed Project site would conform to the measures given in the SWMP to reduce potential effects on stormwater quality.

Associated flood hazard requirements would be incorporated into the design of the proposed Project per the goals, policies, and implementation measures of the *City of Woodland General Plan* and *City of Woodland Municipal Code* with regards to site grading. In addition, a SWPPP would be prepared in compliance with the NPDES General Permit, and would include BMPs to avoid construction-related erosion and sedimentation on- or off-site. Conformance with these measures and implementation of the proposed MM 5.13-1(a) through MM 5.13-1(c) would ensure that future development of the proposed Project site would not result in substantial erosion or siltation on-site or off-site. Impacts would be reduced to less than significant.

Mitigation Measures: Implement MM 5.13-1(a) through MM 5.13-1(c).

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.13-4 PROJECT IMPLEMENTATION WOULD 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.

Impact Analysis: Refer to Impact 5.13-3, above. The rate and amount of surface runoff is determined by multiple factors, including topography; amount and intensity of precipitation; amount of evaporation that occurs in the watershed; and, amount of precipitation and imported water that infiltrates to the groundwater. As the proposed Project site is located within a FEMA-designated Flood Hazard Area, all development would be subject to applicable Federal, State, and local regulations pertaining to development within the 100-year floodplain to minimize the potential for damage from flooding on-site or on off-site properties to occur. All future development would be required to comply with the goals, policies, and implementation measures of the *City of Woodland General Plan* and *City of Woodland Municipal Code* with regard to grading and site development within the 100-year floodplain. Per City requirements, preparation of a site-specific drainage analysis would be required for all future development on the proposed Project site to determine specific design measures to reduce the potential for flooding to occur. Compliance with City regulations and standard design measures would ensure that potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

IMPACT 5.13-5 PROJECT IMPLEMENTATION MAY 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.

Impact Analysis: The infiltration and runoff process is altered when a site is developed with urban uses. Structures, roads, and surface parking lots introduce asphalt, concrete, and roofing materials to the landscape. These materials are relatively impervious and they absorb less rainwater. Grading associated with development also has the potential to eliminate low-lying areas that may provide surface storage. As impervious surfaces are added to the ground conditions and surface drainage becomes more efficient, the natural infiltration and storage processes are reduced. As a result, the volume and rate of stormwater runoff increases. The increased volumes and rates of stormwater runoff may result in impacts to downstream lands or water bodies if not properly mitigated.

The proposed Project would connect to the City's storm drain system with approval of the proposed annexation, as proposed Project site is located within the City's storm drain system service area. Refer also to Section 5.11, PUBLIC SERVICES AND UTILITIES, for additional discussion of connection of the proposed Project to the City's stormwater drainage system. Two existing storm drains occur within the proposed Project vicinity, one to the north along East Beamer Street, and one to the south along East Main Street. Storm flows eventually are conveyed through the Outfall Channel and discharged into the Yolo Bypass via an Outfall Channel that consists of three, 48-inch corrugated steel pipes. Currently, the Inlet Structure does not have sufficient capacity for the City and the Outfall Channel will need to be widened and deepened to handle storm flows from the proposed Project.

Future development of the proposed Project site would have the potential to increase rates and volumes of runoff generated by the site by introducing streets, buildings, and other impervious surfaces and by providing improved onsite drainage conveyance. As such, preparation of a site-specific drainage analysis would be required for all future development on the proposed Project site to ensure that development is consistent with City site design and grading requirements and to reduce the potential for stormwater runoff to occur. Future development would occur consistent with the goals, policies, and implementation measures of the *City of Woodland General Plan* and *City of Woodland Municipal Code* with regards to site grading. In addition, a SWPPP would be prepared in compliance with the NPDES General Permit, and would include BMPs to avoid construction-related erosion and sedimentation on- or off-site. Further, with implementation of MM 5.13-1(a) through MM 5.13-1(c), impacts would be less than significant.

Mitigation Measures: Implement MM 5.13-1(a) through MM 5.13-1(c), and MM 5.11-4(a) and MM 5.11-4(b).

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.13-6 PROJECT IMPLEMENTATION MAY RESULT IN ACTIVITIES THAT WOULD OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.

Impact Analysis: With the future urban development of the site, the proposed Project would increase urban pollutant discharge, especially during short-term construction phases. The discharge of materials other than stormwater from a particular site is prohibited. With urban development projects, the pollutants of concern generally include silt and sediment, oil and grease, floatable trash, nutrients (including fertilizers), heavy metals, pathogens (such as coliform bacteria), and other substances.

Discharge of these substances, referred to as “controlled pollutants” into waters of the U.S. is prohibited.

Future development that involves grading and construction would contribute to an increase in pollution discharge. Individual development projects would be required to mitigate short-term construction impacts pursuant to the NPDES criteria and standards on a project-by-project basis. The NPDES is the permitting program for discharge of pollutants into surface waters of the U.S. under CWA §402. Thus, industrial and municipal dischargers (point source discharges) must obtain NPDES permits from the appropriate RWQCB (i.e., the Central Valley region). The purpose of the NPDES permit is to ensure that development associated with the proposed Project would eliminate or reduce construction-related sediments and pollutants during stormwater runoff.

Construction sediment erosion can be adequately controlled through the application of standard construction BMPs. Implementation of BMPs would help reduce or eliminate sediment and other pollutants in both stormwater and in nonstormwater discharges. The goal of BMPs is to capture and treat “first flush” stormwater run-off generated by surrounding and on-site watersheds. Water quality management BMPs for grading and construction scenarios may include the use of sand bags and straw bales for run-off diversion and velocity reduction, mulch topping, hydro-seeding and siltation fencing to prevent soil loss and measures to minimize vehicular leaking and spilling.

Future development on the proposed Project site would be required to comply with the City’s SWMP, standard design measures and regulations pertaining to drainage, and NPDES requirements to reduce proposed Project-related impacts on water quality to a less than significant level. Further, with implementation of MM 5.13-1(a) through MM 5.13-1(c), impacts would be less than significant.

Mitigation Measures: Implement MM 5.13-1(a) through MM 5.13-1(c).

Level of Significance: Less than significant impact with mitigation incorporated.

IMPACT 5.13-7 PROJECT IMPLEMENTATION MAY PLACE WITHIN A 100-YEAR FLOOD HAZARD AREA STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS.

Impact Analysis: The proposed Project site does not fall within a “deep” (in excess of four feet) flood area; however, the site is designated a Flood Hazard Zone AE, and is located within the 100-year floodplain. The City of Woodland allows development within the 100-year floodplain provided that: 1) the ground floor elevation of inhabited structures is constructed at or above the base flood elevation (BFE); 2) outdoor storage areas for hazardous materials and wastes will be elevated above the BFE or otherwise flood-proofed using containment or other acceptable methods (*City of Woodland General Plan* Policy 8.B.4); and 3) that FEMA regulation 44 CFR 60.3-c-10 is met, which states: “[...] no new construction, substantial improvement, or other development (including fill) shall be permitted within Zones A1-30 and AE on the community’s FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.”

It is anticipated that future development of the proposed Project site would require placing fill material on the site, which would create a potential obstruction to overland flow within the existing Cache Creek 100-year floodplain.

In 2010, a floodplain analysis was prepared by the City's consultant, Wood Rogers, under 100-year flood conditions for the buildout of the Woodland Commerce Center (WCC) site based on building footprints totaling 3,176,932 square feet and a 362,000 square foot expansion of the Target Distribution Center on East Beamer Street, which has since been completed. When the WCC and the Target expansion were modeled together this resulted in water surface increases north of both projects. The increases were generally less than one foot, except around the WCC. The modeling results showed a limited number of areas west and northwest of the WCC site with water surface elevations more than one foot but not exceeding 1.2 feet.

All future development of the WCC would be subject to site-specific review and approval by the City of Woodland to ensure consistency with Federal, State, and local design requirements and the goals and policies given in the *City of Woodland General Plan* and *City of Woodland Municipal Code* with regard to development within the 100-year floodplain. The above design requirements and goals/policies are intended to ensure that flood flows can be accommodated through the proposed Project site, to minimize potential impacts on off-site resources as the result of flooding, and to ensure that development of the WCC will comply with requirements of NFIP, as administered by FEMA.

Implementation of the following mitigation measure would ensure that proposed Project impacts would be less than significant for development within the 100-year floodplain.

Mitigation Measures: Implement MM 5.11-4(c).

Level of Significance: Less than significant with mitigation incorporated.

IMPACT 5.13-8 PROJECT IMPLEMENTATION 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.

Impact Analysis: As stated previously, according to the *City of Woodland General Plan*, areas in and around Woodland would potentially experience up to eight feet of flooding in the unlikely event of failure of the Indian Valley Dam, located on the North Fork of Cache Creek. Flooding would occur within six to seven hours of dam failure. Potential events that could lead to dam failure or overtopping include major flood inflows, severe earthquake, massive landslide or slippage, and piping and erosion of the dam embankment. Policies in the *City of Woodland General Plan* seek to protect development from damage, and require new development within the floodplain to be designed to avoid flood damage. In addition, the proposed Project would be required to comply with the NFIP as administered by FEMA and applicable Federal, State, and local design standards to reduce the potential for damage to occur as the result of flooding. Compliance with such measures would ensure that proposed Project impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS

IMPACT 5.13-9 ***THE PROPOSED PROJECT, IN COMBINATION WITH OTHER CUMULATIVE PROJECTS, COULD POTENTIALLY RESULT IN INCREASED DEGRADATION OF SURFACE WATER QUALITY AND FLOODING IMPACTS IN THE AREA.***

Impact Analysis: Cumulative effects related to hydrology resulting from implementation of the proposed Project, along with development in the vicinity, may expose more persons and property to potential water hazards, along with affecting the natural drainage of the area. Cumulative development may also adversely affect downstream water quality, impacting surface and groundwater supplies. Potential cumulative impacts would be mitigated through the preparation of required project-specific drainage studies to identify potential impacts, relationship to City (and County, as applicable) drainage master plans, and implementation of appropriate on-site and off-site drainage improvements. Development projects would also be required to implement NPDES and BMP measures on a project-level basis to reduce potential water quality impacts. In addition, projects may require drainage improvements to be in compliance with the *City of Woodland General Plan* and *City of Woodland Municipal Code* standards, in addition to local and regional agency requirements, as part of the discretionary review process. With consideration for these measures, and adherence to applicable Federal, State, and local regulations and policies, the proposed Project would not contribute to surface water quality or flooding impacts on a cumulative basis.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

6.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

6.1 THE RELATIONSHIP BETWEEN SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

If the proposed Project is approved and constructed, a variety of short-term and long-term impacts would occur on a local level. During proposed Project grading and construction, portions of surrounding uses may be temporarily impacted by fugitive dust and construction noise. Short-term erosion may also occur during grading activities. However, these disruptions would be temporary, and may be mitigated to a large degree through the mitigation measures specified in Sections 5.1 through 5.13 of this Environmental Impact Report (EIR), along with adherence to all applicable standards for construction activities as specified in the *City of Woodland Municipal Code* (refer to Section 5.0 DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES).

The long-term effects of the proposed Project and subsequent development may impact the physical, aesthetic, and human environments. Development of the proposed Project site would create long-term environmental consequences that are associated with a transition in land use and development of agricultural land and open space. The long-term physical consequences of proposed Project development would be:

- Increased traffic volumes along the subject portions of County Road (CR) 102, East Main Street, and/or East Beamer Street;
- Additional noise created by traffic generated from the proposed Project;
- Increased energy and natural resource consumption;
- Alteration of views from existing conditions;
- Addition of light and glare impacts on surrounding land uses; and
- Incremental degradation of local and regional air quality.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Approval and implementation of the proposed Project would cause the following irreversible environmental changes:

- Permanent commitment of agricultural land (approximately 110 acres of the total 146-acre site which are currently under rotational crops) that would be physically altered to industrial land uses;
- Soil erosion associated with grading and construction activities;
- Alteration of the human environment as a consequence of the development process, which commits land to industrial uses, and so intensifies land uses within the proposed Project area;
- Increased usage of public services and utilities during and after construction (including lighting and periodic maintenance), which would result in temporary and permanent uses of these resources;

- Utilization of various new raw materials (such as lumber, sand, and gravel) for construction. The energy consumed in construction and long-term operation of the future on-site uses may be considered a permanent investment; and
- Incremental increases in vehicular activity in the surrounding circulation system, resulting in associated increases in air emissions and noise levels.

6.3 GROWTH-INDUCING IMPACTS

Pursuant to California Environmental Quality Act (CEQA) §21100(b)(5) and State *CEQA Guidelines* §15126(d) and §15126.2(d), the following discussion identifies ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to CEQA, growth-inducing impacts should be assessed in terms of whether a project influences the rate, location, and the amount of growth. Projects that remove obstacles to population growth, or allow or encourage growth that would not otherwise have occurred if the proposed Project were not built, are considered growth inducing. Potential growth-inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint.

Potential growth-inducing impacts from the proposed Project are analyzed below as they relate to population, housing, and employment factors.

6.3.1 REGIONAL AND LOCAL SETTING

POPULATION

According to the Department of Finance (DOF), the population of the City of Woodland is 55,345 and the population of Yolo County is 201,071.¹ Population growth is expected to continue in the area. According to the DOF's projections, the City of Woodland experienced a 0.5 percent increase in population between January 1, 2011 and January 1, 2012, with an overall County population increase of 0.5 percent. The City of Woodland has a population projection of 68,800 persons by the year 2015, and a population projection of 272,800 persons by the year 2020 for Yolo County.²

HOUSING

According to DOF population and housing estimates, as of May 1, 2011, the City of Woodland had 19,826 housing units, with a 5.48 percent vacancy rate. Yolo County had an estimated 74,109 housing units as of April 1, 2011, and a 5.61 percent vacancy rate.³

EMPLOYMENT

According to the State of California, Employment Development Department, as of February 2013, the City of Woodland had a labor force of 29,600 persons, and Yolo County had a labor force of 100,600

¹ State of California, Department of Finance (DOF). E-5 Population and Housing Estimates for Cities, Counties, and the state 2011-2012, with 2010 Benchmark. Sacramento, California. May 2012. Located online at: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>, Accessed on April 3, 2013.

² City of Woodland. *City of Woodland General Plan Background Report*. February 1996.

³ State of California, Department of Finance (DOF). E-5 Population and Housing Estimates for Cities, Counties, and the state 2011-2012, with 2010 Benchmark. Sacramento, California. May 2012. Located online at: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>. Accessed on April 3, 2013.

persons.⁴ As of February 2013, the unemployment rate in the City of Woodland was 14.2 percent, while the unemployment rate in Yolo County was 12.1 percent (in February 2013). This compares with an unadjusted unemployment rate of 9.7 percent for California, and 8.1 percent for the nation during the same period.

6.3.2 PROJECT IMPACTS

POPULATION, HOUSING, AND EMPLOYMENT

The proposed Project would not provide residential uses on-site and would not result in increases in local population or housing in a direct way. Rather, the proposed Project's potential population and housing impacts would indirectly relate to potential employment generation, which would occur during the proposed Project's construction and subsequent operation. The proposed Project is anticipated to be developed in up to three phases, with build-out anticipated by the year 2020. It is anticipated that the local labor force would provide workforce during both construction and operation of the proposed Project.

6.3.3 CONCLUSION

The proposed Project is considered indirectly growth-inducing in that it would provide for the continuation of historical growth patterns of peripheral areas of the City of Woodland, by proposing the development of an industrial center located in the eastern portion of the City within the City's adopted urban limit line. The proposed Project would include annexation of the site into the City limits and would be consistent with the *City of Woodland General Plan* in that it would be constructed contiguous with existing urban areas.

To serve the site, the proposed Project would include new points of connection to the City's water, wastewater, and stormwater systems. However, proposed Project infrastructure would not be sized to accommodate growth beyond that assumed for the proposed Project, in addition to the *City of Woodland General Plan*. The proposed Project is surrounded on the east, south, and west by developed land, but the area to the north is undeveloped. The land to the north is designated as Open Space and Industrial, and would be subject to the CEQA review process.

Based on socio-economic information provided by the Sacramento Area Council of Governments (SACOG), there are 10,081 new employment opportunities projected to be created within the City of Woodland between 2005 and 2035, while the six-county SACOG planning area projects 535,940 new employment opportunities projected to be created within the SACOG planning area between 2000 and 2035.⁵ A variety of industrial-related employment positions would be created with implementation of the proposed Project. Professional, technical, and manager positions may require recruitment from outside of the Woodland and SACOG planning area, while other lower salaried employment positions would be filled by people residing in the SACOG planning area.

As a worst-case scenario, if 50 percent of the positions are professional, technical, and manager positions, approximately 267,970 employment positions may be recruited from outside of the six-county SACOG planning area. Therefore, as a worst-case scenario and based on the employment projections

⁴ State of California, Employment Development Department (EDD). Labor Market Information Division – National, State, and Local Profiles. February 2013. Located online at: <http://www.labormarketinfo.edd.ca.gov/?pageid=1006>. Accessed on April 3, 2013.

⁵ Sacramento Area Council of Governments (SACOG). *SACOG Statistics Fact Sheets: Employment, Population and Housing Growth and Distribution, based on the MTP2035 Population, Housing and Employment Projections*, July 2008. Located online at: <http://www.sacog.org/about/advocacy/pdf/fact-sheets/>. Accessed on April 3, 2013.

provided by SACOG, the proposed Project and cumulative development may generate a demand for approximately 267,970 new housing units between 2005 and 2035 for the six-county SACOG planning area. Based on SACOG projections, the housing increase between 2005 and 2035 is 525,007; thus, the projected growth in housing supply in the SACOG planning area is sufficient to meet the demands for housing, even if all forecasted employment opportunities resulted in recruitment from outside of the SACOG planning area. Therefore, the cumulative development would result in a less than significant impact on projected housing supply from the anticipated cumulative inducement of population growth in the Woodland area.

7.0 ALTERNATIVES TO THE PROPOSED PROJECT

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (State CEQA Guidelines §15126.6). This chapter identifies potential alternatives to the proposed Project and evaluates them, as required by CEQA.

Key provisions of the State *CEQA Guidelines* on alternatives (§15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- “The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (§15126.6(b)).
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact” (§15126.6(e)). “The no project analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (§15126.6(e)(2)).
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that require the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project” (§15126.6(f)).
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability or infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (§15126.6(f)(1)).
- For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (§15126.6(f)(2)(A)).
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (§15126.6(f)(3)).

Per State *CEQA Guidelines* §15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

For each alternative, the analysis: 1) Describes the alternative; 2) Analyzes the impact of the alternative as compared to the proposed Project; 3) Identifies the impacts of the proposed Project which would be avoided or lessened by the alternative; 4) Assesses whether the alternative would meet most of the basic Project objectives; and 5) Evaluates the comparative merits of the alternative and the proposed Project.

7.1 PROJECT OBJECTIVES

As described in Section 3.3, Project Objectives, the following objectives have been established for the proposed Project and aid decision makers in the review of the proposed Project and associated environmental impacts:

- Objective #1 Expand Woodland's industrial base to provide for greater economic development and employment opportunities for Woodland residents;
- Objective #2 Provide a large-scale industrial center at the County Road (CR) 102 Interstate (I) 5 interchange to serve the regional market area;
- Objective #3 Cluster industrial uses near the CR-102 and I-5 interchange to provide convenient access to I-5 and minimize truck traffic on local streets;
- Objective #4 Strengthen Woodland's competitive advantage among other Central Valley cities along the I-5 corridor for logistics, light manufacturing, industrial, and distribution centers serving the West Coast (Woodland is the approximate midway point between San Diego and Seattle);
- Objective #5 Allow Woodland to compete for light manufacturing "Built To Suit" facilities serving the West Coast;
- Objective #6 Create hundreds of both project-based construction jobs and permanent well-paying jobs; and
- Objective #7 Phase the proposed Project's build-out according to market demand over two decades.

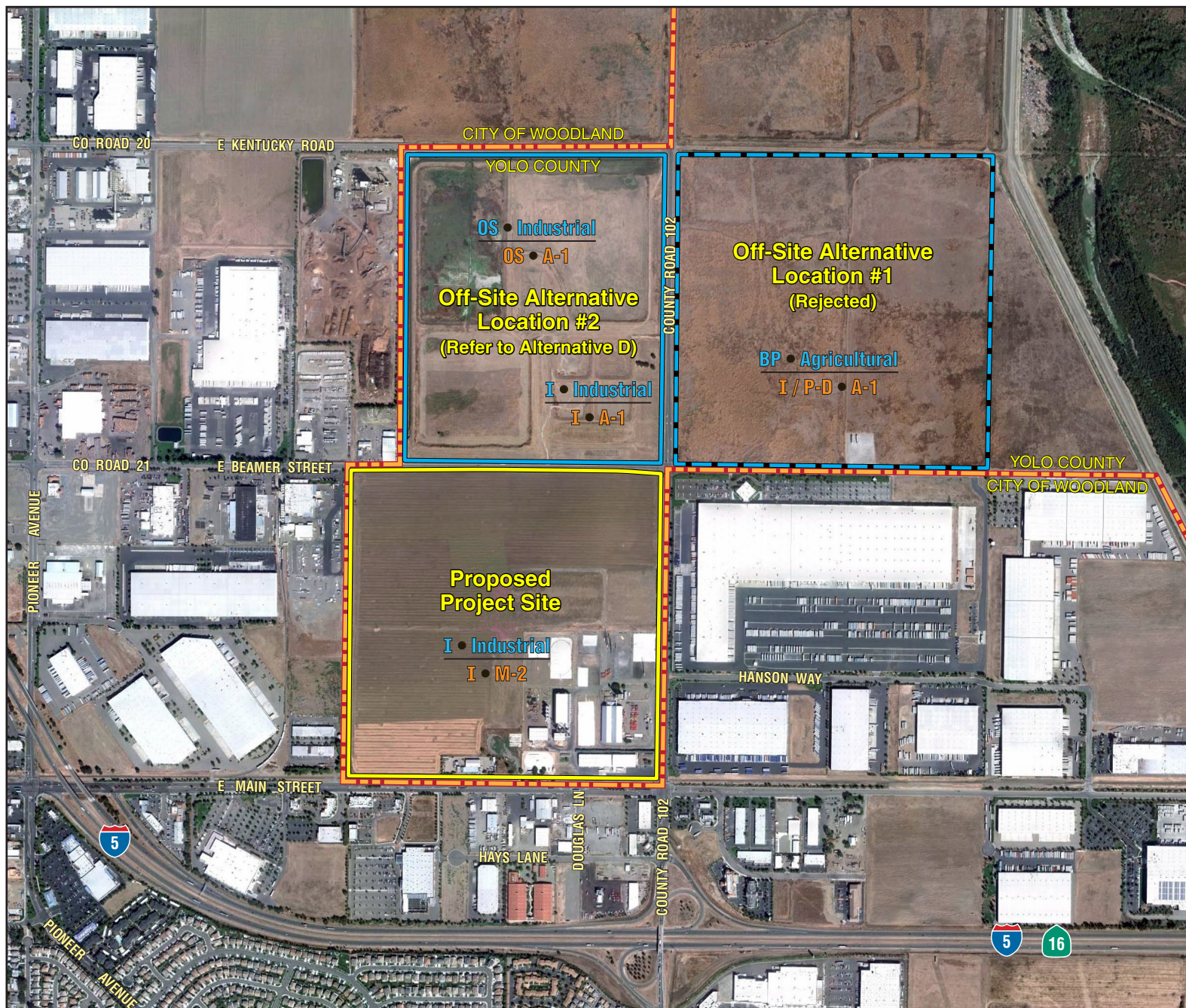
7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE PROJECT PLANNING PROCESS

The following is a discussion of the "Off-Site Alternative Location #1" Alternative, which was considered during the proposed Project planning process and the reasons why it was not selected for detailed analysis in this EIR. This was the only Alternative reviewed and rejected during the scoping/planning process.

7.2.1 OFF-SITE ALTERNATIVE LOCATION #1

CEQA requires that the discussion of alternatives focus on alternatives to a project or its location which are capable of avoiding or substantially lessening any significant effects of a project. The key questions and first step in the analysis is whether any significant effects of a project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the proposed Project need be considered for inclusion in the EIR (State *CEQA Guidelines* §15126.6(f)(2)(A)).

The "Off-Site Alternative Location #1" Alternative would result in the development of the proposed Project on the 157-acre parcel directly northeast of the proposed Project site, bounded by CR-20 to the north, CR-102 to the west, and East Beamer Street to the south (refer to Figure 7-1, ALTERNATIVE SITES). The City of Woodland/Yolo County boundary forms the southern boundary of the "Off-Site Alternative Location #1." The current *Yolo County General Plan* land use designation is Agricultural, and existing County zoning is Agricultural General Zone (A-1). The *City of Woodland General Plan* land use designation is Business Park (BP), and the zoning is Industrial/Planned Development Zone (I/P-D). The "Off-Site Alternative Location #1" is approximately 157 acres. This Alternative was ultimately rejected because of the following:



LEGEND

- Project Site Boundary
- City / County Boundary
- Alternative Location #2 Boundary
- Alternative Location #1 Boundary
- LDR Land Use Designation
- R-1 • A-1 Zoning Designation

DESIGNATIONS:

CITY GENERAL PLAN LAND USE

- I Industrial
- BP Business Park
- OS Open Space

COUNTY GENERAL PLAN LAND USE

Agricultural
Industrial

CITY ZONING

- I Industrial Zone
- O-S Open Space Zone
- P-D Planned Development Zone

COUNTY ZONING

- A-1 Agricultural General Zone
- M-2 Heavy Industrial Zone

- There would be complications with flooding, as this site has flood levels which are significantly higher than the proposed Project.
- There would be inefficient extension of urban services, as the East Main Street Assessment District does not have the capability or resources to service the site.
- Loss of County-designated agricultural land.

Furthermore, any development would have similar impacts on aesthetics, light and glare, agricultural and forestry resources, air quality, greenhouse gases, land use and planning, noise, traffic and circulation, public health and safety, hydrology and water quality, geologic and seismic hazards, public services and utilities, and would result in the need for similar Mitigation Measures as the proposed Project. Without a site-specific analysis, impacts on biological resources and cultural resources cannot accurately be evaluated. As there would not be any environmental benefit that would result in the development of this Alternative, the “Off-Site Alternative Location #1” Alternative is not included as part of the alternatives analysis.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

The following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the proposed Project but which may avoid or substantially lessen any of the significant impacts of the Project. The “Environmentally Superior” Alternative, as required by CEQA, is described in Section 7.3, “ENVIRONMENTALLY SUPERIOR” ALTERNATIVE. These alternatives are analyzed in detail below:

- Alternative A: “No Project/No Development” Alternative
- Alternative B: “Buildout in Accordance with the Yolo County General Plan” Alternative
- Alternative C: “Reduced Intensity” Alternative
- Alternative D: “Off-Site Alternative Location #2” Alternative

There are no other feasible alternatives that were previously discussed in the scoping meeting or after the commencement of the Draft EIR that were later rejected.

Table 7-1, SUMMARY OF DEVELOPMENT ALTERNATIVES, provides a summary of the relative impacts and feasibility of each Alternative. A complete discussion of each Alternative is provided below.

Table 7-1
Summary of Development Alternatives

Alternative	Description	Basis for Selection and Summary of Analysis
Proposed Project	• Up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing) • Of the total square footage, approximately 20,000 square feet may be used for retail uses • Anticipated railroad spur in the southwestern portion of the proposed Project site	N/A

Table 7-1 (Continued)
Summary of Development Alternatives

Alternative	Description	Basis for Selection and Summary of Analysis
Alternative A: No Project/No Development	Existing agricultural land (approximately 110 acres) and industrial uses (approximately 36 acres) would remain	- Required by CEQA - Avoids annexation/<i>City of Woodland General Plan</i> Amendment - Avoids significant impacts - Does not meet proposed Project objectives
Alternative B: Buildout in Accordance with the <i>Yolo County General Plan</i>	- Existing <i>Yolo County General Plan</i> land use designation (IN), and Yolo County zoning designation (M-2) would remain - Development of 3,179,892 square feet of industrial uses on 146 acres	- Avoids annexation/<i>City of Woodland General Plan</i> Amendment - Does not avoid significant environmental impacts
Alternative C: Reduced Intensity	- Reduces acreage of proposed Project by 24 percent (36 acres) - Industrial-uses would total 2,519,561 square feet - Existing industrial use structures on approximately 36 acres (Adams' property) would remain	- May lessen some environmental impacts - Does not avoid significant environmental impacts - Meets some proposed Project objectives, but not to the degree of the proposed Project
Alternative D: Off-Site Alternative Location #2	- Located directly north of proposed Project - Approximately 128 acres - Maximum development potential under (I) land use designation would equal approximately 3,345,421 square feet of industrial type uses (distribution/warehousing and light and heavy manufacturing) - Of the total square footage, approximately 20,000 square feet may be used for retail uses	- Requires annexation/<i>City of Woodland General Plan</i> Amendment - May lessen some environmental impacts - Does not avoid significant environmental impacts

Notes:

I = Industrial (City designation)

IN = Industrial (County Designation)

M-2 = Heavy Industrial (County Designation)

7.3.1 ALTERNATIVE A: "NO PROJECT/NO DEVELOPMENT" ALTERNATIVE

Under the "No Project/No Development" Alternative, the proposed Project site would not be implemented and land uses and other improvements would not be constructed. The existing proposed Project site would remain unaltered and in its current condition; therefore, under this Alternative, the proposed Project site would continue to exist as primarily agricultural (approximately 110 acres of the total 146-acre site) with approximately 36 acres of existing industrial uses, located in Yolo County. Because the proposed Project site would remain unchanged, few or no environmental impacts would occur. This Alternative serves as the baseline against which to evaluate the effects of the proposed Project and other proposed Project alternatives presented below.

IMPACTS COMPARED TO PROJECT IMPACTS

An evaluation of the potential environmental impacts of the “No Project/No Development Alternative”, as compared to those of the proposed Project, is provided below.

Land Use and Relevant Planning

The “No Project/No Development” Alternative would not require annexation from Yolo County into the City of Woodland, nor would it include the subsequent General Plan Amendment (GPA), as it does not propose to develop the site and the land would remain in its current state. Implementation of this Alternative would not result in any improvements to the proposed Project site; therefore, no environmental impacts would occur. It should be noted that the “No Project/No Development” Alternative does not preclude development of the site in the future. The proposed Project has no impacts to land use; therefore, land use impacts under this Alternative are considered to be equal to those of the proposed Project.

Agricultural and Forestry Resources

The “No Project/No Development” Alternative would leave the proposed Project site in its current condition; therefore, the proposed Project site would not result in the conversion of approximately 135 acres of “Prime Farmland if Irrigated” and approximately 11 acres of “Farmland of Statewide Importance.” Under this Alternative, no impacts to agricultural and forestry resources would occur.

Public Health and Safety

Under this Alternative, the existing environmental conditions, including those that may be defined as either adverse or significant, would continue to prevail. Additionally, the potential benefits associated with the proposed Project, including, but not limited to, removal of hazardous materials and remediation of residual pesticides in the soil, would be forgone. The “No Project/No Development” Alternative would not require the use of, or subject construction workers and Woodland Commerce Center workers and patrons to possible exposure to, construction- and operational-related chemicals. Therefore, impacts related to hazards and hazardous materials under the “No Project/No Development” Alternative would be less than impacts associated with the proposed Project.

Aesthetics, Light, and Glare

The “No Project/No Development” Alternative would result in no development on the proposed Project site, and would not alter existing views into and across the proposed Project site. Potentially significant light and glare impacts would be avoided under this Alternative, as the introduction of new lighting sources to accommodate proposed Project uses would not occur. Therefore, there would be no impacts to aesthetics, light, and glare under this Alternative.

Traffic and Circulation

The “No Project/No Development” Alternative would not result in changes to average daily (vehicle) trips (ADTs) as no development is proposed. This Alternative would not result in impacts on the intersection and roadway segments surrounding the proposed Project site. Furthermore, no change in circulation patterns would occur, as there would be no development to create the need for changes in circulation patterns. Because this Alternative would not result in additional traffic generation, it would result in fewer cumulative traffic trips to the circulation system and would have fewer transportation and traffic impacts compared to the proposed Project.

Noise

The “No Project/No Development” Alternative would not result in any of the short-term construction or long-term operational noise impacts associated with the proposed Project. In addition, this Alternative would not alter the noise environment at the site, nor would it result in exposing existing noise sensitive uses to noise levels in excess of established thresholds. Therefore, short-and long-term noise impacts generated by the introduction of additional traffic and operation use of the proposed Project would be avoided under this Alternative.

Air Quality

The “No Project/No Development” Alternative would not create new sources of potential impacts to air quality. The current agricultural and industrial uses would remain active on the proposed Project site and air emissions related to both uses would continue to occur. Long-term emissions would generally remain unchanged on the proposed Project site, and would not be increased to the level identified for the proposed development. Under this Alternative, no new short-term construction or long-term operational air quality emissions would occur. In addition, given that vehicular trips would be reduced under the “No Project/No Development” Alternative, less than significant impacts on regional and local air quality would be expected. Air quality impacts would be less than the proposed Project.

GREENHOUSE GASES

Under the “No Project/No Development” Alternative, the proposed Project site would remain unchanged and on-site agricultural and industrial uses would continue. The land uses would remain the same; therefore no impacts to greenhouse gas emissions would occur beyond what already exists.

Biological Resources

Under the “No Project/No Development” Alternative, the proposed Project site would remain unchanged from its current condition; therefore, biological impacts under this Alternative would be similar to the existing biological conditions described in Section 5.8, BIOLOGICAL RESOURCES, of this EIR. Implementation of this Alternative would not contribute to the cumulative loss of foraging habitat for special status species on-site. Therefore, impacts related to biological resources would be fewer than the proposed Project.

Cultural Resources

The “No Project/No Development” Alternative would not change the current land use, thus resulting in no earth moving activities. As no new development would occur on the proposed Project site, no potentially significant impacts to archaeological, cultural, or paleontological resources would occur. Potentially significant impacts generated by implementation of the proposed Project would be avoided under this Alternative.

Public Services and Utilities

The “No Project/No Development” Alternative would not require the extension or upgrades of services or utilities to the proposed Project site. With implementation of this Alternative, no industrial structures would be constructed; therefore, no changes in the demand of public services and utilities would occur.

Geologic and seismic hazards

Compared to the proposed Project, the potential impact from ground shaking under this Alternative would be less, as no new structures would occupy the land. The “No Project/No Development”

Alternative would maintain the existing agricultural and industrial condition of the proposed Project site; therefore, soil disturbance associated with grading and building activities would not occur. Due to the decreased number of structures, this Alternative would have fewer geological impacts compared to the Proposed Project.

Hydrology and Water Quality

The “No Project/No Development” Alternative would avoid potential short- and long-term impacts to water quality associated with grading, excavation, and construction activities, as no new site development would occur. The agricultural portion of the proposed Project site (in its undeveloped state), would likely continue to result in some siltation and erosion which could impact water quality; however, this impact would be less than potential water quality impacts compared to the proposed Project. Since no industrial development would occur under this Alternative, no change in the existing usage of groundwater would occur, and no additional storm drain infrastructure would be required.

CONCLUSION

Avoid or Substantially Lessen Project Impacts

This Alternative would eliminate all impacts associated with the environmental categories discussed above.

Attainment of Project Objectives

The “No Project/No Development” Alternative does not meet any of the Project objectives discussed in Section 7.1, above. This Alternative would not provide a large-scale industrial center at the CR-102 and I-5 interchange to serve the regional market area in Woodland, nor would it create project-based construction jobs and permanent employment opportunities.

Comparative Merits

This Alternative is considered environmentally superior to the proposed Project because it would avoid all of the proposed Project’s short-term, long-term, and cumulative impacts. However, the “No Project/No Development” Alternative would not meet any of the Project objectives, nor would it be consistent with the long-range goals of the *City of Woodland General Plan* relative to land use and the orderly transition of land through the development review process.

7.3.2 ALTERNATIVE B: “BUILDOUT IN ACCORDANCE WITH THE YOLO COUNTY GENERAL PLAN” ALTERNATIVE

Under the “Buildout in Accordance with the *Yolo County General Plan*” Alternative, the proposed Project site would be developed to the maximum intensity allowed under the existing *Yolo County General Plan* land use designation. Implementation of this Alternative would consist of development on 146 acres under the current land use designation of IN (Industrial). The IN designation allows for the development of industrial-type uses with a Floor Area Ratio (FAR) not to exceed 0.50. Therefore, this Alternative would yield approximately 3,179,892 square feet of industrial uses on 146 acres (approximately 2,960 more square feet than the proposed Project) (refer to Table 7-2, “BUILDOUT IN ACCORDANCE WITH THE YOLO COUNTY GENERAL PLAN MAXIMUM DEVELOPMENT POTENTIAL”). This Alternative would not require Yolo County Local Agency Formation Commission (LAFCO) approval for annexation, and there would be minimal impact to City services, since the County would provide services to the site.

Table 7-2
“Buildout in Accordance with the Yolo County General Plan”
Maximum Development Potential

Site Acreage	Maximum Development Potential/Square Footage per County’s (IN) Land Use Designation
146 acres	3,179,892 square feet
(146 acres = 6,359,785 square feet)	(6,359,785 square feet x 0.50 FAR = square feet)

IMPACTS COMPARED TO PROJECT IMPACTS

An evaluation of the potential environmental impacts of the “Buildout in Accordance with the *Yolo County General Plan*” Alternative, as compared to those of the proposed Project, is provided below.

Land Use and Relevant Planning

This Alternative would eliminate the need for annexation (and subsequent LAFCO approval), and a GPA, as this Alternative proposes to develop the proposed Project site in accordance with the County’s current land use and zoning designations. Implementation of this Alternative would result in approximately 3,179,892 square feet of industrial uses on 146 acres (approximately 2,960 more square feet than the proposed Project). The County’s land use designation is IN (Industrial), and the zoning designation is M-2 (Heavy Industrial); therefore, this Alternative and proposed development would be consistent with land uses identified in the *Yolo County General Plan*. The development intensity and subsequent environmental impacts would be equal to those identified for the proposed Project.

Agricultural and Forestry Resources

The “Buildout in Accordance with the *Yolo County General Plan*” Alternative could result in the conversion of approximately 135 acres of “Prime Farmland if Irrigated” and approximately 11 acres of “Farmland of Statewide Importance.” Under this Alternative, the proposed Project site would be developed to the maximum intensity allowed under the existing *Yolo County General Plan* land use designation of IN (Industrial). Therefore, the development intensity and subsequent environmental impacts would be equal to those identified for the proposed Project. Future industrial development of the proposed Project site would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Mitigation measures would be required to permanently protect an equal amount of agricultural land elsewhere in the County to reduce impacts resulting from the loss of agricultural productivity and agricultural lands; however, similar to the proposed Project, as an overall net loss of agricultural land within the County would still occur, impacts would be significant and unavoidable.

Public Health and Safety

Similar to the proposed Project, implementation of the “Buildout in Accordance with the *Yolo County General Plan*” Alternative would result in potentially significant impacts on public health and safety. With the development of the site, this Alternative would expose individuals to similar past agricultural production-related activities and their potential associated effects, and to similar nuisances (i.e., soil contamination, noise, dust). Therefore, the Mitigation Measures identified for the proposed Project would be included in this Alternative.

Aesthetics, Light, and Glare

The “Buildout in Accordance with the *Yolo County General Plan*” Alternative, like the proposed Project, would result in similar impacts on the proposed Project site, as it would alter existing views into and across the site. Potentially significant light and glare impacts would also occur under this Alternative, as the introduction of new lighting sources to accommodate land uses under this Alternative would occur and would be similar to the proposed Project. Therefore, impacts related to aesthetics, light, and glare under this Alternative would result in similar impacts compared to the proposed Project.

Traffic and Circulation

This Alternative is anticipated to generate similar, if not additional, ADTs as compared to the proposed Project. As such, this Alternative would result in similar impacts on the intersections and roadway segments surrounding the proposed Project site. Overall, the “Buildout in Accordance with the *Yolo County General Plan*” Alternative, would result in a similar impact on traffic and circulation compared to the proposed Project. As with the proposed Project, cumulative traffic and circulation impacts would be significant and unavoidable.

Noise

Under the “Buildout in Accordance with the *Yolo County General Plan*” Alternative, noise impacts are anticipated to be the same, since traffic trips are anticipated to be similar compared to the proposed Project, and industrial uses would take place on-site. Therefore, noises associated with the operation of this Alternative would be similar in comparison to the operation of the proposed Project. Mitigation Measures similar to the proposed Project would be applied to ensure short-term construction impacts remain less than significant. Therefore, with implementation of Mitigation Measures, overall, this Alternative would result in similar noise impacts compared to the proposed Project.

Air Quality

Implementation of this Alternative would result in the construction of industrial uses, which would result in similar construction activities and traffic trips as compared to the proposed Project. This intensity of industrial development would result in a similar amount of particulate matter 10 microns or less in diameter (PM₁₀) being released during construction activities, when compared to the proposed Project. Additionally, a similar volume of project-related traffic trips are expected to result in similar air pollutant emissions associated with traffic. Therefore, the air quality impacts would need to be mitigated, similar to the proposed Project. As with the proposed Project, this Alternative is anticipated to have significant and unavoidable air quality impacts, since construction and operational emissions would exceed Yolo-Solano Air Quality Management District (YSAQMD) thresholds, and Reactive Organic Gases (ROG) emissions would be exceeded. In addition, a cumulative contribution to regional air quality would remain significant and unavoidable under this Alternative.

Greenhouse Gases

Implementation of this Alternative would result in the construction of industrial uses, which would result in similar construction activities and traffic trips as compared to the proposed Project. Additionally, the similar volume of project-related traffic would result in similar air pollutant emissions associated with traffic. Therefore, greenhouse gas emission impacts would be similar to the proposed Project, and Mitigation Measures identified for the proposed Project would be included in this Alternative.

Biological Resources

Under the “Buildout in Accordance with the *Yolo County General Plan*” Alternative, industrial development would permanently alter the entire proposed Project site. Therefore, as with the proposed Project, this Alternative would also require implementation of similar Mitigation Measures to reduce impacts to any biological species to less than significant levels. Since both the proposed Project and the “Buildout in Accordance with the *Yolo County General Plan*” Alternative would result in disturbance of the entire proposed Project site, the proposed Project and this Alternative would have the same potential impacts on biological resources. As such, similar to the proposed Project, this Alternative would not reduce the magnitude of the impact related to the cumulative loss of wildlife habitat, and the impact would remain significant and unavoidable.

Cultural Resources

Under this Alternative, the intensity of industrial development would be similar to the proposed Project, and the same amount of grading would be required. Similar to the proposed Project, the entire proposed Project site would be disturbed. Therefore, similar Mitigation Measures identified for the proposed Project would be applicable to this Alternative in order to reduce potential impacts to undocumented cultural resources within the areas of the site to be developed. This Alternative would not substantially lessen impacts as compared to the proposed Project.

Public Services and Utilities

The “Buildout in Accordance with the *Yolo County General Plan*” Alternative would not require annexation into the City of Woodland; therefore, infrastructure and connection to City services (i.e. water, sewer, wastewater) would not be necessary, and no impacts to City services would occur. County infrastructure and services would be required, and it is unknown if the County has adequate infrastructure to serve the proposed Project site; therefore, under this Alternative, implementation would result in potentially higher impacts for all services and utilities (provided by the County) as compared to the proposed Projects.

Geologic and seismic hazards

This Alternative would result in equivalent geologic impacts to the proposed Project as the surrounding geologic environment remains the same. Therefore, any development under the “Buildout in Accordance with the *Yolo County General Plan*” Alternative is subject to the same impacts due to geologic conditions. Mitigation Measures comparable to those recommended for the proposed Project would be incorporated into this Alternative to minimize impacts.

Hydrology and Water Quality

Both the “Buildout in Accordance with the *Yolo County General Plan*” Alternative and the proposed Project would result in some siltation during grading activities; however, both would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) and be in compliance with the National Pollutant Discharge Elimination System (NPDES) permit during construction activities. As such, the proposed Project and this Alternative would be required to incorporate best management practices (BMPs) to prevent violations of water quality standards or water discharge requirements. In the long-term, impervious surfaces associated with the proposed Project and this Alternative would alter the hydrology of the site, however, similar to the proposed Project, under this Alternative, impacts would be reduced to less than significant after implementation of Mitigation Measures. NPDES requirements would reduce construction-related impacts on water quality to a less than significant level.

CONCLUSION

Avoid or Substantially Lessen Project Impacts

This Alternative would not substantially lessen impacts to any environmental category.

Attainment of Project Objectives

The “Buildout in Accordance with the *Yolo County General Plan*” Alternative meets Project objective #1, #2, #3, #5, #6, and #7, as stated in Section 7.1. Refer to Table 7-5. COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT OBJECTIVES.

Comparative Merits

This Alternative would have equivalent impacts in all environmental categories listed above, except for public services and utilities, as there may be potentially greater demand on County services and infrastructure. In addition, similar to the proposed Project, agricultural and forestry resources, traffic and circulation, air quality, and biological resources under this Alternative would remain significant and unavoidable. This Alternative meets most of the proposed Project objectives. Since this Alternative would result in similar (if not greater) impacts to the environmental categories discussed above, the “Buildout in Accordance with the *Yolo County General Plan*” Alternative is environmentally inferior compared to the proposed Project.

7.3.3 ALTERNATIVE C: “REDUCED INTENSITY” ALTERNATIVE

Under the “Reduced Intensity” Alternative, there would be a 24 percent (36-acre) reduction in acreage compared to the proposed Project. The “Reduced Intensity” Alternative is defined as the development of approximately 2,519,561 square feet (compared to up to 3,176,932 square feet) of industrial uses on the existing agricultural portion of the site (approximately 110 acres). The Alternative would still include an annexation of approximately 146 acres from Yolo County into the City of Woodland, and the 110 acres would be rezoned Industrial (I), similar to the proposed Project. The southeastern portion of the proposed Project site would remain under its existing condition (on-site industrial uses); therefore, the demolition of structures would not be required under this Alternative.

IMPACTS COMPARED TO PROJECT IMPACTS

The following compares environmental impacts associated with the “Reduced Intensity” Alternative to those identified for the proposed Project.

Land Use and Relevant Planning

As with the proposed Project, the “Reduced Intensity” Alternative would require annexation into the City of Woodland, and thus, this Alternative would require LAFCO approval for annexation. Similar to the proposed Project, as this Alternative would change the boundaries of the City limits; a GPA is one of the entitlements required to formally change the City limits. The Alternative would include development under the I (Industrial) *City of Woodland General Plan* land use designation and City rezoning designations. The “Reduced Intensity” Alternative includes a smaller scale of industrial development compared to the proposed Project, and this Alternative would still be consistent with many of the *City of Woodland General Plan* goals and policies as described in Section 5.1, LAND USE AND PLANNING, of this EIR. This consistency equates to no land use and planning impacts from the implementation of the proposed Project or this Alternative. The proposed Project and this Alternative would result in the same no impact finding.

Agricultural and Forestry Resources

The “Reduced Intensity” Alternative would result in development on the existing agricultural area of the proposed Project site (approximately 110 acres). As a result, the amount of agricultural land that would be taken out of production for the development of the proposed industrial uses would be the same as the proposed Project. This Alternative would not lessen the impact on agricultural resources because the total conversion of prime farmland would be identical to the proposed Project. In addition, similar to the proposed Project, impacts to agricultural resources would still result in a significant and unavoidable impact because of the cumulative loss of agricultural land within Yolo County. This Alternative would not reduce the amount of land taken out of agricultural production; therefore, as compared to the proposed Project, significant and unavoidable impacts would remain.

Public Health and Safety

Although the “Reduced Intensity” includes development of fewer acres than the proposed project, the potential for hazardous materials are not expected to change significantly from those expected with implementation of the proposed Project. Therefore, the “Reduced Intensity” Alternative would be expected to have the same impacts as the proposed Project. Implementation of the Mitigation Measures similar to those identified for the proposed Project would be included in this Alternative.

Aesthetics, Light, and Glare

The “Reduced Intensity” Alternative would result in the development of approximately 2,519,561 square feet of industrial uses (compared to up to 3,176,932 square feet), which is a 24 percent reduction in square footage compared to the proposed Project. Similar to the proposed Project, this Alternative would permanently alter the visual characteristics of the proposed Project site. In addition, as with the proposed Project, the “Reduced Intensity” Alternative would introduce new sources of light into the proposed Project area. However, all lighting would be in compliance with the City’s lighting code and would be directed downward, away from the surrounding land uses. Therefore, the amount of lighting associated with this Alternative is expected to be proportionately less with the reduction in development. The reduction in development and the associated reduction in lighting would be considered to be less visually intrusive than the proposed Project.

Traffic and Circulation

Development of this Alternative would result in a 24 percent reduction of square footage on the existing agricultural portion of the proposed Project site (2,519,561 square feet of industrial development in comparison to the 3,176,932 square feet associated with the proposed Project), thereby resulting in fewer ADTs as compared to the proposed Project. As a result, this Alternative is anticipated to generate fewer vehicle trips and have fewer traffic-related impacts than the proposed Project. However, many of the planned improvements and Mitigation Measures identified for the proposed Project would still be applicable under this Alternative in order to reduce impacts to a less than significant level. In addition, while the trip reduction would reduce the magnitude of the impacts, it is anticipated that the impacts identified in the EIR would not change significantly. While the magnitude of the impacts would be reduced, impacts to roadway segments and intersections, as well as cumulative freeway volumes under Existing Plus Project and Cumulative Plus Project conditions, would remain significant and unavoidable.

Noise

As with the proposed Project, the “Reduced Intensity” Alternative would result in short-term construction and long-term operational noise impacts. However, the demolition of existing structures would not occur under this Alternative. In addition, because this Alternative would reduce the amount of acreage developed on-site (approximately 36 fewer acres compared to the proposed Project), and noise impacts are directly related to construction and operation of the site, this “Reduced Intensity” Alternative would be expected to generate fewer stationary noise and vehicle-related noise impacts, compared to the proposed Project.

Air Quality

Air quality impacts associated with proposed Project and the “Reduced Intensity” Alternative are most closely related to an increase in vehicle emissions. Both the proposed Project and the “Reduced Intensity” Alternative would result in increased traffic in the proposed Project area, thereby contributing to new source emissions; however, the “Reduced Intensity” Alternative would result in the generation of fewer trips than the proposed Project. As a result, this Alternative would result in reduced PM₁₀ and air pollutant emissions, compared to the proposed Project. In addition, the demolition of existing structures would not occur under this Alternative. However, as with the proposed Project, implementation of the “Reduced Intensity” Alternative would increase long-term pollutant concentrations associated with the industrial activities. Mitigation Measures addressing short- and long-term Project emissions, similar to the proposed Project, would be implemented under this Alternative. Nonetheless, as with the proposed Project, this Alternative is anticipated to have significant and unavoidable air quality impacts, since construction and operational emissions would exceed YSAQMD thresholds, and ROG emissions would be exceeded. In addition, a cumulative contribution to regional air quality would remain significant and unavoidable under this Alternative.

Greenhouse Gases

Implementation of the “Reduced Intensity” Alternative would reduce the overall construction emissions, as the existing industrial uses would remain, thus no demolition would occur. A slight reduction in traffic trips would occur as compared to the proposed Project; therefore, the long-term air quality impacts would be slightly less than the proposed Project. However, it is anticipated that greenhouse gas emission impacts would be similar to the proposed Project, and Mitigation Measures identified for the proposed Project would be included in this Alternative.

Biological Resources

The “Reduced Intensity” Alternative, like the proposed Project, would reduce potential nesting and foraging grounds for special-status wildlife species, as this Alternative would include the removal of approximately 110 acres of active agricultural land. Therefore, this Alternative would not substantially lessen proposed Project impacts, and, as with the proposed Project, the cumulative loss of wildlife habitat is considered a significant and unavoidable impact.

Cultural Resources

As with the proposed Project, the “Reduced Intensity” Alternative could uncover and disturb unknown resources during grading and construction activities. This Alternative would disturb approximately 36 fewer acres than the proposed Project, therefore, there may be slightly fewer impacts in comparison to the proposed Project. Mitigation Measures required for grading and construction activities would apply to the same activities for this “Reduced Intensity” Alternative, and would therefore result in less than

significant impacts on undiscovered cultural resources. Impacts for this Alternative are considered to be similar to that of the proposed Project.

Public Services and Utilities

Similar to the proposed Project, the “Reduced Intensity” Alternative includes annexation of the proposed Project site which would create an increased need for City public services and utilities, such as law enforcement, fire protection, wastewater treatment and disposal, and water supply and delivery. Both the “Reduced Intensity” Alternative and the proposed Project would require connections and upgrades of services and utilities to the proposed Project site. However, the “Reduced Intensity” Alternative includes less industrial square footage, and as such, is anticipated to have slightly fewer impacts to public services as compared to the proposed Project.

Geologic and Seismic Hazards

Although implementation of this Alternative would result in reduced industrial square footage, the “Reduced Intensity” would result in similar geologic impacts as compared to the proposed Project, as the surrounding geologic environment remains the same. Therefore, any development on the proposed Project site is subject to the same impacts due to geologic conditions. Mitigation Measures comparable to those recommended for the proposed Project would be incorporated into this Alternative to minimize impacts.

Hydrology and Water Quality

Both the “Reduced Intensity” Alternative and the proposed Project would result in some siltation during grading activities; however, both would be required to implement a SWPPP and be in compliance with the NPDES permit during construction activities. As such, the proposed Project and this Alternative would be required to incorporate BMPs and prevent violations of water quality standards or water discharge requirements. In the long-term, impervious surfaces associated with the proposed Project and the “Reduced Intensity” Alternative would alter the hydrology of the site; however, because the “Reduced Intensity” Alternative would develop less impervious surfaces compared to the proposed Project, impacts to stormwater flows and flooding would be slightly less than the proposed Project.

CONCLUSION

Avoid or Substantially Lessen Project Impacts

This Alternative would lessen impacts associated with aesthetics, light, and glare, noise, public services and utilities, and hydrology and water quality.

Attainment of Project Objectives

The “Reduced Intensity” Alternative meets Project objectives #1, #2, #3, #4, #5, and #7, as stated in Section 7.1. Refer to Table 7-5. COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT OBJECTIVES.

Comparative Merits

This Alternative would reduce impacts compared to the proposed Project in the categories of aesthetics, light, and glare, air quality, noise, public services and utilities, and hydrology and water quality; and would have equivalent impacts in the categories of land use and planning, agricultural and forestry resources, public health and safety, traffic and circulation, cultural resources, greenhouse gases, biological resources, geologic and seismic hazards. Similar to the proposed Project, it is anticipated that

agricultural and forestry resources, traffic and circulation, air quality, and biological resources under this Alternative would remain significant and unavoidable. This Alternative only partially satisfies the objectives of the proposed Project by providing 2,519,561 square feet (of the proposed 3,176,932 square feet) of industrial uses, therefore, reducing job opportunities when compared to that of the proposed Project.

7.3.4 ALTERNATIVE D: “OFF-SITE ALTERNATIVE LOCATION #2”

The “Off-Site Alternative Location #2” Alternative would result in the development of the proposed Project on the 128-acre parcel directly north of the proposed Project site, with East Kentucky Avenue as the northern boundary, CR-102 as the eastern boundary, and East Beamer Street as the southern boundary. The City of Woodland/Yolo County boundary forms the western boundary of the “Off-Site Alternative Location #2.” The site was used for municipal sewage ponds for approximately 30 years, ending in 1988. About 1.5 acres adjacent to CR-102 served as the Woodland Police Department’s pistol range, which was constructed in the 1940s and remained in use until 1994. Currently, the property is primarily untilled vacant land vegetated by grasses.

The “Off-Site Alternative Location #2” has *City of Woodland General Plan* land use designations of Industrial (I) and Open Space (OS). A GPA would be required so the entire site would have an (I) land use designation. This Alternative considers development of the “Off-Site Alternative Location #2” at the maximum development potential square feet. The maximum development potential of the 128-acre site under the City of Woodland’s (I) land use designation could include buildings of up to a FAR of no more than 0.60. Therefore, the maximum development potential of the 128-acre Alternative Location #2 site under the City’s (I) land use designation would be approximately 3,345,421 million square feet (refer to Table 7-3, below). As with the proposed Project, it is assumed that approximately 20,000 square feet may be used for retail uses. This is a City-owned parcel; therefore, as with the proposed Project site, the Project Applicant would need to purchase or lease the parcel.

Table 7-3
“Off-Site Alternative Location #2” Maximum Development Potential

“Off-Site Alternative Location #2” Alternative Site Acreage	Maximum Development Potential/Square Footage per City’s (I) Land Use Designation
128 acres	3,345,421 square feet
(128 acres = 5,575,702 square feet)	(5,575,702 square feet x 0.60 FAR = 3,345,421 square feet)

IMPACTS COMPARED TO PROJECT IMPACTS

The following discussion evaluates the potential environmental impacts associated with the “Off-Site Alternative Location #2” Alternative, compared to impacts of the proposed Project.

Land Use and Relevant Planning

The 128-acre “Off-Site Alternative Location #2” is bordered by industrial development located in the City on the west, East Kentucky Avenue and undeveloped land in unincorporated Yolo County on the north, CR-102 and undeveloped land on the east, and East Beamer Street and undeveloped land in unincorporated Yolo County on the south.

The “Off-Site Alternative Location #2” Alternative would include a maximum buildout of 3,345,421 million square feet of industrial uses. Of the total square footage, approximately 20,000 square feet is

anticipated for retail uses. As with the proposed Project, the “Off-Site Alternative Location #2” is located within the City’s Urban Limit Line and Planning Area Boundary, and annexation of the site from Yolo County into the City of Woodland would be proposed under this Alternative, and subsequent LAFCO annexation approval would be required. In addition, as with the proposed Project, a GPA is one of the entitlements required to formally modify the City’s established corporate boundaries. Although the “Off-Site Alternative Location #2” would include development that is consistent with adjacent industrial uses to the west, development of this site would create an urban island to the south (as the proposed Project site would not be developed), which would be inconsistent with LAFCO Policy H.5, *Boundaries: Islands, Strips, Corridors*. Therefore, the “Off-Site Alternative Location #2” Alternative would have equivalent, if not greater land use and planning impacts compared to the proposed Project.

Agricultural and Forestry Resources

The Farmland Mapping and Monitoring Program (FMMP) designates the “Off-Site Alternative Location #2” as “Urban and Built Up Land (D)” (the conversion of which is not significance under CEQA). Additionally, the site is not currently being used for agricultural production, as compared to the proposed Project. Therefore, this Alternative would result in a lesser impact on agricultural and forestry resources compared to the proposed Project.

Public Health and Safety

As with the proposed Project site, the “Off-Site Alternative Location #2” previously supported agricultural land uses. It is unknown if the level of pesticides at the “Off-Site Alternative Location #2” requires remediation; however, any remediation would be in accordance with all applicable federal, state and local regulations that would reduce impacts to less than significant. Construction and operation activities that occur at either site would use a similar amount of hazardous materials, and therefore would result in the same level of potential hazard impact.

Approximately 1.5 acres (adjacent to CR-102) of the “Off-Site Alternative Location #2” served as the Woodland Police Department’s pistol range, which was constructed in the 1940s and remained in use until 1994. Based on previous reports, the “Off-Site Alternative Location #2” contains an accumulation of spent bullets which results in a concentration of lead above the limits established in the California Code of Regulations. In addition, about 1,300 cubic yards of contaminated soil (hydrocarbon material) was reportedly placed along the southern boundary of the site near the intersection of East Beamer Street and CR-102. Neither the pistol range nor the other contamination have been remediated to-date; therefore, impacts to public health and safety would be greater than those impacts associated with the proposed Project.

Aesthetics, Light, and Glare

Both the “Off-Site Alternative Location #2” Alternative and the proposed Project would result in industrial development that would permanently alter the visual characteristics of the respective sites. This “Off-Site Alternative Location #2” is currently undeveloped. Development of industrial uses on the “Off-Site Alternative Location #2” would alter the visual characteristics of the “Off-Site Alternative Location #2” as well as increase lighting on the site. The development of the “Off-Site Alternative Location #2” would include the same structural development and potentially more lighting (due to additional square footage) as compared to the proposed Project. Therefore, this Alternative would not substantially lessen proposed Project impacts.

Traffic and Circulation

The “Off-Site Alternative Location #2” is located directly north of the proposed Project site. Both the “Off-Site Alternative Location #2” Alternative and the proposed Project would contribute traffic in the same geographical area. Given the slightly greater intensity of industrial development, and the proportionally increased level of traffic generation, this Alternative is expected to generate slightly greater levels of traffic volumes, and the impacts on intersections and roadway segments would be slightly higher. Since the magnitude of impacts would not be reduced (compared to the proposed Project), impacts to roadway segments and intersections, as well as cumulative freeway volumes, under Existing Plus Project and Cumulative Plus Project Conditions are anticipated to remain significant and unavoidable.

Noise

The short-term construction noise that includes grading and construction activities would be similar between the proposed Project and this Alternative. Similar to the proposed Project, this “Off-Site Alternative Location #2” Alternative could implement the Mitigation Measures identified for the proposed Project to reduce short-term noise impacts to less than significant. Off-site noise levels along roadway segments due to increases in traffic levels are expected to be slightly higher for this Alternative compared to the proposed Project. Therefore, since the implementation of this Alternative would result in slightly higher operational off-site noise impacts, the “Off-Site Alternative Location #2” Alternative would increase noise impacts compared to the proposed Project.

Air Quality

Implementation of this Alternative would result in the construction of industrial uses, which would result in similar construction activities and traffic trips as compared to the proposed Project. This slightly higher intensity of industrial development would result in a similar amount of PM₁₀ being released during construction activities, when compared to the proposed Project. Additionally, a similar volume of project-related traffic trips are expected to result in similar air pollutant emissions associated with traffic. Therefore, the air quality impacts would need to be mitigated, similar to the proposed Project. As with the proposed Project, this Alternative is anticipated to have significant and unavoidable air quality impacts, since construction and operational emissions would exceed YSAQMD thresholds, and ROG emissions would be exceeded. In addition, as with the proposed Project, a cumulative contribution to regional air quality would remain significant and unavoidable under this Alternative.

Greenhouse Gases

Implementation of the “Off-Site Alternative Location #2” Alternative would result in the construction of industrial uses, which would result in slightly higher traffic trips as compared to the proposed Project (due to the increased square footage/construction footprint). The slightly higher volume of project-related traffic would result in higher air pollutant emissions associated with traffic. Therefore, greenhouse gas emissions impacts would be similar to the proposed Project, and Mitigation Measures identified for the proposed Project would be included in this Alternative.

Biological Resources

Under this Alternative, industrial development would permanently alter the entire proposed Project site. Therefore, as with the proposed Project, this Alternative would require implementation of similar Mitigation Measures to reduce impacts to any biological species to less than significant levels. Since both the proposed Project and the “Off-Site Alternative Location #2” Alternative would result in disturbance of the entire Project site, the proposed Project and this Alternative would have the same

potential impacts on biological resources. As with the proposed Project, significant and unavoidable impacts to Swainson's hawk are anticipated under this Alternative. As such, this Alternative would have similar impacts related to the cumulative loss of wildlife habitat as compared to the proposed Project, and cumulative impacts would be significant and unavoidable.

Cultural Resources

Both the "Off-Site Alternative Location #2" Alternative and proposed Project would involve earth-moving activities, during which unknown resources may be uncovered and disturbed. With the implementation of Mitigation Measures, the potential impacts to cultural or historical resources from the development of either the "Off-Site Alternative Location #2" Alternative, or the proposed Project, would be reduced to less than significant levels. This Alternative and the proposed Project would have the same impact finding; therefore, this Alternative would not substantially lessen any cultural resources impacts of the proposed Project.

Public Services and Utilities

Both this Alternative and the proposed Project would require extensions and upgrades and generate a demand for services and utilities. The City is contemplating the implementation of a 2.5-million gallon ground level water storage tank on this parcel, to improve the quality and dependability of the City's water service. The proposed Project could still be constructed under this Alternative; however, proposed Project layout/and total square footage may be reduced depending on where the water storage tank is sited.

Since this Alternative and the proposed Project are similar in size, their infrastructure requirements and demand would be similar as well. As discussed in Section 5.11, PUBLIC SERVICES AND UTILITIES, of this EIR, services and utilities can be provided without resulting in a degradation of services and utilities to existing customers. Therefore, the "Off-Site Alternative Location #2" Alternative and the proposed Project would result in less than significant impacts on public services and utilities, with the implementation of Mitigation Measures.

Geologic and Seismic Hazards

This Alternative would result in equivalent geologic impacts to the proposed Project as the surrounding geologic environmental remains the same. Therefore, any development on the "Off-Site Alternative Location #2" is subject to the same impacts due to geologic conditions. Mitigation Measures comparable to those recommended for the proposed Project would be incorporated into this Alternative to minimize impacts.

Hydrology and Water Quality

The "Off-Site Alternative Location #2" Alternative and the proposed Project consists of land which would be graded and disturbed during construction. Both this Alternative and the proposed Project would result in some siltation during grading activities; however, both would be required to implement a SWPPP and be in compliance with the NPDES permit during construction activities. As such, the proposed Project and this Alternative would be required to incorporate BMPs and prevent violations of water quality standards or water discharge requirements. In the long-term, impervious surfaces associated with the proposed Project and this Alternative would alter the hydrology of the site, however, similar to the proposed Project, under this Alternative, impacts can be reduced to less than significant after implementation of Mitigation Measures.

CONCLUSION

Avoid or Substantially Lessen Project Impacts

This Alternative would lessen impacts to agricultural and forestry resources, and biological resources.

Attainment of Project Objectives

The “Off-Site Alternative Location #2” Alternative meets Project objectives #1, #4, #5, #6, and #7, as stated in Section 7.1. Refer to Table 7-5. COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT OBJECTIVES.

Comparative Merits

This Alternative would reduce impacts associated with agricultural and forestry resources, compared to the proposed Project. This Alternative would result in similar impacts or increase the level of impacts to land use and planning, aesthetics, biological resources, traffic and circulation, noise, air quality, greenhouse gases, cultural resources, public services and utilities, geologic and seismic hazards, hydrology and water quality, and public health and safety. This Alternative would not meet the Project objective of providing a large-scale industrial center at the CR-102 and I-5 interchange to provide convenient access to I-5 and minimize truck traffic on local streets. In addition, although this Alternative would include development that is consistent with adjacent industrial uses to the west, development of this site would create an urban island to the south (as the proposed Project site would not be developed), which would be inconsistent with LAFCO Policy H.5, *Boundaries: Islands, Strips, Corridors*.

7.4 “ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

The purpose of the Alternatives evaluation is to develop project alternatives that have fewer or no significant impacts compared to the proposed Project. State *CEQA Guidelines* §15126.6(e)(2) indicates that, if the “No Project/No Development” Alternative is the “Environmentally Superior” Alternative, then the EIR shall also identify an Environmentally Superior Alternative among the other Alternatives considered. In this case, the “No Project/No Development” Alternative (Existing Conditions) is the Environmentally Superior Alternative, as it would not result in environmental impacts associated with construction and long-term operation of the proposed Project.

Table 7-4, COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT, provides a comparison matrix of the relative impacts of each alternative to the proposed Project.

Table 7-4
Comparison of Alternatives to the Proposed Project

Issue EIR Section	Alternative			
	A: No Project/ No Development	B: Buildout in Accordance with the Yolo County General Plan	C: Reduced Intensity	D: Off-Site Alternative Location #2
5.1 Land Use/Relevant Planning	+	=	=	=/-
5.2 Agricultural and Forestry Resources	+	=/*	=/*	+
5.3 Public Health and Safety	+	=	=	-
5.4 Aesthetics, Light , and Glare	+	=	+	=
5.5 Traffic and Circulation	+	=/*	=/*	=/*

Table 7-4 (Continued)
Comparison of Alternatives to the Proposed Project

Issue EIR Section	Alternative			
	A: No Project/ No Development	B: Buildout in Accordance with the <i>Yolo County General Plan</i>	C: Reduced Intensity	D: Off-Site Alternative Location #2
5.6 Noise	+	=	=/+	=/-
5.7 Air Quality	+	=/*	=/+/*	=/*
5.8 Greenhouse Gases	+	=	=	=
5.9 Biological Resources	+	=/*	=/*	=/*
5.10 Cultural Resources	+	=	=	=/-
5.11 Public Services and Utilities	+	-	=/+	=
5.12 Geology and Seismic Hazards	+	=	=	=
5.13 Hydrology and Water Quality	+	=	=/+	=

+ : Impacts better/less than those of the proposed Project.
= : Impacts same as those of the proposed Project.
- : Impacts worse than those of the proposed Project.
=/+ : Impacts equal to or slightly improved than those of the proposed Project.
=/- : Impacts equal or slightly worse than those of the proposed Project.
* : Impact remains significant and unavoidable.

Table 7-5, COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT OBJECTIVES, provides a comparison matrix of whether or not the alternative meets the proposed Project objectives.

Table 7-5
Comparison of Alternatives to the Proposed Project Objectives

Project Alternative	Project Objective - Met By Alternative (Yes/No)						
	OBJ #1	OBJ #2	OBJ #3	OBJ #4	OBJ #5	OBJ #6	OBJ #7
A: "No Project/No Development"	No	No	No	No	No	No	No
B: "Buildout in Accordance with the <i>Yolo County General Plan</i> "	Yes	Yes	Yes	No	Yes	Yes	Yes
C: "Reduced Intensity"	Yes	Yes	Yes	Yes	Yes	No	Yes
D: "Off-Site Alternative Location #2"	Yes	No	No	Yes	Yes	Yes	Yes

Alternative A: "No Project/No Development", would eliminate all impacts associated with the proposed Project. Under this Alternative, the site would remain unaltered and in its current condition, thus this Alternative would not meet any of the Project objectives. This Alternative would avoid all of the short-term, long-term, and cumulative impacts associated with the proposed Project. This Alternative would be the Environmentally Superior Alternative. Because the Environmentally; however, as discussed above, State *CEQA Guidelines* §15126.6(e)(2) indicates that, if the "No Project/No Development" Alternative is the "Environmentally Superior" Alternative, then the EIR shall also identify an Environmentally Superior Alternative among the other Alternatives considered.

Alternative B: "Buildout in Accordance with the *Yolo County General Plan*", would result in impacts that are equivalent to the proposed Project, with the exception of public services and utilities, as there may be potentially greater demand on County services and infrastructure. In addition, similar to the proposed Project, agricultural and forestry resources, traffic and circulation, air quality, and biological resources under this Alternative would remain significant and unavoidable. Although six of the seven

proposed Project objectives would be met under this Alternative, this Alternative would result in similar (if not greater) impacts to the environmental categories discussed above. Therefore, the “Buildout in Accordance with the *Yolo County General Plan*” Alternative is environmentally inferior compared to the proposed Project.

Alternative C: “Reduced Intensity”, would reduce impacts compared to the proposed Project in the categories of aesthetics, light, and glare, air quality, noise, public services and utilities, and hydrology and water quality; and would have equivalent impacts in the categories of land use and planning, agricultural and forestry resources, public health and safety, traffic and circulation, cultural resources, greenhouse gases, biological resources, geologic and seismic hazards. In addition, similar to the proposed Project, agricultural and forestry resources, traffic and circulation, air quality, and biological resources under this Alternative would remain significant and unavoidable. Six of the seven proposed Project objectives would be met under this Alternative, and development under this Alternative would result in fewer environmental impacts associated with the reduced site acreage when compared to the proposed Project.

Alternative D: “Off-Site Alternative Location #2,” would reduce impacts associated with agricultural and forestry resources, compared to the proposed Project. This Alternative would result in similar impacts or increase the level of impacts to land use and planning, aesthetics, biological resources, traffic and circulation, noise, air quality, greenhouse gases, cultural resources, public services and utilities, geologic and seismic hazards, hydrology and water quality, and public health and safety. This Alternative would meet five of the seven proposed Project objectives; however, development of this site would create an urban island to the south (as the proposed Project site would not be developed), which would be inconsistent with LAFCO Policy H.5, *Boundaries: Islands, Strips, Corridors*. As such, the “Off-Site Alternative Location #2” Alternative is inferior compared to the proposed Project and is thus rejected from further consideration.

Due to the reduction of impacts to aesthetics, light, and glare, air quality, noise, public services and utilities, and hydrology and water quality achieved by Alternative C: “Reduced Intensity,” Alternative C is considered the Environmentally Superior Alternative. Alternative C: “Reduced Intensity,” has fewer and less severe significant impacts compared to the proposed Project, and as described above, this Alternative would achieve most of the proposed Project’s objectives.

8.0 INVENTORY OF MITIGATION MEASURES

The following is a summary of recommended Mitigation Measures as described and discussed in Sections 5.1 through 5.13 of this Environmental Impact Report (EIR). The Mitigation Measure numbering is provided as a reference to the corresponding EIR section and Impact Statement that the measure addresses.

AGRICULTURAL AND FORESTRY RESOURCES

- MM 5.2-1 Prior to the issuance of a grading permit for each phase of the proposed Project, the Project Applicant shall set aside in perpetuity, at a ratio of 1:1 of active agricultural acreage, an amount equal to the current phase. The Project Applicant may choose to set aside in perpetuity an amount equal to the remainder of the proposed Project site instead of at each phase. The agricultural land shall be elsewhere in Yolo County through the purchase of development rights and execution of an irreversible conservation or agricultural easement. These soils shall be permanently protected from future development via enforceable deed restrictions. Acreage between Woodland and Davis already experiencing, or likely to experience, growth pressures shall be targeted to the extent reasonably possible. The location and easement requirements shall be subject to the review and approval of the City of Woodland Community Development Director. Soils and farming conditions shall be equivalent or superior to the proposed Project area. Required mitigation acreage shall be set aside prior to commencement of any development activity. The holder of the agricultural easement shall be determined in accordance with Yolo County LAFCO agricultural policy.
- MM 5.2-5 Implement MM 5.2-1.

PUBLIC HEALTH AND SAFETY

- MM 5.3-1(a) The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of asbestos containing materials (ACMs) prior to the commencement of any remedial work, including demolition. Due to the age of on-site structures, and from review of past documentation, ACMs may be present. Prior to demolition work, areas of potential ACMs shall be sampled as part of an asbestos survey. Any demolition of the existing buildings within the boundaries of the proposed Project site shall comply with State law, which requires a contractor, where there is asbestos-related work involving 100 square feet or more of ACMs, to be certified and that certain procedures regarding the removal of asbestos be followed.
- MM 5.3-1(b) Due to the age of on-site structures, lead based paints (LBPs) may be present. If during demolition of any structures within the boundaries of the proposed Project site, paint is separated from the building material (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material to determine its proper management. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material shall be disposed of as construction debris (a non-hazardous waste). The landfill operator shall be contacted in advance to determine if any specific requirements regarding the disposal of lead-based paint materials are required.

- MM 5.3-1(c) The Project Applicant shall retain a qualified environmental specialist (an Environmental Professional as defined by the American Society of Testing and Materials [ASTM] or similarly qualified individual) to perform pre-construction hazardous materials surveys to inspect existing building areas subject to demolition or renovation for the presence of any unidentified polychlorinated biphenyls (PCBs), mercury, lead, or other hazardous materials anticipated by the Specialist to be present in on-site structures. If found at levels that require special handling, the Project Applicant shall manage these materials as required by law and according to Federal and State regulations and guidelines, including those of the Department of Transportation, the Department of Toxic Substance Control, the Yolo-Solano Air Quality Management District, the California Occupational Health and Safety Association, and any other agency with jurisdiction over these hazardous materials.
- MM 5.3-1(d) Prior to construction activities, the on-site ASTs shall be removed and properly disposed of at an approved landfill facility, under the supervision of the Yolo County Environmental Health Department (EHD). Once the ASTs are removed, a visual inspection of the areas beneath and around the removed ASTs shall be performed by a qualified Hazardous Materials Specialist with Phase II/Site Characterization experience, in accordance with EHD standards and regulations. If necessary, sampling and remedial activities shall occur by the Hazardous Materials Specialist under the supervision of the EHD.
- MM 5.3-1(e) A qualified Hazardous Materials Specialist with Phase II/Site Characterization experience shall examine the southern portion of the proposed Project site that was formerly occupied by Foster Trucking. The Hazardous Materials Specialist shall determine whether or not the former trucking operation has resulted in the contamination of on-site soils (including via underground storage tanks, if determined to be present). If elevated contaminants above regulatory levels in on-site soils are present, further site characterization activities shall be conducted, in consultation with the Yolo County EHD, in order to determine the appropriate level of remedial activities necessary for the proposed Project.
- MM 5.3-1(f) Prior to issuance of a grading permit, soil sampling shall occur within the portions of the proposed Project site that have historically been utilized for agricultural purposes and may contain pesticide residues in the soil, as determined by a qualified Hazardous Materials Specialist with Phase II/Site Characterization experience. The sampling, conducted in consultation with the Yolo County EHD, shall determine if pesticide concentrations exceed established Total Threshold Limit Concentrations (TTLCs) for future industrial use (based on Federal and State standards) at the proposed Project site and shall identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities shall be conducted per the applicable regulatory agency requirements, as directed by the Yolo County EHD and Community Development Department.
- MM 5.3-1(g) Any transformers to be relocated during construction/demolition shall be conducted under the purview of the local utility purveyor to identify proper handling procedures regarding potential polychlorinated biphenyls (PCBs).
- MM 5.3-1(h) If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:

Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;

- Notify the City Project Engineer;
- Secure the areas as directed by the Project Engineer; and
- Notify the Yolo County EHD's Hazardous Waste/Materials Coordinator.

- MM 5.3-1(i) Prior to issuance of a grading permit, the Project Applicant shall provide written documentation to the satisfaction of the City Engineer that on-site water wells have been closed in accordance with DOGGR requirements for well abandonment as contained in Title 14, Natural Resources, of the California Code of Regulations (CCR). This requirement includes the removal and disposal of all well-related facilities and equipment, including tanks, pipelines, debris, in accordance with DTSC and the Regional Water Quality Control Board (RWQCB).
- MM 5.3-5 During construction and operation of the proposed Project, the Project Applicant shall adhere to the Sacramento-Yolo Mosquito and Vector Control District's Mosquito Reduction Best Management Practices manual to reduce or eliminate potential mosquito breeding areas on-site.
- MM 5.3-6 Implement MM 5.3-1(a) through MM 5.3-1(i), and MM 5.3-5.

AESTHETICS, LIGHT, AND GLARE

- MM 5.4-3(a) With submittal of a grading plan for each development phase, the Project Applicant shall provide the location of on-site temporary construction equipment staging areas. Should outdoor storage of goods, materials, equipment, and loading dock areas be incorporated as part of proposed Project design, appropriate screening (i.e. temporary opaque fencing [six feet in height], landscaping etc.) shall be implemented to block on-site views from major corridors (i.e. East Main Street and CR-102).
- MM 5.4-3(b) During the proposed Project's design phase, any proposed buildings shall be enhanced with architectural and landscaping treatment (such as use of trim bands, wing walls, parapets, and reveals). All exterior elevations visible from major roadways (i.e. East Main Street and CR-102) shall have architectural treatment to alleviate long void surfaces. Where applicable, earth tones shall be used as the dominant color; colors such as white, black, blue, and red should be used as accents. Building surfaces should have color schemes that reduce their apparent size.
- MM 5.4-3(c) The Project Applicant shall develop a landscape plan that includes non-invasive, drought tolerant species, where applicable. Proposed Project streetscape shall be included in the landscape plan and shall be designed to further screen proposed loading facilities and parking lot lighting. The landscape palette shall vary in height from trees to flowering shrubs to ground cover, and shall be approved by the City of Woodland Community Development Director prior to ground disturbance. All proposed commercial uses shall include landscaped street frontages, in accordance with the City of Woodland Municipal Code.
- MM 5.4-4 All external lighting fixtures shall be permanently hooded or screened to prevent light and glare from spilling onto adjacent properties. The proposed Project shall also comply with the following specific requirements:

- a. Luminaires will be cut-off-type fixtures (i.e., fully shielded and emitting no light above the horizontal plane) and will be models recommended by the International Dark-Sky Association.
- b. Luminaires will not utilize swivel mounting hardware, which can be inadvertently or intentionally adjusted to cause spillover impacts. Instead, luminaries will be professionally and permanently installed to direct light away from residential units and natural areas adjacent to the proposed project site.
- c. Fixtures that project upward and horizontally will not be used.
- d. Luminaires will be focused only where needed (such as on building entrances) and will not provide a general “wash” of light on building surfaces.
- e. Luminaires will be restricted to no more than 500 lux (1 lumen per square meter) or 50 foot-candles.
- f. Luminaire lamps will provide good color rendering and natural light qualities. Luminaire intensity will be the minimum feasible for security and maintenance and access safety.
- g. Luminaires will be placed at the minimum height to reduce the potential for backscatter into the nighttime sky and incidental spillover into adjacent properties and open space.
- h. Floodlighting will not be used.
- i. Luminaire mountings will have non-glare finishes.

MM 5.4-5 Implement MM 5.4-3(a) through MM 5.4-3(c), and MM 5.4-4.

TRAFFIC AND CIRCULATION

MM 5.5-1(a) Main Street/CR-102

The Project Applicant shall pay the proposed Project’s fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

- Widening of CR-102 between Beamer Street and Main Street to four lanes (i.e., two lanes in each direction). Sufficient right-of-way shall also be reserved for six lanes ;
- Widening the CR-102 southbound approach to Main Street to provide an exclusive right-turn lane; and

The Project Applicant shall coordinate CR-102 traffic signal timing between Main Street and Maxwell Avenue with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

With the exception of the signal timing coordination, this Mitigation Measure is development fee funded, subject to available funds or currently under construction. Signal timing coordination is a direct project cost.

MM 5.5-1(b) Main Street/SR-113 southbound ramps

The Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the Project Applicant's contribution shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

- The Main Street/SR-113 intersection shall be widened on the eastbound approach to provide an exclusive right turn lane.
- Optimize signal timing between Main Street and the SR-113 southbound ramps to better accommodate resulting intersection traffic volumes.

This mitigation is development fee funded subject to available funds.

MM 5.5-1(c) CR-102/Project Access

Consistent with Mitigation Measure 5.5-1(a), the Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

- Widening of CR-102 between Beamer Street and Main Street to four lanes (i.e., two lanes in each direction) with a raised median of sufficient width for a double left turn pocket. Sufficient right-of-way shall also be reserved for six lanes.
- Install a second northbound left-turn lane with 400 feet of storage length on CR-102 to serve the proposed Project site. In addition, the Project Applicant shall optimize signal timing to better accommodate resulting intersection traffic volumes.
- At ultimate buildout, the northbound left-turn volumes exceed 1,000 vehicles during the AM peak period and will result in queue lengths greater than the practical storage length (i.e., more than 400 feet) that can be provided with a left-turn pocket. To serve inbound traffic needs, the Project Applicant shall install a third northbound left-turn lane. The addition of a third left turn lane is not feasible given the level of truck traffic; however, the effects of not providing a third left turn lane at the signalized Project Access on CR-102 is a shift in project traffic volumes to the Project Access on Beamer Street. To mitigate this secondary impact, the Project Applicant shall install the following improvements on Beamer Street: installation of raised median on Beamer Street along the project frontage as well as a traffic signal and westbound left turn pocket with 300 feet of storage at the primary Beamer Street access.

Widening CR-102 to four lanes is development fee funded subject to available funds. Constructing a second northbound left-turn lane and signal timing coordination are

direct project costs. Installation of a left turn pocket and a traffic signal at the primary Beamer Street/Project Access is a direct project cost. Installation of a raised median on Beamer Street along the project frontage is a direct project cost.

MM 5.5-2 CR-102 between Beamer Street and Main Street

Consistent with MM 5.5-1(a), the Project Applicant shall pay the proposed Project's fair share contribution toward the following improvement with the first final map. Or, should the Project Applicant shall submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

- Widening of CR-102 to provide four lanes (i.e., two lanes in each direction) between Beamer Street and Main Street, with a raised median of sufficient width for a double left turn pocket.

This mitigation measure is development fee funded subject to available funds.

MM 5.5-4 With the first final map, the Project Applicant shall reconstruct rail crossing improvements in accordance with the California Public Utilities Commission (CPUC) standards when widening CR-102 and Pioneer Avenue. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

This mitigation measure is a direct project cost.

MM 5.5-5(a) Prior to issuance of any building permits, the Project Applicant shall contribute its fair-share of the capital cost associated with providing transit service to the proposed Project site, as it is anticipated that new transit vehicles may be required to provide additional service to the proposed Project site. The final determination of additional capital equipment or other costs shall be determined by the City of Woodland and the Yolo County Transportation District (YCTD). The fair-share cost or a plan for providing the fair-share cost over time shall be submitted to the City of Woodland prior to issuance of any building permits.

This mitigation measure is fair share funded subject to available funds.

MM 5.5-5(b) With the first final map, the Project Applicant shall modify the proposed Project to identify the specific locations of sheltered transit stops with bus turnouts, in accordance with the goals and policies of the *City of Woodland General Plan*. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them. The City of Woodland and YCTD shall approve the location, design, and implementation timing of the sheltered transit stops and bus turnouts.

This mitigation measure is a direct project cost.

- MM 5.5-5(c) The Project Applicant shall provide a sidewalk adjacent to the proposed Project along Beamer Street and CR-102. The Project Applicant shall also construct crosswalk treatments at the intersection of CR-102/Beamer Street. In addition, the Project Applicant shall provide sidewalks along at least one side of the internal primary access roads on-site, and shall construct a perimeter fence along the southern boundary of the proposed Project site to prevent uncontrolled crossing of the rail line. Class II bicycle lanes shall be installed when CR-102 is widened. The above improvements shall occur with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

This mitigation measure is a direct project cost.

MM 5.5-8(a) Main Street/CR-102

The Project Applicant shall construct the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

- Widen CR-102 between Beamer Street and Main Street to six lanes (i.e., three lanes in each direction).
- Add a third northbound lane on CR-102, beginning at the northbound I-5 off-ramp through the Main Street intersection. This third northbound lane on CR-102 would become a shared through/right turn lane at the Main Street intersection, replacing the existing exclusive right turn lane.
- Signalize CR-102/Andrew Stevens Drive/Bronze Star Drive to provide a half traffic signal controlling northbound CR-102 and westbound Bronze Star Drive.
- Coordinate and optimize CR-102 traffic signal timing between Main Street and Maxwell Avenue.
- The Project Applicant shall pay its fair share contribution toward additional improvements at I-5/CR-102, which include the following:
 - Widening the CR-102 southbound approach to Main Street to provide a third through lane and an exclusive right-turn lane. Three southbound through lanes will continue to the loop on-ramp to southbound I-5, which will require widening the overpass south to the on-ramp.
 - Modifying the exclusive southbound CR-102 right-turn lane at Maxwell Avenue to a shared through-right lane to provide additional capacity through the intersection.
 - Adding a third northbound through lane at the CR-102/Maxwell Avenue intersection (on the south leg of CR-102) through the intersection, and a second eastbound left-turn lane on the west leg of Maxwell Avenue.

Full mitigation of proposed Project impacts at Main Street/CR-102 requires four southbound lanes to the northbound I-5 slip on-ramp; however, this mitigation is

deemed infeasible. Therefore, the Project Applicant shall also widen Beamer Street along the, proposed Project frontage to provide for a planned second eastbound through lane.

This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost.

MM 5.5-8(b) Hays Lane/CR-102

Implement MM 5.8-8(a).

This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost.

MM 5.5-8(c) Andrew Stevens Drive /Bronze Star Drive/CR-102

Implement MM 5.8-8(a).

This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost.

MM 5.5-8(d) Maxwell Avenue/CR-102

Implement MM 5.8-8(a).

This mitigation is partially fair share funded subject to available funds. The balance is a direct project cost.

MM 5.5-8(e) Main Street/SR-113 southbound ramps

The Project Applicant shall pay its fair share contribution toward the following improvement with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

- The Main Street/SR-113 southbound ramps intersection shall be widened on the eastbound approach to provide an exclusive right turn lane.

This mitigation, which was previously identified for the Gateway project and is included in the Major Projects Financing Plan (MPFP), is fair share funded subject to available funds.

MM 5.5-8(f) Main Street/Pioneer Avenue

The Project Applicant shall pay the proposed Project's fair share contribution toward the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

- Convert the southbound shared through-right lane to a through lane and an exclusive right-turn lane; and
- Optimize signal timing to better accommodate resulting intersection traffic volumes.

This mitigation is a fair share cost subject to available funds.

MM 5.5-8(g) Beamer Street/Pioneer Avenue

The Project Applicant shall construct the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phase study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

- Convert the eastbound shared through-right lane to a through lane and an exclusive right-turn lane; and
- Optimize signal timing to better accommodate resulting intersection traffic volumes.

This mitigation is a direct project cost.

MM 5.5-8(h) CR-102/Project Access

The Project Applicant shall construct the following improvements with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

- Widen CR-102 between Beamer Street and Main Street to six lanes (i.e., three lanes in each direction) with a raised median of sufficient width for a double left turn pocket providing 400 feet in storage length;
- Install an additional northbound left-turn lane on CR-102 to serve the proposed Project site; and
- Optimize signal timing to better accommodate resulting intersection traffic volumes.

This mitigation is a direct project cost.

MM 5.5-9 CR-102 between Beamer Street and Main Street

The Project Applicant shall widen CR-102 to provide six lanes (i.e., three lanes in each direction), with a raised median of sufficient width for a double left turn pocket, between Beamer Street and Main Street with the first final map. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

This mitigation measure is a direct project cost.

MM 5.5-10 With the first final map, the Project Applicant shall pay the proposed Project's fair share contribution toward implementation of high-occupancy vehicle (HOV) lanes consistent with the concept facility identified in the I-5 Corridor System Management Plan. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigation shall be based on the results of a traffic mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the

phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.

NOISE

MM 5.6-1 Prior to grading permit issuance, the Project Applicant shall demonstrate, to the satisfaction of the City of Woodland Community Development Department, that the Project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- Construction activities (excluding activities that would result in a safety concern to the public or construction workers or if approved by the City of Woodland Community Development Department) shall be limited to between the daytime hours of 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.).
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

AIR QUALITY

MM 5.7-1(a) Prior to issuance of any grading permit, the City of Woodland Community Development Director and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with YSAQMD recommendations, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as indicated below.

- Water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Haul trucks shall maintain at least 2 feet of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.

- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Sweep streets if visible soil material is carried out from the construction site.
- Install sandbags or other erosion control measures to prevent silt runoff into public roadways.
- Use late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
- Treat accesses to a distance of 100 feet from the paved road with a 6 to 12 inch layer of wood chips or mulch.
- Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel.

MM 5.7-1(b) The following measures shall be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings:

- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;
- Use required coatings and solvents with a ROG content lower than required under YSAQMD Rule 2.14;
- Construct/build with materials that do not require painting; and
- Use pre-painted construction materials.

MM 5.7-2(a) Prior to the issuance of a Certificate of Occupancy, the Project Applicant shall provide a plan to the City of Woodland Community Development Director illustrating a program for compliance with the following measures that would reduce area source ROG emissions during reapplication of architectural coatings:

- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent; and
- Use required coatings and solvents with a ROG content lower than required under YSAQMD Rule 2.14.

MM 5.7-2(b) Prior to the issuance of a Certificate of Occupancy, the Project Applicant shall provide a plan to the City of Woodland Community Development Director illustrating a program for compliance with the following measures:

- All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following:
 - i. Informational flyers for truck drivers about health effects of diesel particulates, the CARB diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.
 - ii. Truck drivers shall turn off engines when not in use.

iii. All diesel delivery trucks servicing the Project shall not idle for more than five minutes per truck trip per day.

- Warehouse managers and employees shall maintain records on equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the proposed Project are in good condition and in proper tune pursuant to the manufacturer's specifications. Said records shall be maintained and available for inspection on-site in the operations office and on an ongoing basis.
- Training logs shall be maintained on an ongoing basis and shall be available for inspection on site at the operations office, which documents training for warehouse managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks within the facility.
- Electrical power sources shall be provided for service equipment and docking of trucks to minimize idling emissions.

MM 5.7-4 Implement MM 5.7-1(a), MM 5.7-1(b), MM 5.7-2(a), MM 5.7-2(b), and MM 5.8-1 (in Section 5.8, GREENHOUSE GASES).

MM 5.7-5 Implement MM 5.7-1(a), MM 5.7-1(b), MM 5.7-2(a), MM 5.7-2(b), and MM 5.8-1 (in Section 5.8, GREENHOUSE GASES).

GREENHOUSE GASES

MM 5.8-1 The proposed Project shall include, but not be limited to, the following list of potential design features. These features shall be incorporated into the project design to ensure consistency with adopted statewide plans and programs. The Project Applicant shall demonstrate the incorporation of project design features prior to the issuance of building or occupancy permits, as noted below.

Transportation

- Provide pedestrian connections within the proposed Project site (building permit).
- Implement a trip reduction program, for which all employees shall be eligible to participate (occupancy permit).
- Provide a ride sharing program, for which all employees shall be eligible to participate (occupancy permit).

Energy Efficiency

- Install light colored "cool" roofs and cool pavements, and strategically placed shade trees (building permit).
- Install high efficiency lighting, and energy efficient heating and cooling systems (building permit).
- Reduce unnecessary outdoor lighting (building permit).

Water Conservation and Efficiency

- Install water-efficient irrigation systems (building permit).
- Install low-flow faucets and toilets (building permit).

Solid Waste

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (building permit).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit).

MM 5.8-2 Implement MM 5.8-1.

MM 5.8-3 Implement MM 5.8-1.

BIOLOGICAL RESOURCES

Western Burrowing Owl

MM 5.9-1(a) Prior to issuance of the first grading permit, the Project Applicant shall conduct a pre-construction survey. If the grading is conducted in phases, the pre-construction survey shall be conducted only on the portion of the site being graded. Two surveys shall be conducted 90 days before ground disturbance associated with the proposed Project and two additional surveys shall be conducted in the 30-day period prior to ground disturbance associated with the project. Western burrowing owl surveys shall be conducted from two hours before sunset to one hour after, or one hour before sunrise to two hours after sunrise. All burrowing owl sightings, occupied burrows, and burrows with owl sign (e.g., pellets, excrement, and molt feathers) must be counted and mapped. Surveys shall be conducted by walking suitable habitat on the entire proposed Project site and (where possible) in areas within approximately 500 feet of the proposed Project boundary. The buffer zone is surveyed to identify burrows and owls outside of the proposed Project area, which may be impacted by factors such as noise and vibration (heavy equipment) during Project construction.

Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines shall not be more than approximately 100 feet and shall be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To effectively survey large projects (100 acres or larger), two or more surveyors shall be used to walk adjacent transects. (If the impacted area is smaller than 100 acres, one surveyor may be used.) To avoid impacts to owls from surveyors, owls and/or occupied burrows shall be avoided by a minimum of approximately 160 feet, wherever practical. Disturbance to occupied burrows shall be avoided during all seasons. The preconstruction surveys shall be completed within 30 days of grading prior to California Department of Fish and Wildlife (CDFW) accepting a survey conclusion that burrowing owls do not occur in a proposed study area (i.e., negative findings), and proof of CDFW acceptance shall be provided to the City of Woodland Community Development Department for approval. If owls are not found during these surveys, further mitigation is not required. However, if western burrowing owl is found on-site, implementation of Mitigation Measures 5.9-1(b) and 5.9-1(c) shall be required.

MM 5.9-1(b) Prior to issuance of the first grading permit, the Project Applicant shall obtain a qualified biologist to conduct a nesting survey for western burrowing owl. If burrowing owls are detected on the site during the breeding season (between February 1 through August 31), and appear to be engaged in nesting behavior, a fenced 250-foot buffer shall be implemented between the nest site(s) (i.e., the active burrows) and any earth-moving activity or other disturbance in the study area. This 250-foot buffer could be removed once the qualified biologist determines that the young have fledged (i.e., left the nest).

Typically, the young fledge by August 31. This date may be earlier than August 31, or later, and would have to be determined by a qualified biologist, and reviewed and approved by the City of Woodland Community Development Department.

If active, occupied winter burrows are found (between September 1 through January 31), then a 160-foot no-disturbance buffer around the occupied winter burrow(s) shall be established.

- MM 5.9-1(c) If burrowing owls are found in the study area, the qualified biologist shall delineate the extent of burrowing owl habitat on the site, for the approval of the City of Woodland Community Development Department. CDFW prescribes that 6.5 acres of replacement habitat be set aside (i.e., protected in perpetuity) per pair of burrowing owls, or unpaired resident bird. Such a set-aside will offset permanent impacts to burrowing owl habitat. The protected lands shall be adjacent to occupied burrowing owl habitat if possible, and at a location selected in consultation with CDFW. Land identified to offset impacts to burrowing owls must be protected in perpetuity by a suitable property instrument, (e.g., a conservation easement or fee title acquisition).

In addition, a Mitigation Plan shall be prepared and submitted to CDFW and the City of Woodland Community Development Department for their review and comment. The Mitigation Plan shall identify the mitigation site and any activities proposed to enhance the site, including the construction of artificial burrows and maintenance of California ground squirrel populations on the mitigation site. In addition, for each pair of burrowing owls found in the construction area, two artificial nesting burrows shall be created at the mitigation site. The Mitigation Plan shall also include a description of monitoring and management methods proposed at the mitigation site. Monitoring and management of any lands identified for mitigation purposes would be the responsibility of the Project Applicant for at least five years. Contingency measures for any anticipated problems shall be identified in the plan. An annual report must be prepared for submittal to CDFW and City of Woodland Community Development Department by December 31 of each monitoring year.

Pallid Bat and Townsend's Big-eared Bat

- MM 5.9-1(d) A qualified biologist shall conduct a bat survey of all on-site buildings prior to demolition. . If demolition of the buildings will be completed during different development phases of the proposed Project, each bat survey shall be conducted only for the buildings proposed for demolition during a specific project development phase. Bat surveys are typically conducted using bat detection devices (e.g., SonoBat) that can determine bat species through their echolocation vocalizations. If bat roosts are found, demolition shall be postponed until the roosting bats have vacated the buildings. Bat roosts could potentially occur during any time of the year and function as seasonal night roosts from spring through fall, spring-summer maternity roosts, or winter time hibernation roosts. The qualified biologist shall determine the type of roost and the appropriate timing for demolition of the building(s).

Swainson's Hawk

MM 5.9-1(e) shall be implemented upon adoption of the Yolo County NCCP/HCP, which is currently undergoing review. MM 5.9-1(f) shall be implemented in the event the NCCP/HCP is not adopted.

- MM 5.9-1(e) Prior to issuance of the first grading permit, the Project Applicant shall mitigate for the loss of Swainson's hawk foraging habitat through participation in the Yolo County Draft NCCP/HCP. Because the proposed Project footprint exceeds 40 acres, the Yolo County

Draft NCCP/HCP requires the dedication of a suitable conservation easement, as determined by the Yolo County NCCP/HCP JPA and CDFW and proof of the conservation easement shall be provided to the City of Woodland Community Development Department. In the event that the final Yolo County NCCP/HCP is adopted before development occurs, the developer shall participate in the Yolo County Draft NCCP/HCP through payment of applicable fees designated for Swainson's hawk conservation. In the event that the NCCP/HCP is not adopted, implementation of MM 5.9-1(f) shall be required.

- MM 5-9-1(f) Prior to issuance of the first grading permit, in the event that the Yolo County Draft NCCP/HCP is not adopted, and in accordance with CDFW's Mitigation Guidelines, the Project Applicant shall replace any impacted Swainson's hawk foraging habitat within one mile of a nest site with one acre of suitable Habitat Management Land (1:1 impact to replacement ratio). Because the proposed Project site is located within one mile of a known Swainson's hawk nesting site, the NCCP/HCP would require a 1:1 mitigation ratio (110 acres of the total 146-acre site). Off-site occupied Swainson's hawk foraging habitat would be acquired by the Project Applicant via fee title or through purchase of the right to record a conservation easement over the conserved property. The conserved property shall be managed by a qualified conservation organization. The conservation organization would also require a cash endowment from the developer, the interest from which would be used to manage or otherwise monitor the conserved property in perpetuity. In lieu of a cash endowment, the Project Applicant and conservation organization may develop another source of permanent funding that shall be used for the management of the conserved lands as approved by the conservation organization and the City of Woodland Community Development Department.

Palmate-bracted Bird's Beak, Britblescale, and San Joaquin Spearscale

- MM 5.9-1(g) A qualified botanist shall conduct a plant survey during the appropriate flowering period as follows:

- Palmate-bracted bird's beak – May through October
- Britblescale – May through October
- San Joaquin spearscale – April through September

If plants of these species are found within the proposed Project site, the qualified botanist shall then coordinate with the CDFW, California Native Plant Society staff, or other knowledgeable botanists to prepare a plan for relocation of plants into a more secure location, such as Grasslands Regional Park. If the proposed Project grading is conducted in phases, the plant survey shall be conducted only on the portion of the site being graded.

- MM 5.9-6 Implement MM 5.9-1(a) through MM 5.9-1(g).

CULTURAL RESOURCES

- MM 5.10-2(a) All construction personnel shall undergo a cultural resources orientation and awareness training prior to commencing work activities on the proposed Project site. Such training shall include familiarization with the stop-work restrictions, noticing, and handling procedures, and ultimate disposition of ratifications. The operator shall provide the City with a verification list of the employees completing the orientation.

- MM 5.10-2(b) If archaeological resources are discovered during excavation and grading activities on-site, the contractor shall stop all work and shall retain a qualified archaeologist, to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to §15064.5 of the State *CEQA Guidelines* shall be followed and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission. Work shall not commence until a qualified archaeologist is consulted to determine the significance of the find, and has recommended appropriate measures to protect the resource in accordance with the following standards:
- A qualified archaeologist shall prepare an Assessment and Mitigation Plan for the City of Woodland Community Development Department, in consultation with the Native American Heritage Commission and local tribes, if appropriate.
 - The Assessment shall define the extent and steps necessary to mitigate the proposed Project impacts on the find. Discovered cultural resources shall be stored in a protected environment to prevent vandalism, damage, or theft; until such time as they are examined by an archaeologist and/or Native American consultant, as appropriate. Actions may then include removing and relocating the materials to an appropriate repository based on consultation with the Native American Heritage Commission and local tribes. Any Native American artifacts discovered shall be returned to the local Native American Community, which shall be responsible for the disposition of these materials.
- MM 5.10-3 If paleontological resources are discovered during excavation and grading activities on-site, the contractor shall stop all work and shall retain a qualified paleontologist to evaluate the significance of the finding and appropriate course of action as defined by State *CEQA Guidelines* Appendix 4.5c, which addresses impacts on fossil sites; California Administrative Code Title 14 §5097.5. Collection and curation operation requirements shall be followed and the treatment of discovered paleontological resources shall comply with State codes and regulations. Work shall not commence until a qualified paleontologist is consulted to determine the significance of the find, and has recommended appropriate measures to protect the resource in accordance with the following standards:
- Prior to final map recordation for the first phase of the proposed Project, a qualified paleontologist shall prepare an Assessment and Paleontological Mitigation Plan for the City of Woodland Community Development Department, in consultation with the Native American Heritage Commission and local tribes, if appropriate.
 - The Assessment shall define the extent and steps necessary to mitigate the proposed Project impacts on the find. Discovered paleontological resources shall be stored in a protected environment to prevent vandalism, damage, or theft; until such time as they are examined by a paleontologist. Actions may then include removing and relocating the materials to an appropriate repository based on consultation with the University of California Museum of Paleontology in Berkeley.
- MM 5.10-4 If human remains are discovered as a result of the proposed Project during construction, all activity shall cease immediately, the Contractor shall notify the Yolo County Coroner's Office immediately under state law, and a qualified archaeologist and Native American monitor shall be contacted. Should the Coroner determine the remains to be of Native American descent, construction shall not resume until the Native American Heritage Commission has been consulted to determine the appropriate disposition of such

remains and proof of appropriate action shall be provided to the City of Woodland Community Development Department for review.

MM 5.10-5 Implement MM 5.10-2(a), MM 5.10-2(b), MM 5.10-3 and MM 5.10-4.

PUBLIC SERVICES AND UTILITIES

Fire Protection

MM 5.11-1(a) The City shall continue to implement the recommendations in the City of Woodland Fire Department Organizational Assessment and Master Plan adopted by the City Council on January 16, 2001. Annually, the City shall incorporate necessary service equipment and facilities into the MPFP. The City of Woodland Fire Department and City of Woodland Finance Department shall be responsible for implementing the programs.

MM 5.11-1(b) At the time when site-specific development is proposed, the Project Applicant shall provide information regarding site-specific fire protection measures related to the site plan and building design for the proposed Project, for review and approval by the City of Woodland and the City of Woodland Fire Department. Such protection measures may include, but not be limited to the following:

- Building the proposed Project in accordance with the version of the local building code in effect at the time of proposed development;
- Incorporating smoke control systems (mechanical ventilation systems employed to supply fresh air to the exit path) into building design;
- Maintaining proper fire exits and proper exit signage that can function in a power failure;
- Placing and maintaining portable fire extinguishers in easily accessible places; and
- Prohibiting flammable materials in certain areas of the proposed facilities.

MM 5.11-1(c) At the time of future application for site-specific development, the Project Applicant shall pay the applicable MPFP fees.

MM 5.11-1(d) All proposed buildings shall be constructed with an approved automatic fire sprinkler system, complying with the minimum requirements of the California Building Code, Chapter 9 (Fire Prevention Code) of the *City of Woodland Municipal Code*, and Code 13 (Standard for the Installation of Sprinkler Systems) of the National Fire Protection Association.

Police Protection

MM 5.11-2(e) The City shall update the plan for police services based on future development trends. The City shall incorporate necessary service equipment and facilities into the MPFP on a continuous basis. The City of Woodland Police Department and City of Woodland Finance Department shall be responsible for implementing the programs.

MM 5.11-2(f) At the time of future applications for site-specific development, the Project Applicant shall provide information regarding site-specific security measures related to the site plan and building design for the proposed Project, for the review and approval of the City of Woodland Police Department.

MM 5.11-2(g) At the time of future applications for site-specific development, the Project Applicant shall pay the MPFP fees applicable to the proposed Project.

Water Supply

- MM 5.11-3(a) If development of the proposed Project site occurs prior to construction of the City's surface water project or the surface water project is not constructed, the Project Applicant shall construct or fund the construction of a new water supply well or a water tank.
- MM 5.11-3(b) Prior to the issuance of a building permit for each phase of the proposed Project or connection of existing development to the City's water system, the Project Applicant shall pay the water development impact and surface water fees.

Wastewater

- MM 5.11-3(c) The Project Applicant shall pay the City of Woodland wastewater development impact fees prior to connecting to the City's wastewater system for existing and new development.

Storm Drainage

- MM 5.11-4(a) With the first final map, the Project Applicant shall fund or construct the necessary improvements to widen and deepen the Outfall Channel and enlarge the Inlet Structure into the Yolo Bypass in order to handle the increased storm flows generated from development of the proposed Project. Or, should the Project Applicant submit final maps for phased development of the proposed Project, the timing for the mitigations shall be based on the results of a storm drain mitigation phasing study funded by the Project Applicant, prior to the first final map. Should the phasing study trigger additional CEQA review and/or Mitigation Measures, the Project Applicant shall be responsible for funding them.
- MM 5.11-4(b) Prior to the issuance of a building permit for each phase of the proposed Project, the Project Applicant shall pay the storm drainage development impact fee.

Flooding

- MM 5.11-4(c) Prior to the issuance of a grading permit for each phase of the proposed Project, the plans shall indicate compliance with the City and FEMA regulations for development within the floodplain as approved by the Flood Plain Administrator. Where development of the project causes an increase of the Base Flood surface elevation by more than one foot, the Project Applicant shall mitigate to one foot or less. Plans shall be subject to review and approval by the Flood Plain Administrator.
- MM 5.11-5 Implement MM 5.11-3(a) and MM 5.11-3(b).
- MM 5.11-6 Implement MM 5.11-3(c).

Hydrology and Water Quality

- MM 5.13-1(a) Prior to approval of individual development projects by the City of Woodland Community Development Director or his/her designee, the Project Applicant shall confirm that the proposed Project plans stipulate that prior to issuance of any grading permits, the Project Applicant shall file a Notice of Intent (NOI) and pay the appropriate fees, pursuant to the National Pollutant Discharge Elimination System (NPDES) program.
- MM 5.13-1(b) Prior to grading plan approval, the project Contactors shall incorporate stormwater pollution control measures into a Storm Water Pollution Prevention Plan (SWPPP); Best Management Practices (BMPs) shall be implemented; and evidence that proper

clearances have been obtained through the State Water Resources Control Board (SWRCB), including coverage under the NPDES statewide General Stormwater Permit for Construction Activities, must be demonstrated.

- MM 5.13-1(c) Prior to tract recordation, the Project Applicant of future projects shall prevent any off-site impacts during the construction phase. Erosion control measures and temporary basins for desiltation and detention shall be in place, as appropriate and as required by the City of Woodland Community Development Director. The basins and erosion control measures shall be shown and specified on the grading plans and shall be constructed to the satisfaction of the City of Woodland Community Development Director prior to the start of any other grading operations.
- MM 5.13-3 Implement MM 5.13-1(a) through MM 5.13-1(c).
- MM 5.13-5 Implement MM 5.13-1(a) through MM 5.13-1(c), and MM 5.11-4(a) and MM 5.11-4(b).
- MM 5.13-6 Implement MM 5.13-1(a) through MM 5.13-1(c).
- MM 5.13-7 Implement MM 5.11-4(c).

9.0 INVENTORY OF SIGNIFICANT IMPACTS

9.1 NONMITIGABLE SIGNIFICANT IMPACTS

According to State California Environmental Quality Act (CEQA) *Guidelines* §15126.2(b), a Draft Environmental Impact Report (EIR) must include a description of impacts identified as significant and unavoidable, should the proposed action be implemented. When the determination is made that either mitigation is not feasible or only partial mitigation is feasible, such that the impact is not reduced to a less than significant level, such impacts would be considered significant and unavoidable. This section identifies significant impacts that could not be eliminated or reduced to a less than significant level by mitigation measures. The significant and unavoidable impacts of the proposed Project are listed below.

AGRICULTURAL AND FORESTRY RESOURCES

The discussion of Agricultural and Forestry Resources impacts in Chapter 5.2 of the Draft EIR identified the following as significant and unavoidable impacts:

- The proposed Project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses; and
- The proposed Project, combined with cumulative project development, would contribute to the loss of farmland.

The proposed Project consists of approximately 146 acres, of which approximately 135 acres are designated as “Prime Farmland if Irrigated” and approximately 11 acres are designated as “Farmland of Statewide Importance.” Although approximately 110 acres of the total 146-acre proposed Project site presently support agricultural uses, the land is dry farmed, and no irrigation of crops occurs. Therefore, the land designated as “Prime Farmland if Irrigated” is not considered to be Prime Farmland.

According to the *City of Woodland General Plan EIR* (1996), the conversion of Prime Farmland is considered a significant and unavoidable impact on the County’s agricultural resources, stating that although the use of conservation easements could be used to protect agricultural lands from potentially encroaching urban-type uses, mitigation measures cannot effectively reduce such loss of farmland to a less than significant level.

The proposed Project would result in future development of the site with industrial-type uses. As such, the conversion of agricultural use to non-agricultural use would occur with the proposed Project. As stated in Policy AG-1.6 of the *Yolo County General Plan*, mitigation at a ratio of no less than 1:1 is required for the conversion of farmland and/or land designated or zoned for agriculture to urban uses. This policy is applicable to the conversion of agricultural lands, whether or not such lands are designated as Prime Farmland.

Future development of the proposed Project site would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. MM 5.2-1 would be required to permanently protect an equal amount of agricultural land elsewhere in the County to reduce impacts resulting from the loss of agricultural productivity and agricultural lands; however, as an overall net loss of agricultural land within the County would still occur, impacts would be significant and unavoidable.

Should the City of Woodland approve the proposed Project, the City shall be required to cite its findings in accordance with the State *CEQA Guidelines* §15091 and prepare a Statement of Overriding Considerations in accordance with State *CEQA Guidelines* §15093.

TRAFFIC AND CIRCULATION

The discussion of Traffic and Circulation impacts in Chapter 5.5 of the Draft EIR identified the following as significant and unavoidable impacts:

- Under Existing Plus Project Conditions, implementation of the proposed Project would exceed an established LOS standard at the intersection of Main Street/State Route (SR) 113;
- Under Cumulative (Year 2020) Plus Project Peak Hour Intersection Operations, implementation of the proposed Project, combined with cumulative project development, would exceed an established LOS standard for intersections; and
- Under Cumulative (Year 2020) Plus Project Conditions, implementation of the proposed Project, combined with cumulative project development, would exceed an established LOS standard for freeway facilities.

Implementation of MM 5.5-1(b) would provide LOS D or better operations during the AM and PM peak hours at the intersection of Main Street/SR-113. However, the timing of the widening is uncertain due to the difficulty of obtaining additional right-of-way at this location. As such, the impacts at this intersection are significant and unavoidable.

Implementation of MM 5.5-8(a) would provide LOS D and E operations during the AM and PM peak hours at the intersection of Main Street/County Road (CR) 102, respectively. Although these improvements would reduce project-related impacts, the adopted LOS policy threshold would not be satisfied during the PM peak hour; therefore, the impact is considered significant and unavoidable.

Implementation of MM 5.5-8(a) would provide LOS E and F operations during the AM and PM peak hours at the intersection of Maxwell Avenue/CR-102, respectively. Although these improvements would reduce project-related impacts, the adopted LOS policy threshold would still not be satisfied during the PM peak hour; therefore, the impact is considered significant and unavoidable.

Implementation of MM 5.8-8(e) would provide LOS C and E operations during the AM and PM peak hours at the intersection of Main Street/SR-113, respectively. Although these improvements would reduce proposed Project-related impacts, the adopted LOS policy threshold would still not be satisfied during the PM peak hour; therefore, the impact is considered significant and unavoidable.

Based on the 1-5 Corridor System Management Plan (CSMP), the I-5 roadway segments located within the proposed Project study area (northbound and southbound I-5, generally between CR-102 and Main Street), currently operate at LOS B and C conditions, and are expected to operate at LOS D and E conditions in the future without any improvements. The CSMP identifies LOS C as the 20-year “concept” level of service achievable with the addition of a northbound and southbound high-occupancy vehicle (HOV) lane. However, the addition of HOV lanes has not been funded. The proposed Project would add traffic along the I-5 corridor that would result in the deterioration of the LOS to D and E. Given the uncertainty of the timing and/or ultimate implementation of improvements recommended in the I-5 CSMP (refer to MM 5.5-10), the proposed Project’s traffic contribution would result in a significant and unavoidable impact along the I-5 corridor (generally between CR-102 and Main Street).

Should the City of Woodland approve the proposed Project, the City shall be required to cite its findings in accordance with *CEQA Guidelines* §15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* §15093.

AIR QUALITY

The discussion of Air Quality impacts in Chapter 5.7 of the Draft EIR identified the following as significant and unavoidable impacts:

- The proposed Project would cause temporary construction-related ROG emissions, thereby exceeding the YSAQMD thresholds.
- An overall increase in the local and regional mobile and operational source emissions, thereby exceeding the YSAQMD thresholds.
- The proposed Project would be inconsistent with the Air Quality Attainment Plan (AQAP) criteria.
- Impacts on regional air quality resulting from the proposed Project and cumulative projects would impact existing regional air quality levels on a cumulative basis.

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates Reactive Organic Gases (ROG) emissions, which are Ozone (O₃) precursors. In accordance with the methodology prescribed by the Yolo-Solano Air Quality Management District (YSAQMD), the ROG emissions associated with paving and architectural coatings have been quantified with the CalEEMod model. Based on the modeling, the proposed Project would result in an exceedance of ROG emissions during the architectural coating application in 2018 during Phase 2, and in 2020 during Phase 3. These exceedances would occur despite the implementation of MM 5.7-1(b), which requires the use of low ROG content paint for architectural coatings. Therefore, impacts would be considered significant and unavoidable.

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur oxide (SO_x), particulate matter 10 microns or less in diameter (PM₁₀), and particulate matter 2.5 microns or less in diameter (PM_{2.5}) are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, carbon monoxide (CO) tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using the CalEEMod model. This model predicts ROG, NO_x, PM₁₀, and PM_{2.5} emissions from motor vehicle traffic associated with new or modified land uses (refer to Appendix 15.5). According to the proposed Project's *Traffic Impact Study*, the Project would generate 16,824 daily trips, which include 1,574 truck trips. As shown in Table 5.7-7, mitigated emissions generated by vehicle traffic associated with the proposed Project would exceed established YSAQMD thresholds for ROG, CO, NO_x, and PM₁₀. Therefore, MM 5.8-1 (in Section 5.8, GREENHOUSE GASES) requires the proposed Project to provide pedestrian connections to the off-site circulation network, implement a trip reduction program, and provide a ride sharing program in order to reduce area and mobile source emissions. Additionally, MM 5.7-2(b) would be required to reduce mobile source emissions from the proposed industrial uses. These measures would include limitations on truck idling, require records on equipment and vehicle engines maintenance to ensure that vehicles are in good condition and proper tune, informational flyers, and training for warehouse managers on efficient scheduling and load management to eliminate unnecessary queuing and idling. Despite implementation of MM 5.7-2(b) and MM 5.8-1 (in Section 5.8, GREENHOUSE GASES), impacts from

operational emissions would remain above YSAQMD thresholds, and impacts would be significant and unavoidable.

Significance thresholds have been developed by the YSAQMD for criteria pollutants to assist in implementing attainment plans for the area. Assessment of air quality impacts of the proposed Project in relation to these significance thresholds determines whether or not the proposed Project is consistent with applicable air quality management plans. Impacts relative to YSAQMD thresholds are identified under the Short-Term (Construction) and Long-Term (Operational) Impact Analyses (refer to Impact statements 5.7-1 and 5.7-2, respectively). Based on analyses contained in Section 5.7, AIR QUALITY, the proposed Project would exceed YSAQMD thresholds for both construction and operational activities. As a result, the proposed Project would conflict with the Air Quality Attainment Plan (AQAP) as it would exceed regional pollutant thresholds during construction and operations. As the program level analysis of emissions associated with the potential development associated with the proposed Project would exceed YSAQMD thresholds, the proposed Project would potentially result in a long-term impact on the region's ability to meet State and Federal Ambient Air Quality Standards. Therefore, the proposed Project would not be consistent with the AQAP attainment criteria, resulting in a significant and unavoidable impact.

According to the YSAQMD *CEQA Air Quality Handbook*, a project would have significant cumulative air quality impacts if it requires a change in the existing land use designation (i.e., general plan amendment, rezone), and projected emissions (ROG, NO_x or PM₁₀) of the proposed Project are greater than the emissions anticipated for the site if developed under the existing land use designation. The proposed Project would not require a change in the existing land use designation under the *City of Woodland General Plan*. The existing zoning is Industrial (I), and the proposed Project would be consistent with this designation. Thus, the proposed Project would not have significant cumulative air quality impacts with respect to this criterion.

A second criterion for determining cumulative impacts is whether the proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the proposed Project region is nonattainment under an applicable federal or state ambient air quality standard. The proposed Project's operational emissions exceed the YSAQMD thresholds and emissions generated by traffic going to and from the proposed Project site when combined with emissions generated by other existing and future development within the SVAB would contribute to an air quality violation in the region. Also, the proposed Project's exceedance of the thresholds by itself indicates that its contribution to such a violation would be considerable when compared to other Projects in the region. Consequently, the proposed Project's emissions would be cumulatively considerable, resulting in a significant cumulative impact.

BIOLOGICAL RESOURCES

The discussion of Biological Resources impacts, Chapter 5.9 of the Draft EIR identified the following as significant and unavoidable impacts:

- The proposed Project, in combination with other cumulative development, would convert undeveloped land to urban uses, resulting in the loss of general wildlife habitat for resident and migratory species.

Many species use agricultural land for food and cover during various times of the year. The development of the proposed Project site would result in the conversion of approximately 110 acres (of the total 146-acre site) of agricultural land. Development of the proposed Project site, in combination with other planned developments within the City of Woodland and Yolo County, would result in a significant cumulative loss of biological resources. The cumulative loss of habitat would be partially offset through implementation of the *City of Woodland General Plan* policies and the *Yolo County Draft Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP)*, but the *City of Woodland General Plan EIR* concludes that cumulative impacts would remain significant and unavoidable because the *Yolo County Draft NCCP/HCP* has not yet been formally adopted (*City of Woodland General Plan EIR*, p. 8-19). However, the City Council, which determined that the benefits of the *City of Woodland General Plan* outweighed the loss of habitat, adopted a Statement of Overriding Considerations for the *City of Woodland General Plan* and adopted the Plan in 2002. Because the *Yolo County Draft NCCP/HCP*, as of publication of this EIR, remains to be adopted and the proposed Project would result in the conversion of approximately 110 acres of agricultural land, proposed Project implementation would result in a significant and unavoidable cumulative impact.

9.2 MITIGABLE IMPACTS AND SIGNIFICANCE AFTER MITIGATION

LAND USE AND RELEVANT PLANNING

No significant impacts related to land use and relevant planning have been identified in Section 5.1, LAND USE AND RELEVANT PLANNING.

PUBLIC HEALTH AND SAFETY

Compliance with Federal, State, and local regulations, in addition to proposed mitigation measures referenced in Section 5.3, PUBLIC HEALTH AND SAFETY, would reduce potential significant impacts on public health and safety to less than significant levels.

AESTHETICS, LIGHT, AND GLARE

No significant impacts related to aesthetics, light, and glare have been identified following implementation of mitigation measures referenced in Section 5.4, AESTHETICS, LIGHT, AND GLARE.

NOISE

No significant impacts related to noise have been identified following implementation of mitigation measures referenced in Section 5.6, NOISE.

GREENHOUSE GASES

No significant impacts related to noise have been identified following implementation of mitigation measures referenced in Section 5.8, GREENHOUSE GASES.

CULTURAL RESOURCES

No significant impacts related to cultural resources have been identified following implementation of mitigation measures referenced in Section 5.10, CULTURAL RESOURCES.

PUBLIC SERVICES AND UTILITIES

All impacts associated with public services and utilities for the proposed Project would be considered less than significant with adherence to and compliance with all applicable goals and policies set forth by the City of Woodland, in addition to mitigation measures referenced in Section 5.11, PUBLIC SERVICES AND UTILITIES.

GEOLOGIC AND SEISMIC HAZARDS

All geologic and seismic hazards impacts associated with implementation of the proposed Project would be considered less than significant with adherence to and compliance with all applicable goals and policies set forth by the City of Woodland and the California Building Code, in addition to mitigation measures referenced in Section 5.12, GEOLOGIC AND SEISMIC HAZARDS.

HYDROLOGY AND WATER QUALITY

Implementation of the recommended Project design features, in addition to compliance with standard conditions and mitigation measures referenced in Section 5.13, HYDROLOGY AND WATER QUALITY, would ensure that impacts on water resources would be less than significant.

10.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

In accordance with the *California Environmental Quality Act (CEQA) Guidelines* §15128, this section briefly describes the potential impacts found to be less than significant. In April 2011, the City of Woodland conducted an Initial Study to determine significant effects of the proposed Project. In the course of this evaluation, certain impacts of the proposed Project were found to be less than significant because of the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. However, many of the impacts found to be less than significant are also evaluated in greater detail in this Draft Environmental Impact Report (EIR). A copy of the Initial Study is in Appendix 15.1, NOTICE OF PREPARATION (NOP) INITIAL STUDY, AND NOP COMMENT LETTERS, of this EIR.

AESTHETICS. WOULD THE PROJECT:

Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic vistas are defined as expansive views of highly-valued landscapes from publicly accessible viewpoints. Scenic vistas include views of natural features such as topography, water courses, rock outcrops, and natural vegetation, as well as man-made scenic structures. The proposed Project site is relatively flat with no significant topographic relief or features. Surrounding land uses include East Beamer Street, industrial facilities, and vacant parcels zoned for industrial and open space uses to the north; East Main Street, retail development, the Sierra Railway, Interstate (I) 5, and residential uses to the south, County Road (CR) 102 and regional distribution centers to the east, and industrial facilities to the west. The area is not regarded or designated as visually important or “scenic” in the *City of Woodland General Plan*. Additionally, development of the proposed Project would not block or preclude views to any area containing important or what would be considered visually appealing landforms. Therefore, no scenic vistas would be affected by the development of the project, and impacts would be less than significant.

Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. California’s Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. According to Caltrans’ California Scenic Highway Program (2011) and the National Scenic Byways Program (2011), the proposed Project site is not in the vicinity of a federal or state scenic highway, or any roadway that is considered eligible for designation as a scenic highway. Although there is an Eligible State Scenic Highway in Yolo County (State Route [SR] 16), it is not officially designated at this time. Additionally, the proposed Project site is not visible from a designated local scenic highway/roadway/trail. As discussed above, the proposed Project site encompasses approximately 146 acres of land that is primarily under rotational crops of safflower and/or wheat production; although a small number of industrial-use structures are present in the southeastern portion of the proposed Project site. No rock outcroppings or historic buildings are located on site. Therefore, impacts would be less than significant.

Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Light pollution occurs when nighttime views of the stars and sky are diminished by an over-abundance of light coming from the ground. Light pollution is a potential impact from the operation of any light source at night. Proper light shields, lighting design, and landscaping are commonly used to reduce light pollution generated from lighting by blocking the conveyance of light upwards. The result is that the lights are not visible from above; therefore, ambient light is not added to the nighttime sky. In addition, light reflecting off surfaces during daylight hours has the potential to create a source of glare.

The proposed Project would involve the development of industrial/retail uses that are typical of other development in the region. The small number of industrial-use structures that are present in the southeastern portion of the proposed Project site produce existing sources of light. It is anticipated that the introduction of new lighting from the proposed Project would include lights within and around the proposed industrial/retail structures, lighting within parking lots, and security lighting on the various structures that would be developed as part of the Project. In addition, light and glare may be caused by construction lighting (if necessary), and motor vehicles.

It should be noted that the future projects on the site would be required to comply with all regulations and standards within the City of Woodland Community Design Standards, including, but not limited to, industrial/retail development, signage, landscaping, walls, screening, lighting, streetscape improvements, and entryways. Specifically, all lighting on the proposed Project site would be required to be shielded from neighboring properties and directed at a specific task or target. In conjunction with the submittal of project improvement plans, detailed lightning plans would be required to be submitted for the review and approval of the City of Woodland Community Development Department, the Police Department, and the Engineering Department.

Since the proposed Project would not create new sources of light and glare that would adversely affect views, and because future development will be required to comply with the City's Community Design Standards and the goals and policies in the *City of Woodland General Plan*, impacts would be less than significant.

Agricultural and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed Project site is not under a Williamson Act Land Use Contract. The proposed Project does not conflict with existing zoning for agricultural use, as the proposed Project site is designated Heavy Industrial (M-2) by Yolo County. No impact would occur.

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))?

Less Than Significant Impact. Forest land and/or timber land do not exist on or in the vicinity of the proposed Project site. In addition, implementation of the proposed Project would not result in conversion of forest land to non-forest land. Therefore, impacts would be less than significant.

Result in the loss of forest land or conversion of forest land to non-forest use?

Less Than Significant Impact. Forest land and/or timber land do not exist on or in the vicinity of the proposed Project site. In addition, implementation of the proposed Project would not result in conversion of forest land to non-forest land. Therefore, impacts would be less than significant.

BIOLOGICAL RESOURCES. *WOULD THE PROJECT:*

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?

Less Than Significant Impact. According to the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI), wetlands are located immediately north of East Beamer Street (a lake, freshwater pond, and freshwater emergent wetland). However, potential wetland, riparian, or other aquatic habitat is not present within the proposed Project site. The EIR discusses resource agency consultation requirements for the proposed Project, if necessary; however, impacts would be less than significant.

Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The proposed Project does not contain any trees or plants that would be protected under the City's Tree Plan or Landscaping Ordinance. Impacts would be less than significant.

Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The City of Woodland and Yolo County do not currently have adopted habitat conservation plans ; however, the proposed Project is located within the Yolo Natural Heritage Program, which is a county-wide Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP). The Yolo Natural Heritage Program's goal is to conserve the natural open space and agricultural landscapes that provide habitat for many special status and at-risk species found within the habitats and natural communities in Yolo County. The Yolo Natural Heritage Program describes the measures that would undertaken to conserve important biological resources, obtain permits for urban growth and public infrastructure projects, and continue Yolo County's rich agricultural heritage. The *Yolo County Draft NCCP/HCP* is currently in the planning and preparation stage. If the NCCP/HCP is adopted prior to or during the construction of the proposed Project, the proposed Project would be required to adhere to measures set forth by the NCCP/HCP.

In addition, the Yolo County NCCP/HCP Joint Powers Agency (JPA) administers a program for the County, and the cities of Davis, Woodland, Winters, and West Sacramento, to implement an agreement with the California Department of Fish and Wildlife (CDFW) regarding impacts to Swainson's hawk foraging

habitat. The JPA reviews applications for development of open land within the HCP planning area and collects acreage-based mitigation fees for development of the lands. The mitigation fees are to be sufficient to fund the acquisition, enhancement, and long-term management of one acre of Swainson's hawk foraging habitat for every one acre of foraging habitat that is lost to urban development. The fee is currently \$8,660 per acre. The interim program, which is dependent on completion of the *Yolo County Draft NCCP/HCP*, is limited to providing mitigation for impacts to foraging habitat and does not authorize incidental take of Swainson's hawks. As of January 9, 2006, projects that exceed 40 acres in area are not eligible to pay the fee, but are required to dedicate suitable conservation easements, as determined by the Yolo County NCCP/HCP JPA and CDFW. Since neither the City nor the County currently have adopted NCCPs/HCPs, no impacts would occur.

GEOLOGIC AND SEISMIC HAZARDS. *WOULD THE PROJECT:*

Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- 1) ***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 or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures used for human occupancy. Under the Alquist-Priolo Act, the California State Geologist identifies areas in the State that are at risk from surface fault rupture. No Alquist-Priolo Earthquake Fault Zones have been identified on or within the immediate vicinity of the proposed Project. The nearest Alquist-Priolo Fault Zone is located approximately 35 miles west of the proposed Project site. Impacts would be less than significant.

- 2) ***Strong seismic ground shaking?***

Less Than Significant Impact. Most of the City of Woodland is located on alluvium deposits of varying depths, which can increase the potential for seismic ground shaking damage. However, future structures proposed on the proposed Project site are required by State law and City ordinance to be constructed in accordance with the California Building Code (seismic zone 3), and to adhere to all modern earthquake construction standards, including those relating to soil characteristics. Additionally, the proposed Project would be regulated under the requirements of the Alquist-Priolo Earthquake Fault Zone Act, City land use policies, the policies of the *City of Woodland General Plan* Health and Safety Element, and the City zoning ordinance. Impacts would be less than significant.

- 3) ***Seismic-related ground failure, including liquefaction?***

Less Than Significant Impact. Liquefaction potential is a combination of unconsolidated soil type and high groundwater combined with high potential seismic activity. According to GIS data prepared by the California Geological Survey and hosted by the California Natural Resources Agency Atlas/MapServer, the proposed Project site does not have the potential for liquefaction. Impacts would be less than significant.

- 4) ***Landslides?***

Less Than Significant Impact. According to the *City of Woodland General Plan* and GIS data prepared by the California Geological Survey and hosted by the California Natural Resources Agency Atlas/MapServer, Woodland does not face risks from landsliding due to its relatively flat topography and

the lack of steep slopes. Therefore, landslides are not considered to be a potentially significant geologic hazard. Impacts would be less than significant.

Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed Project would be subject to the City ordinances and standards relative to soils and geology. Standard compliance requirements include soils and grading reports prior to issuance of building permits and adherence to applicable building codes in accordance with the California Building Code.

Future development may include clearing and grading for construction that may expose soils to short-term wind and water erosion. Implementation of erosion control measures as required by the City, and adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would reduce these potential impacts. Impacts are less than significant.

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?

Less Than Significant Impact. The City of Woodland is relatively flat, and therefore not subject to landslides. In addition, according to the *City of Woodland General Plan* Background Report, there is no evidence of earthquake-related subsidence problems in Woodland (i.e., subsidence, liquefaction, or collapse). Adherence to applicable building codes in accordance with the California Building Code would ensure safety from landslides, subsidence, liquefaction, or collapse. Impacts would be less than significant.

Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Less Than Significant Impact. The existing on-site industrial-use structures could use septic tanks for sewage disposal. Any septic tanks and associated leach fields would be removed in compliance with local and state regulations, during pre-construction activities. However, upon annexation to the City, the proposed Project site shall be served by the City of Woodland wastewater system. Impacts would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS. *WOULD THE PROJECT:*

Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. There are no schools located within one quarter-mile of the proposed Project site. Based on the on-site conditions and surrounding land uses, the proposed Project does not have the potential to result in emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of existing schools. Impacts would be less than significant.

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?

Less Than Significant Impact. The proposed Project is not located within an airport land use plan, nor is it located within two miles of public airport or in the vicinity of a public airstrip. The nearest airport is

Medlock Field, which is located approximately five miles south of the proposed Project. Sacramento International Airport is approximately 7.5 miles east of the proposed Project site. The proposed Project would not cause a safety hazard for people residing or working in the proposed Project area. Impacts would be less than significant.

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?

Less Than Significant Impact. The proposed Project is not located within an airport land use plan, nor is it located within two miles of public airport or in the vicinity of a public airstrip. The nearest airport is Medlock Field, which is located approximately five miles south of the proposed Project. Sacramento International Airport is approximately 7.5 miles east of the proposed Project site. The proposed Project would not cause a safety hazard for people residing or working in the proposed Project area. Impacts would be less than significant.

Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact. The proposed Project is located in an existing agricultural and industrial/retail setting, with a less than significant potential for wildland fires. Agricultural fields left fallow and/or open space in the vicinity of the proposed Project could potentially catch fire and burn; however, the risk is considered low. In addition, much of the existing vegetation would be removed with implementation of the proposed Project. Impacts would be less than significant.

HYDROLOGY AND WATER QUALITY. *WOULD THE PROJECT:*

Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Water quality standards are based on the beneficial uses of the receiving water into which the City's treated effluent is discharged, and the water quality objectives or criteria that are associated with protecting the particular beneficial uses designated for that receiving water. Implementation of the proposed Project would result in development and site runoff contributing typical roadway pollutants to existing drainage facilities. Typical roadway-related pollutants primarily include oil, grease, and petroleum derivatives.

The Central Valley Regional Water Quality Control Board (RWQCB) administers the National Pollutant Discharge Elimination System (NPDES) Permit requirements within the proposed Project area. All projects are obligated to implement structural and non-structural, non-point source pollution control measures known as Best Management Practices (BMPs) to limit urban pollutants to the maximum extent practical. Furthermore, the implementation of a Storm Water Pollution Prevention Plan (SWPPP) would assist in reducing short-term construction impacts. Impacts would be less than significant.

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 (e.g., 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)?

Less Than Significant Impact. The Project proposes industrial/retail uses, which are not anticipated to deplete groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant.

Otherwise substantially degrade water quality?

Less Than Significant Impact. As previously mentioned, the Central Valley RWQCB administers the NPDES Permit requirements within the proposed Project area. All projects are obligated to implement structural and nonstructural, non-point source pollution control measures known as BMPs to limit urban pollutants to the maximum extent practical. Furthermore, the implementation of a SWPPP would assist in reducing short-term construction impacts. Impacts would be less than significant.

Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. Flood zones are geographic areas that the Federal Emergency Management Agency (FEMA) has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. The proposed Project does not involve the construction of housing, and therefore would not directly result in any housing being placed within a 100-year floodplain. No impact would occur.

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?

Less Than Significant Impact. According to the *City of Woodland General Plan*, areas in and around Woodland would potentially experience up to eight feet of flooding in the unlikely event of failure of the Indian Valley Dam, located on the North Fork of Cache Creek. Flooding would occur within six to seven hours of dam failure. Potential events that could lead to dam failure or overtopping include major flood inflows, severe earthquake, massive landslide or slippage, and piping and erosion of the dam embankment. Policies in the *City of Woodland General Plan* seek to protect development from damage, and require new development within the floodplain to be designed to avoid flood damage. In addition, the proposed Project would be required to comply with the National Flood Insurance Program (NFIP) as administered by FEMA. Impacts would be less than significant.

Inundation by seiche, tsunami, or mudflow?

No Impact. There are no large bodies of open water located on or adjacent to the proposed Project that may result in flood, seiche or tsunami hazards. Therefore, no impacts would occur.

LAND USE AND RELEVANT PLANNING. *WOULD THE PROJECT:*

Physically divide an established community?

Less Than Significant Impact. Surrounding land uses include East Beamer Street, industrial facilities, and vacant parcels zoned for industrial and open space uses to the north; East Main Street, retail development, the Sierra Railway, I-5, and residential uses to the south, CR-102 and regional distribution centers to the east, and industrial facilities to the west. The proposed Project would not divide the physical arrangement of a community. Impacts would be less than significant.

Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. No adopted NCCP/HCP, or other approved local, regional, or state habitat conservation plan applies to the proposed Project site; therefore, no impact would occur.

MINERAL RESOURCES. *WOULD THE PROJECT:****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?***

Less Than Significant Impact. According to the *City of Woodland General Plan*, there are two mineral resources in the vicinity of the City: the aggregate area of Cache Creek, and 19 gas wells that are located within five miles of Woodland's City limits. According to the Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), the proposed Project site has one plugged and abandoned gas well located on-site (Well Number 1-27; Lease Name: Knaggs; Operator: Chevron USA Inc.). No other mineral resources or mineral resource facilities are known to occur on the proposed Project site. In addition, there are no designated mineral resource zones that encompass the proposed Project site. Impacts would be less than significant.

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?

Less Than Significant Impact. According to the *City of Woodland General Plan*, there are two mineral resources in the vicinity of the City: the aggregate area of Cache Creek, and 19 gas wells that are located within five miles of Woodland's City limits. According to the DOGGR, the proposed Project site has one plugged and abandoned gas well located on-site (Well Number 1-27; Lease Name: Knaggs; Operator: Chevron USA Inc.). No other mineral resources or mineral resource facilities are known to occur on the proposed Project site. In addition, there are no designated mineral resource zones that encompass the proposed Project site. Impacts would be less than significant.

NOISE. *WOULD THE PROJECT RESULT IN:****Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

Less Than Significant Impact. The proposed Project is not expected to result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, as standard construction activities, such as grading, excavation, and site preparation, are not expected to generate significant vibration or ground-borne noise. Impacts would be less than significant.

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?

No Impact. The proposed Project is not located within an airport land use plan, nor is it located within two miles of public airport or in the vicinity of a public airstrip. The nearest airport is Medlock Field, which is located approximately five miles south of the proposed Project. Sacramento International Airport is approximately 7.5 miles east of the proposed Project site. Therefore, the proposed Project would not have the potential to expose people to excessive noise generated by aircraft or airport operations. No impacts would occur.

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?

No Impact. The proposed Project is not located within an airport land use plan, nor is it located within two miles of public airport or in the vicinity of a public airstrip. The nearest airport is Medlock Field, which is located approximately five miles south of the proposed Project. Sacramento International Airport is approximately 7.5 miles east of the proposed Project site. Therefore, the proposed Project would not have the potential to expose people to excessive noise generated by aircraft or airport operations. No impacts would occur.

POPULATION AND HOUSING. *WOULD THE PROJECT:*

Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project site encompasses approximately 146 acres of land that is primarily under rotational crops of safflower and/or wheat production. A small number of industrial-use structures are present in the southeastern portion of the proposed Project site; however, no existing housing exists on-site. Therefore, the proposed Project would not involve the displacement of housing or people. No impacts would occur.

Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project site encompasses approximately 146 acres of land that is primarily under rotational crops of safflower and/or wheat production. A small number of industrial-use structures are present in the southeastern portion of the proposed Project site; however, no existing housing exists on-site. Therefore, the proposed Project would not involve the displacement of housing or people. No impacts would occur.

PUBLIC SERVICES AND UTILITIES. *WOULD THE PROJECT:*

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:

1) *Schools?*

No Impact. The proposed Project is located within the boundaries of the Woodland Joint Unified School District. The proposed Project would not generate additional housing and would not significantly increase the population in the area. Therefore, no additional demands would be placed Woodland Joint Unified School District. No impact would occur.

2) *Parks?*

No Impact. The Project proposes industrial/retail uses; therefore, the Project would not have a significant increase in population. No impact would occur.

3) *Other public facilities?*

No Impact. The proposed Project would not potentially affect other public or government facilities, such as libraries. Because the proposed Project would not generate new residents within the City, the Project would not result in an increased demand on public facilities. No impact would occur.

RECREATION. WOULD THE PROJECT:

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?

No Impact. An increased use of recreational facilities is generally spurred by population growth within a defined area. The proposed Project would not result in an increase in population, as the Project would not generate new residents within the City. No impact would occur.

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?

No Impact. An increased use of recreational facilities is generally spurred by population growth within a defined area. The proposed Project would not result in an increase in population, as the Project would not generate new residents within the City. No impact would occur.

TRAFFIC AND CIRCULATION. WOULD THE PROJECT:

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?

No Impact. The proposed Project is not located within an airport land use plan, nor is it located within two miles of public airport or in the vicinity of a public airstrip. Additionally, because the proposed Project would not contain any high-rise structures, it does not have the potential to affect air traffic patterns. Therefore, no impacts would occur.

Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Specific circulation patterns and roadways for the proposed Project would incorporate all applicable civil engineering and City Fire Department standards, which would ensure proper design features and adequate emergency access to the site or other areas surrounding the proposed Project area. Impacts would be less than significant.

Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project would be subject to design review by the City's Fire and Police departments to assure that adequate emergency access is provided. In addition, the proposed Project will be constructed in accordance with the Yolo County Hazardous Materials Emergency Response Plan. Impacts would be less than significant.

Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Less Than Significant Impact. The proposed Project would comply with all applicable policies, plans, and programs supporting alternative transportation, and would not conflict with the adopted policies supporting alternative transportation (i.e., bus turnouts and bicycle racks). Therefore, impacts would be less than significant.

UTILITIES. WOULD THE PROJECT:***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact. Local solid waste management planning is governed by the Integrated Waste Management Act of 1989. The Act established strict mandates for local agencies to achieve a 25 percent reduction in solid waste disposed of by 1995 and a 50 percent reduction by the year 2000. Each city is required to prepare, adopt, and submit to the State a Source Reduction and Recycling Element (SRRE). Counties must also prepare an SRRE for unincorporated areas. Woodland adopted its SRRE in March 1992.

Development of the proposed Project would generate additional solid waste within the area. Solid waste would be deposited at the Yolo County Central Landfill (located approximately 6.5 miles southeast of the proposed Project). The Landfill is owned and operated by the Yolo County Department of Public Works and Transportation. The Landfill has a permitted maximum tonnage of 1,800 tons per day. As of January 1, 2008, the remaining capacity was 37,308,000 cubic yards. The estimated closure year is 2081. Although the proposed Project would generate wastes that would need to be disposed of and materials that would need to be recycled, the Yolo County Central Landfill has adequate capacity to serve the proposed Project site. In addition, all new development, once annexed into the City, would be required to comply with the City of Woodland Source Reduction and Recycling Element and the Yolo County Integrated Waste Management Plan. Therefore, impacts would be less than significant.

Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. Local solid waste management planning is governed by the Integrated Waste Management Act of 1989. The Act established strict mandates for local agencies to achieve a 25 percent reduction in solid waste disposed of by 1995 and a 50 percent reduction by the year 2000. Each city is required to prepare, adopt, and submit to the State an SRRE. Counties must also prepare an SRRE for unincorporated areas. Woodland adopted its SRRE in March 1992.

Development of the proposed Project would generate additional solid waste within the area. Solid waste would be deposited at the Yolo County Central Landfill (located approximately 6.5 miles southeast of the proposed Project). The Landfill is owned and operated by the Yolo County Department of Public Works and Transportation. The Landfill has a permitted maximum tonnage of 1,800 tons per day. As of January 1, 2008, the remaining capacity was 37,308,000 cubic yards. The estimated closure year is 2081. Although the proposed Project would generate wastes that would need to be disposed of and materials that would need to be recycled, the Yolo County Central Landfill has adequate capacity to serve the proposed Project site. In addition, all new development, once annexed into the City, would be required to comply with the City of Woodland Source Reduction and Recycling Element and the Yolo County Integrated Waste Management Plan. Therefore, impacts would be less than significant.

11.0 ORGANIZATIONS AND PERSONS CONSULTED

11.1 LEAD AGENCY

City of Woodland

Community Development Department
520 Court Street
Woodland, CA 95695

Ms. Cindy Norris, *Principal Planner*
Mr. Dan Sokolow, *Senior Planner*
Ms. Wendy Ross, *Economic Development Manager*
Mr. Brent Meyer, P.E., S.E., T.E., *Principal City Engineer*
Mr. Bruce Pollard, P.E., T.E., *Senior Civil Engineer*

11.2 PREPARERS OF THE ENVIRONMENTAL IMPACT REPORT

RBF Consulting

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Sacramento, CA 95834

Mr. Bruce R. Grove, Jr. REA, *Project Manager*
Ms. Christa Redd, *Senior Environmental Planner*
Ms. Nicole Marotz, LEED AP, *Senior Environmental Planner*
Ms. Lane Simmons, *GIS Specialist*
Ms. Kristen Bogue, CEI, *Environmental Analyst*
Mr. Richard Beck, REA, *Environmental Assessor*
Mr. Eddie Torres, INCE, *Air Quality and Noise Analyst*
Mr. Achilles Malisos, *Air Quality and Noise Analyst*
Ms. Debby Hutchinson, *Senior Graphic Designer*

11.3 CONTRIBUTING CONSULTANTS

ESTEP ENVIRONMENTAL CONSULTING – BIOLOGICAL RESOURCES ASSESSMENT

3202 Spinning Rod Way
Sacramento, CA 95833

FEHR & PEERS – TRAFFIC STUDY

2990 Lava Ridge Court, Suite 200
Roseville, CA 95661

NEXGEN UTILITY MANAGEMENT – WASTEWATER EVALUATION

4010 Lennane Drive
Sacramento, CA 95834

PEAK AND ASSOCIATES – CULTURAL RESOURCE ASSESSMENT

3941 Park Drive, Suite 20 PMB329
El Dorado Hills, CA 95762

SIERRA WEST CONSULTANTS, INC. – FIRE FLOW / WATER SUPPLY MODELING

4227 Sunrise Boulevard, Suite 220
Fair Oaks, CA 95628

11.4 ORGANIZATIONS AND PERSONS CONSULTED**11.4.1 STATE OF CALIFORNIA**

California Resources Agency
California Highway Patrol
Department of Conservation
Department of Water Resources
Department of Fish and Wildlife
Department of Public Health
Department of Transportation District 03
Air Pollution Control District / Air Quality Management District
Integrated Waste Management Board
Regional Water Quality Control Board District 05
State Clearinghouse

11.4.2 AGENCIES AND INTERESTED PARTIES

Maria Wong, Executive Director Yolo Habitat JPA 120 W. Main St., Ste. C Woodland, CA 95695	CA Office of Historic Preservation Attn: Hans Kreutzberg 1416 9th St., Room 1442-7 Sacramento, CA 95814	CA Dept of Fish & Game Attn: Craig Stowers Region 2 Office 1701 Nimbus Rd., Ste. A Rancho Cordova, CA 95670
Yocha Dehe Wintun Nation Chairperson P.O. Box 18 Brooks, CA 95606	Cortina Band of Indians Chairperson P.O. Box 1630 Williams, CA 95987	CA Dept of Public Health Sacramento District Office Drinking Water Field Ops. P.O. Box 997413 Sacramento, CA 95899
Woodland Community College 2300 E. Gibson Rd. Woodland, CA 95776	Waste Management 1324 Paddock Pl. Woodland, CA 95776	Yolo County Transportation District 350 Industrial Way Woodland CA 95776
State of California Office of Planning & Research P.O. Box 3044 Sacramento, CA 95812-3044	Caltrans District 3 Office of Trans-Metro P.O. Box 942874 MS 27 Sacramento, CA 94274-0001	Reclamation District 2035 45324 County Road 25 Woodland, CA 95776
California Highway Patrol 13739 Andrew Stevens Dr. Woodland, CA 95776	Yolo County LAFCO 625 Court St., Room 202 Woodland, CA 95695	Yolo County Flood Control & Water Conservation District 34274 State Highway 16 Woodland, CA 95695

Yolo Solano Air Quality
Management District
1947 Galileo Ct., Ste. 103
Davis, CA 95616

Sacramento-Yolo County
Mosquito Abatement District
1324 Fortna Avenue
Woodland, CA 95776

Yolo County Sheriff's Dept.
2500 E. Gibson Rd.
Woodland, CA 95776

Yolo County
Planning & Public Works
John Bencomo
292 W. Beamer St.
Woodland, CA 95695

Yolo County Environmental Health
137 N. Cottonwood St.
Woodland, CA 95695

AT&T
40 Executive Ct.
Napa, CA 94558-6267

Mike Burke
PG&E
242 N. West St.
Woodland, CA 95695

WAVE Boardband
1031 Triangle Ct.
West Sacramento, CA 95605

Sierra Northern Railway
341 Industrial Way
Woodland, CA 95776

City of Davis
Community Dev. Director
23 Russell Blvd., Ste. 2
Davis, CA 95617

Woodland Chamber of Commerce
307 First St.
Woodland, CA 95695

WJUSD
Superintendent
435 6th St.
Woodland, CA 95695

Marlin H "Skip" Davies
Woodland City Council
1605 Camino Way
Woodland, CA 95695

Artemio Pimentel
Woodland City Council
1305 Fremont St.
Woodland, CA 95695

Tom Stallard
Woodland City Council
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Martie Dote
Woodland City Council
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Woodland, CA 95695

William J. Marble
Woodland City Council
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Woodland, CA 95695

Mark Deven, City Manager
City of Woodland
300 First Street
Woodland, CA 95695

The Daily Democrat
Attn: Jim Smith, Editor
P.O. Box 730
Woodland, CA 95776

Best Best & Krieger LLP
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Sacramento, CA 95814

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1940 Witham Dr.
Woodland, CA 95776

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543 Third St.
Woodland, CA 95695

David Sanders
Woodland Planning Commission
1507 Corkwood Pl.
Woodland, CA 95695

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Woodland Planning
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450 Monte Vista Dr.
Woodland, CA 95695

Fred Lopez
Woodland Planning
Commission
311 C St.
Woodland, CA 95695

Patricia Murray
Woodland Planning Commission
1113 McKinley Ave.
Woodland, CA 95695

Seth Wurzel
Woodland Planning
Commission
51 Locust St.
Woodland, CA 95695

Woodland Public Library 250 First Street Woodland, CA 95695	Woodland Community Center 2001 East Street Woodland, CA 95776	Yolo Land Trust P.O. Box 1196 Woodland, CA 95776
U.S. Army Corps of Engineers Sacramento District 1325 J Street Sacramento, CA 95814-2922	Phil Hogan NRCS 221 West Court Street, Suite B Woodland, CA 95695	Yolo County Agriculture Department 70 Cottonwood Street Woodland, CA 95695
Yolo County County Administrator's Office 625 Court Street Woodland, CA 95695	Supervisor Matt Rexroad Yolo County Board of Supervisors 625 Court Street, Room 204 Woodland, CA 95695	U.S. Fish & Wildlife Service Sacramento Field Office Attention: Mr. Wayne White 2800 Cottage Way Sacramento, CA 95825
Regional Water Quality Control Board Central Valley Region 11020 Sun Center Drive #200 Rancho Cordova, CA 95670	State Water Resources Control Board Division of Water Quality P.O. Box 100 Sacramento, CA 95812	California Air Resources Board 1001 I Street P.O. Box 2815 Sacramento, CA 95812
Department of Conservation 801 K Street, MS 24-01 Sacramento, CA 95814	Native American Heritage Commission 915 Capitol Mall, Room 364 Sacramento, CA 95814	California Integrated Waste Management Board 1001 I Street P.O. Box 4025 Sacramento, CA 95812-4025
Yolo County Farm Bureau P.O. BOX 1556 Woodland, CA 95776	Burrowing Owl Preservation Society 14841 CR 91 B Woodland, CA 95695	Tuleyome 607 North Street Woodland, CA 95695
David Wilkinson 745 First St. Woodland, CA 95695	HWDBA c/o Anita Long (House Dresser) 617 Main St. Woodland, Ca 95695	Janet Laurain Adams Broadwell Joseph & Cardozo 601 Gateway Blvd., Ste. 1000 South San Francisco, CA 94080
Northern CA Carpenters Regional Council Attn: Katie Boyd, Research Dept. 265 Hegenberger Rd., Ste. 220 Oakland, CA 94621	Friends of Swainson's Hawk 915 L St., C-425 Sacramento, CA 95814	Pam Nieberg Sierra Club – Yolano Group 3010 Loyola Drive Davis, CA 95616

11.4.3 PRIVATE PARTIES

APNs 027-370-009, 019 & 035
Fineline Refining Inc.
c/o Mike Adams
P.O. Box 975
Arbuckle, CA 95912

APN 027-370-034
Ken Astle
Brown Fink Boyce & Astle, LLP
83 Scripps Dr., Ste. 210
Sacramento, CA 95824

APN 027-370-008
Franco Trust
6053 Garden Highway
Sacramento, CA 95837

APN 027-370-029
Sierra Northern Railroad
341 Industrial Way
Woodland, CA 95776

APN 027-380-10
City of Woodland
300 First St.
Woodland, CA 95695

APN 027-350-001
Woodland Spreckles
Business Park LLC
11249 Gold Country Blvd, Ste 190
Gold River, CA 95670

APN 027-360-006
Payless Drug Stores
Northwest
PO Box 3165
Harrisburg, PA 17105

APN 027-360-023
Wldd Biomass Power KTD
PO Box 1560
Woodland, CA 95776

APN 027-360-026
Wilbur Ellis Co
16300 Christensen Road
Seattle, WA 98188

APN 027-360-14
Chrisp Rev Trust
43650 Osgood Road
Fremont, CA 94538

APN 027-370-014
Skyline Homes Inc
PO Box 743
Elkhart, IN 46514

APN 027-370-021
Tide Court Associates LLC
Suite 300
8730 Wilshire Blvd
Beverly Hills, CA 90211

APN 027-370-033
Industrial Tide CT Owner LLC
3756 Lavista Rd
Tucker, GA 30084

APN 027-370-011
Prime Conduit Inc
PO Box 260888
Plano, TX 75026

APN 027-370-006
RMK3 Investments LLC
17853 Santiago Blvd
Villa Park, CA 92861

APNs 027-860-001 & 002
Lasher Mark & Scott
1680 E Main Street
Woodland, CA 95776

APNs 027-860-005, 009, 010,
011, 012, 013 & 014
Wal-Mart Stores Inc
PO Box 8050 m/s 0555
Bentonville, AR 72712

APN 027-860-004
Wal-Mart Real Estate Bus Trus
PO Box 8050 m/s 0555
Bentonville, AR 72712

APN 027-860-006
Apple Norcal LLC
6200 Oak Tree Blvd
Independence, OH 44131

APN 027-860-007
Scheinman Rev Trust
3566 Jackson Street
San Francisco, CA 94118

APN 027-860-008
Sperling Woodland LLC
500 Staples Drive
Framingham, MA 1702

APN 027-310-058
Wright Family Properties LLC
1200 Howard Avenue
Burlingame, CA 94010

APN 027-310-055
Ghai Charanjit S Etal
1904 Via Di Salerno
Pleasanton, CA 94566

APN 027-310-053
Halle Properties LLC
20225 N Scottsdale Road
Scottsdale, AZ 95255

APNs 027-310-050, 056 & 057 SCP Woodland LLC 777 N 1st Street San Jose, CA 95112	APN 027-310-045 HD Development of Maryland PO Box 105842 Atlanta, GA 30348	APNs 027-310-025, 026, 046 & 047 Sambucetti Land & Building Co. 1213 Midway Drive Woodland, CA 95695
APN 027-310-027 Obrien Denise & Freeman Tracy 1948 Hays Lane Woodland, CA 95776	APN 027-310-033 Mondo - Genel Corp 1213 Midway Drive Woodland, CA 95695	APN 027-310-040 & 042 Heidrick Fred C Jr Tr Etal PO Box 8720 Woodland, CA 95776
APN 027-310-023 Suburban Propane I P 240 RT 10 West Whippany, NJ 79810	APN 027-310-022 Miller John R & Leslie H & Miller Fam Rev Trust PO Box 270 Woodland, CA 95776	APN 027-310-060, 061, 062, 064 & 065 Colin Enterprises LLC 29285 Mace Blvd Davis, CA 95618
APN 027-310-063 CHR Property Investments LLC PO Box 8604 Woodland, CA 95776	APN 027-310-010 Takhar Bharpur s & Randip K 450 CR-102 Woodland, CA 95776	APN 027-310-035 Tuohy Thomas J Etal 4620 Holm Road Placerville, CA 95667
APN 027-310-052 Halliburton Energy Serv Inc PO Drawer 1431 Duncan, OK 73536	APN 027-851-001 CNL Funding 2000-A I P PO Box 166289 Irving, TX 75016	APN 027-085-002 Hopefull LLC 1435 East Street Woodland, CA 95776
APN 027-851-003 Woodland Hotel Group LLC 4100 Chiles Road Davis, CA 95618	APN 027-851-004 De La Torre Juan Jr & Raquel PO Box 3514 Yuba City, CA 95992	APN 027-851-008 City of Wooldand 300 First Street Woodland, CA 95695
APN 027-851-005 Guru Kruppa LLC 5546 Kalispell Way Sacramento, CA 95835	APN 027-851-012, 013 & 023 Collet-Lukenbill Enterprises PO Box 800 Fair Oaks, CA 95628	APN 027-350-057 TRT-DCT Hanson Way LP PO Box 173382 Denver, CO 80217
APN 027-350-050 Dayton Hudson Corporation PO Box 9456 Minneapolis, MN 55440		

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6.0 Long Term Implications

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13.0 MITIGATION MONITORING PROGRAM

Section 2.0, EXECUTIVE SUMMARY, of this Program Environmental Impact Report (EIR) identifies the mitigation measures that would be implemented to reduce the impacts associated with the proposed Woodland Commerce Center (State Clearinghouse No. 2011042042). The California Environmental Quality Act (CEQA) was amended in 1989 to add §21081.6 to the Public Resources Code (PRC):

“ . . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.”

PRC §21081.6 of the State CEQA Guideline requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. PRC §21081.6 of the State CEQA Guideline provides general guidelines for implementing mitigation monitoring programs, and mandates that the specific reporting and/or monitoring requirements that are to be enforced during project implementation be defined prior to final certification of the EIR.

The mitigation monitoring table lists those mitigation measures that may be included as conditions of approval for the proposed Project. These measures correspond to those outlined in Section 2.0, EXECUTIVE SUMMARY, and discussed in Section 5.0, DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES. To ensure that the proposed Project's mitigation measures would be properly implemented, a monitoring program has been devised that specifies the timing of and responsibility for monitoring each measure. The developer would have the responsibility for implementing the measures, and the various City of Woodland departments would have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

This Section 13.0 will be provided as part of the Final EIR.

14.0 COMMENTS AND RESPONSES

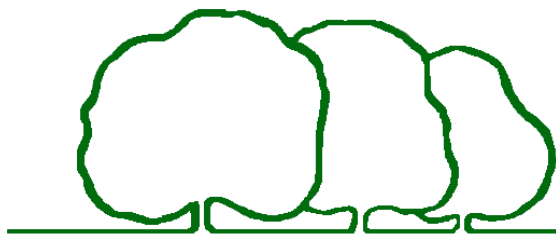
Section 14.0 will be provided as part of the Final EIR.

15.0 APPENDICES

Due to the voluminous nature of the Appendices, Section 15.0 is provided in its entirety on the CD attached to the front cover of this document.



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City of Woodland

**NOTICE OF PUBLIC COMMENT MEETING
DRAFT ENVIRONMENTAL IMPACT REPORT (DRAFT EIR)
FOR THE PROPOSED WOODLAND COMMERCE CENTER PROJECT**

The City of Woodland will hold a public meeting for the purpose of taking comments on the Draft EIR for the proposed Woodland Commerce Center project. The following information is provided for the meeting:

Day and Date: Thursday, May 30, 2013
Time: 5:30 – 7:00 PM
Location: City Hall, City Council Chambers
300 First Street, (2nd floor)
Woodland, CA 95695

Draft EIR Public Review Period

The Draft EIR is hereby made available for public review and comment. The public review period for this document has a duration of 45 days beginning on Friday, April, 26 2013, and ending on Monday, June 10, 2013. You are invited to submit written comments on the Draft EIR to the City's contact person at the address provided below by Monday, June 10, 2013. Public comment regarding the proposed Project and/or adequacy of the Draft EIR, including requests for additional environmental review, will be accepted up to 5:00 p.m., on Monday, June 10, 2013. Written comments on the Draft EIR can be submitted directly to the Woodland Community Development Department, located at 300 First Street, Woodland, California, 95695 (Attention: Dan Sokolow).

Document Availability

The Draft EIR is available for public review on the City of Woodland web site at <http://www.cityofwoodland.org> or copies are available to view or for sale (including CDs) at the City Community Development Department, 300 First Street, Woodland, CA 95695 during regular business hours 8:00 a.m. –5:00 p.m. Monday through Friday. Copies are also available for public review during normal business hours at the Library located at 250 First Street, Woodland and the Community and Senior Center located at 2001 East Street, Woodland, CA 95776.

If you have any questions, please contact Dan Sokolow, Senior Planner in the Community Development Department at (530) 661-5927 or email at Dan.Sokolow@cityofwoodland.org.

Project Location

The proposed Project is located in the northeast portion of Woodland, adjacent to the City of Woodland's City boundaries, in Yolo County, California. The proposed Project site is identified as Yolo County Assessor Parcel Numbers (APNs) 027-370-34, 027-370-19, 027-370-35, 027-370-09, 027-370-08 and 027-370-29. The proposed Project site is further described as being located in a portion of the southeast quarter of Section 27, Township 10 North, Range 2 East, Mount Diablo Base and Meridian (MDBM). Specifically, the proposed Project is located north of East Main Street, south of East Beamer Street, and west of County Road (CR) 102. The proposed Project site encompasses approximately 146 acres of land that is primarily under rotational crops of safflower and/or wheat production. A small number of industrial-use structures are present in the southeastern portion of the proposed Project site. On-site topography is relatively flat, with elevations ranging from approximately 38 feet above mean sea level (msl) to 45 feet above msl.

Surrounding land uses include East Beamer Street, industrial facilities, and vacant parcels zoned for industrial and open space uses to the north; East Main Street, retail development, the Sierra Railroad rail line, I-5, and residential uses to the south; CR-102 and regional distribution centers to the east; and industrial facilities to the west.

Project Description

The following actions are being requested as part of the proposed Project:

- *Annexation.* The 146-acre proposed Project site would require an annexation of the site from Yolo County into the City of Woodland. The Yolo County Local Agency Formation Commission (LAFCO) requires that a city pre-zone land to be annexed to indicate its intended use before annexation occurs. The proposed Project site is located outside the City limits; however, the City pre-zoned the proposed Project site to Industrial (I) in 1994, in anticipation for annexation. Upon annexation, the proposed Project will receive City services and will be subject to the City's regulations.
- *General Plan Amendment.* If the annexation is approved, the proposed Project would change the boundaries of the Woodland City Limits; therefore, a General Plan Amendment (GPA) is one of the entitlements required to formally modify the City's established corporate boundaries.
- *Tentative Subdivision Map.* Subdivide the proposed Project site into approximately 15 parcels for future industrial development.
- *Development Agreement.* A development agreement between the Project Applicant and the City extending the life of the Tentative Subdivision Map beyond the limits established in the California Subdivision Map Act, and to provide for other provisions.

The proposed Project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). Of the total square footage, approximately 20,000 square feet may be used for retail uses. Two existing parcels located at the south end of the proposed Project site will not be subdivided, and their existing uses (a welding shop and a vacant train repair facility), are anticipated to remain. It is also anticipated that a railroad spur would be constructed in the southwestern portion of the proposed Project site; however, this would be market-driven, and the timing for the spur is not known at this time.

Environmental Analysis

The Draft EIR provides an assessment of potentially significant effects of the proposed Project with respect to the following issue areas: agricultural and forestry resources, land use and relevant planning, public health and safety, aesthetics, light, and glare, traffic and circulation, noise, air quality, greenhouse gases, biological resources, cultural resources, public services and utilities, geology and soils, and hydrology and water quality. The Draft EIR has identified significant and unavoidable impacts for the following: agricultural and forestry resources, traffic and circulation, air quality, and biological resources.