City of Woodland

Meeting Agenda

Planning Commission

City Hall
Council Chambers
300 First Street
Woodland, CA 95695

June 2, 2021
10:30 AM

***Please Note**: The numerical order of items on this agenda is for the convenience of reference; items may be taken out of order. No new items shall begin after 10:30 pm unless unanimous consent exists to continue.*

A. SPECIAL COMMENT:

PLEASE NOTE: The June 2, 2021 MP Environmental Zoning Administrator Permit Hearing will be conducted pursuant to the Governor's Executive Order N-29-20.

The meeting will be held via teleconference and The Hearing Administrator and the public will participate via teleconference. Those locations are not listed on the agenda and are not accessible to the public. The public is encouraged to listen to the meeting live via zoom by going to the City of Woodland web site at www.cityofwoodland.org/meetings.
If you wish to make a comment on the specific agenda item, there are three (3) ways to do that.
1) Join the Zoom meeting remotely by either logging onto the Zoom link located on the meeting agenda (please download the app to your computer or mobile device) and enter the Meeting ID or by calling a listed number and enter the Meeting ID;
2) Leave a voice mail message with the project planner at (530) 661-5814. All voice mail messages received by 10:00 a.m. will be read into the record at the appropriate time;
3) If you are watching the live stream and wish to make a comment on an item as it is being heard, you may enter it into the zoom chat. Comments submitted to be read into the record shall be no more than three (3) minutes when read aloud.
Please click the link below to join the Public Comment portion of the meeting:
https://zoom.us/j/97631429969?pwd=TmZ4c3dvTzdvUk92ZjFnRmNjYlJDUT09
Meeting ID: 976 3142 9969
Passcode: 138625
Dial in by phone: +1 669 900 6833 US

B. CALL TO ORDER

C. ROLL CALL

D. PUBLIC HEARING

1. SUBJECT: MP Environmental Inc. - Zoning Administrator Permit

   RECOMMENDATION FOR ACTION: Staff recommends that the Zoning Administrator: 1.) to conduct a public hearing; and Approve the Zoning Administrator Permit (ZAP), for the MP Environmental Inc. development proposal to include certification of a Mitigated Negative Declaration (MND); and 2.) approval of a ZAP to construct a new 10,000-sf building to house an administrative office and maintenance shop with associated equipment yard for an Environmental Protection Agency (EPA) licensed transporter located at 1330 (previously 1399) Paddock Place; PLNG 20-00010.

E. 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 24hours 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.

TO: THE MEMBERS OF THE PLANNING COMMISSION
AGENDA: Zoning Adminstrator Hearing
DATE: June 2, 2021
ITEM #: D.1
SUBJECT: MP Environmental Inc. - Zoning Administrator Permit

Recommendation for Action: Staff recommends that the Zoning Administrator: 1.) to conduct a public hearing; and Approve the Zoning Administrator Permit (ZAP), for the MP Environmental Inc. development proposal to include certification of a Mitigated Negative Declaration (MND); and 2.) approval of a ZAP to construct a new 10,000-sf building to house an administrative office and maintenance shop with associated equipment yard for an Environmental Protection Agency (EPA) licensed transporter located at 1330 (previously 1399) Paddock Place; PLNG 20-00010.

Staff Contact:
Megan Meier, Associate Planner, (530) 661-5814, megan.meier@cityofwoodland.org

Background:
On February 18, 2020 the project applicant, MP Environmental Services Incorporated, submitted Planning Application PLNG-20-00010 requesting a Zoning Administrator Permit to construct a new Northern California headquarters to provide the company with office space along with a maintenance shop and equipment yard that will also be used occasionally by the MP Environmental as a transfer facility for up to ten days under the Environmental Protection Agency (EPA) designation as a licensed hauler for hazardous materials from job sites to a designated end State or Federal designated location. MP Environmental is looking to relocate their current location from the community of Yolo within Yolo County to an Industrial site in Woodland California to expand their office headquarters and for greater access for clients and to major highway networks.

Project Location and Setting
The project site consists of three parcels totaling approximately 13.14 acres located at 1330 Paddock Place in the City of Woodland, California (see Figure 1). The site is identified by Assessor's Parcel Numbers (APNs 063-030-022, -024, and -026). The site has an existing stormwater detention basin at the northernmost portion of the site, and an existing bioretention basin located in the southern portion of the project site; the remainder of the site consists primarily of bare ground and disturbed vegetation. The project site is designated Industrial/ Light Industrial Overlay IN/IF by the General Plan and zoned Industrial/ Light Industrial Flex Overlay (I/LIF).

The site is bordered by Paddock Place to the north, Interstate 5 (I-5) to the east, light industrial manufacturing uses (Metal Sales Manufacturing Corporation) to the west, and a rail spur that connects to the California Northern Railroad to the south. Surrounding land uses include various industrial and commercial uses on all sides of the project site, including Waste Management Services, manufacturing, industrial, and commercial businesses, and trucking companies. Paddock Place, an east-to-west travelling cul-de-sac, connects with E. Kentucky Avenue to the north of the site, where an olive oil manufacturing company and industrial and commercial are also located. Access to the site is available through Paddock Place road, which is a somewhat narrow local (43 feet wide) industrial roadway that ends in a cul-de- sac adjacent to the Cal Trans right of way.

Figure 1

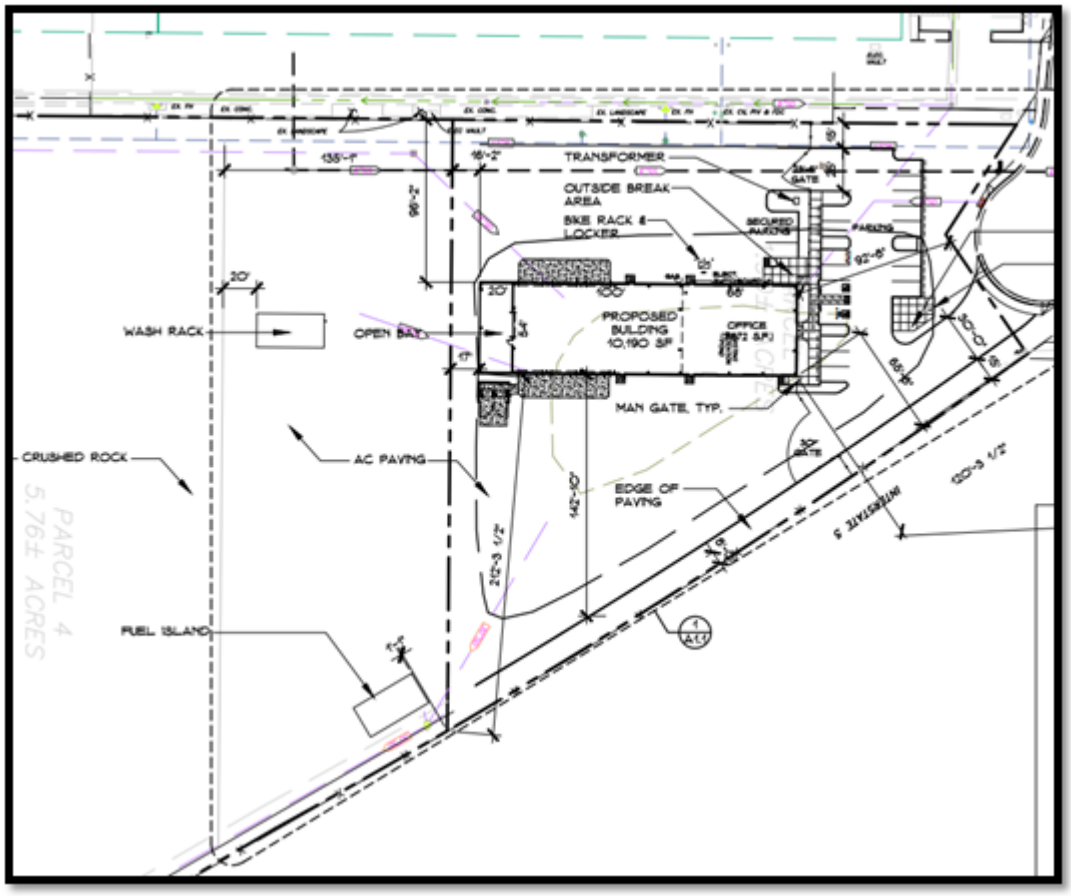
Project Summary

The proposed project includes the construction of an approximately 10,000 square foot pre-fabricated metal building with associated equipment storage yard on three contiguous parcels. The overall site development is composed of three sections. One third will contain the office and shop with a paved yard area, wash rack and fueling tank. The middle third of the property will be graveled and the southern third of the property will contain two bioretention basins with the balance remaining undeveloped. Currently the two southernmost parcels (APNs 063-030-024, and -026) are landlocked with no direct street access, however the three parcels will be merged prior to building permit issuance to have legal access off of Paddock Place.

The proposed administrative office and shop area would be primarily limited to the 2.8-acre parcel within the northern portion of the site and would be divided between a 3,650-sf administrative office area and a 6,400-sf shop area (see Figure 3). The administrative office area would contain several offices, a shower room, and an outdoor break area. The existing bioretention basin within the northern portion of the site would be relocated to the southern portion of the site (APN 063-030-026) and another existing basin within the southeastern portion of the same parcel would be improved to treat stormwater from the developed portion of the project site, as well as stormwater from the Paddock Place roadway and adjacent properties to the west and south of the project site. Further details regarding stormwater treatment are discussed below.

Figure 2

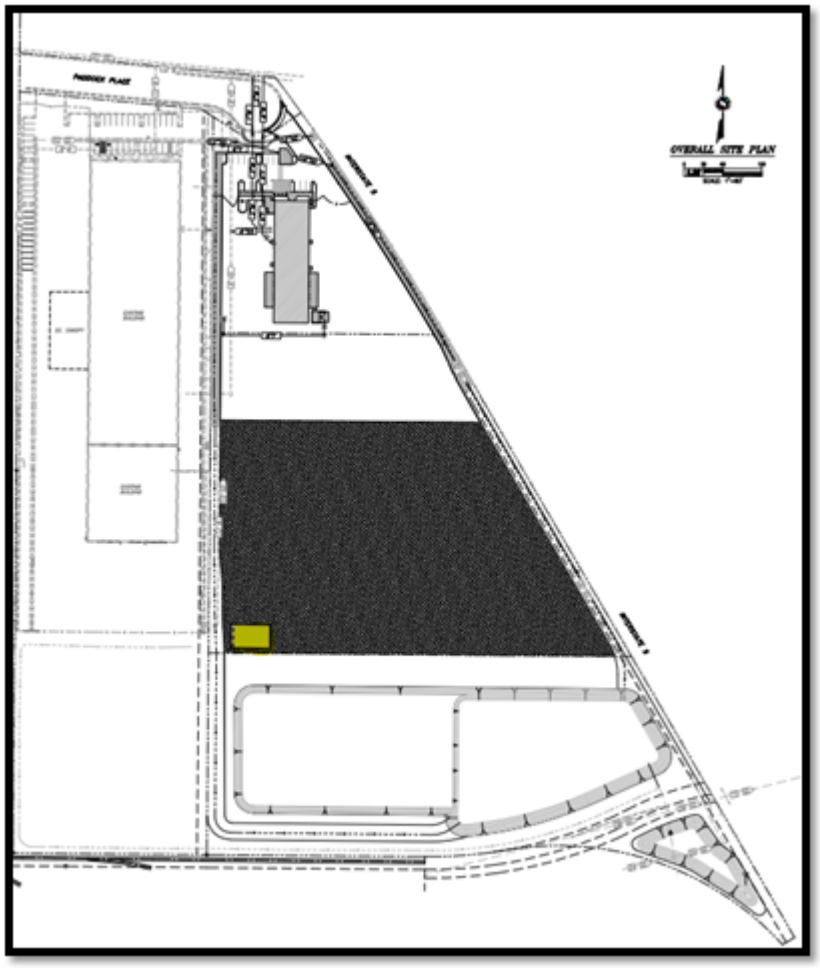
Figure 3



While the project applicant intends to primarily use the shop and yard area to stage and maintain heavy construction and transportation equipment, storage bins, and supplies, the applicant's EPA permit allows these areas to be used to store contaminated materials, including contaminated soils and liquid wastes, for a limited amount of time (up to ten days) to be staged with documented manifests for transport to required governmental disposal sites. In the event that contaminated materials would be stored on-site, such materials would be

contained in sealed bins, barrels, or trailers for a maximum of ten days on a 2,160 square foot designated area with containment curbing within the paved portion of the project site until the required governmental disposal manifests are generated, per statutory regulations governing the handling and storage of hazardous materials as shown in the highlighted are in Figure 4.

Figure 4



Proposed Building and Yard Area

The 3,650-sf administrative office portion of the building would include managers' offices, clerical offices, a dispatch office, bathrooms, a shower room, a fire-sprinkler control room, and a storage room. The shop area would be one story and would include six roll-up doors from the parking area. An approximately 20-foot wide, 54-foot-long three-sided bay would be located at the south side of the building, where empty storage bins and other equipment would be repaired. A yard area that would be half-paved and a quarter-graveled would also contain an on-site contained wash rack for the cleaning of equipment and an above-ground, double-walled diesel fuel tank and dispensing island with secondary containment for the refueling of company vehicles. The wash rack and fuel dispensing station would be used for MP Environmental Services operations and would not be accessible to the public.

The areas to the east, west, and south of the proposed building would be paved or graveled and used as an outdoor storage yard to stage and maintain equipment used during MPe operations, which would include heavy construction equipment (i.e., backhoes, excavators, scrapers, bulldozers), transportation equipment (flat bed, bottom- and rear-dump trucks, box and transfer trailers, and semi-tractors), and storage bins and supplies. As mentioned previously, while not the intended use of outdoor storage area, the applicant's EPA permit allows

this area to be used to store contaminated materials, including contaminated soils and liquid wastes, undergoing haul and transport from company vehicles to required governmental disposal manifests. In the event that contaminated materials would be stored on-site, such materials would be contained in sealed bins, barrels, or trailers for a maximum of ten days until the required governmental disposal manifests are generated, per statutory regulations governing the handling and storage of hazardous materials.

Operations

All of the proposed facilities would be owned and operated by MPe Inc., a transportation, demolition, and remediation firm. MPe remediates and disposes of hazardous solid and liquid materials at customers' sites throughout the state. The contaminated materials are contained in sealed bins, barrels, and/or trailers and are transported with all required California Department of Toxic Substances Control (CDTSC) and U.S. Environmental Protection Agency (USEPA) documentation to their disposal site. In compliance with all handling and transportation regulations, all equipment, bins, and transport vehicles would be cleaned of hazardous/contaminated materials at the job site prior to traveling on public roadways in California. In almost all cases, MPe would not bring any contaminated materials onto the project site. In the infrequent event that sealed containers of contaminated material would be brought onto the project site en route to the final disposal destination, any such containers would remain sealed and parked in a designated area with containment curbing within the paved portion of the project site (see highlighted are in Figure 4). Such material would not be on the project site for longer than ten days.

The transfer of contaminated materials on-site would not occur; as noted above, on-site operations would primarily consist of the storage, staging, and repair of equipment and vehicles to support MPe Northern California business operations. Staffing for the proposed project would include a branch manager, three clerical staff members, a dispatcher, supervisor, four mechanics, and approximately 15 drivers, for a total of 25 maximum employees. An average of ten employees would be at the project site during operating hours.

MP Environment's existing site (in Yolo, Yolo County) is annually inspected by the Yolo County Environmental Health Department and in the last ten years has had two violations for minor infractions including lack of origination dates on the label for the oil refuse from the maintenance on heavy fleet machinery. No major violations are noted for the facility during its operation in Yolo County. All Yolo County inspection records are available to the public at http://docs.yolocounty.org/PublicAccess-EHE/ (Facility Identification number FA0005461).

Access and Parking

Access to the project site would be provided through a proposed 30-foot-wide driveway at Paddock Place along the northern boundary of the project site. The driveway would connect to an internal drive aisle leading to a parking area within the northwestern portion of the site. The parking area would contain a total of 22 parking spaces for employees and visitors. Seventeen parking spaces would be unsecured and located in front of the administrative offices, while three secured spaces would be located on the western side of the proposed building behind an access gate. The drive aisle would also provide secondary access to the storage yard area to the south of the proposed building. Access to the storage yard would be controlled by a secondary access gate.

Grading

The export or import of off-site soils would not be required. Cut-and-fill material for development of the northern portion of the site with structures and impervious surfaces would be taken from the soils excavated within the southern portion of the site during development of the proposed bioretention basins. Because the proposed project is located within a flood plain, the two bioretention basins at the south end of the property would be developed with one foot of freeboard between the maximum ponding depth to the top of the overflow

elevation in order to provide a buffer during larger storm events. In addition, the proposed administrative office building and shop area would contain a finished floor elevation (FF) that is approximately one foot higher than the base flood elevation (BFE) of 53.8 feet.

Utilities

The project site is located within a developed area of the City of Woodland and is situated within close proximity to existing electrical power, natural gas, and telecommunications facilities. Thus, the construction or expansion of dry utility facilities would not be necessary. Gas and electricity would be provided to the project site by Pacific Gas & Electric (PG&E). Water, sewer, and drainage services would be provided to the project site by the City of Woodland.

The project site is bordered by 15-foot storm drain and utilities easements along the western and eastern borders. New utilities connections within the project site would connect to the existing 12-inch water line and the five-inch sanitary sewer line in Paddock Place. In addition, the proposed project would include a new storm drain manhole to be installed near the proposed parking area. Stormwater captured by the manhole would drain into a new 18-inch storm drain line located along Paddock Place. The new storm drain line would connect to existing eight- to 30-inch storm drain lines within the utility easements along the eastern border of the project site. Two new storm drain manholes would also be included along the eastern utilities easement within Parcel 4 to capture stormwater runoff from the southern portions of the project site.

The northern portion of the project site was originally developed with a detention basin that is roughly five to seven feet deep. The existing detention basin is responsible for treating stormwater generated from the project site and several of the surrounding properties, including the Metal Sales Manufacturing Inc. property to the west of the project site, the multi-tenant warehouses to the south of the project site, and stormwater runoff from the Paddock Place cul-de-sac. Because a majority of the proposed structure would be built on the area of the site with the existing detention basin, the detention basin would be required to be filled in and removed.

As part of the planned removal, the existing and proposed storm drain lines serving the project site would connect to a new bioretention basin to be developed south end of the property. The larger, northernmost bioretention basin would be capable of treating approximately 3.26 acre-feet (AF) of stormwater, while a smaller existing southernmost bioretention basin would have a capacity of 0.74-AF. The total combined capacity of the two proposed bioretention basins would be 4 AF in order to meet the water treatment needs of the project site and the surrounding properties at full buildout of the Industrial Park area. After treatment within the bioretention basins, treated stormwater would then be discharged into the City's stormwater system through a 75-inch storm drain line located along the eastern border of the parcel.

As mentioned previously, on the infrequent occasion that sealed containers of contaminated material would be staged on site (for no longer than ten days) en route to the final disposal site, on-site operations will comply with various health and safety provisions set forth by the appropriate regulatory agencies, including the California Department of Toxic Substance Control (CDTSC) and USEPA. Hazardous and contaminated materials would remain in sealed containers (trailers, bins and/or barrels) in a location on site with containment curbing and sealed slab with no drainage to sanitary sewers, soil or the stormwater drainage system. In addition, the on-site wash rack would drain to a storage sump that would be drained and disposed of according to state and local regulations.

Staff Analysis:

Staff supports this project and provides the following analysis for the Zoning Administrator Permit request:

General Plan
The project is consistent with all required setbacks, lot coverage and floor area ratio provisions of the General Plan and Zoning Ordinance as conditioned. The Industrial/Light Industrial Flex Land Use is defined under the City's 2035 General Plan as the following:

The Industrial designation allows manufacturing, processing, refining, and similar activities including those with outdoor facilities. It also provides for warehousing/distribution and logistics uses with supporting commercial services and office space.

The LIF overlay designation is applied to areas where light industrial or service commercial uses are also appropriate. The Light Industrial Flex Overlay provides for a transition from industrial to retail for the area south of East Main Street and north of Interstate 5 (I-5).

Some of the General Plan policies that are in line with the development proposal include:

Policy 2.K.3 Northeast Industrial Area: Promote clustering of industrial uses into areas that have common needs and impacts in order to maximize their efficiency and minimize conflicts. Provide for industrial uses that require a larger footprint on the east side of the northeast industrial area. Provide for smaller uses on the west side.

Policy 2.K.6 Transition Areas: Require industrial development to incorporate context-responsive transitions to minimize impacts on nearby land uses.

Policy 2.E.2 Responsiveness to Context: Encourage high-quality new development that enhances and blends with the established fabric of the natural, social and built environment, while allowing for innovative architectural styles.

While the land use proposed does not fit into either category completely it is truly a mix of both Industrial and Light Industrial Flex, with a majority of the land use composed of office and fleet maintenance with the occasional use as a temporary transfer station with hazardous material on the site for up to a maximum of then days in order to process transport manifests for a final destination.

Zoning Code
As previously mentioned the development site is zoned Industrial with a Light Industrial Flex Overlay (I/LIF). Staff finds that the Industrial zoning designation allows for the proposed uses with the approval of a Zoning Administrator Permit and as conditioned. Some of the Design Standards for Desired Urban Form in the Industrial/Light Industrial Flex Overlay Zone include:

Lot Coverage
Under the I/LIF zoning the lot coverage can be up to sixty (60) percent. The MP environmental project is proposing a 10,000 square foot building that would result in only about two (2) percent coverage of the total combined site of 13.14 acres.

Landscaping
the City's zoning code outlines requirements for overall landscape coverage shading and screening requirements; however the State of California has higher thresholds for some of the shading requirements in the most recent Cal-Green Code that supersede the City's requirements that will be updated as part of the City's comprehensive zoning update. These requirements include:

• Fifty (50) percent shade coverage - based on a conceptual parking lot shade landscape plan, approximately 50% of the overall parking area will be in shade at high noon at maturity, which exceeds the City's minimum requirement of 40%. A total of 12 new trees are proposed to be added to the site in the designated parking area.

• Twenty (20) percent of the hardscape area - due to the onsite circulation of trucks no trees could be placed at the interior of the site due to clearance issues; however shading will be provided by trees along the Caltrans right of way to the east of the site and the adjacent manufacturing site to the west of the proposed development.

• Seventy five (75) percent landscape coverage at maturity- the plant species selected for the landscape area will achieve the 75 percent coverage

• Screening requirements - the maintenance yard has been screened along the east property line of the site with the use of magnolias and existing trees. All utility equipment, including roof top AC units shall be screened from view.

Off Street Parking

The proposed parking meets and exceeds the requirement for one space for each 2,000 square feet of building or 1.4 spaces for each employee whatever is greater. The minimum requirement for the 10,000 square foot building is 5 spaces and the project proposes 21 spaces. The on site parking will include two ADU designated parking stalls and three secure parking stalls located behind the gated area. Additionally, the project will provide two secure bike lockers for employees.

Reference to Other Criteria

The Community Design Standards, were utilized in evaluating the Industrial Development. Some of the design standards reviewed included, lighting, circulation, truck access and loading, building materials and fencing. As designed the project has implemented the required community design standards, with shielded lighting to not cast onto the adjacent freeway or neighboring parcels, designated vehicle parking with separate gated truck areas and truck bays for circulation, and high quality materials for the heavy gage corrugated metal building and black and tubular steel fencing.

Water Conservation Ordinance

The project shall comply with the City's Water Conservation Ordinance and any applicable state water conservation requirements.

Drainage

The purpose for the drainage easement along the east property line was to handle drainage from the street and neighboring parcels that had previously relied on drainage into the existing northern basin on site that had been created with the original development along Paddock Place. The applicant proposes to handle drainage flows both in pipe and drainage swales along the west edge of the project site. The City has agreed to the applicant proposal to modify the existing drainage to accommodate the site development and historic use of the original basin.

Additionally, more than half the site will be pervious surface that will cover the two southerly parcels (to be merged prior to building permit), totaling 11.23 acres (APN 063-030-024 and 022) including crushed rock, a drainage swale, detention ponds, and landscape.

Flood

This project is located within a special flood hazard area, AE, subject to flooding by the 1% annual chance flood. A 1% annual chance flood (100 year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood. In the AE zone, base flood elevations are determined. Development within the flood plain and shall meet all City and FEMA requirements for developing within the flood plain.

Public Art Requirement

In addition to the site plan and design development requirements, the City Zoning Ordinance, Section 17.104.200 (C)(2) Public Art Requirement, requires all commercial projects over a certain dollar amount to contribute to the public art within the City of Woodland. The Public Art Ordinance outlines different ways to meet the City's Public Art obligation. A developer may choose one of the following options to satisfy his or her public art obligation subject to the review and approval of the design review authority for the project as stated below:

a. Install public art on the project site in a public place as approved by the design review authority. The creator of the public art shall be an artist as defined in this section.

b. Pay an in-lieu fee in an amount equal to one percent of the development project construction cost to the public art fund for the creation, acquisition, and placement of public art in the City. Payment of an in-lieu fee shall be subject to approval by the Community Development Director and not subject to further design review authority approval; or

c. Place the required public art on an alternative project site in a location approved by the design review authority.

Climate Action Plan and Sustainability

The project as conditioned is consistent with the 2035 General Plan, Interim Zoning and City Design Standards. As a result, the project is consistent with the CEQA certified 2035 Climate Action Plan (CAP). However, as part of project review, evaluation of key project measures that ensure consistency with specific CAP strategies is requested. A condition of approval has been added to request that the applicant provide 10 identified actions/strategies that demonstrate consistency prior to issuance of building permits. Further, staff has also raised the discussion concerning broader sustainability concerns, including heat island effects. The Climate Action Plan includes community generated strategies. A few notable strategies that apply include the following:

Strategy E-3 Comprehensive Building Efficiency: All new buildings must meet the energy efficiency standards in Title 24, Part 6 of the California Code of Regulations, including Cal-Green standards for energy efficiency and water conservation. The landscaping plan will be compliant with State and City water conservation requirements. The building will meet Cal-Green requirements.

Strategy T/LU-2 Infill Development, Redevelopment, and Re-purposing: This strategy supports the implementation of land use strategies that promote infill development, mixed use of commercial areas, and other techniques to reduce motor vehicle travel. The project will provide a mix of uses on site.

Strategy UF-2 Increased Tree Planting: This strategy supports actions to increase tree canopy through planting new trees to increase building shade, increase carbon sequestration, and reduce heat island effects. The project will meet the State requirement to include tree cover in parking lots to provide at least 50% shade at maturity.

Strategy W/W-1 Increased Water Conservation: This strategy supports actions to promote reductions in water use through water conservation awareness and techniques and the use of water-efficient fixtures. The project will incorporate water efficient fixtures and utilizes drought tolerant landscaping.

Public Notification

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

- A Public Notice was posted at the site ten days prior to the hearing; and
- Notices were mailed to all properties within 300 feet of the project site.

Applicable Laws, Codes & Ordinances

The project is subject to several laws, codes, and ordinances:

- The California Environmental Quality Act (CEQA)
- The City of Woodland General Plan
- The City of Woodland Zoning Ordinance
- The City of Woodland Community Design Standards
- The City of Woodland Climate Action Plan
- The Yolo Habitat Conservation Plan and Natural Communities Conservation Plan (HCP/NCCP)

Environmental Assessment Status

As part of the City's 2035 General Plan an associated EIR was prepared, As a result the City is able to streamline environmental review and approval of private and public projects that are consistent with the final General Plan and CAP. Subsequent CEQA documents can reference the policies, programs, and reduction strategies to demonstrate less-than-significant impacts and substantiate that later project-level issues are not "peculiar to the parcel," if they have been "substantially mitigated" by policies, programs, and reduction strategies adopted as part of the General Plan and CAP. Both the General Plan and CAP address transportation and land use.

City staff worked with Raney Planning and Management to prepare environmental documents as part of the project's CEQA analysis that include an Initial Study (IS) and Mitigated Negative Declaration (MND) that tiered from the General Plan EIR. Staff prepared and posted a Notice of Intent (NOI) for the Mitigated Negative Declaration with the Yolo County Recorder's office and Posted with the State Clearinghouse, Office of Planning and Research (OPR) on May 3, 2021 for a 30 day public comment period.

To date staff has received no public comment on the MND for the proposed project. The Environmental Factors evaluated included Biological Resources, Geology and Soils, Cultural Resources, Transportation, Hazards and Hazardous Materials, and Tribal Cultural Resources.

Transportation and Vehicle Miles Traveled (VMT)

As required VMT traffic analysis and it was determined that all the proposed land uses would have less than significant impact when evaluated against the original baseline land use assessment in the General Plan EIR.

The Technical Advisory on Evaluating Transportation Impacts in CEQA published by the Governor's Office of Planning and Research (OPR) in December 2018, provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects. The advisory recommends that projects generating or attracting fewer than 110 trips per day generally may be assumed to

result in a less-than-significant transportation impact. Because the proposed project would only generate 71 daily trips, in addition to six semi-truck trips in and out of the project site per day, the proposed project is presumed to result in a less-than-significant increase in VMT. Furthermore, because the existing MPe, Inc. hazardous materials transfer station located within the Yolo County community of Yolo would cease operations upon completion of the proposed project, development of the proposed project would replace the existing vehicle trips generated by the existing MPe, Inc. hazardous materials transfer station.

The proposed project will comply with GP Policy 3.A.11, which requires all new development to provide convenient bicycle and pedestrian environments and access through building orientation, site layout, traffic management, and connections to transit service and local commercial and community facilities. For example, the proposed project will include short-term and long-term parking bicycle parking on site with two dedicated bike lockers.

Based on the above, impacts to transportation are not expected to be substantial, and the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). Thus, a less-than-significant impact would occur.

Greenhouse Gas Emissions (GHG)

As part of the CEQA analysis potential GHG impacts were also evaluated for the proposed project. The City of Woodland is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require that federal and State ambient air quality standards (AAQS) be established, respectively, for six common air pollutants, known as criteria pollutants.

The CAA requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). General conformity requirements of the SIP include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS.

To assess the proposed project's potential impacts related to construction and operational emissions of the YSAQMD designated pollutants (ROG, NOx, PM10), the proposed project's operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects.

According to YSAQMD model estimates, if a project would not result in significant and unavoidable air quality impacts, after the application of all applicable YSAQMD rules and feasible mitigation, the project may be considered consistent with the air quality plans. Based on the air quality analysis, the project would not be considered to conflict with or obstruct implementation of regional air quality plans. Because the proposed project would not conflict with or obstruct implementation of the applicable air quality plans or result in a cumulatively considerable net increase in any criteria air pollutant for which the project region is non-attainment, impacts would be considered less than significant.

Finally, because the proposed project will be consistent with land use assumptions of the General Plan EIR and will comply with the required strategies listed in the CAP, the proposed project will not conflict with the objectives of the City to reduce GHG emissions. Based on the above, the proposed project is consistent with the City's CAP and, ***therefore, impacts related to operational GHG emissions will be considered less than***

significant.

Hazards and Hazardous Materials

Operations would involve the routine transport of hazardous materials to support larger regional operations by the project contractor involving the environmental remediation and clean-up of hazardous materials and substances. Specifically, operations at the project site would include the storage, staging, and maintenance of heavy construction equipment, transport vehicles, and storage containers of various types and sizes to support MPe's business operations which occur off site. As previously noted, on infrequent occasion, contaminated materials in sealed containers may be brought to the project site en route to the final disposal site. Such containers would remain sealed while on site and would be parked on a sealed asphalt or concrete pad with containment curbing. The contaminated materials would remain on site for no longer than ten days. Decanting or consolidating of contaminated materials would not occur on site.

Project operations would only involve limited staging and transportation of hazardous materials at the project site en route to the final disposal location. However, as mentioned previously, the proposed project would be required to comply with all California Health and Safety Codes regulating the handling, storage, and transportation of hazardous and toxic materials, as overseen by the USEPA and CDTSC, including § 66263.31. § 66263.31 requires transporters of hazardous materials to clean up any hazardous waste discharge that occurs during transportation to the extent that hazardous waste discharge no longer presents a hazard to human health or the environment. Compliance with § 66263.31 and other regulatory standards overseen by the appropriate regulatory agencies would ensure that project operations would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment and would be located in an area zoned industrial by the local planning authority, the hazardous waste monitoring procedures and regulations set forth by Chapter 14, 15, 18, and 20 of Title 22 Division 4.5, Environmental Health Standards for the Management of Hazardous Waste, of the California Code of Regulations (CCR), as well as Part 264 of Title 40 of the Federal Code of Regulations (CFR), would not apply.

The proposed project would include various operational procedures to ensure compliance with the aforementioned safety measures. To ensure that hazardous materials and liquids would not drain into sanitary sewers, soils, or the stormwater drainage system, all hazardous materials or substances would be stored in sealed containers, trailers, bins, or barrels in a location on-site with containment curbing and sealed slab. The proposed project would utilize tarp-covered roll-off bins for construction materials, debris, and non-hazardous soils staged on-site during the transportation process. Because the repair, maintenance, and cleaning of bins and equipment used in the remediation, transportation, and storage/disposal process would also take place on-site, the on-site wash rack used to wash bins and equipment would not drain into the existing city drainage system; rather, the wash rack would drain to a storage sump that would be drained and disposed of according to state and local regulations. ***Because the proposed project would include adequate containment procedures and would be subject to the state-mandated regulations set forth by 22 CCR § 66263, potentially adverse impacts to water quality during the hauling, staging, or transportation of hazardous materials would not occur.***

It should also be noted that the proposed project would include an above-ground, double-walled diesel fuel tank and dispensing island with secondary containment. The wash rack and fuel dispensing station would be used for MPe operations and would not be accessible to the public. Use, storage, and transport of any diesel fuels to the project site would be required to adhere to regulations regarding the use of aboveground petroleum storage tanks stipulated within Chapter 6.67, Division 20 of the California Health and Safety Code.

Importantly, project operations would not involve the processing, treatment, or disposal of hazardous materials

or substances at the project site. Therefore, the proposed project would not create a significant hazard to the public or the environment through the disposal of hazardous materials. Hazardous materials and substances staged at the project site en route to an off-site disposal location would not remain on-site beyond the 10-day limit of the contractor's USEPA permit, as the required governmental disposal manifests can usually be generated in less than one week. Furthermore, the project operator would be required to comply with all California Health and Safety Codes regulating the handling, storage, and transportation of hazardous and toxic materials, as overseen by the USEPA and CDTSC. As such, ***impacts related to the routine transport, use, or disposal of hazardous materials would be less-than-significant.***

Additionally, the proposed project site is not located within one-quarter mile of an existing or proposed school. The nearest existing school to the site, Beamer Elementary School, is located approximately 1.4 miles southwest of the site. Furthermore, hazardous materials would not be emitted as part of the construction or operation of the proposed site. Therefore, the project would have no impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Based on the above, evidence that would indicate the likelihood of past on-site activities having resulted in the significant release of hazardous substances or petroleum products to the environment did not exist within the historical record or upon site reconnaissance. ***Given that the proposed project would comply with state safety codes regarding the storage and transport of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. Thus, a less-than-significant impact would occur.***

<u>Hydrology and Water Quality</u>

The proposed project would comply with the City's NPDES Phase II MS4 permit, create a SWPPP, and adhere to all applicable City permits and regulations, construction activities both on- and off-site would not result in substantial erosion or violate any water quality standards or waste water discharge requirements.

Following completion of the proposed project, a portion of the project site would be largely covered with impervious surfaces and topsoil would not be exposed. As such, erosion would not be likely to occur during operation. However, the operations at the proposed transfer station would occasionally involve the hauling and staging of contaminated soils, liquids, and other materials in sealed bins, barrels, or trailers until required government disposal manifests can be generated. Therefore, the potential exists for water quality standards to be violated in the event that releases of hazardous materials occur on-site. In addition, the proposed project would include regular vehicle trips to and from the transfer station. Vehicles could release contaminants onto the impervious surfaces, such as pollutants from oil and grease, metals, organics, pesticides, sediment, trash, and other debris due to leaks and maintenance activities. Thus, water quality degradation could result if runoff containing such contaminants entered receiving waters in sufficient quantities to exceed water quality objectives.

Under the Regulatory Waste Discharge Requirements the facility would be required to comply with the regulations set forth by 22 CCR § 66263, Standards Applicable to Transporters of Hazardous Waste. The articles of 22 CCR § 66263 include various measures by which transporters of hazardous materials shall ensure that releases of hazardous wastes into the environment would not occur, which would include the discharge of hazardous wastes into surface and ground water systems. For instance, 22 CCR § 66263.16 requires that each truck, trailer, semitrailer, vacuum tank, cargo tank, or container used for shipping hazardous waste be designed and constructed, and their contents so limited, that under conditions normally incident to transportation,

releases of hazardous wastes to the environment would not occur. Hazardous waste containers are required to be free from leaks and all discharge openings are required to be securely closed during operation. In addition, § 66263.31 requires transporters of hazardous materials to clean up any hazardous waste discharge that occurs during transportation to the extent that hazardous waste discharge no longer presents a hazard to human health or the environment.

The proposed project would include various operational procedures to ensure compliance with the aforementioned regulations as required by 22 CCR § 66263. To ensure that hazardous materials and liquids would not drain into sanitary sewers, soils, or the stormwater drainage system, all hazardous materials or substances would be stored in sealed containers, trailers, bins, or barrels in a location on-site with containment curbing and sealed slab. The proposed project would utilize tarp-covered roll-off bins for construction materials, debris, and non-hazardous soils staged on-site during the transportation process. As the repair, maintenance, and cleaning of bins and equipment used in the remediation, transportation, and storage/disposal process would also take place on-site, the on-site wash rack used to wash bins and equipment would not drain into the existing city drainage system; rather, the wash rack would drain to a storage sump that would be drained and disposed of according to state and local regulations. Because the proposed project would include adequate containment procedures and would be subject to the state-mandated regulations set forth by 22 CCR § 66263, potentially adverse impacts to water quality during the hauling, staging, or transportation of hazardous materials would not occur.

It should be noted that compliance with the aforementioned regulations would be ensured through inspections of manifests, reports, permits, licenses, billing records, and other documents related to the handling or transporting of hazardous wastes by the CDTSC. In addition, the project operator would be required to make available to the CDTSC and the Department of California Highway Patrol, when requested, all records of inspection by Section 1163(e), Title 13, of the California Code of Regulations.

Based on the above, the proposed project would adhere to all applicable permits and regulations required of new developments and industrial transfer stations as mandated by the City and State. Containment curbing and sealed slab would ensure that hazardous materials and substances located on-site would not drain into the sewer system, soils, or the stormwater drainage system, and inclusion of a storage sump would allow water used to clean contaminated bins and equipment to be disposed of according to state and local regulations. Although the existing 1.5-acre bioretention basin would be removed as part of the proposed project, one new and one existing bioretention basin with a total capacity of four AF would be developed to sufficiently treat stormwater generated from the project site and surrounding properties. Implementation of Mitigation Measures, as conditioned, would ensure that the proposed project would incorporate appropriate BMP’s as required by City’s Phase II MS4 Permit to ensure that the proposed project would not result in substantial erosion or siltation, and consequently, would not affect water quality.

Tribal Notification

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the Miwok Maidu United Auburn Indian Community of the Auburn Rancheria, Ione Band of Miwok Indians, Desert Cahuilla Indians, Cortina Band of Indians, Rumsey Indian Rancheria of Wintun, and Yocha Dehe Wintun Nation. The letters were distributed on December 14, 2020. The Yocha Dehe Wintun Nation submitted a response on January 14, 2021 that based on the information provided, the Yocha Dehe Wintun Nation has concerns that the project could impact known cultural resources. Yocha Dehe Wintun Nation highly recommends including cultural monitors during development and ground disturbance. In addition, they recommend cultural sensitivity training for any pre-project personnel.

The project has been conditioned to include the requested actions from the Yocha Dehe Wintun nation and standard requirements to stop construction and notify state agencies if any human remains, cultural or paleontological resource are found during the course of site work and construction.

The City has reviewed and considered the proposed project and has determined that the project will not have a significant effect on the environment with mitigation measure incorporated, with substantial supporting evidence provided in the Initial Study. The City hereby prepares and proposes to adopt a Mitigated Negative Declaration with associated mitigations and monitoring program for this project. Planning Commission based upon documents provided, public testimony, independent judgement, and the whole of the record is asked to make the decision to approve the IS/MND.

Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP)
An initial biological assessment was prepared by Bargas Environmental Consulting on May 28, 2020 then again on December 30, 2020 to conduct a detailed vegetation survey. The biological assessment found that the entire site supports urban ruderal land cover with vegetation types on the project site include bare ground, disturbed vegetation, including hay, ruderal, "other," and wetland fringe, as well as tree canopy which extends over the project site from trees planted in the Caltrans right-of-way along I-5. However, none of the on-site vegetation types identified during the Bargas vegetation survey are considered special-status.

The study site was found to have habitat for a number of covered species however no evidence of special status species were found. The planning level survey was extended out from the project boundaries to address any evidence of adjacent covered species or sensitive vegetation communities that occur within the prescribed proximity thresholds provided in Table 2-3 of the HCP/NCCP permitting Guide. No new or old Swainson's hawk nests were identified within 1320 feet of the project area.

Based on the information gathered through the biological assessment, implementation of the proposed project could potentially affect the following special-status plants and wildlife species: Burrowing Owl, Swainson's Hawk, Western Red Bat, and Migratory Bird Treaty Act (MBTA) protected species. Thus, the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, a potentially significant impact could occur.

The project has been conditioned and the applicant shall comply with all Avoidance and Minimization Measures (AMM's) outlined by the Yolo Conservancy per the HCP/NCCP's requirements specific to the project location prior to any site disturbance Including the payment of land cover fees for 11.335 acres of Grassland and .428 acres of Fresh Emergent Wetlands totaling approximately $211,545.60. (see attached Conditions of Approval)

Zoning Administrator Permit
Article 31 of the Zoning Ordinance addresses zoning administrator permits. The Zoning Administrator shall be the Community Development Director or his or her designated appointee. It is the authority of the Zoning Administrator to conduct public hearings and convene and preside over meetings which are authorized or required by state planning law, this chapter, or other federal, state, or city laws or regulations. Section 3.04 of the Interim Zoning Ordinance provides for Zoning Administrator review as a Tier II project which requires that a public hearing notice be provided to all properties and tenants within 300 feet of the project site and a 10-day comment period provided. The project meets the required findings found in Section 3.04 of the Interim Zoning Ordinance:

1. The proposed use is allowed within the applicable zoning district and complies with all other provisions of the Zoning Ordinance or Interim Zoning Ordinance. An office and maintenance/storage yard use allowed through approval by the Zoning Administrator. The project as conditioned meets all requirements of the Zoning Ordinance and State/Federal requirements.

2. The proposed use is consistent with the General Plan. The office and maintenance/storage yard is a use typically allowed in the Industrial district and the use is substantially in conformance with the Light Industrial Flex Overlay.

3. The design, location, size and operating characteristics of the proposed activity would be compatible with existing and future land uses in the vicinity. The use is compatible with the existing adjacent Industrial uses. The maintenance/storage yard will be visually screened from public views. The site will be landscaped and a new building will enhance the street frontage in this Industrial area.

4. The site is physically suitable for the type, density and intensity of use being proposed, including access, utilities, and the absence of physical constraints. The project as conditioned will meet all development standards.

5. Granting the permit would not constitute a nuisance or be injurious to or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located. The project as conditioned will be required to install all necessary public utilities and infrastructure, including installation of an extensive water lines. Additionally, as a licensed EPA transporter MP environmental Inc. is subject to all safety protocols and regulations required by the State and Federal Government.

6. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA). The project site is subject to CEQA review as identified in this report and has prepared an IS/MND for the project CEQA clearance.

Appeals
Any person dissatisfied with any decision by the Zoning Administrator may appeal therefrom to the Planning Commission at any time within ten (14) days after the rendering of the decision by the Zoning Administrator. Said appeal shall be accompanied by a filing fee as prescribed by City Council resolution. At its next regular meeting after the filing of such appeal, the Planning Commission shall set a date for a public hearing and shall give notice to the appellant, the applicant and neighboring property owners in the manner provided in Section 17-148-040 of the Woodland Municipal Code.

Conclusion:
Staff recommends that the Zoning Administrator: 1.) to conduct a public hearing; and Approve the Zoning Administrator Permit (ZAP), for the MP Environmental Inc. development proposal to include certification of a Mitigated Negative Declaration (MND); and 2.) approval of a ZAP to construct a new 10,000-sf building to house an administrative office and maintenance shop with associated equipment yard for an Environmental Protection Agency (EPA) licensed transporter located at 1330 (previously 1399) Paddock Place; PLNG 20-00010 Recommendation for Action: Staff recommends that the Zoning Administrator: 1.) to conduct a public hearing; and Approve the Zoning Administrator Permit (ZAP), for the MP Environmental Inc. development proposal to include certification of a Mitigated Negative Declaration (MND); and 2.) approval of a ZAP to construct a new 10,000-sf building to house an administrative office and maintenance shop with associated equipment yard for an Environmental Protection Agency (EPA) licensed transporter located at 1330

(previously 1399) Paddock Place; PLNG 20-00010.

Attachments:

1. General Application Form, Letter of Agency
2. Applicant Narrative
3. Company Information And Photos
4. MPe_ IS/MND
5. MPe_Bio Report _December, 2020
6. MPe_Site Re-Vegitation Survey February 10, 2021
7. Site Plan
8. 3-D Elevation
9. Building Elevations
10. Conditions of Approval

City of Woodland

Community Development Department
300 First St, Woodland CA 95695
Phone (530) 661-5820 Fax (530) 406-0832
www.cityofwoodland.org

General Application Form

1. OWNER/APPLICANT

Property Owner: Calderwood Properties, LLC

Mailing Address: P.O. Box 80358

City State Zip Code: Bakersfield, CA 93380

Phone Number: (800) 458-3036

E-mail Address: scalderwood@mpenviro.com

Project Applicant: John A. Buckel

Mailing Address: 1520 E. Covell Blvd, B5-363

City State Zip Code: Davis, CA 95616-1366

Phone Number: (916) 834-4774

E-mail Address: jbuckel@capitaldevco.com

2. PROJECT DESCRIPTION

Project Name: MP Environmental Services, Inc.

Total Acres or Square Feet: 6,000 +/- SF on 13.14 ac

General Plan Land Use Designation: Industrial

Existing Zoning: Industrial

Site Address or Location: 1399 Paddock Place

Assessor's Parcel Number(s): 630-030-022, -024 & -026

Is Project in Flood Zone? Yes

Entitlement/Permit Type: Zoning Administrator Permit

PROJECT NARRATIVE/JUSTIFICATION STATEMENT: On a separate sheet, please provide a written description of the project being proposed for development including justification. It must include a description of the project and detailed scope of work including how the project will address potential negative effects on the community. A Design Concept Narrative is also required for Site Plan and Design Review entitlement requests.

3. AUTHORITY TO FILE APPLICATION

Check one: X Property Owner Power of Attorney* Contract to Purchase* Other*
*Attach Evidence of Authority/Letter of Agency (see attached template)

ACKNOWLEDGEMENT: *I hereby certify that the above information and accompanying documents are true and accurate to the best of my knowledge and acknowledge that the processing of this application may require additional fees and expenses for the preparation of necessary environmental documentation and planning studies. I certify that I have reviewed the current Hazardous Waste and Substances Site List, developed pursuant to AB 3750, and found that my project is not on the list.*

APPLICATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF LEGAL OWNER OR OFFICIAL AGENT

~~Applicant~~ Legal Owner 1/28/20 Date

Applicant John A. Buckel 1/28/20 Date

Shawn D. Calderwood

~~Legal Owner~~ Date

Legal Owner Date

DEPARTMENT USE ONLY

Entitlement Type

☐ Zoning Administrator Permit (ZAP)	☐ Zoning Amendment	☐ Sign Plan
☐ Conditional Use Permit (CUP)	☐ Zone Interpretation	☐ Tentative Parcel Map
☐ CUP/PUD/ZAP Modification	☐ Design Review	☐ Tentative Subdivision Map
☐ Annexation Application	☐ Site Plan Review	☐ Amendment to Tentative Map
☐ Lot Line Adjustment	☐ General Plan Petition	☐ Variance
☐ Lot Merger	☐ General Plan Amendment	☐ Other:_____

Is this request related to another development? ☐ Yes ☐ No **Explain:**_____

Intake

Amount Paid:_____

Amount Owed:_____

Logged by:_____ **Date:**_____

Planner:_____ **Date:**_____

Project No:_____

AUTHORIZATION OF AGENT TO ACT
ON PROPERTY OWNER'S BEHALF

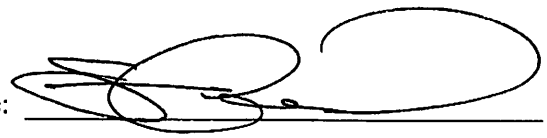
Excluding the Notice to Property Owner, the execution of which I understand is my personal responsibility. I hereby authorize the following person(s) to act as my agent(s) to apply for, sign, and file the documents necessary to obtain an Owner-Builder Permit for my project.

Scope of Construction Project (or Description of Work) New construction of an approximately 6,000 SF prefabricated metal building on an approximately 13.14 acre parcel which will be improved with asphalt, concrete and/or gravel.

Project Location or Address: 1399 Paddock Place, Woodland, CA 95776

Name of Authorized Agent: John A. Buckel

I declare under penalty of perjury that I am the property owner for the address listed above and I personally filled out the above information and certify its accuracy.

Property Owner's Signature:  Date: 1/28/20

Note: A copy of the owner's driver's license, form notarization, or other verification acceptable to the agency is required to be presented when the permit is issued to verify the property owner's signature.

N:\ComShare\DEPARTMENTS\BUILDING\Forms\AUTHORIZATION OF AGENT TO ACT.doc

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

LETTER OF AGENCY

If the applicant is not the owner of record of the subject site, a Letter of Agency from the owner, or the owner's authorized representative must be submitted which grants the applicant permission to apply for the requested entitlements(s). The Letter of Agency must be notarized.

Date: _____

To: City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

Community Development Department:

To apply for the entitlement(s) listed below

☐ General Plan Amendment	☐ Zoning Amendment	☐ Tentative Subdivision Map
☐ Tentative Parcel Map	☐ Specific Plan Amendment	☐ Lot Line Adjustment
☐ Variance	☐ Conditional Use Permit	☐ Planned Development
☐ Site Plan Review	☐ Design Review	☐ Zoning Administrator Permit
☐ Specific Plan	☐ Cannabis Business Permit	☐ Cannabis Conditional Use Permit
Is this request part of another application? Yes☐ No ☐	Other:	

I, the undersigned legal owner of record, hereby grant permission to:

Applicant: Calderwood Properties, LLC Phone: (800) 458-3036

Applicant's Address: c/o MP Environmental Services, Inc, P.O. Box 80358, Bakersfield, CA 93380

The subject property is located at: 1399 Paddock Place, Woodland, CA 95776

Assessors Parcel Number: 063-030-022-000, 063-030-024-000 & 063-030-026-000

_____
Signature of Owner(s) of Record (must be an original signature)

Shawn Calderwood

Print Legal Owner(s) of Record Name

c/o MP Environmental Services, Inc, P.O. Box 80358, Bakersfield, CA 93380 (800) 458-3036

Address of Legal Owner (*attach title report*) Phone:

E-mail Owner(s) of Record: scalderwood@mpenviro.com

State of California }

} ss.

County of Kern }

On January 28 2020, before, me, Priscilla Simental, personally appeared Shawn D Calderwood.

☑ Personally know to me ☐ Proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she~~ ~~they~~ executed the same in his/~~her~~/~~their~~ authorized capacity (~~ies~~), and that by his/~~her~~/~~their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

WITNESS my hand and official seal: Priscilla Simental

Signature of Notary Public

PRISCILLA SIMENTAL
Notary Public - California
Kern County
Commission # 2299332
My Comm. Expires Jul 29, 2023

Applicant Narrative

MP Environmental Services, Inc. (MPe) is a transportation, demolition and remediation firm. With a fleet of more than 1,000 pieces of equipment, we are one of the largest independent transporters of hazardous waste in the Western United States. Based in Bakersfield, CA, MPe has offices in Arizona, Northern and Central California, Washington, Oregon, Nevada, Montana, New Mexico and Utah. We are able to meet the environmental transportation needs of most companies. In addition to our primary operation in the west, MPe is fully permitted and licensed to transport across the US and Canada. MPe's mission is to be the premier supplier of environmental management services to public and private-sector clients and to exceed the expectations of our customers, employees, the environment and the community by applying the safest and most cost-effective solutions available today while working on better solutions for tomorrow.

MPe has had presence in Northern California since 1994, operating out of a leased facility in Yolo, CA at 14312 Cacheville Road, just off of Interstate 5 at County Road 17. MPe's Northern California clients include PG&E, Calpine, Northern California Power, Aerojet, Waste Management and Ampac Fine Chemical. Because of its substantial business activity in Northern California, MPe decided to make a permanent investment and purchased the 13.14 acres of industrial-zoned land at 1399 Paddock Place in Woodland, CA in September of 2019 to build an approximately 7,000 office, shop/repair facility and yard area for to support its Northern California business operations.

MPe will contract for, conduct and support the following activities for its Northern California clients from this location:

- Environmental remediation and clean-up of all types and for all substances
- Hazardous material hauling and disposition (along with all DOT and EPA documentation) of multiple waste types including soils, concrete, steel, asphalt and most liquids
- Demolition and disposal of all types and sizes
- Environmental management providing a single source contractor to handle all phases of a project

The nature of the business MPe intends to conduct at this site is:

- Hauling and staging of contaminated soils of various types, liquid waste and other materials in sealed bins, barrels or trailers until required governmental disposal manifests can be generated (usually less than one week)
- Staging and dispatching of demolition, remediation and transportation vehicles, equipment, supplies and personnel

- Repair, maintenance and cleaning of bins and equipment used in the remediation, transportation and storage/disposal process
- All hazardous materials or substances will be stored in sealed containers, trailers, bins or barrels in a location on site with containment curbing and sealed slab with no drainage to sanitary sewer, soil or the stormwater drainage system
- There will be a wash rack on site to wash bins and equipment that will drain to a storage sump that will be drained and disposed of according to state and local regulations. There will be no drainage to sanitary sewer or the stormwater drainage system
- There will be an above-ground double-walled diesel fuel tank and dispensing island with secondary containment to service its vehicles and equipment

MPe will not do any of the following things at this location:

- Process or treat any hazardous materials or substances
- Dispose of any hazardous materials or substances on site
- Store any hazardous materials or substances on site beyond 10 day limit per EPA permit
- Discharge any hazardous materials or substances to soil, stormwater or sanitary sewer
- Handle any hazardous materials or substances in any unauthorized fashion

Staffing at this location will be:

- Branch manager
- 2-3 clerical staff
- Dispatcher
- Supervisor
- 2-4 mechanics
- 13-15 Drivers

MPe is licensed and insured at the highest levels for the work we undertake on behalf of our clients. Our employees are highly qualified and trained. Each of our operational employees has the following training under their belts: 40 hour HAZWOPER, Hazmat employee training, permit-required confined space and rescue, MSHA certified, and CPR first aid. We pride ourselves on our safety record at our clients' locations, in transit and at our facilities.

MP Environmental Services, Inc.
Since 1944

COMPANY INFORMATION AND PHOTOS

MP Environmental Services, Inc. (MPe) is a transportation, demolition and remediation firm. With a fleet of more than 1,000 pieces of equipment, we are one of the largest independent transporters of hazardous waste in the Western United States. Based in Bakersfield, CA, MPe has offices in Arizona, Northern and Central California, Washington, Oregon, Nevada, Montana, New Mexico and Utah. We are able to meet the environmental transportation needs of most companies. In addition to our primary operation in the west, MPe is fully permitted and licensed to transport across the US and Canada. MPe's mission is to be the premier supplier of environmental management services to public and private-sector clients and to exceed the expectations of our customers, employees, the environment and the community by applying the safest and most cost-effective solutions available today while working on better solutions for tomorrow.

MPe has had presence in Northern California since 1994, operating out of a leased facility in Yolo, CA at 14312 Cacheville Road, just off of Interstate 5 at County Road 17. MPe's Northern California clients include PG&E, Calpine, Northern California Power, Aerojet, Waste Management and Ampac Fine Chemical. Because of its substantial business activity in Northern California, MPe decided to make a permanent investment and purchased the 13.14 acres of industrial-zoned land at 1399 Paddock Place in Woodland, CA in September of 2019 to build an approximately 7,000 office, shop/repair facility and yard area for to support its Northern California business operations.

MPe will contract for, conduct and support the following activities for its Northern California clients from this location:

- Environmental remediation and clean-up of all types and for all substances
- Hazardous material hauling and disposition (along with all DOT and EPA documentation) of multiple waste types including soils, concrete, steel, asphalt and most liquids
- Demolition and disposal of all types and sizes
- Environmental management providing a single source contractor to handle all phases of a project

The nature of the business MPe intends to conduct at this site is:

- Hauling and staging of contaminated soils of various types, liquid waste and other materials in sealed bins, barrels or trailers until required governmental disposal manifests can be generated (usually less than one week)
- Staging and dispatching of demolition, remediation and transportation vehicles, equipment, supplies and personnel

- Repair, maintenance and cleaning of bins and equipment used in the remediation, transportation and storage/disposal process
- All hazardous materials or substances will be stored in sealed containers, trailers, bins or barrels in a location on site with containment curbing and sealed slab with no drainage to sanitary sewer, soil or the stormwater drainage system
- There will be a wash rack on site to wash bins and equipment that will drain to a storage sump that will be drained and disposed of according to state and local regulations. There will be no drainage to sanitary sewer or the stormwater drainage system
- There will be an above-ground double-walled diesel fuel tank and dispensing island with secondary containment to service its vehicles and equipment

MPe will not do any of the following things at this location:

- Process or treat any hazardous materials or substances
- Dispose of any hazardous materials or substances on site
- Store any hazardous materials or substances on site beyond 10 day limit per EPA permit
- Discharge any hazardous materials or substances to soil, stormwater or sanitary sewer
- Handle any hazardous materials or substances in any unauthorized fashion

Staffing at this location will be:

- Branch manager
- 2-3 clerical staff
- Dispatcher
- Supervisor
- 2-4 mechanics
- 13-15 Drivers

MPe is licensed and insured at the highest levels for the work we undertake on behalf of our clients. Our employees are highly qualified and trained. Each of our operational employees has the following training under their belts: 40 hour HAZWOPER, Hazmat employee training, permit-required confined space and rescue, MSHA certified, and CPR first aid. We pride ourselves on our safety record at our clients' locations, in transit and at our facilities.

Company Information about Services Provided

MP ENVIRONMENTAL SERVICES, INC.

REDUCTION TECHNOLOGIES

MP Environmental Services now offers centrifuge services. Our state of the art units are trailer mounted and easily mobilized to even remote locations. Efficiently laid out, each unit is designed with safety in mind and ease of operation. With the addition of a portable generator and other MP supplied support equipment, the units can be self-contained and are operated by our team of experienced personnel. Capable of processing a variety of materials, the units are especially effective in handling heavy sludge and sediments and can produce cake able to pass the paint-filter test. Applications include refineries, mines, chemical plants, oilfield operations and manufacturing facilities.

Corporate
3400 Manor Street
Bakersfield, CA 93308
800.458.3036 Phone

Northern California
14312 Cacheville Rd.
Yolo, CA. 95697
800.245.9518 Phone

Phoenix
3045 S. 51st Ave.
Phoenix, AZ 85043
800.833.7602 Phone

Southern California
12222 Woodruff Avenue
Downey, CA 90241
562.355.1263 Phone

Utah
1043 N. Industrial Park Cr.
Grantsville, UT 84029
877.800.5111 Phone

Washington
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Everett, WA 98205
800.442.6334 Phone

Montana
3748 Green Acres Drive
Billings, MT 59101
406.652.5497 Phone

Oklahoma
5621 Sooner Trend Road
Enid, OK 73701
580.233.2012 Phone

TECHNICAL SPECIFICATIONS

Manufacturer: Centrisys

Details:
- Class I, Division I compliant
- 2-Phase or 3-Phase Operations
- High Solids Capabilities
- Feed Capacity–100 GPM to 175 GPM
- 50 HP
- Up to 40% moisture reduction

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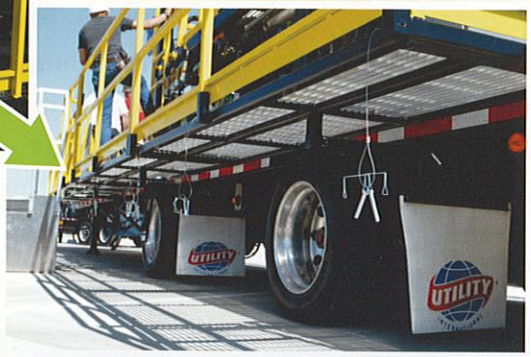

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MP ENVIRONMENTAL SERVICES, INC.

TRANSPORTATION

MP Environmental Services maintains an operational fleet of over 175 tractors; most are outfitted with Qualcomm satellite tracking to assist in conducting our transportation operations. Additionally, we utilize over 300 trailers capable for all job needs. We also have thousands of roll-off containers of various sizes and types to handle multiple waste streams such as soils, concrete, steel and most liquids. Equally important, the drivers of MP Environmental Services are certified for environmental situations, including RCRA 40 hour HAZWOPER, HM 126F, HM 232, and Hazmat employee training.

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Since 1990, **MP Environmental Services** has been an independently woman owned and operated transportation, demolition and remediation firm. However, Mitchell Pecarovich founded the company's origins in 1944. MP Oil and later MP Vacuum Truck Service helped cement the company MP Environmental Services is today. With a fleet of more than 1,000 pieces of equipment, it is one of the largest independent transporters of hazardous waste in the Western United States. Based in Bakersfield, California, MP Environmental Services has offices located in Arizona, Northern California, Washington, Oklahoma and Utah. We are able to meet the environmental transportation needs of most companies. In addition to operation in the west, MP Environmental Services is fully permitted and licensed to operate nationwide, as well as in Canada. MP Environmental Services believes that the customer is key, and we are meticulous in serving you.

Visit us at **mpenviro.com**

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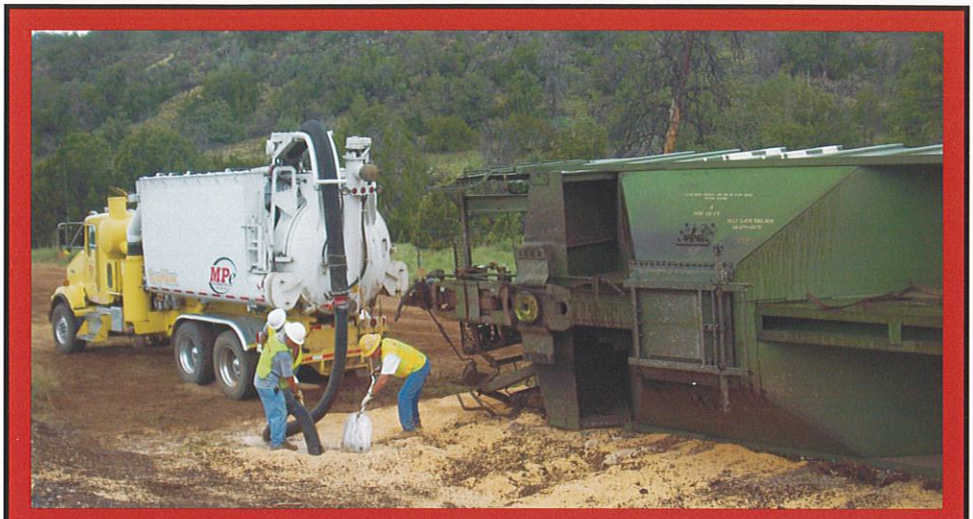
MP ENVIRONMENTAL SERVICES, INC.

EMERGENCY RESPONSE

MP Environmental Services takes emergency response seriously. Immediate and reliable service is also provided in the event of an in-plant spill, highway or railway accident, and other environmental emergencies. We are prepared with the necessary manpower, equipment and material to handle any type of emergency response situation encountered. Our fully trained and knowledgeable response team members are on call 24 hours a day, seven days a week, and are known for their quick response time and thorough scene containment and management. Upon arrival, scene containment is critical to ensure the safety of the public, as well as the safety of the response team members. Once the situation is contained, MP Environmental Services will provide clearance sampling of the removal area to ensure all contaminated materials have been removed suitably in accordance with federal, state and local regulatory agencies. From dispatch to the conclusion of the urgent situation, everything is documented down to the slightest detail, in order to promote efficiency and proper handling of the scene.



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Industrial Cleaning/ Decontamination

MP has the right equipment and experienced personnel to handle all types of industrial cleaning, including above and below-ground storage tanks, rail cars, cooling towers, and process equipment. Stringent safety policies ensure successful completion of all projects.

Emergency/Rapid Response

Immediate and reliable service is provided by MP personnel in the event of an in-plant spill, highway accident or other type of environmental emergency. 24 hours a day, MP is prepared with properly trained personnel and equipment.

Transportation

MP's transportation fleet is extensive. With over 150 power units, MP operates one of the largest independent fleets dedicated to hazardous and non-hazardous waste transportation. MP is capable of supplying roll-off bins, vacuum trucks, end dumps, vans, flat beds, and low beds and is permitted nationwide.

Remediation/Demolition

MP has in-depth experience managing a variety of remediation and demolition projects. From site clean-ups to plant closures, MP is capable of providing turn-key services with its own personnel and equipment. Services include excavation, backfilling, compaction, tank removals, pond closures, structural demolition, and mine services.

Waste Management/ On Site Services

MP staff is available to provide on-going facility services allowing your plant to run more efficiently. Services include assistance with waste sampling, profiling, packaging and disposal.

MP ENVIRONMENTAL SERVICES, INC.

DEMOLITION

When it comes to demolition, **MP Environmental Services** handles the job with ease and attention to detail. From total demolition to selective demolition, we know how to get the job done right. Whether you are removing an entire structure and its foundation or an interior portion of an existing building, you can rest assured your business is in capable hands. MP Environmental Services has performed demolitions of transportation warehouses, residential and commercial structures, chemical plants, water towers, large storage tanks, fuel stations, refineries, and works extensively in the aerospace industry dismantling many large structures. MP Environmental Services holds a Trenching and Excavation certificate from the California State License Board and is a member of the National Demolition Association.

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Bakersfield – 3400 Manor Street

Standard Semi Tractors

Covered roll-off bins for construction materials, debris and non-hazardous soils

Sealed double-wall tanks for liquids

Open, tarp-covered trailers for non-hazardous demolition debris

Debris box and tank hauling trailer

Repair Shop and Office building

Northern California Leased Facility - 14312 Cacheville Road, Yolo, CA

Main entrance to yard area

Semi tractor with bin-transport trailer.

Covered roll-off bins for construction materials, debris and non-hazardous soils

Covered roll-off bins for construction materials, debris and non-hazardous soils

Covered roll-off bins for construction materials, debris and non-hazardous soils (close-up)

Tall covered roll-off bin for construction materials, debris and non-hazardous soils

Standard 53’ trailer for hauling supplies, equipment and non-hazardous material to/from jobs

Open, tarp-covered trailers for non-hazardous demolition debris

Tanker trailers for liquid/slurry transport

Representative example of well-maintained, clean yard condition

City of Woodland
Community Development Department

Paddock Place Project

Initial Study/Mitigated Negative Declaration

April 2021

RANEY PLANNING & MANAGEMENT, INC. 20 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

TABLE OF CONTENTS

APPENDIX:

INITIAL STUDY
MAY 2021

A. BACKGROUND

1. Project Title: Paddock Place Project

2. Lead Agency Name and Address: City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

3. Contact Person and Phone Number: Megan Meier
Associate Planner
(530) 661-5814

4. Project Location: 1399 Paddock Place
Woodland, CA 95776
Assessor Parcel Numbers (APNs) 063-030-022, -024, and -026

5. Project Sponsor's Name and Address: Calderwood Properties, LLC
c/o MP Environmental Services, Inc.
P.O. Box 80358
Bakersfield, CA 93380

6. Existing General Plan Designation: Industrial (IN)/Light Industrial Overlay (IF)

7. Existing Zoning Designation: Industrial (I)/Light Industrial Flex Overlay (LIO)

8. Required Approvals from Other Public Agencies: None

9. Surrounding Land Uses and Setting:

The project site consists of three parcels totaling approximately 13.14 acres located at 1399 Paddock Place in the City of Woodland, California. The site is identified by Assessor's Parcel Numbers (APNs) 063-030-022, -024, and -026. A stormwater detention basin exists within the northernmost portion of the site, and an existing bioretention basin is located in the southern portion of the project site; the remainder of the site consists primarily of bare ground and disturbed vegetation. The project site is designated IN/IF by the General Plan and zoned I/LIO.

The site is bordered by Paddock Place to the north, Interstate 5 (I-5) to the east, light industrial manufacturing uses (Metal Sales Manufacturing Corporation) to the west, and a rail spur that connects to the California Northern Railroad to the south. Surrounding land uses include various industrial and commercial uses on all sides of the project site, including waste management services, manufacturing, industrial, and commercial businesses, and trucking companies.

10. Project Description Summary:

    The Paddock Place Project (proposed project) would include development of the approximately 2.8 northernmost acres of the project site with an approximately 10,000 square-foot (sf) prefabricated metal building consisting of a 3,650-sf administrative office building and a 6,300-sf shop area. Approximately 4.2 acres of the site would be graveled to stage equipment used for MP Environmental (MPe) operations. The remainder of the site would be used to develop one bioretention basin and rehabilitate an existing bioretention basin in the southeastern portion of the project site. Conveyance swales and piping from the northern portion of the site would also be rehabilitated to connect to the southern bioretention basins. The two basins would retain stormwater from the developed portion of the project site, the Paddock Place roadway, the Metal Sales Manufacturing property to the west, and the industrial complex consisting of three buildings to the south of the project site. Access to the site would be provided from Paddock Place. The proposed project would include construction of drive aisles and a parking lot within the project site and associated utilities improvements. The proposed project would require a Zoning Administrator Permit (ZAP).

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the Miwok Maidu United Auburn Indian Community of the Auburn Rancheria, Ione Band of Miwok Indians, Desert Cahuilla Indians, Cortina Band of Indians, Rumsey Indian Rancheria of Wintun, and Yocha Dehe Wintun Nation. The letters were distributed on December 14, 2020. The Yocha Dehe Wintun Nation submitted a response on January 14, 2021 that, based on the information provided, Yocha Dehe Wintun Nation is not aware of any known cultural resources near this project site. However, they recommend cultural sensitivity training for any pre-project personnel and Tribal Monitors for initial ground disturbance activity.

B. SOURCES

All technical reports prepared for the project analysis are available upon request at the City of Woodland City Hall, located at 300 First Street, Woodland, CA 95695. The following documents are referenced information sources utilized by this analysis:

1. Brusca Associates, Inc. *Limited Environmental Review, Paddock Place Property, APNs 063-030-022, -024, -026.* October 26, 2020.
2. CalFire Fire Resource Assessment Program. *Yolo County*. October 5, 2007.
3. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update.* January 20, 2017.
4. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 2020.
5. California Department of Conservation. *Earthquake Zones of Required Investigation.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 2020.
6. California Department of Forestry and Fire Protection. *California Fire Hazard Severity Zone Viewer.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed October 2020.
7. California Department of Resources Recycling and Recovery (CalRecycle). *SWIS Facility/Site Summary: Yolo County Central Landfill (57-AA-0001).* Available at:

https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/4033. Accessed December 2020.

8. California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List.* Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed October 2020.
9. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 2020.
10. California Environmental Protection Agency California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
11. Caltrans*. Transportation Related Earthborne Vibrations. TAV-02-01-R9601.* February 20, 2002.
12. City of Woodland. *City of Woodland General Plan 2035*. May 2017.
13. City of Woodland. *Interim Zoning Ordinance 2020 – Attachment A.* Adopted April 7, 2020.
14. City of Woodland*. 2015 Urban Water Management Plan.* June 2016.
15. Federal Emergency Management Agency. *Flood Insurance Rate Maps 06113C0435H*. May 16, 2012.
16. Federal Highway Administration. *Roadway Construction Noise Model User's Guide*. January 2006.
17. Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Guidelines.* May 2006.
18. Institute of Transportation Engineers. *Trip Generation Handbook – 9th Edition*. September 2012.
19. Native American Heritage Commission. *MP environmental, Woodland, Yolo County.* Notification sent December 14, 2020 and no comments have been received by the City as of March 9, 2021.
20. Northwest Information Center. *Record search results for the proposed Paddock Place Project.* October 16, 2020.
21. Wallace Kuhl & Associates. *Geotechnical Engineering Report: MP Environmental Services WKA No. 12624.01*. March 10, 2020.
22. Yocha Dehe Wintun Nation. *MP Environmental 1399 Paddock Place, Woodland YD-12182020-05.* January 14, 2021.
23. Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007. Available at: http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf. Accessed December 2020.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "less-than-significant with mitigation" as indicated by the checklist on the following pages.

○ **Aesthetics**	○ **Agriculture and Forest Resources**	○ **Air Quality**
⊘ **Biological Resources**	⊘ **Cultural Resources**	○ **Energy**
⊘ **Geology and Soils**	○ **Greenhouse Gas Emissions**	○ **Hazards and Hazardous Materials**
⊘ **Hydrology and Water Quality**	○ **Land Use and Planning**	○ **Mineral Resources**
○ **Noise**	○ **Population and Housing**	○ **Public Services**
○ **Recreation**	○ **Transportation**	⊘ **Tribal Cultural Resources**
○ **Utilities and Service Systems**	○ **Wildfire**	○ **Mandatory Findings of Significance**

D. DETERMINATION

On the basis of this initial study:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☙ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Megan Meier, Associate Planner	City of Woodland
Printed Name	For

E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration provides an environmental analysis pursuant to the California Environmental Quality Act (CEQA) for the proposed project. This document has been prepared by the City of Woodland as lead agency under CEQA. The Initial Study contains an analysis of the environmental effects of construction and operation of the proposed project.

The mitigation measures prescribed for environmental effects described in this Initial Study would be implemented in conjunction with the project, as required by CEQA, and the mitigation measures would be incorporated into the project. In addition, a project Mitigation Monitoring and Reporting Program (MMRP) will be adopted in conjunction with approval of the project.

In accordance with Section 15073 of the CEQA Guidelines, this document is being circulated to local, state, and federal agencies and to interested organizations and individuals who may wish to review and comment on the report. After the public review period, the City will evaluate comments received on the draft Initial Study, and will prepare responses to address any substantial evidence that the proposed project could have a significant impact on the environment.

F. PROJECT DESCRIPTION

The following section includes a description of the project's location and surrounding land uses, as well as a discussion of the project components and discretionary actions requested of the City of Woodland and Yolo County.

Project Location and Surrounding Land Uses

The project site is located at 1399 Paddock Place in the City of Woodland, California (see Figure 1). The site is identified by APNs 063-030-026 (Parcel 5), -024 (Parcel 4), and -022 (Parcel 2). An existing stormwater detention basin within the northernmost portion of the site is surrounded by disturbed vegetation types, including wild oat grass seedlings. The remainder of the site consists primarily of bare ground and disturbed vegetation that is regularly disked.

The site is bordered by Paddock Place to the north, I-5 to the east, and a rail spur that connects to the California Northern Railroad to the south. A Waste Management services office and a Metal Sales Manufacturing building are located to the west of the project site, and a Continental Storage warehouse is located to the south of the site. Mello Reload, a trucking company, is located across I-5 to the east of the site. Paddock Place, an east-to-west travelling cul-de-sac, connects with E. Kentucky Avenue to the north of the site, where an olive oil manufacturing company and industrial and commercial are also located (see Figure 2).

Project Components

The proposed project includes the construction of an approximately 10,000-sf pre-fabricated metal building within the northernmost 2.8 acres of the project site. The building would be divided between a 3,650-sf administrative office area and a 6,400-sf shop area (see Figure 3). The administrative office area would contain several offices, a shower room, and an outdoor break area. While the project applicant intends to primarily use the shop and yard area to stage and maintain heavy construction and transportation equipment, storage bins, and supplies, the applicant's EPA permit allows these areas to be used to store contaminated materials, including contaminated soils and liquid wastes, undergoing haul and transport from company vehicles to required governmental disposal manifests. In the event that contaminated materials would be stored on-site, such materials would be contained in sealed bins, barrels, or trailers for a maximum of ten days until the required governmental disposal manifests are generated, per statutory regulations governing the handling and storage of hazardous materials.

Figure 1
Project Vicinity Map

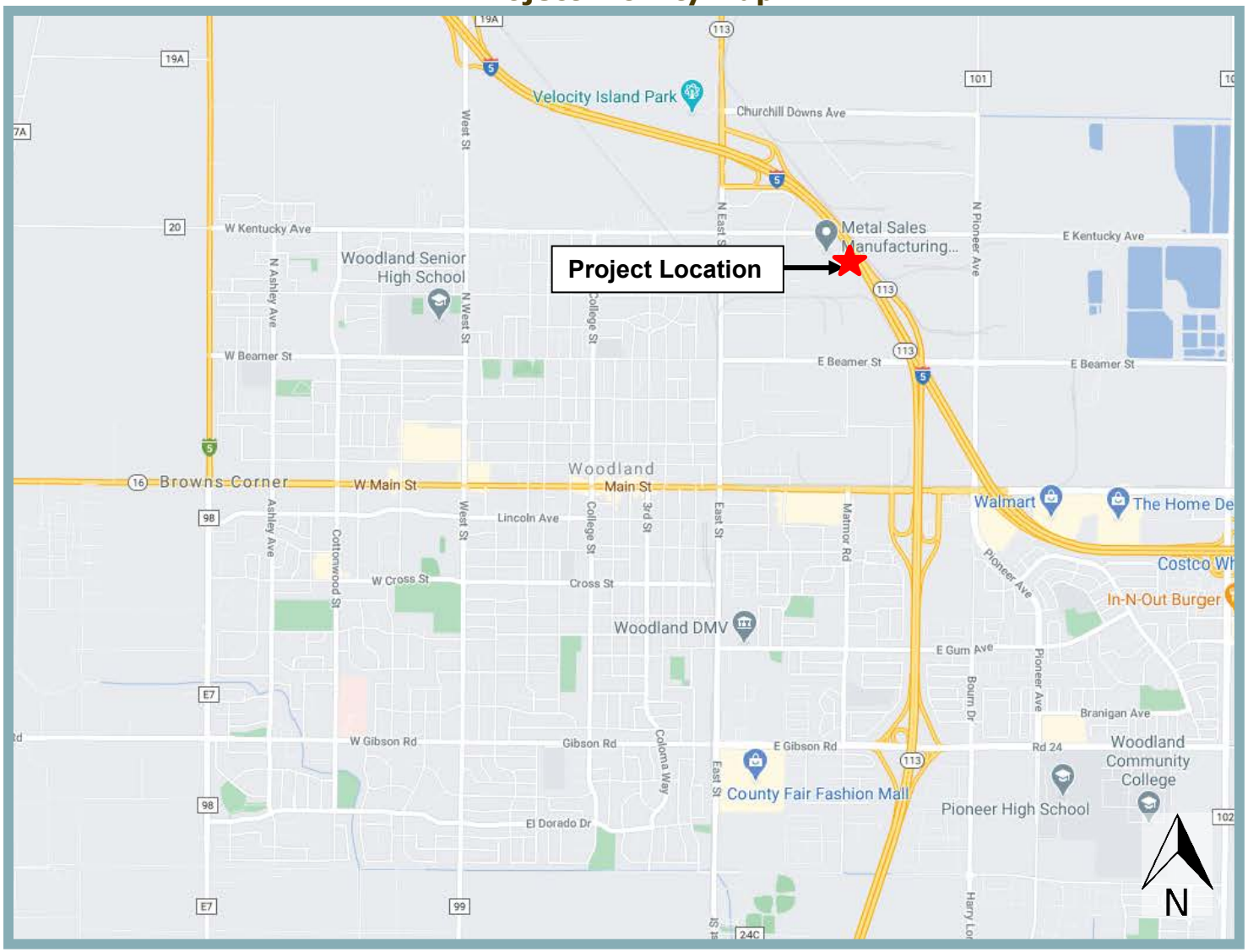
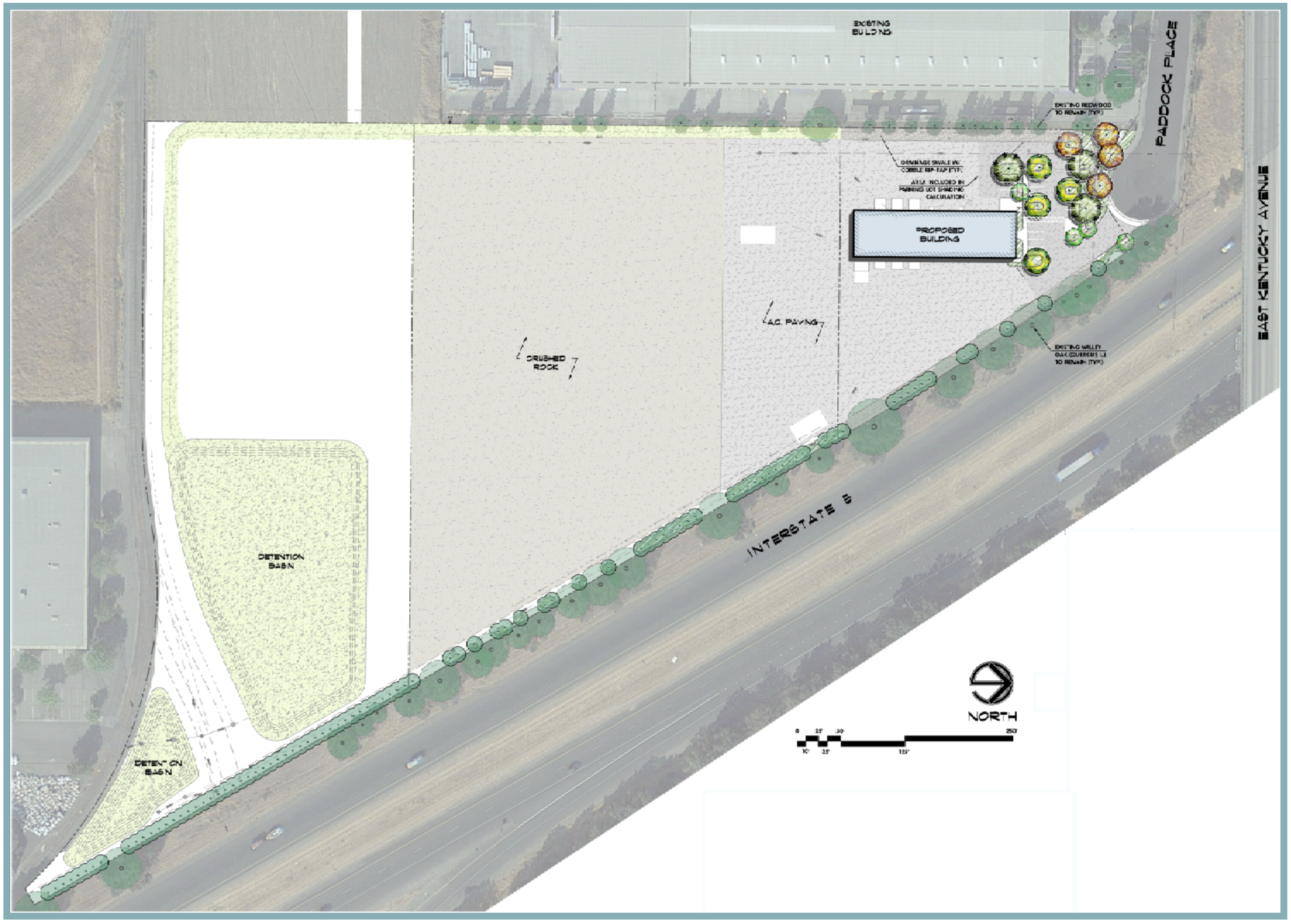


Figure 2
Project Location

Figure 3
Site Plan



The proposed administrative office and shop area would be primarily limited to the 2.8-acre parcel within the northern portion of the site (APN 063-030-026). The northernmost portion of APN 063-030-024 (Parcel 4) would be developed with a proposed wash rack and a proposed fuel island. The remainder of APN 063-030-024 would be graveled for the storage of equipment. The existing bioretention basin within the northern portion of the site would be relocated to the southern portion of the site within APN 063-030-026 (Parcel 5), and another existing basin within the southeastern portion of the same parcel would be improved to treat stormwater from the developed portion of the project site, as well as stormwater from the Paddock Place roadway and adjacent properties to the west and south of the project site. The balance of Parcel 5 would remain undeveloped. Further details regarding stormwater treatment are discussed below.

Proposed Building and Yard Area

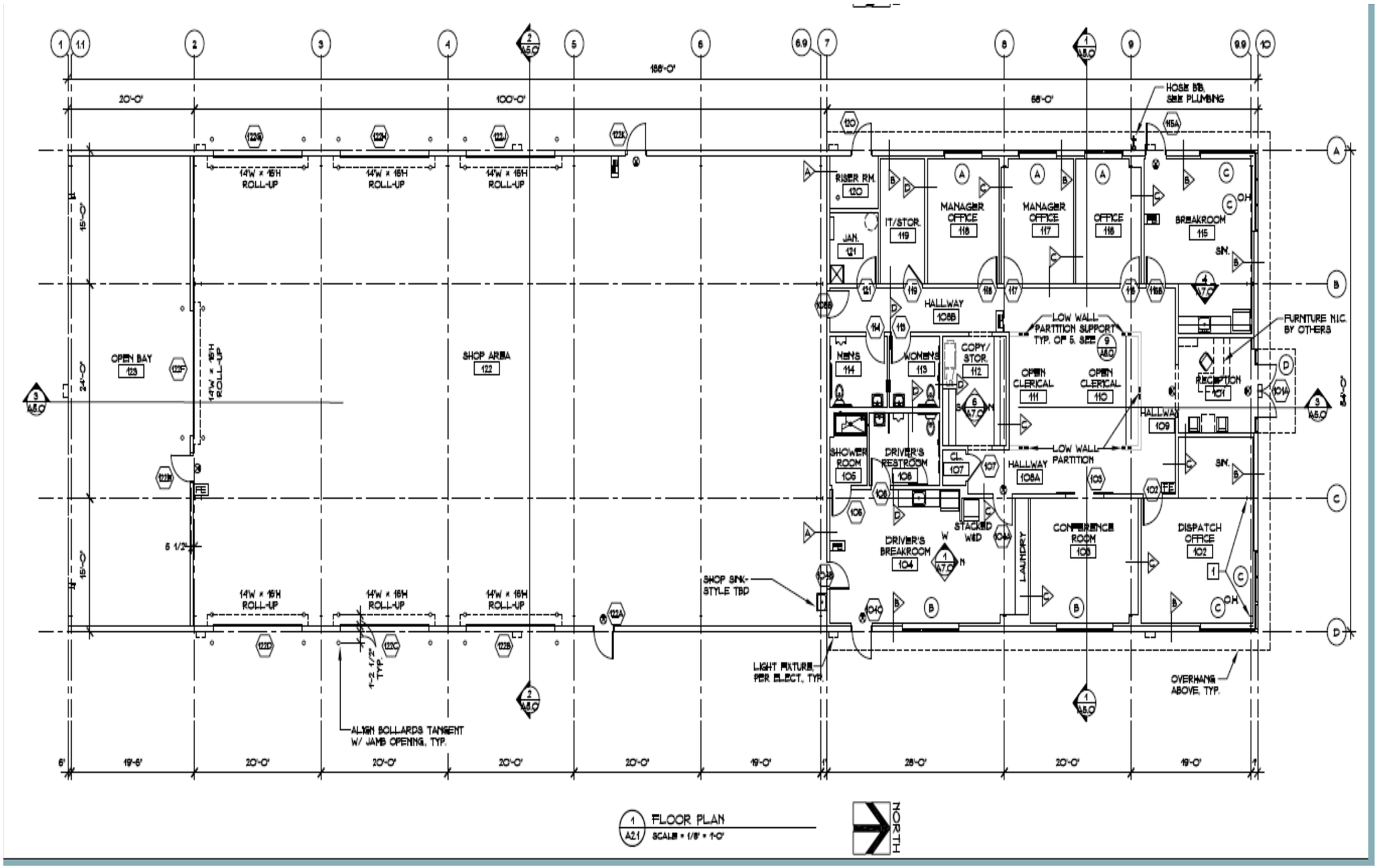
The 3,650-sf administrative office portion of the building would include managers' offices, clerical offices, a dispatch office, bathrooms, a shower room, a fire-sprinkler control room, and a storage room (see Figure 4). The shop area would be one story and would include six roll-up doors from the parking area. An approximately 20-foot wide, 54-foot-long three-sided bay would be located at the south side of the building, where empty storage bins and other equipment would be repaired. A yard area that would be half-paved and a quarter-graveled would also contain an on-site contained wash rack for the cleaning of equipment and an above-ground, double-walled diesel fuel tank and dispensing island with secondary containment for the refueling of company vehicles. The wash rack and fuel dispensing station would be used for MP Environmental Services (MPe, Inc.) operations and would not be accessible to the public.

The areas to the east, west, and south of the proposed building would be paved or graveled and used as an outdoor storage yard to stage and maintain equipment used during MPe operations, which would include heavy construction equipment (i.e., backhoes, excavators, scrapers, bulldozers), transportation equipment (flat bed, bottom- and rear-dump trucks, box and transfer trailers, and semi-tractors), and storage bins and supplies. As mentioned previously, while not the intended use of outdoor storage area, the applicant's EPA permit allows this area to be used to store contaminated materials, including contaminated soils and liquid wastes, undergoing haul and transport from company vehicles to required governmental disposal manifests. In the event that contaminated materials would be stored on-site, such materials would be contained in sealed bins, barrels, or trailers for a maximum of ten days until the required governmental disposal manifests are generated, per statutory regulations governing the handling and storage of hazardous materials.

Operations

All of the proposed facilities would be owned and operated by MPe Inc., a transportation, demolition, and remediation firm. MPe remediates and disposes of hazardous solid and liquid materials at customers' sites throughout the state. The contaminated materials are contained in sealed bins, barrels, and/or trailers and are transported with all required California Department of Toxic Substances Control (CDTSC) and U.S. Environmental Protection Agency (USEPA) documentation to their disposal site. In compliance with all handling and transportation regulations, all equipment, bins, and transport vehicles would be cleaned of hazardous/contaminated materials at the job site prior to traveling on public roadways in California. In almost all cases, MPe would not bring any contaminated materials onto the project site. In the infrequent event that sealed containers of contaminated material would be brought onto the project site en route to the final disposal destination, any such containers would remain sealed and parked in a designated area with containment curbing within the paved portion of the project site. Such material would not be on the project site for longer than ten days.

Figure 4
Floor Plan



The transfer of contaminated materials on-site would not occur; as noted above, on-site operations would primarily consist of the storage, staging, and repair of equipment and vehicles to support MPe Northern California business operations. Staffing for the proposed project would include a branch manager, three clerical staff members, a dispatcher, supervisor, four mechanics, and approximately 15 drivers, for a total of 25 maximum employees. An average of ten employees would be at the project site during operating hours.

Access and Parking

Access to the project site would be provided through a proposed 30-foot-wide driveway at Paddock Place along the northern boundary of the project site. The driveway would connect to an internal drive aisle leading to a parking area within the northwestern portion of the site. The parking area would contain a total of 20 parking spaces for employees and visitors. Seventeen parking spaces would be unsecured and located in front of the administrative offices, while three secured spaces would be located on the western side of the proposed building behind an access gate. The drive aisle would also provide secondary access to the storage yard area to the south of the proposed building. Access to the storage yard would be controlled by a secondary access gate.

Grading

The export or import of off-site soils would not be required. Cut-and-fill material for development of the northern portion of the site with structures and impervious surfaces would be taken from the soils excavated within the southern portion of the site during development of the proposed bioretention basins (see Figure 5 and Figure 6). Because the proposed project is located within a flood plain, the two bioretention basins in Parcel 5 would be developed with one foot of freeboard between the maximum ponding depth to the top of the overflow elevation in order to provide a buffer during larger storm events. In addition, the proposed administrative office building and shop area would contain a finished floor elevation (FF) that is approximately one foot higher than the base flood elevation (BFE) of 53.8 feet.

Utilities

The project site is located within a developed area of the City of Woodland and is situated within close proximity to existing electrical power, natural gas, and telecommunications facilities. Thus, the construction or expansion of dry utility facilities would not be necessary. Gas and electricity would be provided to the project site by Pacific Gas & Electric (PG&E). Water, sewer, and drainage services would be provided to the project site by the City of Woodland.

The project site is bordered by 15-foot storm drain and utilities easements along the western and eastern borders. New utilities connections within the project site would connect to the existing 12-inch water line and the five-inch sanitary sewer line in Paddock Place. In addition, the proposed project would include a new storm drain manhole to be installed near the proposed parking area. Stormwater captured by the manhole would drain into a new 18-inch storm drain line located along Paddock Place. The new storm drain line would connect to existing eight- to 30-inch storm drain lines within the utility easements along the eastern border of the project site. Two new storm drain manholes would also be included along the eastern utilities easement within Parcel 4 to capture stormwater runoff from the southern portions of the project site.

The northern portion of the project site was originally developed with a detention basin that is roughly five to seven feet deep. The existing detention basin is responsible for treating stormwater generated from the project site and several of the surrounding properties, including the Metal Sales Manufacturing Inc. property to the west of the project site, the multi-tenant warehouses to the south of the project site, and stormwater runoff from the Paddock Place cul-de-sac. Because a majority of the proposed structure would be built on the area of the site with the existing detention basin, the detention basin would be required to be filled in and removed.

Figure 5
Preliminary Grading and Drainage Plan (Development Area)

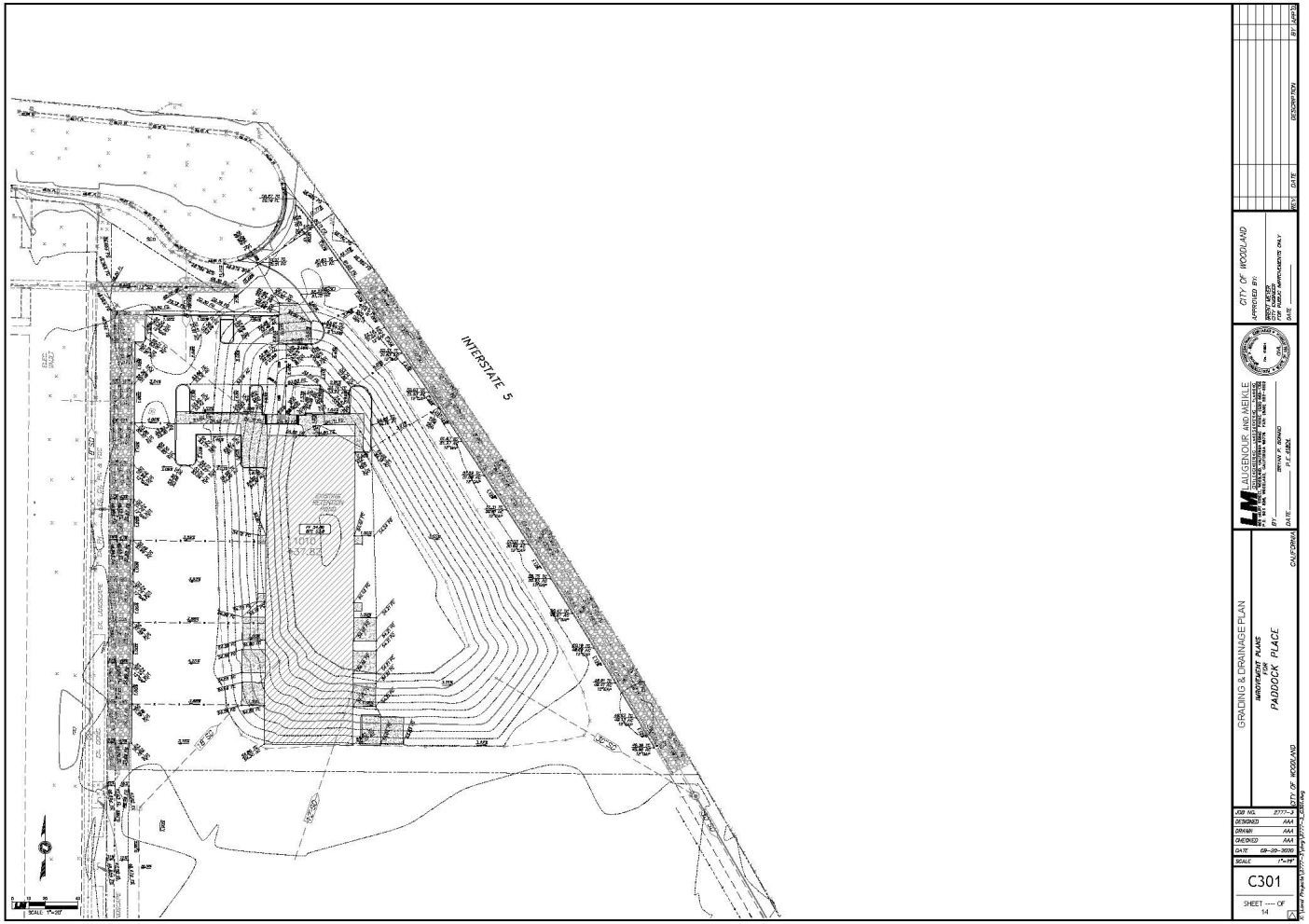
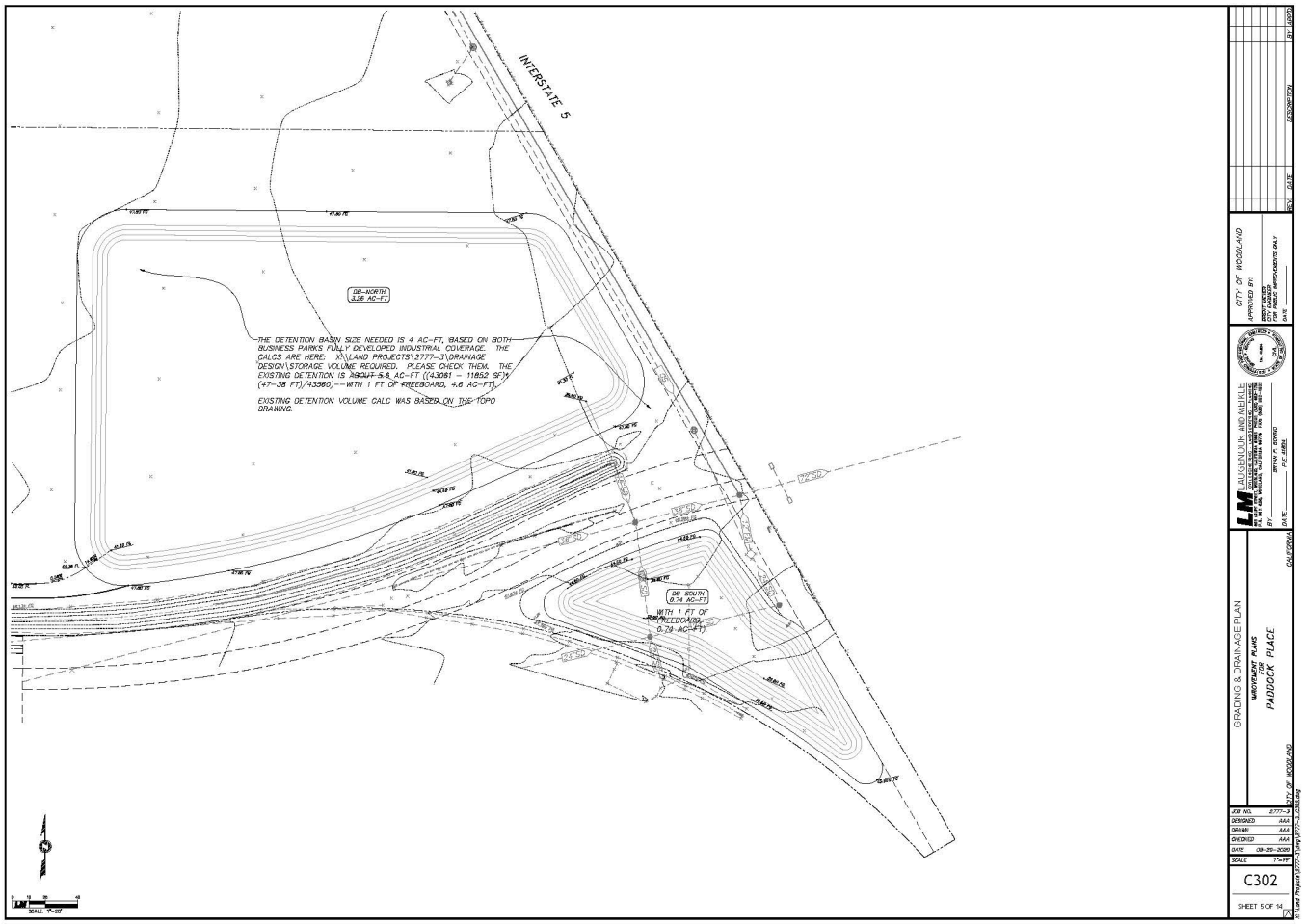


Figure 6
Preliminary Grading and Drainage Plan (Southern Bioretention Areas)



As part of the planned removal, the existing and proposed storm drain lines serving the project site would connect to a new bioretention basin to be developed within Parcel 5 (see Figure 6). The larger, northernmost bioretention basin would be capable of treating approximately 3.26 acre-feet (AF) of stormwater, while a smaller existing southernmost bioretention basin would have a capacity of 0.74-AF. The total combined capacity of the two proposed bioretention basins would be four AF in order to meet the water treatment needs of the project site and the surrounding properties at full buildout of the Industrial Park area. After treatment within the bioretention basins, treated stormwater would then be discharged into the City's stormwater system through a 75-inch storm drain line located along the eastern border of Parcel 5.

As mentioned previously, on the infrequent occasion that sealed containers of contaminated material would be staged on site (for no longer than ten days) en route to the final disposal site, on-site operations would comply with various health and safety provisions set forth by the appropriate regulatory agencies, including the CDTSC and USEPA. Hazardous and contaminated materials would remain in sealed containers (trailers, bins and/or barrels) in a location on site with containment curbing and sealed slab with no drainage to sanitary sewers, soil or the stormwater drainage system. In addition, the on-site wash rack would drain to a storage sump that would be drained and disposed of according to state and local regulations.

Zoning Administrator Permit

The Zoning Administrator review process ensures that new development within the City of Woodland conforms with the applicable Specific Plans, Community Design Guidelines, General Plan Policies, City Codes, and applicable Conditions of Approval. A ZAP is required for uses which possess locational, use, structural, traffic, or operating characteristics requiring special consideration in order to be compatible with neighboring properties. Approval of the ZAP would ensure that the proposed project would be an allowed use in compliance with all standards of the I/LIO zoning district and IN/IF land uses; that the site is physically suitable for the type, density, and intensity of the proposed use; and that the proposed project would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located.

Discretionary Actions

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

- Adoption of the Initial Study/Mitigated Negative Declaration;
- Adoption of the Mitigation Monitoring and Reporting Program; and
- Approval of a ZAP.

G. ENVIRONMENTAL CHECKLIST

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

For this checklist, the following designations are used:

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

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

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

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	O	O	⊘	O
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	O	O	⊘	O
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	O	O	⊘	O
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	O	O	⊘	O

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. The City's General Plan Environmental Impact Report (EIR) determined the topography of the City of Woodland to be almost completely level, not providing natural raised vistas of the surroundings. The project site is located in the flat, urban area of the City of Woodland and would not interfere with a scenic vista.

Furthermore, according to the California Scenic Highway Mapping System, the nearest eligible State Scenic Highway is a portion of State Route 16 (SR 16) beginning west of Highway 505. The eligible portion of SR 16 is located approximately 16 miles west of the site.[1] SR 16 does not afford views of the project site. Therefore, the project site is not located within the vicinity of any scenic vistas, as described by the General Plan, or a State Scenic Highway. As a result, construction of the proposed would not have an adverse effect on any scenic vista and impacts related to such would be ***less than significant.***

c. The project site is located within an urbanized area of the City and is neighbored by existing industrial uses. With the exception of the detention basin located in the northern portion of the site, the site primarily consists of disturbed vegetation that is regularly disked. Given that the proposed project is consistent with the General Plan land use designation, buildout of the project site and associated changes to the visual character and quality of the site have been anticipated by the City and analyzed in the General Plan EIR. Additionally, the proposed project would be subject to the design standards established for the LIF overlay zone per Section 3.08(E) of the Interim Zoning Ordinance.[2]

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1 California Department of Transportation. *California Scenic Highway Mapping System*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 2020.

2 City of Woodland. *Interim Zoning Ordinance 2020 – Attachment A.* Adopted April 7, 2020.

As part of the ZAP, the proposed project would be subject to review and approval by the City to ensure consistency with design standards mandated by Section 3.08(E), including requirements related to context-sensitive design, screening/fencing, streetscape appearance, architectural design, and parking design. For instance, the existing landscaping trees along the western and eastern borders of the project site would shield the outdoor storage area from surrounding uses and traffic along I-5, which would comply with Section 3.08(D)'s requirement that all outdoor storage be screened from view. Thus, approval of the ZAP would ensure that the project would not degrade the visual character of the existing setting by complying with design standards applicable to the proposed industrial use. Thus, a ***less-than-significant*** impact would occur regarding the creation of a conflict with applicable zoning and other regulations governing scenic quality.

d. The project site is currently vacant except for a detention basin within the northern portion of the site. As such, the site does not currently contain any sources of existing light or glare. However, the site is neighbored by existing industrial buildings with exterior lighting to the south and west, and headlights from vehicles travelling on I-5 to the east of the site add to the existing nighttime lighting environment. Thus, the project vicinity contains numerous existing sources of light and glare.

The proposed project would introduce new sources of light from exterior lighting on the proposed building and lighting within the proposed parking lot, yard, and drive aisle. However, the proposed project is consistent with the type and intensity of industrial development within the surrounding area. The site is not located adjacent to any existing residential uses that would be adversely affected by the proposed project. In addition, the existing vegetation along the outside edge of the site's eastern boundary would be retained, and would continue to screen views of the site from vehicles travelling along I-5. Any new sources of light or glare would be required to comply with the City of Woodland Zoning Ordinance, which requires that exterior lighting must be fully shielded to promote dark sky, prevent glare into adjacent neighborhoods, and be architecturally integrated with building style, material, and colors. Compliance with the foregoing measures would ensure that site lighting would be properly designed to reduce the potential for excessive outdoor lighting.

Based on the above, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and a ***less-than-significant*** impact would occur.

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

Discussion

a,e. The project site is currently designated as "Urban and Built-Up Land" per the California Department of Conservation Farmland Mapping and Monitoring Program.[3] Furthermore, the site is not zoned or designated in the General Plan for agriculture uses and would be consistent with the General Plan land use and zoning designations. Given the Urban and Built-Up Land designation of the site, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use. Therefore, a ***less-than-significant*** would occur.

b. Currently the project site is designated IN/IF per the City's General Plan and is zoned I/LIO. The project site is not under any Williamson Act contract and the area is not designated or zoned for agricultural uses. In addition, the project area is surrounded by industrial and commercial development. Because buildout of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, ***no impact*** would occur.

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

[3] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 2020.

III. AIR QUALITY. *Would the project:*		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	O	O	Ø	O
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	O	O	Ø	O
c.	Expose sensitive receptors to substantial pollutant concentrations?	O	O	Ø	O
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	O	O	Ø	O

Discussion

a,b. The City of Woodland is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require that federal and State ambient air quality standards (AAQS) be established, respectively, for six common air pollutants, known as criteria pollutants. The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State particulate matter 10 microns in diameter (PM_{10}) standards, as well as for both the federal and State ozone standards.

The CAA requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, YSAQMD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal AAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

General conformity requirements of the SIP include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS. In addition, a project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the emissions inventories contained in the air quality plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on General Plans and zoning designations for the region.

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the $PM_{2.5}$ Implementation/Maintenance Plan, and the 2016 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. Thus,

by exceeding the YSAQMD's mass emission thresholds for operational or construction emissions of ROG, NO_X, or PM_{10}, a project would be considered to conflict with or obstruct implementation of the YSAQMD's air quality planning efforts. The YSAQMD mass emission thresholds for operational and construction emissions are shown in Table 1 below.

Table 1
YSAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
ROG	10 tons/yr	10 tons/yr
NO_X	10 tons/yr	10 tons/yr
PM_{10}	80 lbs/day	80 lbs/day

Source: YSAQMD. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.

To assess the proposed project's potential impacts related to construction and operational emissions of the pollutants presented in Table 1 above, the proposed project's operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, vehicle mix, trip length, average speed, etc. Where project-specific information is available, such information should be applied in the model. Based on information provided by the project applicant, the proposed project's modeling assumed the following:

- Construction was modeled to begin in March of 2021;
- Construction would occur over an approximately 1.5-year period;
- A total of 13 acres of land would be disturbed during grading;
- Soil import or export would not be required during site preparation or grading;
- 1 forklift and 1 off-highway truck would be used throughout operations; and
- The proposed project would comply with all relevant provisions of the 2019 CBSC, 2019 CALGreen Code, and Model Water Efficient Landscape Ordinance.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. All CalEEMod results are included as Appendix A to this Initial Study.

Construction Emissions

The proposed project's estimated construction-related emissions are presented in Table 2. As shown in the table, the proposed project's construction emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's construction-related emissions would not result in a contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Table 2 Maximum Project Construction-Related Emissions		
Pollutant	**Project Emissions**	**YSAQMD Thresholds of Significance**
ROG	0.26 tons/yr	10 tons/yr
NO_X	1.60 tons/yr	10 tons/yr
PM_{10}	6.09 lbs/day	80 lbs/day
Source: CalEEMod, December 2020 (see Appendix A).		

Operational Emissions

Based on the modeling parameters presented above, the proposed project's estimated operational-related emissions are presented in Table 3. As shown in the table, the proposed project's operational emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's operational-related emissions would not result in a contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Table 3 Maximum Project Operational Emissions		
Pollutant	**Project Emissions**	**YSAQMD Thresholds of Significance**
ROG	0.10 tons/yr	10 tons/yr
NO_X	0.39 tons/yr	10 tons/yr
PM_{10}	0.51 lbs/day	80 lbs/day
Source: CalEEMod, December 2020 (see Appendix A).		

Cumulative Emissions

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. The thresholds of significance presented in Table 1 represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SVAB's existing air quality conditions. If a project exceeds the significance thresholds, the proposed project's emissions would be cumulatively considerable, resulting in significant adverse cumulative air quality impacts to the region's existing air quality conditions. The proposed project would be below all applicable YSAQMD thresholds for criteria pollutants during construction and operations. Because the proposed project would result in emissions below the applicable thresholds of significance, the project would not result in a cumulatively considerable contribution to the region's existing air quality conditions.

Conclusion

According to YSAQMD, if a project would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation, the project may be considered consistent with the air quality plans. Based on the above, the proposed project's criteria pollutant emissions would be below applicable YSAQMD thresholds. As

such, the project would not be considered to conflict with or obstruct implementation of regional air quality plans. Because the proposed project would not conflict with or obstruct implementation of the applicable air quality plans or result in a cumulatively considerable net increase in any criteria air pollutant for which the project region is non-attainment, impacts would be considered ***less than significant***.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors to the project site would be the single-family residences located over 2,500 feet west of the project site.

The major pollutant concentrations of concern are localized CO emissions and Toxic Air Contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of carbon monoxide (CO) are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. The YSAQMD recommends the use of screening thresholds to assess a project's potential to create an impact through the creation of CO hotspots. A violation of the CO standard could occur if either of the following criteria is true of any street or intersection affected by the mitigated project:[4]

- The project would reduce peak-hour level of service (LOS) on one or more streets or at one or more intersections to an unacceptable LOS (typically LOS E or F); or
- The project would increase a traffic delay by 10 or more seconds on one or more streets or at one or more intersections in the project vicinity where a peak hour LOS of F currently exists.

If either or both of the above criteria are met by the mitigated project, YSAQMD recommends performing a full CO Protocol Analysis. As discussed in Section XVII, Transportation, of this Initial Study, 19 peak hour trips generated by the proposed project would not be expected to generate a significant increase in peak hour trips that would exceed the screening criteria presented above. Thus, a full CO Protocol Analysis is not required. In addition, intersections where air mixing is inhibited do not exist in proximity to the project site. As such, the proposed project would result in a less-than-significant impact related to localized CO emissions concentrations and would not expose sensitive receptors to substantial concentrations of localized CO.

[4] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [p. 21]. July 11, 2007.

Toxic Air Contaminants

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, and fueling stations. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to approximately 1.5 years. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM.

During construction, only portions of the proposed project site would be disturbed at a time. Operation of construction equipment would occur intermittently throughout the course of a day over the overall construction period. In addition, per the City's Noise Ordinance, construction activities would be limited to the hours of 7:00 AM and 6:00 PM Monday through Saturday and 9:00 AM through 6:00 PM Sunday. Because construction equipment on-site would not operate for any long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. In addition, DPM is highly dispersive with distance.[5] Considering that the nearest sensitive receptors are over 2,500 feet away, DPM is not anticipated to adversely affect any receptors. Therefore, construction of the proposed project would not be expected to expose any sensitive receptors to substantial pollutant concentrations.

As noted previously, fueling stations are considered a source of TACs. As such, the on-site diesel fueling station could result in TAC emissions during operations. However, in compliance with State regulations, the fueling station would include a vapor recovery system to reduce diesel vapor emissions. In addition, the proposed fueling station would serve a small number of vehicles as compared to a typical gas station, which is defined as having a throughput of 3.6 million gallons per year. Per the CARB's Handbook, a 50-foot separation is recommended between typical gas dispensing facilities and sensitive receptors in order to prevent any potential health risks. Considering the proposed fueling station would involve lower use than a typical gas station, and that the nearest sensitive receptors are located over 2,500 feet away, health risks associated with TACs from the proposed fueling station would be negligible.

[5] California Environmental Protection Agency California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO or TACs from construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Emissions of pollutants have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections "a" through "c" above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

According to the YSAQMD, common types of facilities that are known to produce odors include, but are not limited to, wastewater treatment facilities, chemical or fiberglass manufacturing, landfills, composting facilities, food processing facilities, refineries, dairies, and asphalt or rending plants.[6] The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary and construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours Section 9.28.090 of the City's Municipal Code, and would likely only occur over portions of the improvement area at a time. In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable YSAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions as well as any associated odors related to operation of construction equipment. Considering the short-term nature of construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, construction of the proposed project would not be expected to create objectionable odors affecting a substantial number of people.

The YSAQMD regulates objectionable odors through Rule 2.5 (Nuisance), which prohibits any person or source from emitting air contaminants or other material that result in any of the following: cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; endanger the comfort, repose, health, or safety of any such persons or the public; or have a natural tendency to cause injury or damage to business or property. Rule 2.5 is enforced based on complaints. If complaints are received, the YSAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made during construction or operation of the project, the YSAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

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[6] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [pg. 14]. July 11, 2007. Available at: http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf. Accessed December 2020.

Dust

All projects within the YSAQMD are required to implement construction mitigation measures such as a dust control program. The dust control program would ensure that water or dust palliatives would be applied to exposed surfaces, grading operations would not take place during periods of high winds, and construction-related trucks would be covered at the end of the day. Implementation of all applicable YSAQMD rules would ensure that construction of the proposed project would not result in substantial emissions of dust. Following project construction, vehicles operating within the project site would be limited to paved areas of the site. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors) that would affect a substantial number of people, and a ***less-than-significant*** impact would result.

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

Discussion

a. Special-status species include those plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and State Endangered Species Acts. Both acts afford protection to listed and proposed species. In addition, California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, sensitive species included in USFWS Recovery Plans, and CDFW special-status invertebrates are all considered special-status species. Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on California Native Plant Society (CNPS) Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

The project site consists of bare ground, disturbed vegetation types which are regularly disked, and a stormwater detention basin located within the northern portion of the project site. The site contains several trees and shrubs within the utilities easements which border the eastern and western sides of the project site. The site consists primarily of relatively flat terrain and is approximately 52 feet above sea level.

The Yolo Habitat Conservancy prepared the Yolo HCP/NCCP, which was adopted in April of 2018. The Yolo HCP/NCCP is a comprehensive, countywide conservation plan that provides permitting guidelines and mitigation for new developments over the next 50 years. Twelve sensitive species are covered under the plan based on their potential to be affected by covered activities, their occurrence in Yolo County, and plan-specific factors such as funding availability. The covered species are listed in Table 4 below.

Table 4
Yolo HCP/NCCP Covered Species

	Common Name	Scientific Name
Plants		
1	Palmate-bracted bird's beak	*Chloropyron palmatum*
Invertebrates		
2	Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*
Amphibians		
3	California tiger salamander (Central California DPS)	*Ambystoma californiense*
Reptiles		
4	Western pond turtle	*Actinemys marmorata*
5	Giant garter snake	*Thamnophis gigas*
Birds		
6	Swainson's hawk	*Buteo swainsoni*
7	White-tailed kite	*Elanus leucurus*
8	Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*
9	Western burrowing owl	*Athene cunicularia hypugaea*
10	Least Bell's vireo	*Vireo bellii pusillus*
11	Bank swallow	*Riparia riparia*
12	Tricolored blackbird	*Agelaius tricolor*

Source: Yolo Habitat Conservancy. Yolo Habitat Conservation Plan/Natural Community Conservation Plan Volume 1 Final [pg ES-8]. April 2018.

In October of 2020, a query was conducted for published records of special-status plant and wildlife species for the Woodland USGS 7.5" quadrangle, in which the project site occurs, using the California Natural Diversity Data Base (CNDDB) Rarefind 5 application. The intent of the database review was to identify documented occurrences of special-status species in the vicinity of the project area, to determine their locations relative to the project site. In addition, a detailed vegetation survey of the project site was performed by Bargas Environmental Consulting on December 30, 2020 (Appendix B). The survey consisted of meandering pedestrian transects throughout the project site, and the entirety of the project site was mapped and land cover types defined.

According to the vegetation survey, land types within the project site would be consistent with those provided for the site in a previous Biological Resource Assessment (BRA) conducted by Bargas on May 28, 2020 for the Woodland Proposed Industrial Site Project in Yolo County. The previous BRA determined that the entire project site is classified as Urban Ruderal, which is defined by the Yolo County HCP/NCCP as:

> Small, weedy patches of land within an otherwise urban landscape (i.e., urban in-fill). Differs from grassland in that it is composed of mostly weedy forbs that invade after disturbance, such as clovers, mustard… or yellow star thistle. While grassland may include these early invading, weedy species, they are not dominant in grassland.

Vegetation types identified and mapped during the December 2020 survey are detailed in Table 5 below. As shown in the table, vegetation types on the project site include bare ground, disturbed vegetation, including hay, ruderal, "other," and wetland fringe, as well as tree canopy which extends over the project site from trees planted in the Caltrans right-of-way along I-5. None of the on-site vegetation types identified during the Bargas vegetation survey are considered special-status.

Table 5
On-Site Vegetation Types

Vegetation Type	Vegetation Description	Acres
Other	Non-vegetation, including concrete debris and large woody debris	0.009
Tree Canopy	Areas covered by tree canopy	0.144
Bare ground	No vegetation present, pavement, gravel, or other hardscape	0.167
Other – Wetland Fringe	Wetted edge of stormwater detention basin. Dominant species include rough cocklebur (*Xanthium strumarium*), Fremont cottonwood (*Populus fremontii*) saplings, wetland grasses (*Juncus sp., Carex sp.*), and willow (*Salix sp.*) saplings	0.428
Ruderal	Non-native forbs and grasses including yellow star-thistle (*Centaurea solstitialis*), pigweed amaranth (*Amaranthus albus*), prickly lettuce (*Lactua serriola*), and ripgut brome (*Bromus diandrus*).	1.057
Disturbed	Intermittently disked or mowed non-native grasses and forbs; previously used for hay production. Dominant species include field bindweed (*Convolvulus arvensis*) and wild oat (*Avenua fatua*).	11.335
Total:		**13.140**

Source: Bargas Environmental Consulting, 2021.

Google Earth aerial images dating back to 1993 indicate that the project site has been actively managed and used for hay production. The project applicant has stated that hay production at the project site ceased in 2014, and the vegetation survey determined that the site is currently fallow and disked in six-month intervals. In addition to the vegetation types identified in Table 5, small mammal burrows were identified in limited locations across the site; however, small mammals were not observed during the survey.

Special-Status Plants

Based on the results of the CNDDB search, a total of 14 special-status plant species have been recorded within the project region. Of the 14 species, all are considered absent from or unlikely to occur on the site due to a lack of suitable habitat, such as vernal pools and serpentine or alkaline soils. As noted previously, the project site is regularly disked. Regular disturbance of project site soils and a lack of suitable soil types would prevent the growth of special-status plant species known to occur in the project area, such as brittlescale, Heckard's pepper-grass, and San Joaquin spearscale.

Special-Status Wildlife

Based on the results of the CNDDB search, at total of 27 special-status wildlife species have been recorded within the project region. Of the 27 species, 22 species would be absent from or unlikely to occur on the site due to a lack of suitable habitat. For example, because the site lacks vernal pool/depressional seasonal wetland habitat, federally-listed vernal pool invertebrates do not occur on the site. In addition, because the project site is surrounding by existing development on all sides, the project site does not contain and is not connected to open, uncultivated groundcover which would be required for American badgers to occur on-site. However, as described in the following sections, the project area contains suitable habitat for burrowing owl, Swainson's hawk, white-tailed kite, and western red bat. Due to the presence of existing landscaping trees along the eastern and western borders of the project site, common nesting birds and migratory birds and raptors protected under the MBTA may also be impacted by project development.

Burrowing Owl

The western burrowing owl is designated by CDFW as a Species of Special Concern and is a Covered Species under the Yolo HCP/NCCP. Burrowing owls are found in open arid and semiarid habitats with short or sparse vegetation, including grasslands, deserts, agricultural fields, ruderal areas and open, landscaped areas. The species is dependent on mammals such as the California ground squirrel that dig underground burrows, which the owls occupy. Some burrowing owls have adapted to urban landscapes, and in some instances, open lots, roadsides, and landscaped areas can provide suitable habitat. Breeding typically occurs from March to August but can begin as early as February and can last into December.

CDFW's CNDDB contains approximately 27 occurrences of western burrowing owl within the project region. Frequent disking of the on-site soils would provide suitable loose soils for burrowing, and the December 2020 vegetation survey performed by Bargas identified several small mammal burrows in limited locations throughout the site. Such burrows would provide suitable nesting habitat for western burrowing owl, should the species occur on or near the project site. Because the project site is within modeled habitat for western burrowing owl and contains suitable nesting habitat for the species, preconstruction surveys would be required to ensure that the proposed development would not result in impacts to the species.

Swainson's Hawk

Swainson's hawk is a State-listed threatened species and is a Covered Species under the Yolo HCP/NCCP. Given that the species has been known to occur within the project region, the potential exists for Swainson's hawk to nest in existing trees surrounding the project site on all sides and to forage within the on-site vegetation. Upon evaluating the vegetation types present at the project site, Bargas Environmental Consulting determined that the 11.335 acres of disturbed area provide suitable foraging habitat for Swainson's hawk due to the potential for small mammals to nest and forage within the wild oat grass and other plant species present within the project site. In addition, the remainder of the site (1.085 acres) and areas immediately adjacent to the site could also provide refugia for small mammals.

Although Swainson's hawk was not observed on the project site during the December 2020 site visit, per CNDDB, the most recent documented occurrence of an active Swainson's hawk nest is from 2016, approximately 3.07 miles north of the site (Occurrence Number 518). Given that the project site is located within five miles of a Swainson's hawk nest that has been active within the last five years and contains suitable foraging habitat for the species, mitigation for Swainson's hawk would be required.

White-Tailed Kite

The while-tailed kite typically nests in riparian forests, woodlands, and occasionally in isolated trees. The species forages in grasslands, seasonal wetlands, and agricultural land. White-tailed kites were not detected during the site survey and nests have not been reported within the vicinity of the parcel, but the entire parcel is considered suitable foraging habitat for the species. Implementation of the proposed project would impact the species through loss of suitable foraging habitat. The white-tailed kite is covered under the Yolo HCP/NCCP. Based on the above, project implementation could result in permanent and temporary direct impacts to white-tailed kite related to habitat loss and construction disturbance.

Western Red Bat

Western red bat is not federally or state listed, but is considered a CDFW species of special concern. Western red bat is typically solitary, roosting primarily in the foliage of trees or shrubs. Day roosts are commonly in edge habitats adjacent to streams or open fields, in orchards, and sometimes in urban areas. There may be an association with intact riparian habitat, particularly willows, cottonwoods, and sycamores, used for foraging.

The trees located along the eastern and western edges of the project site may support suitable roosting habitat for western red bats or other bat species. The query of the CNDDB database did not present occurrences of western red bat or other special-status bat species within the last five years. Nonetheless, bat species could roost in trees on the project site prior to the start of construction activities. Thus, the proposed project could result in a potential adverse impact to western red bat and other special-status bat species.

Birds Protected by the MBTA

Several trees present on the proposed project site could serve as nesting locations for common and sensitive passerine and raptor species protected under the MBTA. During the site visit in December 2020, four migratory birds protected under the MBTA were observed on site, including American crow (*Corvus brachyrhynchos*), California scrub-jay (*Aphelocoma californica*), Killdeer (*Charadrius vociferous*), and Northern mockingbird (*Mimus polyglottos*). Site construction activities during the active nesting season (February 1 to August 31) would have the potential to cause the failure or abandonment of active nests of migratory birds. Impacts to nesting birds, their eggs, and/or young caused by implementation of the project would be regarded as a potentially significant impact.

Conclusion

Based on the discussion above, implementation of the proposed project could potentially affect the following special-status plants and wildlife species: burrowing owl, Swainson's hawk, western red bat, and MBTA protected species. Thus, the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional

plans, policies, or regulations, or by the CDFW or USFWS. Therefore, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

IV-1. *Prior to the issuance of grading permits, the developer shall pay the applicable Yolo HCP/NCCP mitigation fee to Yolo County as determined by the Yolo Habitat Conservancy.*

Western Burrowing Owl

IV-2. *The project proponent shall retain a qualified biologist to conduct planning-level surveys within 45 days prior to the commencement of construction activities, and identify western burrowing owl habitat within or adjacent to (i.e., within 500 feet of) a covered activity. If habitat for this species is present, additional surveys for the species by a qualified biologist are required, consistent with CDFW guidelines. Results of the survey shall be submitted to the City's Community Development Department for review.*

If burrowing owls are identified during the planning-level survey, the project proponent shall minimize activities that would affect occupied habitat as follows. Occupied habitat is considered fully avoided if the project footprint does not impinge on a non-disturbance buffer around the suitable burrow. For occupied burrowing owl nest burrows, this non-disturbance buffer could range from 150 to 1,500 feet, depending on the time of year and the level of disturbance, based on current guidelines. The Yolo HCP/NCCP generally defines low, medium, and high levels of disturbances of burrowing owls as follows.

- *Low: Typically 71-80 dB, generally characterized by the presence of passenger vehicles, small gas-powered engines (e.g., lawn mowers, small chain saws, portable generators), and high-tension power lines. Includes electric hand tools (except circular saws, impact wrenches and similar). Management and enhancement activities would typically fall under this category. Human activity in the immediate vicinity of burrowing owls would also constitute a low level of disturbance, regardless of the noise levels.*
- *Moderate: Typically 81-90 dB, and would include medium- and large-sized construction equipment, such as backhoes, front end loaders, large pumps and generators, road graders, dozers, dump trucks, drill rigs, and other moderate to large diesel engines. Also includes power saws, large chainsaws, pneumatic drills and impact wrenches, and large gasoline-powered tools. Construction activities would normally fall under this category.*
- *High: Typically 91-100 dB, and is generally characterized by impacting devices, jackhammers, compression ("jake") brakes on large trucks, and trains. This category includes both vibratory and impact pile drivers (smaller steel or wood piles) such as used to*

install piles and guard rails, and large pneumatic tools such as chipping machines. It may also include large diesel and gasoline engines, especially if in concert with other impacting devices. Felling of large trees (defined as dominant or subdominant trees in mature forests), truck horns, yarding tower whistles, and muffled or underground explosives are also included. Very few covered activities are expected to fall under this category, but some construction activities may result in this level of disturbance.

If the project does not fully avoid direct and indirect effects on nesting sites (i.e., if the project cannot adhere to the buffers described above), the project proponent shall retain a qualified biologist to conduct preconstruction surveys and document the presence or absence of western burrowing owls that could be affected by the covered activity. Prior to any ground disturbance related to covered activities, the qualified biologist shall conduct the preconstruction surveys within three days prior to ground disturbance in areas identified in the planning-level surveys as having suitable burrowing owl burrows, consistent with CDFW preconstruction survey guidelines. The qualified biologist shall conduct the preconstruction surveys three days prior to ground disturbance. Time lapses between ground disturbing activities shall trigger subsequent surveys prior to ground disturbance.

If the biologist finds the site to be occupied by western burrowing owls during the breeding season (February 1 to August 31), the project proponent shall avoid all nest sites, based on the buffer distances described above, during the remainder of the breeding season or while the nest is occupied by adults or young (occupation includes individuals or family groups that forage on or near the site following fledging). Construction may occur inside of the disturbance buffer during the breeding season if the nest is not disturbed and the project proponent develops a mitigation monitoring plan that is approved by the Conservancy, CDFW, and USFWS prior to project construction, based on the following criteria:

- *The Conservancy, CDFW, and USFWS approves the mitigation monitoring plan provided by the project proponent.*
- *A qualified biologist shall monitor the owls for at least three days prior to construction to determine baseline nesting and foraging behavior (i.e., behavior without construction).*
- *The same qualified biologist monitors the owls during construction and finds no change in owl nesting and foraging behavior in response to construction activities.*
- *If the qualified biologist identifies a change in owl nesting and foraging behavior as a result of construction activities, the qualified biologist will have the authority to stop all construction related activities within the non-disturbance buffers described above. The qualified biologist will report this information to the Conservancy, CDFW, and USFWS within 24 hours, and the Conservancy will require that these activities immediately cease within the non-disturbance buffer. Construction cannot resume within the buffer*

until the adults and juveniles from the occupied burrows have moved out of the project site, and the Conservancy, CDFW, and USFWS agree.

- *If monitoring indicates that the nest is abandoned prior to the end of nesting season and the burrow is no longer in use by owls, the project proponent may remove the non- disturbance buffer, only with concurrence from CDFW and USFWS. If the burrow cannot be avoided by construction activity, the biologist will excavate and collapse the burrow in accordance with CDFW's 2012 guidelines to prevent reoccupation after receiving approval from the wildlife agencies.*

If evidence of western burrowing owl is detected outside the breeding season (September 1 to January 31), the project proponent shall establish a non-disturbance buffer around occupied burrows, as determined by a qualified biologist. Construction activities within the disturbance buffer are allowed if the following criteria are met to prevent owls from abandoning important overwintering sites:

- *A qualified biologist monitors the owls for at least three days prior to construction to determine baseline foraging behavior (i.e., behavior without construction).*
- *The same qualified biologist monitors the owls during construction and finds no change in owl foraging behavior in response to construction activities.*
- *If there is any change in owl roosting and foraging behavior as a result of construction activities, these activities will cease within the buffer.*
- *If the owls are gone for at least one week, the project proponent may request approval from the Conservancy, CDFW, and USFWS for a qualified biologist to excavate and collapse usable burrows to prevent owls from reoccupying the site if the burrow cannot be avoided by construction activities. The qualified biologist will install one-way doors for a 48-hour period prior to collapsing any potentially occupied burrows. After all usable burrows are excavated, the buffer will be removed and construction may continue.*

Monitoring shall continue as described above for the nonbreeding season as long as the burrow remains active.

A qualified biologist shall monitor the site, consistent with the requirements described above, to ensure that buffers are enforced and owls are not disturbed. Passive relocation (i.e., exclusion) of owls has been used in the past in the Plan Area to remove and exclude owls from active burrows during the nonbreeding season. Exclusion and burrow closure shall not be conducted during the breeding season for any occupied burrow. If the Conservancy determines that passive relocation is necessary, the project proponent shall develop a burrowing owl exclusion plan in consultation with CDFW biologists. The methods shall be designed as described in the

species monitoring guidelines and consistent with the most up-to-date checklist of passive relocation techniques. This may include the installation of one-way doors in burrow entrances by a qualified biologist during the nonbreeding season. These doors shall be in place for 48 hours and monitored twice daily to ensure that the owls have left the burrow, after which time the biologist shall collapse the burrow to prevent reoccupation. Burrows shall be excavated using hand tools. During excavation, an escape route shall be maintained at all times. This may include inserting an artificial structure, such as piping, into the burrow to prevent collapsing until the entire burrow can be excavated and it can be determined that no owls are trapped inside the burrow. The Conservancy may allow other methods of passive or active relocation, based on best available science, if approved by the wildlife agencies. Artificial burrows shall be constructed prior to exclusion and will be created less than 300 feet from the existing burrows on lands that are protected as part of the reserve system.

Swainson's Hawk and White-Tailed Kite

IV-3. *The project proponent shall retain a qualified biologist to conduct planning-level surveys and identify any nesting or foraging habitat for Swainson's hawk and white-tailed kite present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership shall be surveyed only if access is granted or if the parcels are visible from authorized areas. Results of the survey shall be submitted to the City's Community Development Department for review. If nesting or foraging habitat are not present within the project area, no further mitigation would be necessary.*

If a construction project cannot avoid potential nest trees (as determined by the qualified biologist) by 1,320 feet, the project proponent shall retain a qualified biologist to conduct preconstruction surveys for active nests consistent with guidelines provided by the Swainson's Hawk Technical Advisory Committee, between March 15 and August 30, within 15 days prior to the beginning of the construction activity. The results of the survey shall be submitted to the Conservancy and CDFW.

If active nests are found during preconstruction surveys, a 1,320- foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist shall monitor the nest and shall, along with the project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior.

Western Red Bat

IV-4. *Prior to any ground-disturbance related to construction activities, an approved biologist shall conduct a pre-construction survey within three days of ground-disturbing activities within the project footprint and 300 feet of the project footprint to determine the presence of western red bat roosts. Ideally, this survey should be conducted during the active season (generally April through October or from January through March on days with temperatures in excess of 50 degrees Fahrenheit) to determine the presence of roosting bats.*

If an active western red bat roost is not found within the project footprint or within 300 feet of the project footprint, further mitigation would not be required. If an active western red bat roost is found within the project footprint or within 300 feet of the project footprint, the project applicant shall establish a 300-foot temporary disturbance buffer around the active roost until the bats have vacated the roost and the Implementing Entity and the Wildlife Agencies concur. If necessary, an approved biologist shall use safe eviction methods acceptable to the Wildlife Agencies to remove bats if direct impacts to western red bat roosts cannot be avoided.

Nesting Migratory Birds

IV-5. *If vegetation clearing, grading and/or construction activities are planned to occur during the migratory bird nesting season (April 15 to August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 14 days prior to construction initiation. Focused surveys shall be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the project site, including construction access routes and a 200-foot buffer (if feasible). The results of the surveys shall be submitted to the Development Services Department.*

If active nest sites are identified on or within 200 feet of the project site, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) may not occur, and shall be imposed within 100 feet of any active nest sites until the nest is deemed inactive by a qualified biologist. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the City.

b,c. The project site consists of disturbed vegetation types that are regularly disked. A stormwater detention basin exists within the northern portion of the project site and would be removed as part of the proposed project. Wetlands associated with detention basins are not considered riparian habitat, nor would a detention basin be considered a jurisdictional water of the state or the U.S. Therefore, the proposed project would have a ***less-than-significant impact*** related to adverse effects on riparian habitats, sensitive

communities, and state or federally protected wetlands identified in local or regional plans, policies, and regulations or by the CDFW or USFWS.

d. The project site is located in an urbanized area and is bordered by an existing roadway to the north, industrial and commercial uses to the west and south, and I-5 to the east. Thus, the surrounding area does not support any wildlife movement corridors. As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Thus, a ***less-than-significant*** impact would occur.

e. As required by Section 12.48.090 of the City's Municipal Code, an application for a development project must be accompanied by a tree plan containing a map of all existing trees on the project site as well as a program for replacement of any trees proposed to be removed, as required by Section 12.48.100. However, the proposed project would not require removal of the existing trees which border the project site prior to construction. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and a ***less-than-significant*** impact would occur.

f. The project site falls within the boundaries of the Yolo HCP/NCCP, which establishes an effective framework to protect natural resources in Yolo County, while improving and streamlining the environmental permitting process for impacts on special status species and provides guidance for the mitigation of impacts to covered species. The project site is classified entirely as Urban Ruderal, which is defined under the Yolo County HCP/NCCP as:

> Small, weedy patches of land within an otherwise urban landscape (i.e., urban in-fill). Urban Ruderal land types differ from grassland in that it is composed of mostly weedy forbs that invade after disturbance, such as clovers, mustard… or yellow star thistle. While grassland may include these early invading, weedy species, they are not dominant in grassland.

Applicable Avoidance and Minimization Measures for western burrowing owl, Swainson's hawk, and white-tailed kite as adapted from Chapter 4 of the Yolo HCP/NCCP, have been included in Mitigation Measure IV-2 and Mitigation Measure IV-3 of this Initial Study. Per Sec. 10-13.6, Yolo County may collect service fees from project applicants to compensate for direct and indirect costs associated with administration and implementation of the Yolo HCP/NCCP and related permitting processes. The developer shall be required to pay all applicable fees per Section 8.4.1 of the HCP/NCCP, as required by Mitigation Measure IV-1. Through payment of HCP/NCCP fees and implementation of the avoidance and minimization measures, the proposed project would be considered beneficial to the above-listed covered species. Therefore, the proposed project would not conflict with the applicable provisions of the Yolo HCP/NCCP and a ***less-than-significant*** impact would occur related to conflicts with an adopted HCP, NCCP, or other approved local, regional, or State HCP.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	O	Ø	O	O
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	O	Ø	O	O
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	O	Ø	O	O

Discussion

a-c. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. The City's General Plan and the General Plan EIR list multiple significant historic buildings, districts, events, and artifacts which relate to the development of the community. Of architectural significance is a wide range of structures built between 1860 and 1940 that exhibit styles ranging from Classical Revival farmhouses to high-style Queen Anne buildings from the nineteenth century, to Modern and International styles popular in the twentieth century.

Currently, the project site is vacant and disturbed. The project site does not contain any structures which are listed or eligible for listing as a historical landmark or point of interest. The project site is also not located in the Downtown Woodland Historic District. A records search of the California Historic Information System (CHRIS) was performed by the Northwest Information Center (NWIC) for cultural resource site records and survey reports within the proposed project area.[7] The NWIC concluded that the project site does not contain any recorded archaeological resources or historic buildings or structures included in any lists of historic resources. However, the NWIC noted that the project area is located within the former lands of Armstrong and Alge, and L. Ulessor, and that the Southern Pacific Railroad tracks which border the project site to the south meet the Office of Historic Preservation's minimum age standard that buildings, structures, and objects of 45 years or older may be of historical value. In addition, the City's General Plan EIR notes that future projects within the City have a moderate potential for previously unrecorded historic or archaeological resources to be present. Therefore, a moderate potential exists for unrecorded, underground historic-period archaeological resources to be within the site.

While the project site has been subject to moderate disturbance associated with regular disking and the on-site detention basins, the potential exists that unknown historical and archaeological resources could occur within the project area. Considering that unknown archaeological resources, including human remains, have the potential to exist on-site, ground-disturbing activity related to project construction could encounter such resources. Therefore, the proposed project could cause a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of formal cemeteries during construction. Consequently, impacts could be considered ***potentially significant***.

[7] Northwest Information Center. *Record search results for the proposed Paddock Place Project.* October 16, 2020.

Mitigation Measure(s)

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

V-1. *Prior to the approval of the improvement plans, the project's improvement plans shall include notes indicating that in the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the Yolo County Coroner has been notified to determine if an investigation into the cause of death is required. If the Coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. The potential exists that the Native American Heritage Commission may be unable to identify a most likely descendant, the most likely descendant fails to make a recommendation within 24 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner. In such a case, the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.*

V-2. *Prior to the approval of the improvement plans, the project's improvement plans shall include notes indicating that in the event a potentially significant cultural or paleontological resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and workers shall avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the find. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The qualified archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to, culturally appropriate temporary and permanent treatment, which may include avoidance of cultural resources, in-place preservation, and/or re-burial on project property so the resource(s) are not subject to further disturbance in perpetuity. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and*

about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. If necessary, excavation and evaluation of the finds shall comply with Section 15064.5 of the CEQA Guidelines.

Potentially significant cultural resources include, but are not limited to, stone, bone, glass, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate State of California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to the City of Woodland, the Northwest Information Center, and the State Historic Preservation Offices (SHPO), as required.

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	O	O	⊘	O
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	O	O	⊘	O

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2019 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC) that became effective on January 1, 2020. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of Electric Vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 sf to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2019 Building Energy Efficiency Standards are a portion of the CBSC, which expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards resulting in a 30 percent reduction in energy consumption from the 2016 standards for commercial structures. Energy reductions relative to previous Building Energy Efficiency Standards would be achieved through various regulations including requirements for the

use of high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated pursuant to the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

The CARB prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan),[8] which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. Compliance with the CARB In-Use Off-Road Diesel Vehicle Regulation described above, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

[8] California Air Resources Board. *The 2017 Climate Change Scoping Plan Update.* January 20, 2017.

Operational Energy Use

Energy use associated with operation of the proposed project would be typical of transfer station uses, requiring electricity and natural gas for interior and exterior building lighting, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, security systems, and more. Operational activities, including the use of the on-site shower, fuel station, and landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by employee commutes and the movement of materials on- and off-site.

The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the CALGreen Code and the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. In addition, California has set energy-use reduction goals targeting zero-net-energy use in all new non-residential buildings by 2030. Compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary.

The City's CAP encourages industrial developments to use innovative site designs and building orientations that incorporate passive and active solar designs and natural cooling techniques. The proposed project would implement features that would be compliant with the CAP's goals, including exceedance of Title 24 by 30 percent. For instance, the project applicant is considering the installation of a 34 kilowatt (kw) solar system to supply project electricity needs, which would offset electricity demand by providing an on-site renewable energy source. In regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. For example, the operation of one electric forklift would be used less than one hour per day, and semi-trucks used to move equipment around the project site would use 500 horsepower clean/compliant diesel and would only operate for three hours per day on average. Compliance with the City's CAP would ensure that operational and transportation energy use generated by the proposed would not be wasteful, inefficient, or unnecessary.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	O	O	Ø	O
ii. Strong seismic ground shaking?	O	O	Ø	O
iii. Seismic-related ground failure, including liquefaction?	O	O	Ø	O
iv. Landslides?	O	O	Ø	O
b. Result in substantial soil erosion or the loss of topsoil?	O	Ø	O	O
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	O	O	Ø	O
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	O	Ø	O	O
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	O	O	O	Ø
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	O	Ø	O	O

Discussion

The following discussion is based primarily on site reconnaissance and a Geotechnical Engineering Report prepared for the proposed project by Wallace Kuhl & Associates (WKA) (Appendix C).[9]

ai-aii. According to the California Geological Survey Alquist-Priolo Earthquake Fault Zone Maps, the proposed project site is not located within the vicinity of an Alquist-Priolo Earthquake Fault Zone.[10] In addition, while the City is surrounded by several faults in the San Andreas Fault system to the west, the Eastern Sierra fault system to the east, and a series of faults at the eastern base of the foothills west of the City, faults do not run directly through the City's planning area. Therefore, the potential for fault rupture at the project site does not exist.

The proposed building would be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural

[9] Wallace Kuhl & Associates. *Geotechnical Engineering Report: MP Environmental Services WKA No. 12624.01*. March 10, 2020.

[10] California Department of Conservation. *Earthquake Zones of Required Investigation.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 2020.

damage, but with some non-structural damage; and 3) resist major earthquakes without collapse, but with some structural, as well as non-structural, damage. Based on the above, a ***less-than-significant impact*** would occur related to directly or indirectly causing substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking.

aiii,aiv, c. The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence are discussed in detail below.

Liquefaction

During site reconnaissance by WKA on January 24, 2020, four soil borings and one exploratory hand auger boring near the bottom of the northernmost existing detention basin were performed to determine the on-site soil conditions. The results of the borings indicate that the near-surface soils at the project site consist of stiff to very stiff, silty lean to fat clay interbedded with medium stiff clayey and medium dense sandy silt extending to approximately 19.5 feet below the existing ground surface (bgs). Groundwater was not encountered during the borings; however, about one to two feet of standing water was present within the detention basin at the time of the site visit.

Liquefaction is a phenomenon in which granular material is transformed from a solid state to a liquefied state as a consequence of increased pore-water pressure and reduced effective stress. Increased pore-water pressure is induced by the tendency of granular materials to densify when subjected to cyclical shear stresses associated with earthquakes. Based on the results of the subsurface exploration and the known geologic, seismic, groundwater, and soil conditions, WKA determined that the potential for liquefaction at the project site is low. Compliance with the recommendations provided in the Geotechnical Engineering Report and the seismic design parameters provided in the 2019 CBSC would ensure that the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction.

Landslides and Lateral Spreading

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. Lateral spreading or lurching is a situation in which soil mass deforms laterally toward a free face, such as an excavation, channel, or open body of water, during a seismic event. The failure occurs along a liquefiable or weak subsurface layer. The project site is characterized by a relatively flat topography and does not contain any steep slopes. Additionally, seismic risk associated with the project site is low. Therefore, risk from land sliding and lateral spreading are considered to be minimal.

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years. Because Yolo County exists on a large groundwater basin, the region is subject to subsidence due to water pumping. The Water Resources Association of Yolo County has conducted several monitoring reports to track subsidence throughout the County. From 2008 to 2016, rates of subsidence, which vary from year to year, averaged 3 cm per year in the most heavily affected locations of the County. However, the CBSC includes standards to reduce risks associated with subsidence/settlement.

In addition, the fill that would be used to elevate the project site would be designed to minimize the potential for subsidence and settlement. The Preliminary Grading Plan prepared for the proposed project indicates that on-site soils within the central and southern portions of the project site would be used for engineered fill construction. WKA determined that, except for the uppermost foot of soil subgrade under the proposed floor slabs and exterior concrete flatwork, the on-site soils would be considered suitable for use in engineered fill construction, provided the soils do not contain rubble, rubbish, significant organic concentrations, particles larger than three inches in maximum dimension, and are at a workable moisture content appropriate for compaction. On-site clayey soils may be placed underneath the floor slab subgrade or exterior flatwork subgrade provided the soils are lime-treated.

Given that the proposed project would comply with the design standards set forth by the CBSC, and that the on-site soils have been determined to be appropriate for engineered fill construction and would not pose a risk of subsidence or settlement, the potential for subsidence to pose a substantial risk to the proposed development is relatively low. Based on the above, in addition to adherence with the specific recommendations included in the Geotechnical Engineering Report, risks related to subsidence and settlement on the project site would be less than significant.

Conclusion

The distance of the project site from the nearest active fault, the level ground on the project site, and the acceptable subsurface conditions would ensure that the proposed project would not be susceptible to liquefaction, landslides, lateral spreading, or subsidence. Thus, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or landslides, and would not 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. Thus, a ***less-than-significant*** impact would occur.

b. The proposed project would include grading and development of the northern portion of the project site with a new building, a paved storage yard, a parking area, and associated improvements. During early stages of construction, and prior to overlaying the ground surface with structures and impervious surfaces, the potential exists for wind erosion to occur, which could affect the project area and potentially inadvertently transport eroded soils to downstream drainage facilities. However, the General Plan states that rates of erosion can vary depending on the soil material and structure, and the placement and level of human activity. As stated by the General Plan, the City is generally level and the erosion potential for soils is generally low. Additionally, Section 23D-4-10 of the Municipal Code requires an erosion and sediment control plan be submitted prior to issuance of a grading or building permit. The Municipal Code Section 23D-4-20 also requires any industrial or commercial facility to first obtain and comply with any required National Pollution Discharge Elimination System (NPDES) requirements, which regulates sites over one acre. Given that the project site would disturb approximately 2.8 acres, the project would be subject to NPDES regulations.

In accordance with NPDES regulations, in order to minimize the potential effects of construction runoff on receiving water quality, any construction activity affecting one acre or more must obtain a General Construction Activity Stormwater Permit. Permit applicants

are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement best management practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures. Per Section 8.08.070 of the City of Woodland Municipal Code, erosion and sediment control plans shall contain, at minimum, site-specific construction BMPs, the rationale used for selecting or rejecting BMPs, a quantification of expected soil loss where necessary, a list of applicable permits directly associated with applicable grading activity, and evidence that those permits have been obtained. Construction activity would not commence before the City Engineer issues written approval of the erosion and sediment control plan.

Because the project site is relatively flat and is not located near bodies of water, the project site would not be likely to experience heavy erosion. Implementation of an erosion and sediment control plan, as well as an SWPPP, would ensure that project construction would not be likely to result in substantial soil erosion or loss of topsoil. However, a SWPPP has not yet been prepared for the project. Without preparation of a SWPPP, proper implementation of BMPs cannot be ensured at this time, and the proposed project's construction activities could result in an increase in erosion and consequently affect water quality. Therefore, a ***potentially significant*** impact related to water quality and waste discharge requirements could occur. Implementation of Mitigation Measures VII-1 and VII-2 would ensure that adequate BMPs are incorporated during construction in accordance with NPDES requirements, thus ensuring that the proposed project would result in a less-than-significant impact in regard to water quality standards.

Mitigation Measure(s)

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

VII-1. *Prior to issuance of grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the SWRCB. The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. Construction (temporary) BMPs for the project may include, but are not limited to: fiber rolls, straw bale barrier, straw wattles, storm drain inlet protection, velocity dissipation devices, silt fences, wind erosion control, stabilized construction entrance, hydroseeding, revegetation techniques, and dust control measures. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.*

VII-2. *Prior to issuance of grading permits, the Project improvement plans shall demonstrate, to the satisfaction of the City Engineer, that the Project design is compliant with the City of Woodland's Phase II MS4 permit, consistent with Chapter 8.08 of the City's Municipal Code.*

d. Expansive soils are those possessing clay particles that react to moisture changes by shrinking or swelling. Expansive soils can also consist of silty to sandy clay. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. Upon laboratory testing by WKA, the on-site soils were determined to possess medium expansion potential and moderate to high plasticity. Therefore, the clay soils at the site would be considered capable of exerting moderate to significant expansion pressures on building foundations, interior floor slabs, and exterior flatwork which may create upward and downward vertical movements of lightly-loaded structures as the soil shrinks and swells due to fluctuations in the soil moisture content.

To reduce the effect of expansive clay soils on lightly-loaded structures, such as the planned building floor slabs and exterior concrete flatwork, WKA recommends that the floor slab subgrade and exterior flatwork subgrade be underlain by a layer of at least 12-inch thick non-expansive fill or lime-treated clay. Deepened continuous perimeter footings may be provided to act as a moisture "cut-off" to reduce the risk of distress in the floor slab due to expansive soil. Without compliance with the specific recommendations provided within the Geotechnical Engineering Report, WKA determined that the expansive soil conditions of the project site could cause detrimental effects to the structures included in the proposed project, and direct or indirect risks to life or property would be ***potentially significant.***

Mitigation Measure(s)

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

VII-3. *Prior to issuance of grading permits, a qualified geotechnical engineer, in coordination with the City Engineer, shall review the improvement plans and specifications to assess whether the recommendations from the Geotechnical Investigation report prepared for the proposed project have been properly implemented and evaluate if additional analysis and/or recommendations are required. The recommendations include, but are not limited to, overexcavation at the bank of the detention basin, scarifying exposed soils and other surfaces receiving fill, thoroughly moisture conditioning exposed soils and soils receiving fill to at least two percent above the optimum moisture content for clayey soils, and uniformly compacting such soils to not less than 90 percent relative compaction within structural areas (e.g., pavements, exterior flatwork, sidewalks, etc.).*

e. Sewer collection for the proposed project would be provided by connection to the City's sewer system. The construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. The City is located in the Great Valley geomorphic province of California and consists of level alluvial plains. The Great Valley area generally consists of Holocene alluvium or basin deposit, as well as Quaternary Modesto and Riverbank formations. Such soil types are not considered unique geologic features and are common within the geographic area of the City. Furthermore, the City's General Plan does not specify the existence of any

unique geologic features within the City. While the General Plan EIR indicates that unique paleontological resources or sites are often found in levees, channels, and basin deposits, prehistoric resources have not been recorded in the City.

Although the proposed project would not have the potential to result in the destruction of unique geologic features, unknown paleontological resources could exist within the project site. Should previously unknown paleontological resources be discovered during ground-disturbing activities, such as grading, trenching, or excavating, the proposed project could have the potential to disturb or destroy such features. Consequently, the proposed project could result in the direct or indirect destruction of a unique paleontological resource and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

VII-2. Implement Mitigation Measure V-2.

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

Discussion

a,b. Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

A number of regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020. Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050. SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030. In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions. The City of Woodland adopted the *Final 2035 Climate Action Plan* (CAP) in May 2017.

The proposed project's GHG emissions for both construction and operation were quantified with CalEEMod using the same assumptions as presented in the Air Quality section of this Initial Study, and compared to the applicable thresholds of significance. The proposed project's required compliance with the current California Building Energy Efficiency Standards Code was assumed in the modeling. In addition, the CO_2 intensity factor within the model was adjusted to reflect the Pacific Gas & Electric Company's anticipated progress towards statewide renewable portfolio standard goals. All CalEEMod results are included in Appendix A of this Initial Study.

The YSAQMD, in their *Handbook for Assessing and Mitigating Air Quality Impacts*, acknowledges that new emissions generated by development projects could potentially conflict with existing GHG emissions reductions targets, and thus, a need for development of GHG emissions thresholds exists. However, the YSAQMD has not yet established or adopted any such thresholds. The YSAQMD is currently recommending GHG analysis consistent with the SMAQMD adopted thresholds of significance. While SMAQMD recognizes that emissions from a single project cannot be determined to substantially impact overall GHG emissions levels in the atmosphere, an emissions threshold is useful to trigger further project review and assess mitigation. As such, SMAQMD designed emissions thresholds to ensure that 90 percent of new GHG emissions related to land use projects would be reviewed and assessed for mitigation. Thus, projects exceeding SMAQMD's thresholds would constitute the vast majority of GHG emissions, and exceedance of the thresholds would allow for further project review contributing to the emissions reductions goals of AB 32, SB 32, the Scoping Plan, and relevant Executive Orders. SMAQMD has established a threshold for both construction and operational GHG emissions of 1,100 $MTCO_2e$/yr. It should be noted that the nearby Placer County Air Pollution Control District has independently adopted an operational threshold of 1,100 $MTCO_2e$/yr, for use in project GHG analysis, while the El Dorado County Air Pollution Control District similarly recommends use of SMAQMD's 1,100 $MTCO_2e$/yr threshold.

Construction-Related GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, construction-related GHG emissions have been estimated for implementation of the project and such emissions have been compared to the applicable threshold of significance, as presented below in Table 6. Construction-related emissions were modeled using CalEEMod under the assumptions described in Section III, Air Quality, of this Initial Study.

Table 6
Unmitigated Construction-Related GHG Emissions ($MTCO_2e$/yr)

Construction Year	Project Emissions
2021	197.26
Applicable Threshold of Significance	**1,100**
Source: CalEEMod, December 2020 (see Appendix A).	

As shown in the table, the proposed project's maximum annual construction emissions of 197.26 $MTCO_2e$/yr would be below the YSAQMD-recommended 1,100 $MTCO_2e$/yr threshold.

Because the total construction GHG emissions for the project would be below the applicable threshold of significance, the proposed project would not be considered to generate construction-related GHG emissions that would have a significant impact on the environment.

Operational GHG Emissions

According to the City's CAP, if a project is consistent with the General Plan, is not exempt from CEQA, falls within the assumptions of the General Plan EIR, and is consistent with

the CAP, GHG-related impacts associated with the project are determined to be less than significant, and further CEQA analysis for the area of impact is generally not required.

The City's CAP is consistent with the goals of SB 32. To be determined consistent with the CAP, a project must demonstrate that development of the site has been anticipated and is within the growth estimates projected for the CAP. As noted throughout this Initial Study, the proposed project is consistent with the existing land use designations for the project site. Development of the proposed project would not induce population growth that has not been previously analyzed in the General Plan EIR. Additionally, the proposed project would implement goals of the CAP which would reduce the impacts on GHG emissions. For example, the project would incorporate energy-efficient LED lighting throughout the facility. As such, the project is considered to be generally consistent with the City's CAP, and would not conflict with any policies or measures presented within the CAP; therefore, the proposed project would not conflict with the GHG emissions reduction targets included in SB 32. A CAP Consistency Checklist has been prepared for the proposed project, and is included as Appendix D.

Furthermore, per CalEEMod, operational GHG emissions associated with the project would be 173.46 $MTCO_2e$/yr during normal operations. Thus, project operational emissions would not exceed the applicable YSAQMD threshold of 1,100 $MTCO_2e$/yr.

Thus, because the proposed project would be consistent with the City's adopted CAP, and estimated operational GHG emissions would be below the applicable threshold of significance, the proposed project would not conflict with the objectives of the City to reduce GHG emissions.

Conclusion

Because implementation of the proposed project would result in construction-related GHG emissions below the applicable threshold of significance of 1,100 $MTCO_2e$/yr and would be consistent with the City's CAP, the project would not be considered to generate GHG emissions, directly or indirectly, that would have a significant impact on the environment.

Therefore, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Impacts would be considered ***less than significant***.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	O	O	Ø	O
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	O	O	Ø	O
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	O	O	O	Ø
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	O	O	O	Ø
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	O	O	O	Ø
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	O	O	Ø	O
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	O	O	Ø	O

Discussion

a. Construction activities would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. In addition, operations would involve the routine transport of hazardous materials to support larger regional operations by the project contractor involving the environmental remediation and clean-up of hazardous materials and substances. Specifically, operations at the project site would include the storage, staging, and maintenance of heavy construction equipment, transport vehicles, and storage containers of various types and sizes to support MPe's business operations which occur off site. As previously noted, on infrequent occasion, contaminated materials in sealed containers may be brought to the project site en route to the final disposal site. Such containers would remain sealed while on site and would be parked on a sealed asphalt or concrete pad with containment curbing. The contaminated materials would remain on site for no longer than ten days. Decanting or consolidating of contaminated materials would not occur on site.

Because the proposed project would infrequently stage manifested shipments of hazardous waste in sealed containers for ten days or less en route to the final disposal site and would be located in an area zoned industrial by the local planning authority, the hazardous waste monitoring procedures and regulations set forth by Chapter 14, 15, 18, and 20 of Title 22 Division 4.5, Environmental Health Standards for the Management of Hazardous Waste, of the California Code of Regulations (CCR), as well as Part 264 of Title 40 of the Federal Code of Regulations (CFR), would not apply. However, the proposed project would be required to comply with the regulations set forth by 22 CCR § 66263, Standards Applicable to Transporters of Hazardous Waste, which requires

transporters of hazardous materials to ensure that releases of hazardous wastes into the environment would not occur, including the discharge of hazardous wastes into soils, drainage systems, and surface and ground water systems. 22 CCR § 66263.16 requires that each truck, trailer, semitrailer, vacuum tank, cargo tank, or container used for shipping hazardous waste be designed and constructed, and their contents so limited, that under conditions normally incident to transportation, releases of hazardous wastes to the environment would not occur. Hazardous waste containers are required to be free from leaks and all discharge openings are required to be securely closed during operation. In addition, § 66263.31 requires transporters of hazardous materials to clean up any hazardous waste discharge that occurs during transportation to the extent that hazardous waste discharge no longer presents a hazard to human health or the environment.

The proposed project would include various operational procedures to ensure compliance with the aforementioned safety measures. To ensure that hazardous materials and liquids would not drain into sanitary sewers, soils, or the stormwater drainage system, all hazardous materials or substances would be stored in sealed containers, trailers, bins, or barrels in a location on-site with containment curbing and sealed slab. The proposed project would utilize tarp-covered roll-off bins for construction materials, debris, and non-hazardous soils staged on-site during the transportation process. Because the repair, maintenance, and cleaning of bins and equipment used in the remediation, transportation, and storage/disposal process would also take place on-site, the on-site wash rack used to wash bins and equipment would not drain into the existing city drainage system; rather, the wash rack would drain to a storage sump that would be drained and disposed of according to state and local regulations. Because the proposed project would include adequate containment procedures and would be subject to the state-mandated regulations set forth by 22 CCR § 66263, potentially adverse impacts to water quality during the hauling, staging, or transportation of hazardous materials would not occur.

It should also be noted that the proposed project would include an above-ground, double-walled diesel fuel tank and dispensing island with secondary containment. The wash rack and fuel dispensing station would be used for MPe operations and would not be accessible to the public. Use, storage, and transport of any diesel fuels to the project site would be required to adhere to regulations regarding the use of aboveground petroleum storage tanks stipulated within Chapter 6.67, Division 20 of the California Health and Safety Code.

Importantly, project operations would not involve the processing, treatment, or disposal of hazardous materials or substances at the project site. Therefore, the proposed project would not create a significant hazard to the public or the environment through the disposal of hazardous materials. Hazardous materials and substances staged at the project site en route to an off-site disposal location would not remain on-site beyond the 10-day limit of the contractor's USEPA permit, as the required governmental disposal manifests can usually be generated in less than one week. Furthermore, the project operator would be required to comply with all California Health and Safety Codes regulating the handling, storage, and transportation of hazardous and toxic materials, as overseen by the USEPA and CDTSC. As such, impacts related to the routine transport, use, or disposal of hazardous materials would be ***less-than-significant.***

b. A *Limited Environmental Review* (LER) was performed for the site by Brusca Associates, Inc. in October 2020 (Appendix E).[11] The LER included a site visit; historical research regarding past onsite conditions and usage; review of regulatory agency listings and records, including an agency database report; and review of a user questionnaire.

Upon site reconnaissance on October 20, 2020, Brusca Associates, Inc. described the current setting of the project site as vacant and undeveloped, except for an existing detention basin and associated pond within the northern portion of the site. Site surfaces may support limited volunteer grasses, and a row of mature trees is situated along the easterly margin of the property. Corrugated metal stormwater pipes were observed at the margins of the basin, and a small portion of the basin contained a minimal amount of standing water. Drainage elements were observed on other portions of the project site, including small subsurface concrete vaults and circular storm drain gates. However, evidence of significant staining or hazardous materials discharge near the drainage features was not present.

Upon review of historical aerial photographs, Brusca Associates, Inc. determined that the project site has never been significantly developed. Railroad tracks were constructed across the far southeasterly corner of the site by the early 1940s, but have since been removed. The existing stormwater pond/basin was constructed on the project site by the early 1990s. Notably, aerial photographs dated 1939 through 1974 indicate that the property was farmed from at least the 1930s through the mid-1970s. Although the property has been used for agricultural purposes in the past, previous agricultural chemical applications to farmland typically do not seriously impair the soil chemistry. According to the LER, pesticide contamination is most commonly attributable to the rinsing of equipment after field application, when rinsing occurs in one place over a period of time. Such rinsing activities are usually performed at a farming headquarters or at an airport supporting crop dusting aircraft. Research conducted as part of the LER did not reveal evidence of any previous crop dusting or farm headquarters facilities on the subject property; therefore, the potential for pesticide contamination within the on-site soils is low.

Project operations would involve limited staging and transportation of hazardous materials at the project site en route to the final disposal location. However, as mentioned previously, the proposed project would be required to comply with all California Health and Safety Codes regulating the handling, storage, and transportation of hazardous and toxic materials, as overseen by the USEPA and CDTSC, including § 66263.31. § 66263.31 requires transporters of hazardous materials to clean up any hazardous waste discharge that occurs during transportation to the extent that hazardous waste discharge no longer presents a hazard to human health or the environment. Compliance with § 66263.31 and other regulatory standards overseen by the appropriate regulatory agencies would ensure that project operations would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Based on the above, evidence that would indicate the likelihood of past on-site activities having resulted in the significant release of hazardous substances or petroleum products to the environment did not exist within the historical record or upon site reconnaissance. Given that the proposed project would comply with state safety codes regarding the

[11] Brusca Associates, Inc. *Limited Environmental Review, Paddock Place Property, APNs 063-030-022, -024, -026*. October 26, 2020.

storage and transport of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. Thus, a ***less-than-significant*** impact would occur.

c. The proposed project site is not located within one-quarter mile of an existing or proposed school. The nearest existing school to the site, Beamer Elementary School, is located approximately 1.4 miles southwest of the site. Furthermore, hazardous materials would not be emitted as part of the construction or operation of the proposed site. Therefore, the project would have ***no impac***t related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d. The project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[12] Therefore, the project would not create a significant hazard to the public or the environment, and ***no impact*** associated with such would occur.

e. The project site is not located within the vicinity of a public airport or private airstrip as the nearest airstrip to the site is the Medlock Field airport, located approximately five miles south of the site, and the Watts Woodland Airport, located approximately six miles west of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur.

f. The proposed project would be consistent with the land use and zoning designations determined by the General Plan and Zoning Ordinance. Additionally, the proposed project would not involve any changes to roadways or circulation, or increase hazards in the area in a way which would conflict with the County of Yolo Emergency Operations Plan. Thus, the proposed project would not impair implementation or physically interfere with an adopted emergency response plan, and a ***less-than-significant*** impact would occur.

g. The proposed project site primarily consists of ruderal vegetation and is surrounded by existing commercial and industrial development on to the north, south, and west, as well as I-5 to the east. Dry, potentially-flammable, vegetation currently exists on the site; however, the existing vegetation would be removed as part of the proposed project. According to CalFire, the project site is not located in a Fire Hazard Severity Zone.[13] Thus the proposed project would not expose people or structures, either directly or indirectly, to the risk of loss, injury, or death involving wildland fires, and a ***less-than-significant*** impact would occur.

[12] California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed October 2020.

[13] CalFire Fire Resource Assessment Program. *Yolo County*. October 5, 2007.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	O	Ø	O	O
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	O	O	Ø	O
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	O	Ø	O	O
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	O	O	Ø	O
iii. 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; or	O	O	Ø	O
iv. Impede or redirect flood flows?	O	O	Ø	O
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	O	O	Ø	O
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	O	O	Ø	O

Discussion

a,ci. The following discussion provides a summary of the proposed project's potential to result in substantial erosion or siltation, violate water quality standards/waste discharge requirements, or otherwise degrade water quality during construction and operation.

Construction

During the early stages of construction activities both on- and off-site, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground surface with impervious surfaces, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality downstream.

The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. The City's NPDES permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater

and must address both grading and erosion impacts and non-point source pollution impacts of the development project. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit. Mitigation Measure VII-1 and VII-2 would ensure that the SWPPP prepared for the proposed project complies with NPDES requirements and Chapter 8.08 of the City's Municipal Code.

Because the proposed project would comply with the City's NPDES Phase II MS4 permit, create a SWPPP, and adhere to all applicable City permits and regulations, construction activities both on- and off-site would not result in substantial erosion or violate any water quality standards or waste water discharge requirements.

Operation

Following completion of the proposed project, the project site would be largely covered with impervious surfaces and topsoil would not be exposed. As such, erosion would not be likely to occur during operation. However, the operations at the proposed transfer station would regularly involve the hauling and staging of contaminated soils, liquids, and other materials in sealed bins, barrels, or trailers until required government disposal manifests can be generated. Therefore, the potential exists for water quality standards to be violated in the event that releases of hazardous materials occur on-site. In addition, the proposed project would include regular vehicle trips to and from the transfer station. Vehicles could release contaminants onto the impervious surfaces, such as pollutants from oil and grease, metals, organics, pesticides, sediment, trash, and other debris due to leaks and maintenance activities. Thus, water quality degradation could result if runoff containing such contaminants entered receiving waters in sufficient quantities to exceed water quality objectives.

Regulatory Waste Discharge Requirements

Because the proposed project would infrequently stage manifested shipments of hazardous waste in containers for ten days or less and would be located in an area zoned industrial by the local planning authority, the proposed project would be required to comply with the regulations set forth by 22 CCR § 66263, Standards Applicable to Transporters of Hazardous Waste. The articles of 22 CCR § 66263 include various measures by which transporters of hazardous materials shall ensure that releases of hazardous wastes into the environment would not occur, which would include the discharge of hazardous wastes into surface and ground water systems. For instance, 22 CCR § 66263.16 requires that each truck, trailer, semitrailer, vacuum tank, cargo tank, or container used for shipping hazardous waste be designed and constructed, and their contents so limited, that under conditions normally incident to transportation, releases of hazardous wastes to the environment would not occur. Hazardous waste containers are required to be free from leaks and all discharge openings are required to be securely closed during operation. In addition, § 66263.31 requires transporters of hazardous materials to clean up any hazardous waste discharge that occurs during transportation to the extent that hazardous waste discharge no longer presents a hazard to human health or the environment.

The proposed project would include various operational procedures to ensure compliance with the aforementioned regulations as required by 22 CCR § 66263. To ensure that hazardous materials and liquids would not drain into sanitary sewers, soils, or the stormwater drainage system, all hazardous materials or substances would be stored in sealed containers, trailers, bins, or barrels in a location on-site with containment curbing

and sealed slab. The proposed project would utilize tarp-covered roll-off bins for construction materials, debris, and non-hazardous soils staged on-site during the transportation process. As the repair, maintenance, and cleaning of bins and equipment used in the remediation, transportation, and storage/disposal process would also take place on-site, the on-site wash rack used to wash bins and equipment would not drain into the existing city drainage system; rather, the wash rack would drain to a storage sump that would be drained and disposed of according to state and local regulations. Because the proposed project would include adequate containment procedures and would be subject to the state-mandated regulations set forth by 22 CCR § 66263, potentially adverse impacts to water quality during the hauling, staging, or transportation of hazardous materials would not occur.

It should be noted that compliance with the aforementioned regulations would be ensured through inspections of manifests, reports, permits, licenses, billing records, and other documents related to the handling or transporting of hazardous wastes by the CDTSC. In addition, the project operator would be required to make available to the CDTSC and the Department of California Highway Patrol, when requested, all records of inspection by Section 1163(e), Title 13, of the California Code of Regulations.

In regards to the potential for non-hazardous water wastes to be discharged into the sewer system, such as metals, organics, pesticides, sediment, trash, and other debris associated with the proposed project, all projects within the City of Woodland are required to comply with the conditions of the NPDES Phase II MS4 permit, adopted by the City in 2003. Under the MS4 permit, the City is required to develop, administer, implement, and enforce a Comprehensive Stormwater Management Program (CSWMP) to reduce pollutants in urban runoff to the maximum extent practicable. In order to obtain coverage under the MS4 Permit, projects within the City are required to comply with the City's Post Construction Standard Plan to treat runoff through the incorporation of BMPs, Low Impact Development, and hydromodification management techniques. In addition, Chapter 8.08 of the City's Municipal Code requires operation of commercial and industrial facilities to comply with any required NPDES permit or waste discharge requirements and demonstrate coverage through creation of a SWPPP. The SWPPP would ensure best management practices are implemented for any water being discharged into the drainage system.

On-site Stormwater Treatment

As mentioned previously, the proposed 10,000-sf administrative office and shop area would be built on the area with the existing northernmost detention basin. The existing northernmost detention basin has a capacity of approximately 5.6 AF and is responsible for treating stormwater generated from the project site and several of the surrounding properties, including the Metal Sales Manufacturing Inc. property to the west of the project site, the multi-tenant warehouses to the south of the project site, and stormwater runoff from the Paddock Place cul-de-sac. Because a majority of the proposed structure would be built on the area of the site with an existing detention basin, the detention basin would be required to be filled in and removed prior to construction of new structures, and new storm drain infrastructure would be needed to serve the project site and the surrounding properties within the Industrial Park.

In order to adequately treat stormwater generated from the project site and surrounding properties, the proposed project would include a new storm drain manhole located near

the proposed parking area. Stormwater from the project site would be captured by the manhole and drain into a new 18-inch storm drain line located along Paddock Place, which would then connect to existing eight- to 30-inch storm drain lines within the 15-foot utilities easement along the eastern border of the project site. In addition, a new 12-inch storm drain would connect the western surrounding properties to the 18-inch storm drain leading to the eastern utilities easement. Two new storm drain manholes would also be included along the eastern utilities easement within Parcel 4 to capture stormwater runoff from the southern, undeveloped portions of the project site.

Storm drain lines within the project site would connect to one new and one existing detention basin located within Parcel 5. The larger, northernmost bioretention basin would be capable of treating approximately 3.26 AF of stormwater, while the smaller, southernmost bioretention basin would have the capacity to treat 0.74-AF of stormwater. The total combined capacity of the two proposed bioretention basins would be four AF in order to meet the water treatment needs of the project site and the surrounding properties. It should be noted that, in addition to the 12-inch drain line connecting the surrounding properties to the west of the project site to the bioretention basins, 24- to 36-inch storm drain lines would also run from surrounding properties to the south and southwest to the new bioretention basins. The bioretention basins would provide treatment of stormwater by allowing runoff to filter through layers of vegetative soil, thus ensuring that the project would not result in degradation of water quality. Treated stormwater would then be discharged into the City's existing stormwater system through a 72-inch storm drain line connected to the eastern utilities easement within Parcel 5.

Conclusion

Based on the above, the proposed project would adhere to all applicable permits and regulations required of new developments and industrial transfer stations as mandated by the City and State. Containment curbing and sealed slab would ensure that hazardous materials and substances located on-site would not drain into the sewer system, soils, or the stormwater drainage system, and inclusion of a storage sump would allow water used to clean contaminated bins and equipment to be disposed of according to state and local regulations. Although the existing 1.5-acre bioretention basin would be removed as part of the proposed project, one new and one existing bioretention basin with a total capacity of four AF would be developed to sufficiently treat stormwater generated from the project site and surrounding properties.

However, as discussed in Section VII, Geology and Soils, of this Initial Study, without prior preparation of an SWPPP, proper implementation of BMPs cannot be ensured at this time, and a ***potentially significant*** impact related to substantial erosion or siltation, the violation of water quality standards or waste discharge requirements, or the substantial degradation of water quality during construction or operation may occur. Implementation of Mitigation Measures VII-1 and VII-2 would ensure that the proposed project would incorporate appropriate BMP's as required by City's Phase II MS4 Permit to ensure that the proposed project would not result in substantial erosion or siltation, and consequently, would not affect water quality

Mitigation Measure(s)

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

X-1 Implement Mitigation Measures VII-1 and VII-2.

b,e. Surface water from the Sacramento River is the primary source of drinking water in the City of Woodland, and groundwater is used as a backup to supplement surface water during times of high demand or reduced surface water availability. The City of Woodland is located in the Yolo Subbasin of the Sacramento Valley Groundwater Basin. The Yolo Subbasin was historically subject to overdraft, but construction of the Indian Valley Reservoir has provided substantial relief.The Yolo Subbasin has a surface area of 256,000 acres and, therefore, the groundwater basin is recharged over a very large area. The impervious surfaces introduced at the project site would only remove approximately 2.8 acres of recharge area. Considering the entire surface area of the Yolo Subbasin, the proposed project would encompass a negligible portion of the recharge area and project implementation would not substantially affect groundwater recharge.

According to the City of Woodland's Groundwater Management Plan, 45,000 AF per year of surface water could be diverted to the cities of Woodland and Davis by the year 2040, which would meet almost all municipal and industrial demands within the two cities. Any additional demand would be met by groundwater sources, and the City would evaluate the need for new wells as needed. Future water demand is projected to be met by primarily surface water, and any excess demand would be supplemented by groundwater. As such, water demand resulting from the proposed project would be primarily met by surface water supply, and implementation of the project would not substantially decrease water supplies.

New water connections within the project site would connect to 12-inch water mains in Paddock Place. The proposed transfer station would be anticipated to require a moderate water demand, as water would primarily be used for washing bins and operational equipment, the shower room, irrigation, and employee restrooms. However, because the proposed project is consistent with the General Plan land use designation, the General Plan and the UWMP have accounted for development of the proposed project in future water requirement projections. In addition, a majority of the site would not be developed with impervious surfaces, thus allowing for infiltration and treatment of stormwater within the on-site soils. Thus, the proposed project would not decrease groundwater supplies such that the project may impede sustainable groundwater management of the basin or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and a ***less-than-significant*** impact would occur.

cii,ciii. Upon completion of the proposed project, the northernmost portion of the site would be covered by impervious surfaces. Some vegetation would be planted at the project site frontage. Per the Phase II MS4 Permit requirements, developments must minimize the area of impervious surfaces and infiltrate or reuse runoff from the project site so that the project does not create an increase in flow volume compared to pre-project conditions. As discussed above, the proposed project would comply with the City's *Post Construction Standard Plan,* in order to reduce post-runoff in compliance with the MS4 Permit. Furthermore, Policy 5.1.4 of the General Plan requires new development incorporate site design and low impact development runoff requirements in accordance with the Municipal Code to reduce runoff rates, filter out pollutants, and facilitate groundwater infiltration.

Adherence to NPDES standards and the inclusion of on-site bioretention basins sized to adequately treat stormwater runoff generated by the proposed project and surrounding properties would ensure that despite an increase in impervious surface area, the proposed project would not substantially increase the rate or amount of polluted and/or unpolluted surface runoff in a manner which would result in flooding or exceed the capacity of the existing or planned stormwater drainage systems. Thus, a ***less-than-significant*** impact would occur.

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06113C0435H, the project site is located within Zone AE, which is considered a Special Flood Hazard Area (SFHA) attributed to Cache Creek located approximately two miles north of the project site.[14] The Zone AE is defined by FEMA as areas subject to inundation by the one-percent-annual-chance flood event. However, flooding in the project area is known to be shallow and would not require a flood study.[15] In addition, one foot of freeboard would be included between the base floor elevation of the proposed building structure and the bioretention basins to provide a buffer during major storm events. Therefore, the proposed project would not impede or redirect flood flows, and a ***less-than-significant*** impact would occur.

d. The project area is located over 70 miles from the Pacific Ocean and tsunamis typically affect coastlines and areas up to one-quarter mile inland. Therefore, due to the project site's distance from the coast, potential impacts related to a tsunami are minimal. Additionally, the project site is not susceptible to impacts resulting from a seiche because of the site's distance from any enclosed bodies of water. However, as mentioned above, the project site is located within Zone AE, which is considered an SFHA attributed to Cache Creek located approximately two miles to the north of the project site. Because the project site is located within a flood zone, the potential exists for a release of pollutants to occur due to project inundation.

To ensure that pollutants would not be released in the event of project inundation, the proposed project would be required to comply with applicable water quality regulations set forth in CCR § 66263. Compliance with CCR § 66263 would prevent the accidental release of hazardous materials and substances by requiring adequate containment measures which prevent spillage and/or leaks even in the event of a major flood or storm event, including the use of tarp roll-off bins, seal slabbing, containment curbing, and a sewage sump used to drain water used in the cleaning and maintenance of equipment. In addition, although the project site is located within a designated flood zone, flooding in the area is known to be shallow, and the proposed transfer station facility and bioretention basins would be constructed with one foot of freeboard in order to provide a buffer during larger storm events. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and ***less-than-significant*** impact would occur.

[14] Federal Emergency Management Agency. *Flood Insurance Rate Maps 06113C0435H.* May 16, 2012.
[15] Email communication with Tim Busch. Principal Utilities Civil Engineer. City of Woodland. December 9, 2020.

XI. LAND USE AND PLANNING. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Physically divide an established community?	O	O	O	⊘
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	O	O	⊘	O

Discussion

a. The project site is currently vacant and surrounded by industrial and commercial uses. The site is designated IN/IF by the General Plan and zoned I/LIO. Given that the site has already been planned for development and the site is surrounded by existing industrial uses, the project would have ***no impact*** related to the physical division of an established community.

b. The 13.14-acre project site is designated IN/IF and zoned I/LIO. According to the City's General Plan, an IN-land use designation permits manufacturing, processing, and refining, as well as warehousing/distribution and logistics uses with supporting commercial services and office space. The proposed project would be consistent with the permitted uses within the IN district as operations would include an administrative office to coordinate regional operations and dispatch equipment and personnel, as well as the hauling and staging of contaminated soils, liquid wastes, and other materials for approximately ten days until transfer to a governmental disposal manifest is available. The proposed project would be consistent with the maximum allowable floor-area ratio of 0.8 and would conform with the urban form characteristics required of developments within the IN district; for example, the most active building operations would be located at the rear of the building, where equipment cleaning and fueling, as well as the hauling, staging, and transfer of hazardous materials to and from vehicles would occur.

It should also be noted that, per the General Plan, areas with an IN/IF designation are intended to benefit from a higher level of design than IN areas without the IF overlay, including streetscape design which promotes an attractive and uncluttered street appearance with appropriate fencing, landscaping, and screening. The proposed project would comply with the IF Overlay by maintaining the landscaping trees planted within the utilities easements which border the western and eastern sides of the project site. The landscaping trees would shield the proposed building and the outdoor storage area from views from neighboring properties to the west and from traffic along I-5 to the east. In addition, a flagpole would be provided along the driveway entrance.

The proposed project would also be consistent with the I/LIO zoning designation. Similar to the IF land use overlay, the LIO Overlay in an I-zoning district is intended to create a transition from more intensive industrial uses to the east with the intent of minimizing conflicts to other sensitive uses. The LIF overlay provides for a mix of limited uses, including contractor's storage, industrial technology, and other sensitive processing uses that require performance standards. The proposed project would be consistent with the zoning requirements by adhering to the special regulations of the I/LIO district, including locating the outdoor storage area behind the primary building and screening the storage area with landscaping trees along the western and eastern site borders; locating secured employee parking to the side of the building, rather than to the front of the building near

the roadway; and providing an administrative office that is ancillary in nature and not the primary use of the proposed project.

Based on the above, the proposed project would be consistent with the General Plan and zoning designation, and would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and thus, a ***less-than-significant*** impact would occur.

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

Discussion

a,b. According to the City's General Plan, Cache Creek and its floodplain is a source of aggregate resources and six aggregate mines are currently in operation along Cache Creek.[16] However, the project site is located in the Planning Area of the General Plan and would be located over three miles from the nearest mine. Given the developed setting of the project site and the distance from the nearest mine and Cache Creek, the proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site, and ***no impact*** would occur.

[16] City of Woodland. *City of Woodland General Plan 2035* [pg. 7-27]. May 2017.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	O	O	Ø	O
b. Generation of excessive groundborne vibration or groundborne noise levels?	O	O	Ø	O
c. For a project located within the vicinity of a private airstrip or 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?	O	O	Ø	O

Discussion

a. The following is a discussion of the existing noise setting, construction, and project noise generated by the proposed project.

Existing Noise Environment

The existing noise environment at the project site is primarily vehicle noise from traffic along East Kentucky Avenue and I-5. The General Plan EIR predicts the noise from surrounding roadways and the adjacent highway would be approximately 70 dB at the project site. The site is surrounded by commercial and industrial uses on all sides.

Construction Noise

During the construction of the proposed project, heavy equipment would be used for grading, excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and trucks, would be used on-site. Table 7 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 85 dB at a distance of 50 feet.

As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source will decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. The nearest sensitive receptors to the project site are the single-family homes located approximately 0.5-mile west of the project site. Thus, noise levels experienced at the nearest residences would likely be reduced from the levels depicted in Table 7 to well under 70 dB. As such, construction of the proposed project would not subject nearby residents to excessive noise, and the temporary and intermittent nature of construction activity would not permanently alter ambient noise levels in the project area.

Table 7

Construction Equipment Noise	
Type of Equipment	**Maximum Level, dB at 50 feet**
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85
Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.	

Operational Noise

The proposed project would include the development and operation of a 10,000-sf transfer station and ancillary office on approximately 2.8 acres of a 13.14 project site, which is surrounded by commercial and industrial land uses. The primary noise associated with the proposed project would be vehicle trips to and from the transfer station and the on-site operation of an electric forklift and several semi-trucks. As discussed in the Transportation Section of this Initial Study, the proposed project would generate nine trips during the AM peak hour and 10 trips during the PM peak hour. An average of three semi-trucks per day would regularly enter and exit the project site; in addition, semi-trucks would move equipment around the site for an average of three hours per day. One electric forklift would be used less than one hour per day. An increase of 19 peak hour trips, in addition to the use of on-site semi-trucks and an electric forklift for less than three hours per day, would not be expected to cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. In addition, the vehicle traffic associated with the operation of the proposed project would occur on Paddock Place, which currently is an existing vehicle route for the surrounding commercial and industrial uses. The nearest sensitive receptors to the proposed project would be located to the west approximately 0.5-mile from the proposed project and shielded by existing commercial and industrial structures. Therefore, the proposed project is not anticipated to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Based on the above, operations of the proposed project would be consistent with ambient noise levels in the surrounding environment, which includes noise generated from commercial and industrial uses and transportation noise from I-5 to the east. In addition, the proposed project is consistent with the applicable zoning and land use designations for the project site. Because the existing noise environment of the project site has been analyzed and buildout of the General Plan has anticipated development of the site with an industrial use, the proposed project would not create noise in the vicinity that would conflict with any applicable City standards.

Conclusion

Construction of all components of the proposed facility is not expected to generate noise in excess of local standards, and traffic noise generated by operations of the proposed

project would not be anticipated to generate a substantial permanent increase in noise levels in the project vicinity above levels existing without the proposed project. Therefore, a ***less-than-significant*** impact would occur.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 8, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Although noise and vibration associated with the construction phases of the project would add to the noise environment in the immediate project vicinity, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Because the proposed project would not cause continuous, long-term vibrations, the project would not be expected to result in extended annoyance to sensitive receptors.

The primary vibration-generating activities associated with the proposed project would occur during grading, placement of utilities, and construction of foundations. Table 8 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Operation of vibratory compactors/rollers used for construction of paved areas would operate at a distance of 50 feet or further from the nearest existing structure. Thus, per the vibration levels shown in Table 9, groundborne vibrations would be less than 0.070 in/sec PPV, which would be below both the 0.20 and 0.10 in/sec PPV threshold established by Caltrans for potential damage to buildings and human annoyance, respectively.

Table 8
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

Table 9
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.029
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
Jackhammer	0.035	0.011
Vibratory Hammer	0.070	0.023
Vibratory Compactor/roller	0.210	0.070

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

Based on the above, development of the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels, and a ***less-than-significant*** impact would occur.

c. The project site is not located within the vicinity of a public airport or private airstrip. The nearest airstrips to the site are Medlock Field airport, located approximately five miles south of the site, and the Watts Woodland Airport, located approximately six miles west of the site. Therefore, the project would not be located within the vicinity of a private airstrip or airport land use plan, or within two miles of a public airport where the project would expose people residing or working in the project area to excessive noise levels. Thus, a ***less-than-significant*** impact would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	O	O	Ø	O
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	O	O	O	Ø

Discussion

a. The proposed project would include the development of an approximately 10,000-sf building containing an administrative office and shop area and an outside storage area across 2.8 acres of the 13.14-acre project site. Development of the project site for industrial purposes would not result in direct population growth. Furthermore, because the proposed project is consistent with the General Plan and zoning designations, the City has anticipated the expected development within the City. Therefore, the proposed project would not induce substantial unplanned population growth either directly or indirectly, and a ***less-than-significant*** impact would occur.

b. The project site is currently vacant and does not include existing housing or other habitable structures. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, ***no impact*** would occur.

XV. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	O	O	⊘	O
b. Police protection?	O	O	⊘	O
c. Schools?	O	O	O	⊘
d. Parks?	O	O	O	⊘
e. Other Public Facilities?	O	O	O	⊘

Discussion

a,b. The Woodland Fire Department provides fire and emergency medical services in the City. The Fire Department protects an area of 56 square miles, which includes 41 square miles of rural area located north, east, and south of the city limits. The Fire Department operates three fire stations, with an engine company at each one: 101 Court Street, 1619 West Street, and 1550 Springlake Court. The Fire Department is staffed with 45 personnel and is assisted by part time administrative staff persons. To help maintain adequate response times, the Fire Department has identified the need for additional fire stations in the City. A fourth fire station is planned for the Spring Lake Specific Plan area on a one-acre site, and will adjoin to the Central Park. The Insurance Services Office distributes ratings to fire departments' preparedness to fight fires effectively. The City of Woodland received a rating of three on a scale of one to 10, with one being exemplary. Because the Fire Department is adequately prepared to service the City, and because the proposed project is consistent with the General Plan land use designation, fire protection preparedness has been analyzed with buildout of the City within the General Plan EIR.

While the proposed project would involve storage of hazardous materials and flammable fuels on-site, the proposed project would adhere to Chapter 9, Fire Prevention and Emergency Services, of the Municipal Code, which dictates the requirements of new development to install automatic sprinkler systems and comply with the provisions of Sections 12500 to 12726 of the Health and Safety Code of the state and the rules and regulations of the State Fire Marshal. In addition, the Fire Prevention Division of the Woodland Fire Department provides plan review services for both new and existing construction projects. Services include review of designs and installation of automatic fire sprinkler systems and fire alarms, and ensuring that new development projects adhere to code requirements regulating the safety of people who will occupy the area. The Woodland Fire Department would review site plans prior to development of the proposed project to ensure that the project complies with all applicable standards and regulations related to storage and use of hazardous materials. Thus, the project would not require the provision of new or physically altered fire or police protection facilities beyond what was analyzed in the General Plan EIR.

Law enforcement services are provided by the City of Woodland Police Department. The Police Department has a staff of 79 paid employees, including 64 sworn patrol officers and 15 non-sworn support personnel. The Police Department is located at 1000 Lincoln

Avenue. The City currently staffs four full time beats and one daytime only beat. Upon buildout of the General Plan land uses, the City will create seven full time beats. The General Plan does not have service standards but determines staffing needs based on the amount of uncommitted time per officer per day, and number of major crimes assigned to detectives per day. Currently, the patrol officers average 15 percent unobligated patrol time per shift. As the City continues to develop, the average should not drop below 15 percent. Because the proposed project is consistent with the General Plan and Zoning Ordinance, the City has accounted for development of the proposed project and would not require additional policing services.

The General Plan has determined the fire and policing needs of the City and determined increased need based on development. Because the proposed project would be consistent with the General Plan, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios related to fire or police protection, and a ***less-than-significant*** impact would occur.

c-e. Development of the proposed project would not induce significant population growth, as the project would not include the construction of housing or the creation of a substantial number of new jobs. As such, the proposed project would not introduce new residents to the area that would use local schools, parks, or other public facilities. Thus, the proposed project would result in ***no impact*** regarding any substantial increase in demand for public facilities such as parks, schools, and government facilities.

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

Discussion

a,b. The proposed project would include development of a hazardous materials transfer station and would not include park facilities. Because the proposed project would not directly or indirectly result in substantial unplanned population growth, the proposed project would not increase the use of any existing parks or require the construction of new recreational facilities which might have an adverse physical effect on the environment. Therefore, ***no impact*** to park facilities would occur.

XVII. TRANSPORTATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	O	O	Ø	O
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	O	O	Ø	O
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	O	O	Ø	O
d. Result in inadequate emergency access?	O	O	Ø	O

Discussion

a. The following is a discussion of the transportation impacts of the proposed project based on information from the ITE Trip Generation Handbook[17] as well as the General Plan and General Plan EIR.

Construction

During construction, an increase in traffic along East Kentucky Avenue and Paddock Place would occur due to trucks transporting materials to the project site and construction employees commuting to the site. However, construction of the proposed facility would be relatively short-term compared to the lifetime of the proposed project, as construction is anticipated to occur over approximately 1.5 years. The total number of vehicle trips during construction would be relatively few, and local roadways have adequate capacity to support the small increase in traffic. Due to the small project size and temporary nature of construction, the minor increase in traffic would not cause a substantial impact to transportation infrastructure.

Operations

The proposed project includes the construction of paved sidewalks, a new driveway, and an internal roadway connecting the driveway with the proposed parking areas and drive thru bay. All circulation improvements would be located at the end of the Paddock Place cul-de-sac and would not impact the surrounding traffic infrastructure.

Vehicle trips would be generated during project operations by employees commuting to the site. However, parking would exist on-site to accommodate employee vehicles, and the number of trips generated by employees would be nominal compared to the total amount of traffic in the City. In addition, the City operates and supports many forms of alternative transportation. The Yolo County Transportation District runs the Yolobus system, which includes a series of bus routes throughout the City. Several stops are situated along East Main Street and other portions of the City. Lines 210 and 212 of the Yolobus system include service along the segment of Beamer Road directly south of the project site, with the nearest Yolobus Transit bus stop located 0.8-mile away near the intersection of Matmor Road and East Beamer Street. Additionally, the proposed extension and improvements of the sidewalk along the project site frontage would promote pedestrian traffic. Thus, the proposed plans comply with Goals 3.E and 3.G of the City of

[17] Institute of Transportation Engineers. *Trip Generation Handbook – 9th Edition*. September 2012.

Woodland General Plan, which aim to provide a comprehensive and integrated pedestrian system that encourages walking and to promote a transit system that serves as a viable alternative to the automobile. The availability of public transit, ridesharing options, and sidewalks would contribute to a decreased demand for individual vehicle use. Therefore, although vehicle trips would be generated during project operations by employees commuting to the site, such employees would have access to the aforementioned public transit options, thereby reducing the number of trips generated by commuting.

East Kentucky Avenue, the nearest primary roadway to the project site analyzed in the General Plan EIR, has a maximum PM peak hour traffic volume of 1,890 to be considered stable. The existing PM peak hour traffic volume along East Kentucky Avenue is 469; by 2050, East Kentucky Avenue would be anticipated to have a PM peak hour traffic volume of 1,080 upon full buildout of the General Plan. Because the proposed project would be consistent with the General Plan land use designation for the site, vehicle trips associated with the proposed project have been planned for by the City and would not result in severe impacts on roadways in the project vicinity. Furthermore, according to the Institute of Transportation Engineers' (ITE) 9th Edition Trip Generation Handbook, the proposed project would generate approximately 71 trips per day, with nine trips occurring during the AM peak hour and 10 trips occurring during the PM peak hour. Such a minor increase in traffic would not exceed the capacity of local roadways even during the PM peak hour. As a result, a substantial increase in vehicular traffic is not anticipated during operations of the proposed project.

Because project operations would involve the regular transport of materials and equipment on- and off-site, the three semi-trucks operating on-site would also need to be accounted for in regards to circulation impacts. An average of three semi-trucks entering and exiting the site per day would result in six trips per day. Six semi-truck hauling trips per day, in addition to the 71 daily trips generated by employee commutes, would result in a total of 77 total trips generated by the project site. Because the local roadways have sufficient capacity to accommodate such an increase, the proposed project is not anticipated to have an adverse impact on the circulation system.

Conclusion

Based on project access to public transportation and the minimal traffic associated with construction and operations of the proposed project, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a ***less-than-significant impact*** would occur.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of vehicle miles traveled (VMT) attributable to a project is the most appropriate measure of transportation impacts. A lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. While changes to driving conditions that increase intersection delay are an important consideration for traffic operations and management, the method of analysis does not fully describe environmental effects associated with fuel consumption, emissions, and public health. Section 15064.3(3) changes the focus of transportation impact analysis in CEQA from measuring impact to drivers to measuring the impact of driving.

As discussed in question 'a', vehicle trips associated with construction would include transporting materials to the project site along with employee commutes. Construction of the proposed facility would be relatively short-term compared to the lifetime of the proposed development. Due to the temporary nature of construction, the small increase in VMT would not cause a substantial impact to transportation. In comparison, VMT during operations would increase due to employees and semi-trucks entering and exiting the project site.

The Technical Advisory on Evaluating Transportation Impacts in CEQA published by the Governor's Office of Planning and Research (OPR) in December 2018, which provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects, recommends that projects generating or attracting fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact. Because the proposed project would only generate 71 daily trips, in addition to six semi-truck trips in and out of the project site per day, the proposed project is presumed to result in a less-than-significant increase in VMT. Furthermore, because the existing MPe, Inc. hazardous materials transfer station located within the City of Woodland would cease operations upon completion of the proposed project, development of the proposed project would replace the existing vehicle trips generated by the existing MPe, Inc. hazardous materials transfer station.

Based on the above, impacts to transportation are not expected to be substantial, and the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). Thus, a ***less-than-significant impact*** would occur.

c,d. The proposed project does not include changes to existing roadways or the introduction of an incompatible use or any design features that would be considered hazardous. Site access would be provided by way of a 30-foot-wide driveway with an entrance from Paddock Place. The driveways would include improvements to the sidewalks of the project site. The proposed project would be located at the terminus of the Paddock Place cul-de-sac; therefore, the driveway entrance and exit would not be obstructed from view from any vantage point.

The driveway would be capable of accommodating emergency vehicles in and out of the site. The proposed project would include access gates between the public parking area and secured employee parking area, as well as between the entrance driveway and the drive-thru bay. The drive aisle between the secured parking area and the shop area blacktop would be approximately 100 feet wide; the drive aisle between the driveway entrance and the drive-thru bay would be greater, at approximately 130 feet wide. The proposed project would be able to accommodate emergency vehicles attempting to access the administrative office and shop area, as well as those attempting to access the drive-thru bay and outdoor storage area. Based on the site design, the proposed project would not substantially increase hazards due to design features or incompatible uses, and emergency access to the site would be adequate. Therefore, a ***less-than-significant*** impact could occur related to substantially increasing hazards due to geometric design features or result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	o	⌀	o	o
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	o	⌀	o	o

Discussion

a,b. As discussed in Section V, Cultural Resources, of this Initial Study, the project site is currently vacant and disturbed. The project site does not contain any structures which would be considered a historical resource by City or State standards. A search of the NAHC Sacred Lands File did not yield any information regarding the presence of Tribal Cultural Resources within the project site or the immediate area.[18] However, according to the NWIC, Native American resources in this part of Yolo County have been found in areas near intermittent and perennial watercourses, near the hill to valley interface, and near areas populated by oak, buckeye, manzanita, and pine, as well as near a variety of plant and animal resources.[19] The project site is located in alluvial valley lands adjacent to a former creek, and the project site vicinity contains trees, shrubs, and flat grasslands. Given the similarity of these environmental factors, the NWIC determined a moderate potential for unrecorded Native American resources to be within the project site.

In compliance with AB 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to tribes which submitted requests for consultation to the City. The letters were distributed on December 14, 2020. The Yocha Dehe Wintun Nation submitted a response on January 14, 2021 that, based on the information provided, Yocha Dehe Wintun Nation is not aware of any known cultural resources near this project site. However, they recommend cultural sensitivity training for any pre-project personnel and Tribal Monitors for initial ground disturbance activity.[20]

Based on the lack of identified cultural resources at the site, the potential for known Tribal Cultural Resources to occur on the project site is low. However, due to the environmental similarities between the project site and previously recorded sites which are known to contain Native American resources, the possibility exists that construction of the proposed

[18] Native American Heritage Commission. *MP environmental, Woodland, Yolo County.* Notification sent December 14, 2020 and no comments have been received by the City as of March 9, 2021.

[19] Northwest Information Center. *Record search results for the proposed Paddock Place Project.* October 16, 2020.

[20] Yocha Dehe Wintun Nation. *RE: MP Environmental 1399 Paddock Place Woodland YD-12182020-05.* January 14, 2020.

project could result in a substantial adverse change in the significance of a Tribal Cultural Resource if previously unknown cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact to tribal cultural resources could occur.

Mitigation Measure(s)

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

XVIII-1 *Prior to any ground-disturbing activity on the project site, pre-project personnel shall undergo a cultural sensitivity training conducted by a representative of the Yocha Dehe Wintun Nation. In addition, tribal monitors appointed by the Yocha Dehe Wintun Nation shall be present during initial ground-disturbing activity.*

XVIII-2. *Implement Mitigation Measures V-1 and V-2.*

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	O	O	Ø	O
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	O	O	Ø	O
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	O	O	Ø	O
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	O	O	Ø	O
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	O	O	Ø	O

Discussion.

a,c. The proposed project would include development of an administrative office/shop area, which would include employee bathrooms and a shower room; an outdoor storage area; parking areas; and the rehabilitation of an existing bioretention basin and the development of one new bioretention basin. In addition, a wash rack and on-site fuel island would be developed behind the proposed building along the border between Parcel 2 and Parcel 4. Brief discussions of the dry utilities, water, sewer service, and stormwater drainage facilities associated with the proposed project are discussed below.

Dry Utilities

The project site is located within a developed area of the City of Woodland and is situated within close proximity to existing electrical power, natural gas, and telecommunications facilities. Thus, the construction or expansion of dry utility facilities would not be necessary. Following construction of the proposed project, electricity would be provided through existing PG&E infrastructure.

Water

New water connections within the project site would connect to existing 12-inch water mains within Paddock Place, and the City of Woodland Public Works Department would provide water to the project site. Prior to 2016, the City of Woodland relied on groundwater for all drinking water supply. In 2009, the Cities of Woodland and Davis partnered to form the Woodland-Davis Clean Water Agency to develop a new water supply from the Sacramento River. Currently, approximately 13 million gallons of water are diverted from the Sacramento River to Woodland each day. According to the City of Woodland 2015 UWMP, the potable and raw water demand for industrial uses was approximately 596 AF

in 2015. The UWMP projects that by 2025, industrial water demand would be reduced to 384 AF per year due to planned recycled water supply to Woodland BioMass. In 2035, industrial demand for potable and raw water would continue to be below the 2015 demand level at 555 AF per year. Compared to the 13 million gallons diverted to Woodland per day, the industrial demand for water would be well below the capacity of the City's total water supply. Furthermore, the City plans to develop several Aquifer Storage and Recovery wells to balance winter water supply with summer demand, and store treated surface water in preparation of future droughts. Thus, water supplies would be available to serve the proposed project in the foreseeable future.

Sewer Service

New sewer connections within the project site would connect to existing six-inch sanitary sewer lines which run through the project site and would ultimately connect to 27-inch sewer lines within Paddock Place. The City of Woodland Public Works Department would provide sewer services to the project site. As such, the proposed project would be required to pay all applicable operational and maintenance fees to the Public Works Department. The City diverts wastewater to the City's Water Pollution Control Facility (WPCF). The treatment plant is located east of the project site and is connected to a sanitary sewer system which conveys wastewater to the WPCF. Water is treated and then eventually drained to the Tule Canal on the east side of the Yolo Bypass. Future average flow to WPCF is expected to be approximately 8.3 million gallons per day (mgd) while the project future capacity of the WPCF is approximatley 9.2 mgd. Thus, the City would be able to accommodate projected wastewater within the Planning Area and the proposed project would not require expansion of the wastewater treatment facility.

Stormwater Systems

As discussed in Section X, Hydrology and Water Quality, stormwater from the project site and surrounding properties would flow through new 12- and 18-inch storm drain lines to one new bioretention basin and one existing bioretention basin within Parcel 5 that would treat stormwater prior to discharge into existing city infrastructure. The larger, northernmost bioretention basin would be capable of treating approximately 3.26 AF of stormwater, while the smaller, southernmost bioretention basin would have the capacity to treat 0.74 AF of stormwater. The total combined capacity of the two proposed bioretention basins would be four AF in order to meet the water treatment needs of the project site and the surrounding properties.

The bioretention basins would provide treatment of stormwater by allowing runoff to filter through layers of vegetative soil. Treated stormwater would then be discharged into the City's stormwater system through a 72-inch storm drain line along the eastern border of Parcel 5. Additionally, because the site has been anticipated for development by the City General Plan, impacts to stormwater systems resulting from development of the site have been generally analyzed in the City's General Plan EIR and infrastructure in the project area has been designed to accommodate stormwater flows from the site following development.

Conclusion

Given that the proposed project is consistent with the General Plan land use and zoning designations, wastewater treatment needs have been anticipated by the City and would adequately serve the project site. The General Plan EIR concluded that the policies within the General Plan would be sufficient to ensure that buildout of the General Plan would

result in a less-than-significant impact related to standard utility improvements associated with buildout of the City. Moreover, because development of the project site and area has been planned for within the General Plan, the utility infrastructure within the project vicinity has been designed with adequate capacity to accommodate demand from development of the project site. Thus, a ***less-than-significant*** impact related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b. The City of Woodland Public Works Department currently provides municipal water to residents in the Development Area. Treated Sacramento River water supplied by the Woodland-Davis Clean Water Agency's Regional Water Treatment Facility is the primary source of drinking water within the City. Groundwater is a backup to the surface water supply. The proposed project would include connection to the City's 12-inch water main within Paddock Place. As discussed in Section X, Hydrology and Water Quality, of this Initial Study, the proposed project would not decrease or substantially impede water supplies within the City. Thus, the proposed project would not require the expansion of water facilities.

Landscaping on the project site, as well as the washing of bins and equipment, would constitute the primary water demand. All landscaping installed within the City is required to adhere to the California Water Code as well as Chapter 17.112 of the City Municipal Code, which regulates water usage and reduces water waste. Per the Municipal Code, landscape irrigation is required to use recycled water where available to the site. Additionally, water demand associated with industrial uses at the project site has been previously analyzed and approved by the City; therefore, water use associated with the proposed project has been accounted for by the City.

The General Plan EIR concluded that with the applicable policies and regulations set forth by the City, water supply will be sufficient through the year 2035 based on land uses set forth by the General Plan. Considering the above, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a ***less-than-significant*** impact would occur.

d,e. Solid waste services are provided by the City through an agreement with Waste Management. Solid waste and yard waste are disposed of at the Yolo County Central Landfill. According to the Yolo County Integrated Waste Management Plan, as of 2012 the landfill had approximately 79 years of disposal capacity, and 49,035,200 cubic yards of permitted waste.[21]

Because the proposed project is consistent with the project site's current General Plan land use and zoning designations, construction and operation of the proposed project would not result in increased solid waste generation beyond what has been previously anticipated for the site by the City and analyzed in the General Plan EIR. The General Plan EIR concluded that although buildout of the General Plan would result in increased solid waste disposal at the Yolo County Central Landfill, adequate capacity exists at the

[21] California Department of Resources Recycling and Recovery (CalRecycle). *SWIS Facility/Site Summary: Yolo County Central Landfill (57-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/4033. Accessed December 2020.

landfill to continue to serve the City of Woodland's solid waste disposal needs. Buildout of the project site and solid waste generation from project construction and operations would be consistent with the growth projections analyzed in the General Plan EIR.

It should be noted that the hazardous materials temporarily stored at the project site as part of project operations would not be disposed of at the project site; rather, all hazardous materials handled at the project site would be shipped to authorized disposal sites which are regulated separately by the CDTSC and/or USEPA. Therefore, a ***less-than-significant*** impact related to solid waste would occur as a result of the proposed project.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	O	O	Ø	O
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	O	O	Ø	O
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	O	O	Ø	O
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	O	O	Ø	O

Discussion

a-d. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the proposed project site is not located within a Very High Fire Hazard Severity Zone nor are very high severity hazard zones located in close proximity to the project site.[22]

Paddock Place would provide emergency access to and from the project site. The site is located within the city limits of Woodland, thereby placing the proposed project within the boundaries of the WFD service area. The nearest fire station to the site is located at 1550 Springlake Court, approximately 2.1 miles southeast of the project site. As mentioned previously in Section XV, Public Services, of this Initial Study, the proposed project would be adequately serviced by WFD. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

The project site is characterized by a relatively flat topography and does not contain any steep slopes. The risk of uncontrolled spread of a wildfire or pollutant concentrations from a wildfire to the project site is further reduced by the proposed project's location near existing development on all sides, which would act as a fire break from potential surrounding wildfires even in the event of strong prevailing winds or extreme weather events. Similarly, development of a portion of the project site from annual grasses to industrial land uses may reduce the site's potential fire hazard to surrounding properties. Although the proposed project would include the installation and maintenance of new infrastructure, including utilities lines, the proposed shop area/administrative office, outdoor storage area, and associated improvements are required to be designed in compliance with all applicable State and local standards and recommendations for new development, such as the WFD's requirements for providing a water supply system for fire protection and providing adequate emergency and fire access. In compliance with the CBSC (specifically Section 903.2.1.3, Group A-3), the design of the building would include

[22] California Department of Forestry and Fire Protection. California Fire Hazard Severity Zone Viewer. Available at: https://egis.fire.ca.gov/FHSZ/. Accessed October 2020.

automatic fire sprinklers and fire alarm systems. Such features would help to address fire situations within the site, which would reduce the demand for fire protection services. Compliance with the aforementioned statewide and local building standards would ensure that infrastructure improvements would not exacerbate fire risks.

Based on the above, the proposed project would not be subject to risks related to wildfires and would be compliant with local and State standards ensuring adequate fire protection for new development and would be in close proximity to fire services within the City of Woodland. Based on the above, a ***less-than-significant*** impact would occur.

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

Discussion

a. As described throughout this Initial Study, while implementation of the proposed project would have the potential to adversely impact the environment by reducing available habitat for western burrowing owl, Swainson's hawk, white-tailed kite, western red bat, and common nesting birds and migratory birds and raptors protected under the MBTA, Mitigation Measures IV-1 through IV-5 would ensure that impacts to special-status species would be less-than-significant. The project site has been previously disturbed and does not contain any known historic or prehistoric resources. Thus, implementation of the proposed project is not anticipated to have the potential to result in impacts related to historic or prehistoric resources. Nevertheless, Mitigation Measures V-1 and V-2 would ensure that in the event that historic or prehistoric resources are discovered within the project site, such resources are protected in compliance with the requirements of CEQA.

The proposed project would implement and comply with applicable City of Woodland General Plan and Municipal Code policies, as discussed throughout this Initial Study. With implementation of the mitigation measures required by this Initial Study, compliance with General Plan policies, Municipal Code sections, and application of standard Best Management Practices during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, a ***less than significant*** would occur.

b. The proposed project in conjunction with other development within the City of Woodland could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this Initial Study, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this Initial Study, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State

regulations. For example, because the proposed project would be implemented in accordance with the applicable Yolo HCP/NCCP avoidance and mitigation measures and would be subject to payment of HCP/NCCP fees, the proposed project's individual impacts and contribution to cumulative impacts to covered species under the Yolo HCP/NCCP would be considered less than significant. In addition, the project would be consistent with the site's existing land use and zoning designations. The project site is surrounded by existing development and is located in an urbanized setting. Accordingly, buildout of the site for commercial uses was generally considered in the cumulative analysis of buildout of the General Plan within the General Plan EIR.

As noted in Section 21083.3 of the CEQA Guidelines, where a project is consistent with zoning and general plan designations for the site, and an EIR has been certified with respect to that general plan, the analysis of potential environmental impacts resulting from the individual project should focus on those effects that are peculiar to the proposed project. As demonstrated throughout this Initial Study, the proposed project would not result in any significant environmental impacts peculiar to the project, and, thus, the proposed project would not contribute any new or additional impacts not previously analyzed in the General Plan EIR. Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Woodland, and the project's incremental contribution to cumulative impacts would be ***less than significant***.

c. As described in this Initial Study, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, and mitigation measures included herein. In addition, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this Initial Study, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials and noise. Therefore, the proposed project's impact would be ***less than significant***.

BARGAS
Environmental Consulting

June 05, 2020

MP Environmental Services, Inc.
ATTN: Mr. John Buckel
14312 Cacheville Road
Yolo, California 95697

Subject: Reconnaissance-level Biological Resources Evaluation for the Woodland Proposed Industrial Site Project in Yolo County (APNs: 063-030-22, 063-030-24, 063-030-26)

Mr. Buckel:

This report summarizes the results of the biological resources evaluation including a literature review and reconnaissance-level site survey conducted by Bargas Environmental Consulting (Bargas) biologist Krystal Pulsipher for the Woodland Proposed Industrial Site project (Project). The general scope of work for the proposed project includes construction of an 8,000 square foot industrial warehouse building and a fenced and graveled yard for vehicle storage.

PROJECT LOCATION

The Project Site is approximately 13.14 acres in size and located at 1399 Paddock Place in the City of Woodland, Yolo County, California. **Appendix A** provides a Project vicinity map (**Figure 1**) and an aerial of the Project Site (**Figure 2**). The Project site corresponds to APNs 063-030-22, 063-030-24, and 063-030-26, and is situated on Township 10 North, Range 2 East, Section 28 of the Woodland U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (quad), Mt. Diablo Meridian. The approximate center point of the Project Site is 38.689615°, -121.756310° (WGS84). The elevation is between approximately 50 and 55 feet (ft) above mean sea level (msl). The Project is located within the Plan Area for the Yolo County Habitat Conservation Plan (HCP) / Natural Community Conservation Plan (NCCP).

METHODS

LITERATURE AND DATABASE REVIEW

Prior to conducting the field reconnaissance of the BSA, the Bargas biologist performed an initial review of literature and data sources to characterized the biological conditions on the Project Site and to compile records of sensitive biological resources, including occurrences of special status species, in the Project vicinity. The following resources were reviewed prior to the field visit:

- Yolo County HCP / NCCP Permitting Guide list of sensitive habitats and covered wildlife and plant species;
- U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPAC) portal for a list of federally listed species and designated critical habitat in Yolo County;
- California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB), Biogeographic Information and Observation System (BIOS), for a list of special status species and sensitive habitat occurrences on the Woodland quad and eight adjacent quads

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(Zamora, Knights Landing, Grays Bend, Madison, Winters, Merritt, and Davis) representing a buffer of approximately 10 miles around the BSA;

- California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants for a list of special status plant species occurrences on the Woodland quad and eight adjacent quads;
- USFWS National Wetlands Inventory (NWI) to determine if surface waters and wetlands have been mapped on or adjacent to the Project site;
- California Department of Water Resources (CDWF) Best Available Maps (BAM) to determine if the Project site is within a known 100-year floodplain as defined by the Federal Emergency Management Agency (FEMA) or contains any other hydrological features;
- National Resource Conservation Service (NRCS) soil survey maps and unit descriptions to map and describe soil(s) on the Project site;
- Google Earth Pro aerial map images of the Project site and the vicinity, including historical aerial images.

Results from the database review can be found in **Table 1** below in addition to **Appendix D Special-status Species Potential for Occurrence**.

RECONNAISSANCE SURVEY

The Biological Study Area (BSA) corresponds to the Project site and a 1,320-foot buffer per the Yolo County's HCP / NCCP guidelines on evaluating potential impacts to Swainson's hawk, white-tailed kite and burrowing owl (500-ft buffer; **Figure 3**). The pedestrian survey consisted of meandering transects through the Project site, scanning adjacent areas within the BSA using binoculars, and driving through the BSA. The entirety of the Project site, and areas within the BSA accessible from the Project site and public rights-of-way, were surveyed and evaluated for the presence of habitat components that could support special-status wildlife and plant species known to occur in the region as summarized in **Appendix D Special-status Species Potential for Occurrence.** Land cover and potential sensitive natural communities were delineated on aerial photographs while ground truthing in the field, both classified based on the Yolo County HCP / NCCP Permitting Guide definitions. This survey fulfills the Yolo HCP/NCCP planning level survey needs to assess land cover types and covered species habitat.

ASSESSMENT OF SPECIAL-STATUS SPECIES OCCURRENCE POTENTIAL

Following the literature and database review and field reconnaissance, the Bargas biologist performed a preliminary assessment of the potential for occurrence of special status species on the Project site and its immediate vicinity. This consisted of assessing the biological conditions on the Project site and its immediate vicinity and reviewing the habitat and life cycle requirements of special status species known to occur in the Project vicinity. The preliminary assessment included reviewing this information against criteria contained in the following occurrence categories:

- **Present:** Species is known to occur on the Project site, based on recent (within 30 years) CNDDB or other records, and there is suitable habitat present on the Project site, or the species was observed on the Project site during the field visit. The presence of bird species was distinguished further into those that could: 1) nest on the Project site; 2) forage on the Project site; and/or 3) occur on the Project site only as transients during migratory flights or other dispersal events.

- **High Potential:** Species is known to occur in the Project vicinity, based on recent (within 30 years) CNDDB or other records within 10 miles and/or based on professional expertise specific to the Project site or species, and there is suitable habitat on the Project site. Alternatively, there is suitable habitat on the Project site and the Project site is within the known range of the species. For avian species, a distinction was made between occurrence potential on the Project site as a forager, nester, and/or transient.
- **Moderate Potential:** Species is known to occur in the Project vicinity, based on recent (within 30 years) CNDDB or other records within 10 miles and/or based on professional expertise specific to the Project site or species, and there is marginally suitable habitat on the Project site. Alternatively, there is marginally suitable habitat on the Project site and the Project site is within the known range of the species. For avian species, a distinction was made between occurrence potential on the Project site as a forager, nester, and/or transient.
- **Low Potential:** Species is known to occur in the Project vicinity (within 10 miles); however, there is only very poor-quality habitat on the Project site. If the species occurs at the Project site, it would likely be as a migrant, and the species is not likely to reproduce (breed or nest) within the Project site due to a lack of suitable habitat or because the Project site is outside of their known breeding range.
- **No Potential**: There are no suitable habitat elements needed to support the species (e.g. foraging, breeding, elevation, hydrology, disturbance, substrate, etc.) within the Project site. Alternatively, the Project site may support suitable habitat components, but the Project site is well outside of the known distributional range for the species.
- **Absent:** A protocol-level species survey conducted during the appropriate season resulted in unequivocal negative results for species occurrence.

RESULTS

LITERATURE AND DATABASE REVIEW

A summary of the literature and database review regarding habitat components is provided in **Table 1** below.

Table 1: Summary of the literature and database review regarding habitat components potentially present within or adjacent to the Project site.

Database	Summary of Results
USFWS NWI	No waterways or wetlands previously mapped.
CDWR BAM	• Within FEMA-effective 100-year floodplain for the Sacramento River and Cache Creek • No other hydrological features mapped
NRCS soils	• Capay silty clay, 0 percent slopes, MLRA 17 • Marvin silty clay loam

The summary of the assessment of special status species occurrence potential is provided in **Appendix D Special-status Species Potential for Occurrence** at the end of this report. The literature/database review identified 30 wildlife and 22 plant species recorded as known to occur in the vicinity of the Project. There is one documented CNDDB occurrence of a Swainson's hawk nest recorded in 2004 and located in a grove of oak trees present approximately 980 ft southeast of the Project on Caltrans land between Interstate-5 and the Highway 113 ramp. This grove of trees was inaccessible via car or foot and therefore could not be further evaluated.

RECONNAISSANCE SURVEY

Bargas biologist Krystal Pulsipher performed the site survey of the BSA on May 28, 2020. Weather conditions were calm with clear skies and temperatures ranging from 72 – 84°F. The survey occurred within the typical nesting bird season (February 15 – August 31). The entire Project site was surveyed and areas within the BSA beyond the Project site potentially containing habitat that could support special-status species (i.e. trees for nesting raptors). Representative site photos are provided in **Appendix B Photos** and a cumulative list of wildlife and plant species observed is summarized in **Appendix C Observed Plants and Wildlife**.

EXISTING BSA CONDITIONS AND HABITATS PRESENT

Almost the entire Project site is composed of urban ruderal land cover (**Figure 4**; **Photos 1 - 3**). The Yolo County HCP/NCCP defines this land cover as:

> *Small, weedy patches of land within an otherwise urban landscape (i.e., urban in-fill). Differs from grassland in that it is composed of mostly weedy forbs that invade after disturbance, such as clovers, mustard…or yellow start thistle. While grassland may include these early invading, weedy species, they are not dominant in grassland.*

The Project site is frequently disked per Google Earth aerial images dating back to 1993. Dominant plant species observed include field bindweed (*Convolvulus arvensis*), pigweed amaranth (*Amaranthus albus*), prickly lettuce (*Lactuca serriola*), ripgut brome (*Bromus diandrus*), and wild oat (*Avenua fatua*) with an abundance of bare ground scattered throughout the site. Minimal ground squirrel activity was observed, most of it appearing aged (**Photo 4**).

An upland drainage swale exists in the southeastern corner and contains a storm drain inlet at its east end (**Photos 5 - 6**). Three storm drain inlet structures and a manhole are present within the eastern side of the Project site and are associated with an undergound storm drainage pipe (**Photos 7 – 8**). There is concrete / metal debris from former storm drain infrastructure present within the western side of the Project site (**Photos 9 – 10**).

A storm water retention pond measuring approximately 0.5-acre (per delineation in aerial imagery) is present in the northern corner of the Project site (**Photo 11**). Several storm drain pipes discharge to the retention pond and it is devoid of vegetation but contained standing water. Woody debris of cottonwood trees (*Populus fremontii*) was present outside of the retention pond.

A narrow strip of urban / built-up land cover is present along the southern border of the Project area where the graveled berm of a railroad line exists (**Photo 12**). There is also a small area of pavement in the southeastern corner that contains debris and trash in addition to weedy vegetation.

The Project site is predominantly bordered by urban / built-up land cover including Interstate-5 to the east and warehouses adjacent to most of most of the southern and western borders. Vacant parcels containing urban ruderal land cover are present adjacent to the southwestern portion of the Project site (**Photos 13 – 14**). A railroad right-of-way parallels the entire southern border. Vegetated corridor land cover also exists adjacent to the western and eastern borders.

WILDLIFE SPECIES OBSERVED

A total of 11 wildlife species were observed, composed of 10 bird and one reptile species (**Appendix C Observed Plants and Wildlife**). Two Swainson's hawks were observed circling at a moderate altitude over the Project site upon arrival to conduct the survey. They appeared to be exhibiting territorial aggressive behavior towards one another. Active prey capture by either Swainson's hawk was not observed on the Project site or adjacent ruderal parcels. Swainson's hawk is a State threatened species and is covered under the Yolo County HCP/NCCP. California scrub-jay nesting activity, specifically feeding of a fledgling, was observed at one of the valley oaks (*Quercus lobata*) located outside of but adjacent to the eastern Project site border. California scrub-jay is covered by the Migratory Bird Treaty Act.

CONCLUSION

WILDLIFE

Using the land cover categories defined by the Yolo County HCP/NCCP, the Project site is composed primarily of urban ruderal land cover with some urban built-up land cover along the southern border. There are two vegetated corridors of trees outside of but adjacent to the Project boundary to the west and east.

During the site visit two Swainson's hawks were observed circling within a circumference that included the Project site. Although active prey capture was not observed, the entire Project site provides habitat that could support Swainson's hawk foraging activities. Regarding 'Potential for Occurrence," there are 5 category levels which includes Present. The Present category has 3 gradations for avian species: (1) active nest on site, (2) active foraging, and/or (3) transect overflight of migratory or dispersing birds. The site does not contain an active nest or suitable nest trees and, given the time of year, there aren't migratory or dispersal flights of hawks occurring; however, the circling behavior of the hawks could be determined to be active foraging. The level of Swainson's hawk foraging habitat will be assessed and determined through the Yolo County HCP / NCCP review process where a determination will be made regarding the urban ruderal characteristics of the subject property.

It was determined there is high potential for white-tailed kite to occur on the Project site as the entire site contains habitat that could support white-tailed kite foraging activities and there are suitable nest trees located within 1,320-ft of the site. White-tailed kite was not observed and the Project site does not contain suitable nest trees or an active nest.

It was determined there is moderate potential for loggerhead shrike to occur on the Project site as the entire site provides suitable foraging habitat but only contains marginal nesting habitat within the southeast corner and adjacent urban ruderal land cover not regularly disked.

It was determined there is low potential for the following wildlife and plant species to occur on or adjacent to the Project site due to the presence of poor-quality habitat: burrowing owl, mountain plover, northern harrier, yellow-headed blackbird, Crotch bumble bee, western bumble bee, pallid bat, western red bat, and stinkbells. Please refer to **Appendix D Special-status Species Potential for Occurrence** for further details. No special status plant species were observed.

OTHER BIOLOGICAL RESOURCES

The retention pond is unlikely to fall under the jurisdiction of the USACE as it is a man-excavated feature engineered to receive storm water from the existing storm water infrastructure. The drainage swale located in the southeast corner did not exhibit hydric vegetation, wetland hydrology, or an ordinary high water mark and is not directly hydrologically connected to other aquatic resources so also is unlikely to fall under USACE jurisdiction.

Should you have any questions or comments regarding this report, please do not hesitate to contact James Stewart (jstewart@bargasconsulting.com) or myself (kpulsipher@bargasconsutling.com) at our listed emails, or the office at (916) 993-9218.

Sincerely,

Krystal Pulsipher

Biologist

Appendix A Figures
Appendix B Photos
Appendix C Observed Plants and Wildlife
Appendix D Special-status Species Potential for Occurrence

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Appendix A Figures

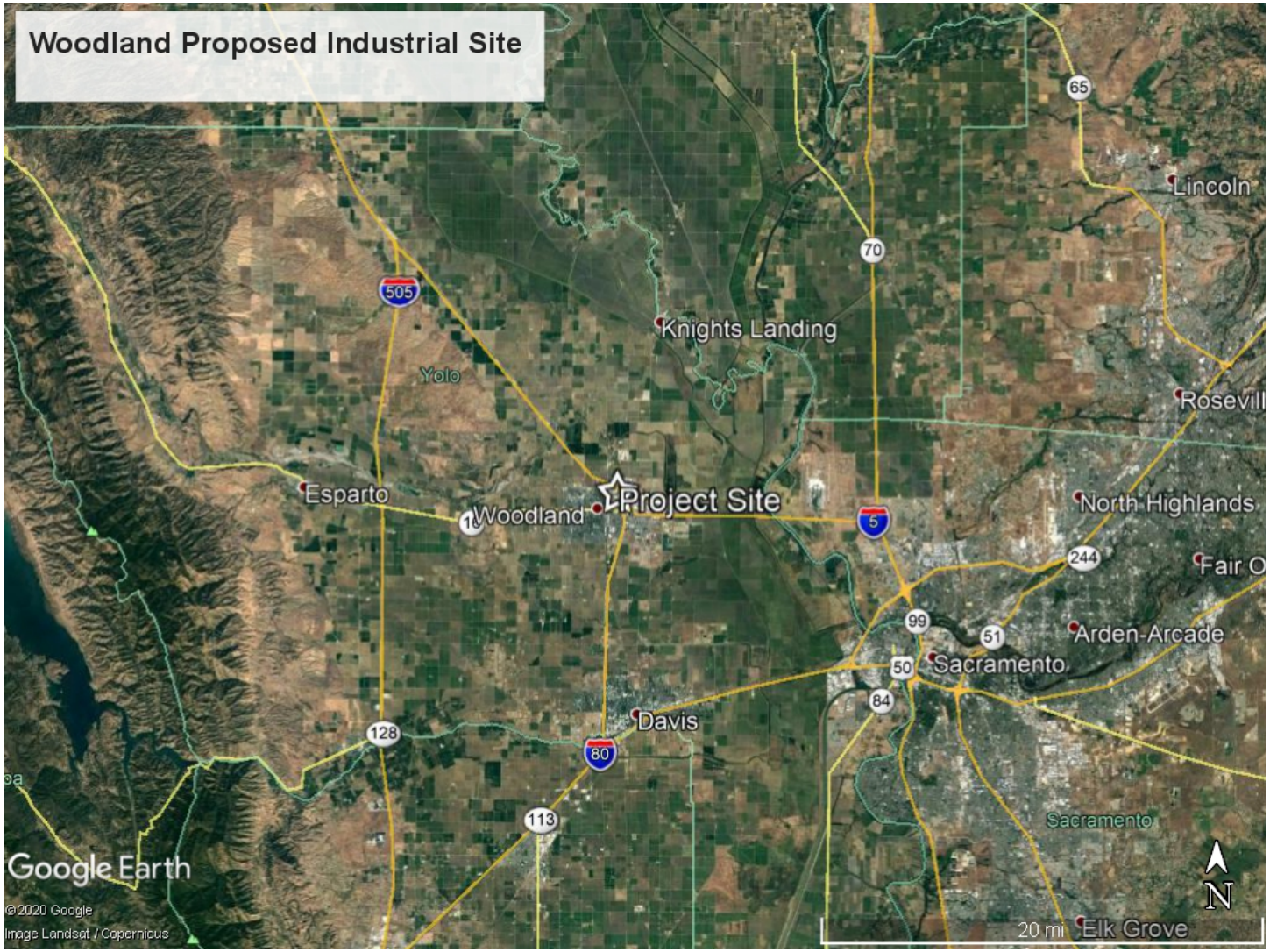

Figure 1: Aerial image of the region in which the BSA occurs in Yolo County, California.

Figure 2: Aerial map of the Project site.

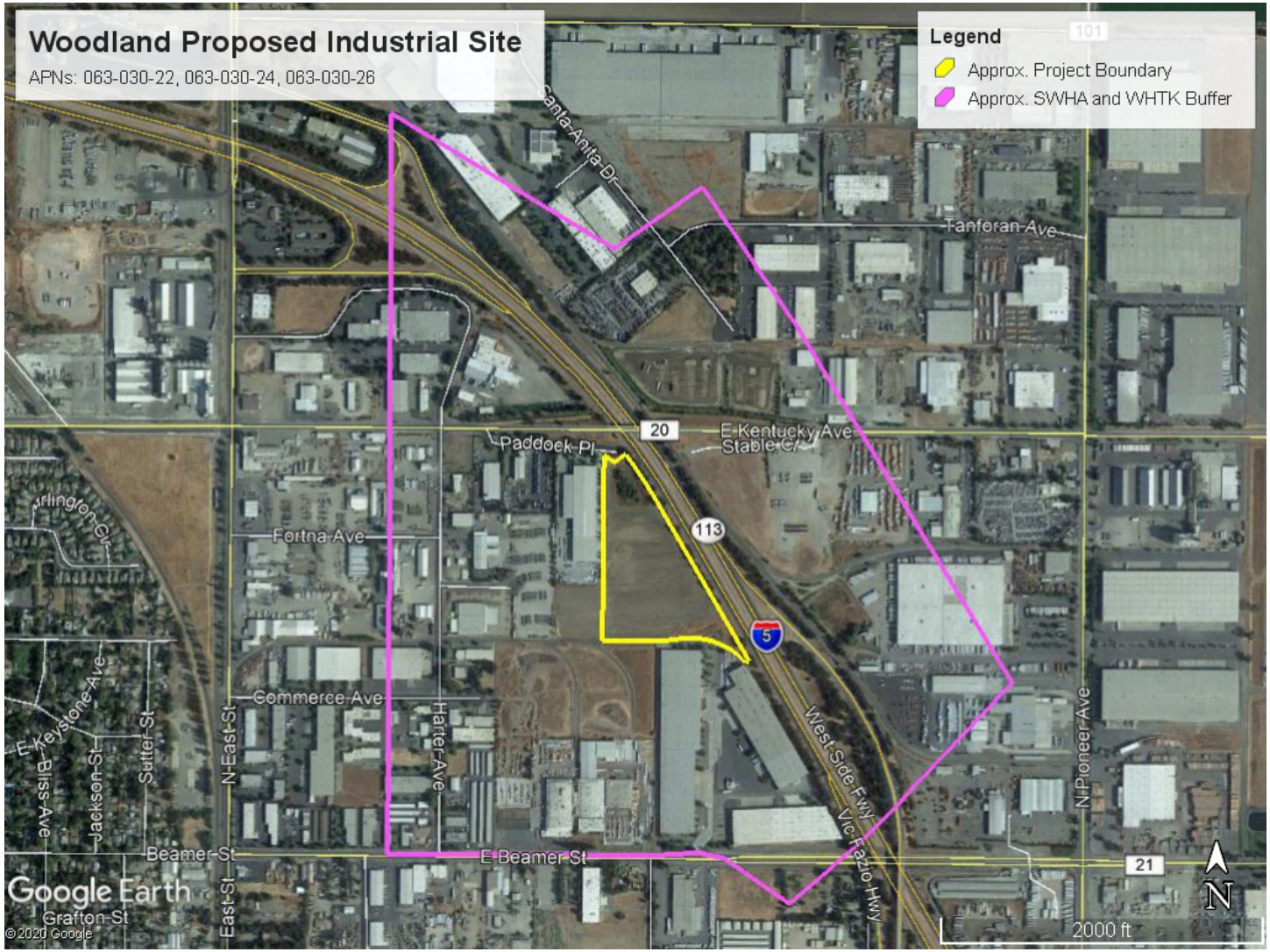

Figure 3: Aerial map of the BSA, which includes the Project site and a ~1,320-ft buffer to identify potential nesting habitat for Swainson's hawk and white-tailed kite that also encompasses a 500-ft buffer for burrowing owl habitat.

Figure 4: Aerial map of the Project site with land cover delineated.

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Appendix B Photos

Photo 1: Representative photo of the Project area characterized by urban ruderal land cover, looking south from the northwest corner.

Photo 2: Representative photo of the Project area characterized by urban ruderal land cover, looking west from the southeast corner.

Photo 3: Representative photo of the Project area characterized by urban ruderal land cover, looking northeast from the southwest corner.

Photo 4: Representative photo of the minimal ground squirrel activity observed along the eastern border of the Project site.

Photo 5: An upland drainage swale present in the southeastern corner of the Project site, characterized by weedy upland vegetation, looking southwest from its eastern end.

Photo 6: The storm drain inlet present at the eastern end of the upland drainage swale in the southeastern corner of the Project site, looking south.

Photo 7: An example of one of the three storm drain inlets present in the Project site along the eastern border, looking northwest.

Photo 8: The storm drain manhole present in the southeastern corner of the Project site, looking west.

Photo 9: An example of concrete debris from former storm drain infrastructure present within the western side of the Project site, looking southwest.

Photo 10: An example of concrete debris from former storm drain infrastructure present within the western side of the Project site, looking west.

Photo 11: The storm water retention basin present in the northern corner of the Project site, looking west.

Photo 12: Representative photo of the urban / built-up land cover present along the railroad right-of-way on the southern border of the Project site, looking east.

Photo 13: Representative photo of the urban ruderal land cover present in a vacant parcel south of the Project site, looking southwest.

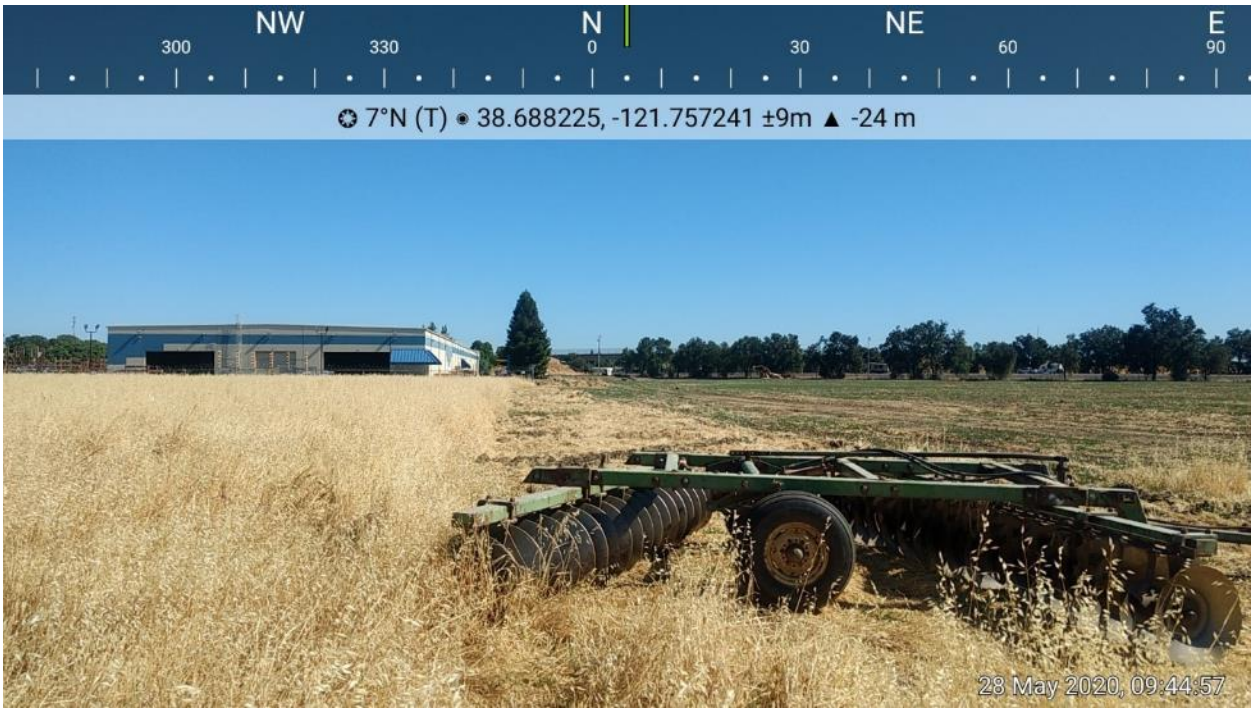

Photo 14: Representative photo of the urban ruderal land cover present in a vacant parcel west of the Project site, looking north.

Appendix C Observed Plants and Wildlife

Type	Common Name	Scientific Name	Special-Status[1]
Bird	American crow	*Corvus brachyrhynchos*	MBTA
Bird	American kestrel	*Falco sparverius*	MBTA
Bird	Brewer's blackbird	*Euphagus cyanocephalus*	MBTA
Bird	California scrub-jay	*Aphelocoma californica*	MBTA
Bird	Killdeer	*Charadrius vociferous*	MBTA
Bird	Northern mockingbird	*Mimus polyglottos*	MBTA
Bird	Northern rough-winged sparrow	*Stelgidopteryx serripennis*	MBTA
Bird	Rock pigeon	*Columba livia*	None
Bird	Swainson's hawk	*Buteo swainsoni*	ST / MBTA
Bird	Turkey vulture	*Cathartes aura*	MBTA
Reptile	Northwestern fence lizard	*Sceloporus occidentalis occidentalis*	None
Plant	Bur chevril	*Anthriscus caucalis*	None
Plant	California poppy	*Eschscholzia californica*	None
Plant	Chick lupine	*Lupinus microcarpus*	None
Plant	Curly dock	*Rumex crispus*	None
Plant	Field bindweed	*Convolvulus arvensis*	None
Plant	Hairy vetch	*Vicia villosa*	None
Plant	Italian thistle	*Carduus pycnocephalus*	None
Plant	Jointed charlock	*Raphanus raphanistrum*	None
Plant	Mexican fan palm	*Washingtonia robusta*	None
Plant	Milk thistle	*Silybum marianum*	None
Plant	Mustard	*Hirschfeldia incana*	None
Plant	Oleander	*Nerium oleander*	None
Plant	Pigweed amaranth	*Amaranthus albus*	None
Plant	Prickly lettuce	*Lactuca serriola*	None
Plant	Ripgut brome	*Bromus diandrus*	None
Plant	Salsify	*Tragopogon porrifolius*	None
Plant	Skeleton weed	*Chondrilla juncea*	None
Plant	Tree of heaven	*Ailanthus altissima*	None
Plant	Valley oak	*Quercus lobata*	None
Plant	Wild oat	*Avena fatua*	None
Plant	Yellow starthistle	*Centaurea solstitialis*	None

[1]ST = State Threatened; MBTA = Migratory Bird Treaty Act

Appendix D Special-status Species Potential for Occurrence[1]

Type	Scientific Name / Common Name	Special-Status[2]	Habitat Requirements	Potential to Occur
Amphibian	*Ambystoma californiense* / California tiger salamander	FT/ST/ HCP	Mostly subterranean, in areas with grasslands and low foothills with pools/ponds. Breeds in vernal pools and seasonal ponds.	**No Potential:** no required habitat components present
Amphibian	*Rana draytonii* / California red-legged frog	SSC	Found near ponds, woodlands, grasslands, streamsides with plant cover.	**No Potential:** outside range and no required habitat components present
Bird	*Agelaius tricolor* / tricolored blackbird	ST/SSC/HCP	Nests in shrubby emergent wetland vegetation and forms large colonies. Due to habitat loss, many nest in agricultural fields, some still breed in remnant marshes. They forage/nest in and around dairy farms, (rice) fields, and wetlands.	**No Potential:** no required habitat components present
Bird	*Athene cunicularia* / burrowing owl	SSC/HCP	Inhabit flat, open, treeless areas with short, sparse vegetation found in grasslands, pastures, agricultural fields, road embankments; in urban vacant lots. Require mammal burrows, i.e. ground squirrel.	**Low Potential:** Project site regularly disked except small patch of tall veg along southeast side, minimal ground squirrel activity observed
Bird	*Aquila chrysaetos* / golden eagle	FP	Nests on cliffs or in large trees/snags in open habitats. Forages in open country, including shrublands, grasslands, farmland, and areas along rivers and streams.	**No Potential:** no required habitat components present
Bird	*Buteo swainsoni* / Swainson's hawk	ST/HCP	Nests in trees, either solitary or on edge of groves, often along waterways. Forages in grasslands, sage flats and agriculture lands intermixed with native grassland habitat.	**Present:** Two observed circling over Project site, actively foraging (looking for prey); Project contains suitable foraging habitat; suitable nesting habitat present w/in 1,320 ft; CNDDB nest record from 2004 ~980 ft southeast
Bird	*Charadrius alexandrinus nivosus* / western snowy plover	FT/SSC	Nests and forages along beaches/shores of ocean and estuaries.	**No Potential:** outside range and no required habitat components present
Bird	*Charadrius montanus* / mountain plover	SSC	Does not nest in California. Winters in Central Valley, foraging on insects in grasslands, plowed fields, open	**Low Potential:** within range and marginal foraging habitat present; no nesting habitat

Type	Scientific Name / Common Name	Special-Status[2]	Habitat Requirements	Potential to Occur
			sagebrush. Roosts on the ground in dense vegetation cover.	
Bird	*Circus cyaneus* / northern harrier	SSC	Breeding/foraging habitat in wide open grasslands, fields/marshes. Nests concealed on ground or wetland vegetation.	**Low Potential:** within range and marginal foraging habitat present.
Bird	*Coccyzus americanus occidentalis* / western yellow-billed cuckoo	FT/SE/ HCP	Nests and forages in riparian woodlands/forests with densely foliaged deciduous trees and shrubs along rivers in the Sacramento and Owens valleys and southern California.	**No Potential:** outside range and no required habitat components present
Bird	*Elanus leucurus* / white-tailed kite	FP/HCP	Commonly found in non-grazed open woodlands, grasslands, partially cleared lands and cultivated fields. Nests in willows, oaks, other trees.	**High Potential:** Project site contains suitable foraging habitat; suitable nesting habitat present w/in 1,320 ft
Bird	*Icteria virens* / yellow-breasted chat	SSC	Inhabits thickets and other dense vegetated edge habitats, such as bramble bushes, clearcuts, powerline corridors and shrubs along streams. Nests in shrubby thickets and woods (willows, alders, cottonwoods) along watercourses and wetlands.	**No Potential:** outside range and no required habitat components present
Bird	*Ixobrychus exilis* / least bittern	SSC	Nests and forages in dense emergent wetlands near freshwater sources, in the Central Valley and other scattered locations in California.	**No Potential:** no required habitat components present
Bird	*Lanius ludovicianus* / loggerhead shrike	SSC	Inhabits open spaces with short vegetation and well-spaced shrubs/low trees typically with spines or thorns.	**Moderate Potential:** Project contains suitable foraging habitat; marginal nesting habitat present in southeast corner
Bird	*Melospiza melodia* / song sparrow (Modesto population)	SSC	Nests and forages in habitats with low, dense vegetation in much of California, including coastal areas and valleys.	**No Potential:** no required habitat components present
Bird	*Progne subis* / purple martin	SSC	In the western US, forages in open spaces such as mountain forests and Pacific lowlands. Nests in tree cavities. Winters in South America.	**No Potential:** outside of the range
Bird	*Riparia riparia* / bank swallow	ST/HCP	Live in low areas along water features. Usually located in vertical cliffs/banks, sand/gravel quarries or road cuts, where they nest in colonies of 10 to 2,000 nests.	**No Potential:** outside the known range and no required habitat components present

Type	Scientific Name / Common Name	Special-Status[2]	Habitat Requirements	Potential to Occur
Bird	*Setophaga petechia* / yellow warbler	SSC	Breed/nest in shrubby thickets/woods, particularly along watercourses and in wetlands, along with the coast, foothills, and mountains. Common trees include willows, alders, and cottonwoods.	**No Potential:** outside the known range and no required habitat components present
Bird	*Vireo bellii pusillus* / least Bell's vireo	FE/SE/ HCP	Summer resident in few and isolated areas of southern California and coastal regions south of San Francisco Bay. Nests and forages in shrubby riparian thickets.	**No Potential:** outside the known range and no required habitat components present
Bird	*Xanthocephalus xanthocephalus* / yellow-headed blackbird	SSC	Nests in dense emergent wetland vegetation. Forages in emergent vegetation, along shorelines, grasslands, and agricultural fields. Breeds in the Central Valley, Cascade Range, Sierra Nevada, Imperial and Colorado River valleys.	**Low Potential:** marginal foraging habitat present
Crustacean	*Branchinecta lynchi* / vernal pool fairy shrimp	FT	Live and breeds primarily in seasonally inundated vernal pool depressions and swales.	**No Potential:** no required habitat components present
Crustacean	*Lepidurus packardi* / vernal pool tadpole shrimp	FE	Live and breeds primarily in seasonally inundated vernal pool depressions lined with impervious clay. Also found in other freshwater aquatic habitats (i.e. ponds, reservoirs, ditches).	**No Potential:** no required habitat components present
Insect	*Bombus crotchii* / Crotch bumble bee	SC	Primarily occurs in open grassland and scrub habitats; nests/hibernates underground in small mammal burrows or under leaf litter. Forages on nectar and pollen from a diverse selection of flowers.	**Low Potential:** poor quality habitat present for nesting and foraging.
Insect	*Bombus occidentalis* / western bumble bee	SC	Primarily occurs in meadows and grasslands; nests underground in small mammal burrows, sometimes in logs or other above-ground debris, in open west-southwest slopes. Forages on nectar and pollen from a diverse selection of flowers.	**Low Potential:** poor quality habitat present for nesting and foraging.
Insect	*Desmocerus californicus dimorphus* / valley elderberry longhorn beetle	FT	Riparian and open woodlands, Central Valley of California; requires elderberry plants (*Sambucus* sp.)	**No Potential:** no required habitat components present
Mammal	*Antrozous pallidus*/ pallid bat	SSC	Found in grasslands with rocky outcrops, also open oak forests/farmlands. Forage in open vegetation at/near	**Low Potential:** no roost habitat present on Project; may forage on Project or occur as migrant

Type	Scientific Name / Common Name	Special-Status[2]	Habitat Requirements	Potential to Occur
			ground level. Roost in rock crevices, buildings, bridges, cavities of live trees and snags.	
Mammal	*Lasiurus blossevillii* / western red bat	SSC	Found in lowlands and coastal regions. Forage in a variety of habitats. Roosts among the foliage of trees, primarily deciduous of riparian woodlands, sometimes shrubs.	**Low Potential:** no roost habitat present on Project; may forage on Project or occur as migrant
Mammal	*Taxidea taxus*/ American badger	SSC	Burrows in friable soil for cover. Often reuse old burrows or existing ground squirrel colony burrows. Suitable habitat characterized by herbaceous, shrub, open stages of most habitats with dry, friable soil. Project within yearlong range.	**No Potential:** no required habitat components present
Reptile	*Actinemys marmorata* / western pond turtle	SSC/HCP	Ponds, lakes, rivers, streams with vegetative cover and basking spots (i.e. logs, rocks, banks, etc.). Project is within yearlong range.	**No Potential:** no required habitat components present
Reptile	*Thamnophis gigas* / giant garter snake	FT/ST/ HCP	Agricultural wetlands, rice fields, irrigation/drainage canals, sloughs, ponds, small lakes/streams. Adjacent uplands for basking and refuge in burrows. Project is outside of the range.	**No Potential:** no required habitat components present
Plant	*Astragalus pauperculus* / depauperate milk-vetch	4	Annual herb. Open, vernally moist volcanic clay in valley grassland and foothill woodland communities. Blooms March – June.	**No Potential:** no required habitat components present
Plant	*Astragalus tener* var. *ferrisiae* / Ferris' milk-vetch	1B	Annual herb. Alkaline flats or vernally moist meadows of valley grassland and wetland-riparian communities. Blooms April – May.	**No Potential:** no required habitat components present
Plant	*Astragalus tener* var. *tener* / alkali milk-vetch	1B	Annual herb. Alkaline flats or vernally moist meadows of valley grassland, alkali sink, freshwater wetland, wetland-riparian communities. Blooms March – June.	**No Potential:** no required habitat components present
Plant	*Atriplex cordulata* var. *cordulata* / heartscale	1B	Annual herb. Saline or alkaline soils of shadscale scrub, valley grassland, wetland-riparian communities. Blooms April – October.	**No Potential:** no required habitat components present
Plant	*Atriplex depressa* / brittlescale	1B	Annual herb. Alkaline or clay soils of shadscale scrub, valley grassland, alkali sink, wetland-riparian communities. Blooms April – October.	**No Potential:** no required habitat components present

Type	Scientific Name / Common Name	Special-Status[2]	Habitat Requirements	Potential to Occur
Plant	*Centromadia parryi* ssp. *parryi* / pappose tarplant	1B	Annual herb. Grassland, coastal salt marshes, alkaline springs, seeps. Blooms May – November.	**No Potential:** no required habitat components present
Plant	*Centromadia parryi* ssp. *rudis* / Parry's rough tarplant	4	Annual herb. Edges of marshes and vernal pools, disturbed sites, in grassland communities. Blooms May – October.	**No Potential:** no required habitat components present
Plant	*Chloropyron palmatum* / palmate-bracted bird's-beak	FE/SE/ 1B/ HCP	Annual herb. Alkaline flats in shadscale scrub, valley grassland, and wetland-riparian communities. Blooms May – October.	**No Potential:** no required habitat components present
Plant	*Extriplex joaquinana* / San Joaquin spearscale	1B	Annual herb. Alkaline soils of shadscale scrub, valley grassland. Blooms April – September.	**No Potential:** no required habitat components present
Plant	*Fritillaria agrestis* / stinkbells	4	Perennial herb. Clay, often vertic, in chaparral, valley grassland, foothill woodland, and wetland-riparian communities. Strong affinity to serpentine soils. Blooms	**Low Potential:** Clay soils present but Project is disked frequently, lacks serpentine.
Plant	*Hesperevax caulescens* / hogwallow starfish	4	Annual herb. Drying shrink-swell clay of vernal pools, flats, steep slopes, sometimes serpentine; valley grassland, foothill woodland, wetland-riparian communities. Blooms May – June.	**No Potential:** no required habitat components present
Plant	*Hibiscus lasiocarpos* var. *occidentalis* / wooly rose-mallow	1B	Perennial herb. Freshwater wetlands, wet banks, marshes. Blooms June – September.	**No Potential:** no required habitat components present
Plant	*Lasthenia ferrisiae* / Ferri's goldfields	4	Annual herb. Vernal pools or wet saline flats in valley grassland and wetland-riparian communities. Blooms February to May.	**No Potential:** no required habitat components present
Plant	*Lepidium latipes* var. *heckardii* / Heckard's pepper-grass	1B	Annual herb. Alkaline soils, vernal pool and salt marsh margins, pastures. Blooms March – May.	**No Potential:** no required habitat components present
Plant	*Lessingia hololeuca* / woolly-headed lessingia	3	Annual herb. Roadsides, occasionally on serpentine or alkali soil, in valley grassland, yellow pine forest, and northern coastal scrub communities. Blooms June – October.	**No Potential:** no required habitat components present
Plant	*Malacothamnus helleri* / Heller's bush-mallow	3	Shrub. Chaparral. Blooms June – August.	**No Potential:** no required habitat components present

Type	Scientific Name / Common Name	Special-Status[2]	Habitat Requirements	Potential to Occur
Plant	*Navarretia cotulifolia* / cotula navarretia	4	Annual herb. Heavy soils in chaparral, foothill woodland, valley grassland, and wetland-riparian communities. Blooms May – June.	**No Potential:** no required habitat components present
Plant	*Navarretia leucocephala* ssp. *bakeri* / Baker's navarretia	1B	Annual herb. Vernal pools. Blooms April – July.	**No Potential:** no required habitat components present
Plant	*Puccinellia simplex* / California alkali grass	1B	Annual grass. Saline flats and mineral springs of valley grassland and wetland-riparian communities. Blooms March – May.	**No Potential:** no required habitat components present
Plant	*Sidalcea keckii* / Keck's checkerbloom	1B	Annual herb. Grassy slopes in valley grassland and foothill woodland communities; strong affinity to serpentine. Blooms April – May.	**No Potential:** no required habitat components present
Plant	*Symphyotrichum lentum* / Suisuin Marsh aster	1B	Perennial herb. Marshes. Blooms May – November.	**No Potential:** no required habitat components present
Plant	*Trifolium hydrophilum* / saline clover	1B	Annual herb. Salt marshes and open areas in alkaline soils. Blooms April – June.	**No Potential:** no required habitat components present

[1]Fish species were not evaluated due to absence of appropriate wetland habitat.

[2]FE/FT/FC = Federally Endangered, Threatened, or Candidate; SE/ST/SCT/SR = State Endangered or Threatened, Candidate Threatened, Rare; FP = CDFW Fully Protected; SSC = CDFW Species of Special Concern; CRPR = California Rare Plant Rank, List 1B = Rare, Threatened or Endangered in California and elsewhere, List 2B = Rare, Threatened or Endangered in California but common elsewhere; HCP = Species covered under Yolo County HCP / NCCP.

February 10, 2021

MP Environmental Services, Inc.
ATTN: Mr. John Buckel
14312 Cacheville Road
Yolo, California 95697

Subject: Vegetation Survey for the Woodland Proposed Industrial Site Project in Yolo County (APNs: 063-030-22, 063-030-24, 063-030-26)

Mr. Buckel:

This report summarizes the results of the vegetation survey conducted by Bargas Environmental Consulting (Bargas) biologists Krystal Pulsipher and Owen Routt for the Woodland Proposed Industrial Site project (Project). The general scope of work for the proposed project includes construction of a 10,000 square foot industrial warehouse building and a fenced, paved, and/or graveled yard for vehicle storage.

PROJECT LOCATION

The Project Site is approximately 13.14 acres in size and located at 1399 Paddock Place in the City of Woodland, Yolo County, California (**Figure 1**). The Project site corresponds to APNs 063-030-22, 063-030-24, and 063-030-26, and is situated on Township 10 North, Range 2 East, Section 28 of the Woodland U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (quad), Mt. Diablo Meridian. The approximate center point of the Project Site is 38.689615°, -121.756310° (WGS84). The elevation is between approximately 50 and 55 feet (ft) above mean sea level (msl). The Project is located within the Plan Area for the Yolo County Habitat Conservation Plan (HCP) / Natural Community Conservation Plan (NCCP).

METHODS

VEGETATION SURVEY

Bargas biologists conducted a detailed vegetation survey within the Biological Study Area (BSA), here defined as the boundaries of the Project site parcels. The survey consisted of meandering pedestrian transects through the Project site. The entirety of the Project site was mapped, and land cover types defined. This survey is an addition to the *Reconnaissance-level Biological Resources Evaluation for the Woodland Proposed Industrial Site Project in Yolo County (APNs: 063-030-22, 063-030-24, 063-030-26)* conducted by Bargas on 28 May 2020.

RESULTS

VEGETATION SURVEY

Bargas biologists Krystal Pulsipher and Owen Routt performed the site survey of the BSA on 30 December 2020. Weather conditions were calm with clear skies and temperatures ranging from 41-50°F. The entire Project site was surveyed, and vegetation types mapped with a GPS unit. Representative site photos are

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provided in **Appendix A Photos** and a cumulative list of wildlife and plant species observed is summarized in **Appendix B Observed Plants and Wildlife**.

LAND COVER TYPES OBSERVED

The entire Project was classified as Urban Ruderal in the previous Biological Resource Assessment conducted by Bargas. The Yolo County HCP/NCCP defines this land cover as:

> *Small, weedy patches of land within an otherwise urban landscape (i.e., urban in-fill). Differs from grassland in that it is composed of mostly weedy forbs that invade after disturbance, such as clovers, mustard…or yellow star thistle. While grassland may include these early invading, weedy species, they are not dominant in grassland.*

This survey provides details on the vegetation types (**Figure 1**) that are subsets of Urban Ruderal but does not change the original land cover designation as established in the previous report. Vegetation types identified and mapped during the survey are detailed in **Table 1**, below, and include bare ground, disturbed – previously hay, other, ruderal, wetland fringe, and tree canopy which extends over the Project area from trees planted in the Caltrans right-of-way along Interstate 5.

Table 1

Vegetation Type	Vegetation Description	Acres
Other	Non-vegetation, including concrete debris and large woody debris	0.009
Tree Canopy	Areas covered by tree canopy	0.144
Bare ground	No vegetation present; pavement, gravel, or other hardscape	0.167
Other - Wetland fringe	Wetted edge of storm water detention basin. Dominant species include rough cocklebur (*Xanthium strumarium*), Fremont cottonwood (*Populus fremontii*) saplings, wetland grasses (*Juncus sp.*, *Carex sp.)* and willow (*Salix sp.*) saplings.	0.428
Ruderal	Non-native forbs and grasses including yellow star-thistle (*Centaurea solstitialis*), pigweed amaranth (*Amaranthus albus*), prickly lettuce (*Lactuca serriola*), ripgut brome (*Bromus diandrus*)	1.057
Disturbed	Intermittently disked or mowed non-native grasses and forbs; previously used for hay production Dominant species include field bindweed (*Convolvulus arvensis*), and wild oat (*Avenua fatua*).	11.335
Total		**13.140**

The Project site is actively managed per Google Earth aerial images dating back to 1993. It is clear in numerous aerial images (**Figure 2**) that the Project area has been used for hay production. The client states that hay production ceased in 2014; the site is currently fallow and disking at 6-month intervals. Dominant plant species observed in the Disturbed vegetation type during the December 2020 survey include bindweed and wild oat with an abundance of bare ground scattered throughout the site. Small mammal burrows were identified in limited locations across the site; no small mammals were observed during the survey.

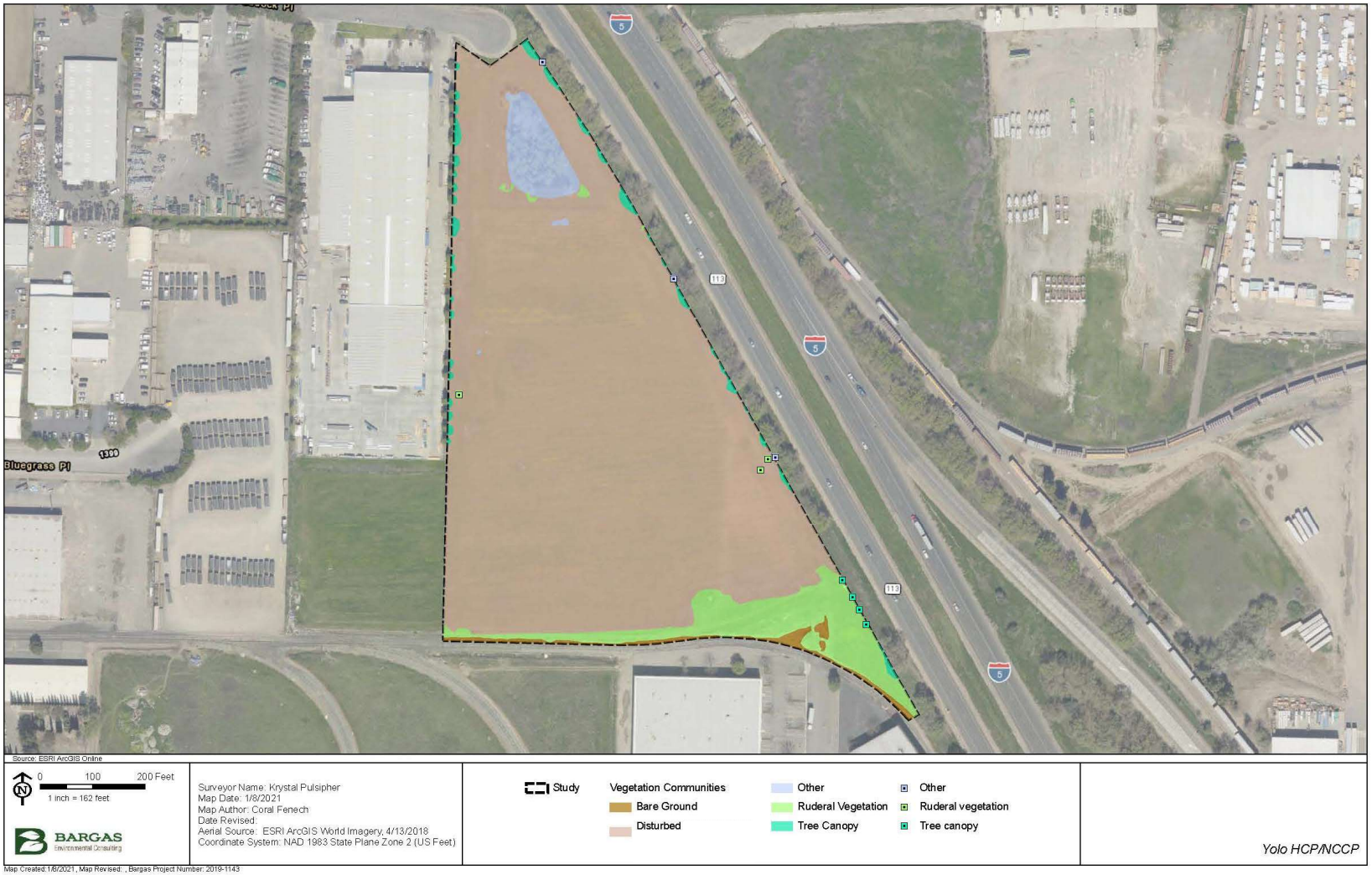

Figure 1. Land cover types observed during field surveys conducted 30 December, 2020.

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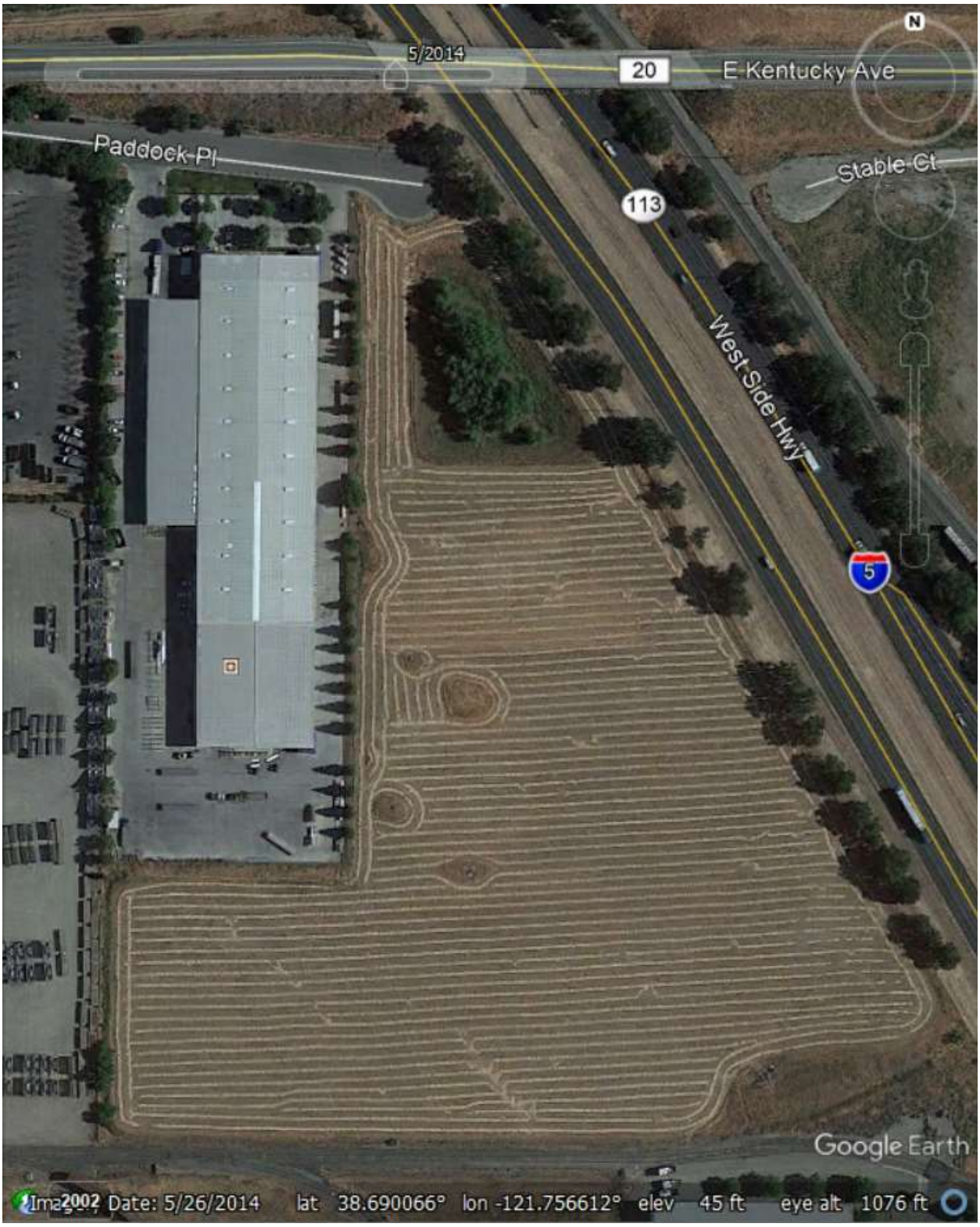

Figure 2. Google Earth aerial imagery indicative of hay production, May 2014.

WILDLIFE SPECIES OBSERVED

A total of 5 wildlife species were observed, all birds. A detailed list can be found in **Appendix B Observed Plants and Wildlife**.

CONCLUSION

VEGETATION SURVEY

The approximately 13.14-acre Project area is bound by Interstate 5 to the east and north, and commercial development to the west and south, with a small patch of disturbed land bordering the site to the south. The majority of the BSA, 88.26% (11.335 acres), consists of a disturbed vegetation type, which was dominated by bare ground, wild oat, bindweed, and other unidentifiable emergent plants during the vegetation survey conducted in late December 2020. There was evidence of recent disking at the time of the field survey. Based on a review of past aerial imagery (Google Earth 2014), the site was previously managed for hay production. Per the client, cultivation activity ceased in 2014. This area is currently left fallow and is disked at roughly six-month intervals (fall and spring), as confirmed by the client.

The 11.335 acres of disturbed area may provide suitable habitat for Swainson's hawk (*Buteo swainsoni*) and white-tailed kite (*Elanus leucurus*) prey species. Wild oat grass and other plant species present within the BSA provide cover and forage for small mammals. Small mammal burrows were identified in limited locations across the site and the frequent disking on-site provides suitable loose soils for burrowing. The remainder of the BSA (1.085 acres) and areas immediately adjacent to the site could provide refugia for these mammals. The frequency of foraging activity within the BSA by Swainson's hawk and white-tailed kite is not known. No Swainson's hawk or white-tailed kite individuals were observed on-site during the site visit, which took place during the wintering period for these species. Given the timing of the site assessment and the fact that a protocol-level Swainson's hawk survey was not implemented, it is not known what comparative foraging habitat value the subject property has as compared to the surrounding agricultural areas within Yolo County. Although there is high-value foraging habitat for Swainson's hawk and white-tailed kite within substantial agricultural acreage 0.5 and 1.0 mile north and west of the Project area, prey species for these protected raptors have the potential to occur on the Project area as well. Should you have any questions or comments regarding this report, please do not hesitate to contact James Stewart (jstewart@bargasconsulting.com) or myself (kpulsipher@bargasconsutling.com) at our listed emails, or the office at (916) 993-9218.

Sincerely,

Krystal Pulsipher
Biologist

Appendix A Photos
Appendix B Observed Plants and Wildlife

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Appendix A Photos

Photo 1: Representative photo of the Project area characterized by tree canopy extending from trees planted in the Caltrans right-of-way along Interstate 5 and Disturbed vegetation type, looking north from the southwest corner.

Photo 2: Representative photo of the Project area characterized by the Disturbed vegetation type previously used for hay production, looking west from the southeast corner.

Photo 3: Representative photo of the Project area characterized by a Disturbed vegetation type previously used for hay production, looking northeast from the southwest corner.

Photo 4: Representative photo of the minimal ground squirrel activity observed along the eastern border of the Project site.

Photo 5: An upland drainage swale characterized as ruderal vegetation present in the southeastern corner of the Project site, looking northeast from its western end

Photo 6: Large concrete debris characterized as “other” landcover along the western side of the Project site.

Photo 7: An example of large woody debris present at the edge of the stormwater detention basin at the north end of the Project site, looking northwest.

Photo 8: Wild oat grass seedings germinating along the bank of the stormwater detention basin looking southwest. A small mammal burrow can be seen in the foreground.

Photo 9: An example of bare ground at the south end of the Project site, looking south.

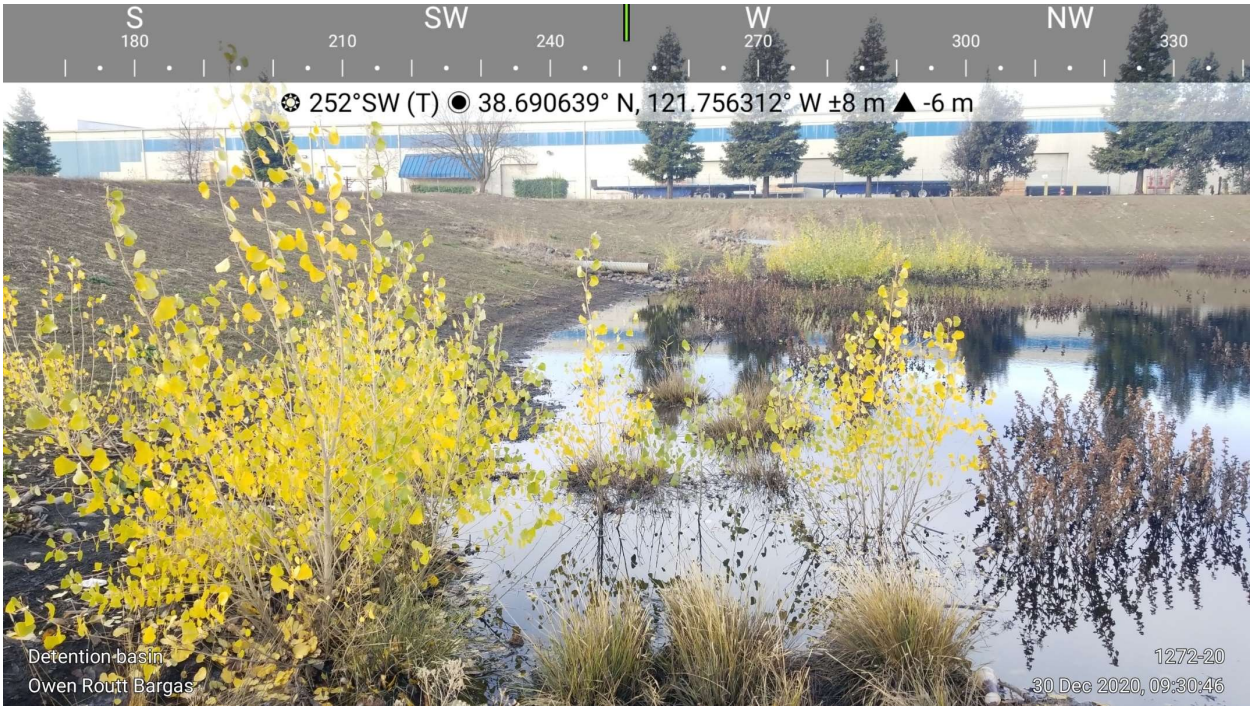


Photo 10: An example of wetland fringe vegetation along the wetted edge of the stormwater detention basin at the north end of the site, looking west.

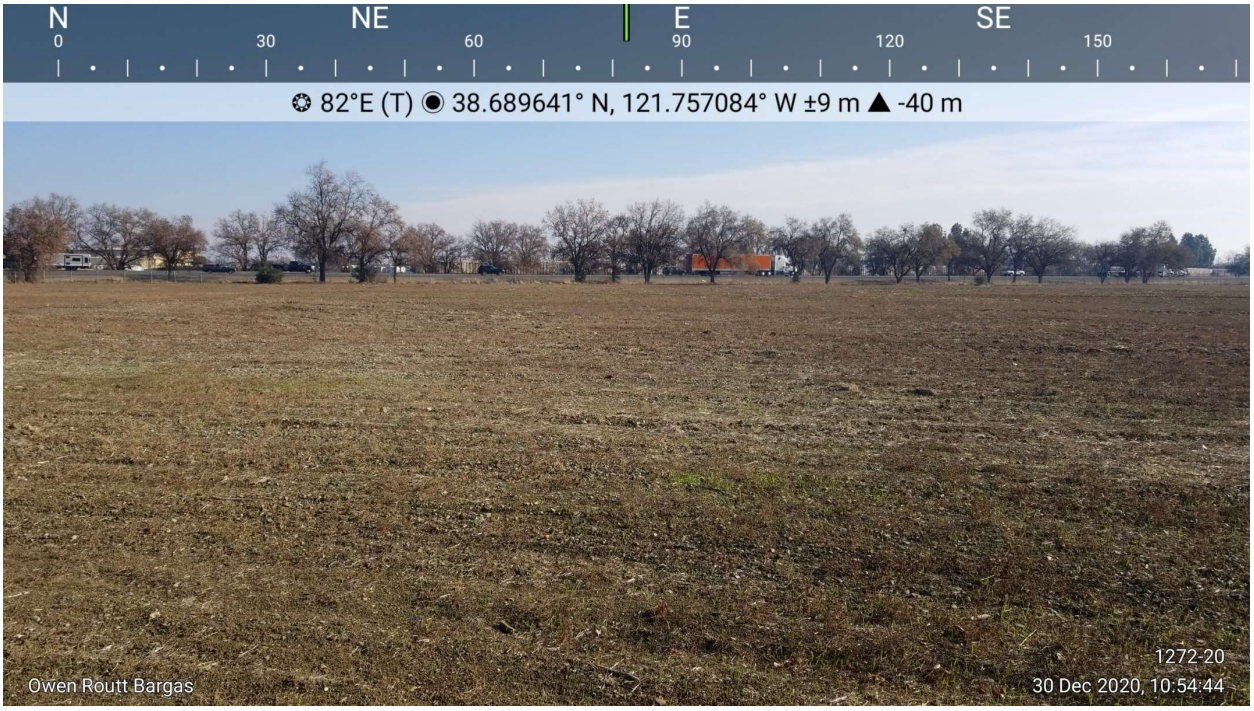
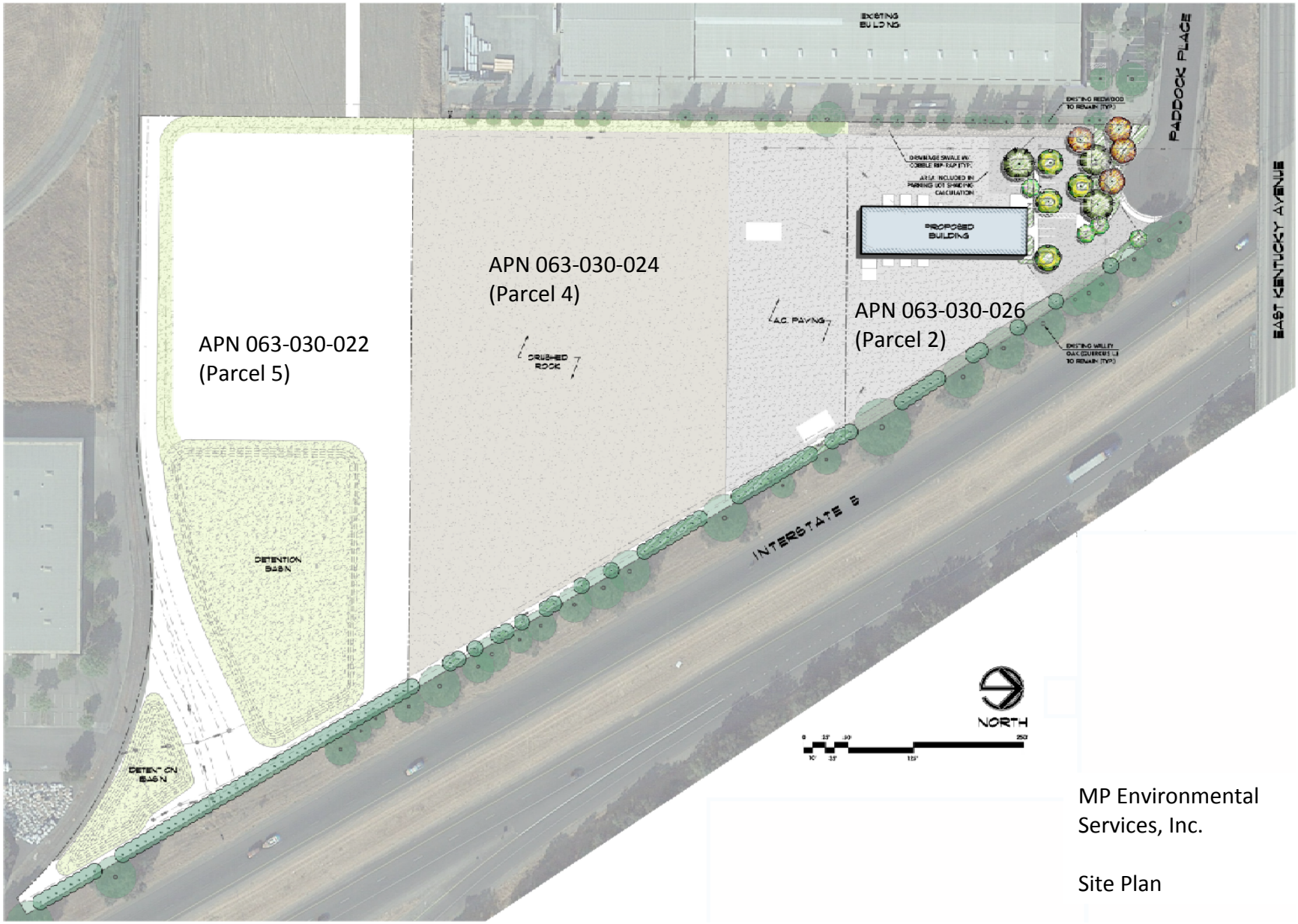


Photo 11: A general view of the Project site taken from the south edge of the stormwater detention basin, looking east

Appendix B Observed Plants and Wildlife

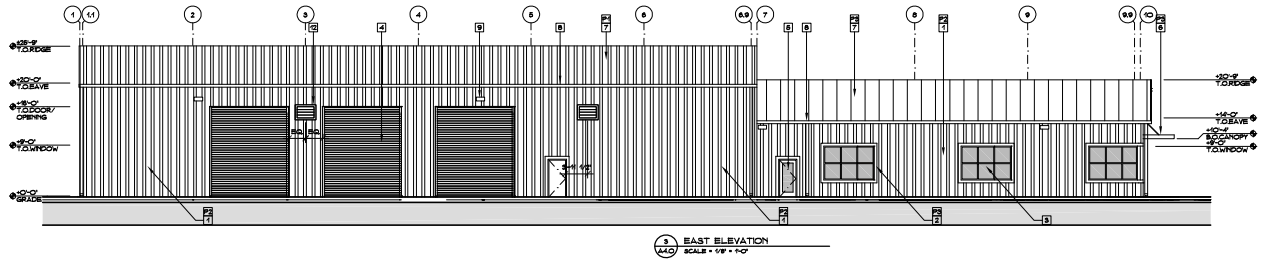
Type	Common Name	Scientific Name	Special-Status[1]
Bird	American crow	*Corvus brachyrhynchos*	MBTA
Bird	California scrub-jay	*Aphelocoma californica*	MBTA
Bird	Killdeer	*Charadrius vociferous*	MBTA
Bird	Northern mockingbird	*Mimus polyglottos*	MBTA
Bird	Rock pigeon	*Columba livia*	None
Plant	Bur chevril	*Anthriscus caucalis*	None
Plant	Curly dock	*Rumex crispus*	None
Plant	Field bindweed	*Convolvulus arvensis*	None
Plant	Hairy vetch	*Vicia villosa*	None
Plant	Italian thistle	*Carduus pycnocephalus*	None
Plant	Jointed charlock	*Raphanus raphanistrum*	None
Plant	Mexican fan palm	*Washingtonia robusta*	None
Plant	Milk thistle	*Silybum marianum*	None
Plant	Mustard	*Hirschfeldia incana*	None
Plant	Oleander	*Nerium oleander*	None
Plant	Pigweed amaranth	*Amaranthus albus*	None
Plant	Prickly lettuce	*Lactuca serriola*	None
Plant	Ripgut brome	*Bromus diandrus*	None
Plant	Salsify	*Tragopogon porrifolius*	None
Plant	Skeleton weed	*Chondrilla juncea*	None
Plant	Tree of heaven	*Ailanthus altissima*	None
Plant	Valley oak	*Quercus lobata*	None
Plant	Wild oat	*Avena fatua*	None
Plant	Yellow star thistle	*Centaurea solstitialis*	None

[1]MBTA = Migratory Bird Treaty Act

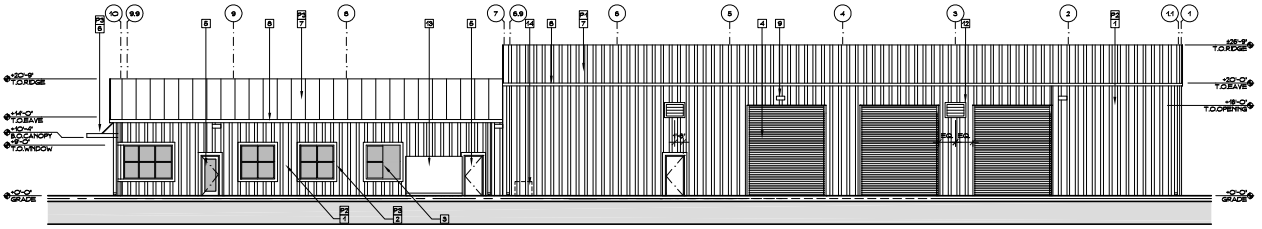


MP Environmental Services, Inc.

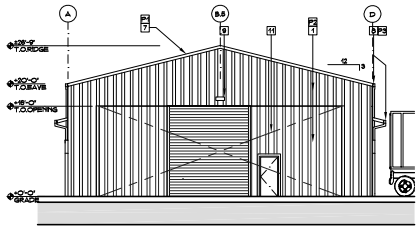
Site Plan



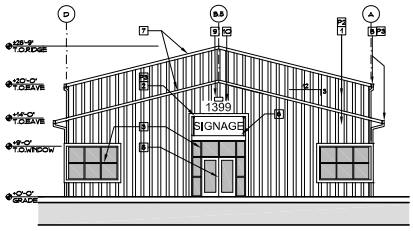
3 A4.0 EAST ELEVATION
SCALE = 1/8" = 1'-0"



2 A4.0 WEST ELEVATION
SCALE = 1/8" = 1'-0"



4 A4.0 SOUTH ELEVATION
SCALE = 1/8" = 1'-0"



1 A4.0 NORTH ELEVATION
SCALE = 1/8" = 1'-0"

COLOR LEGEND

PAINT

- P1 - UPPER WAREHOUSE ROOF: "COOL SHELL GRAY"
- P2 - BUILDING BODY: "COOL GRAY STONE"
- P3 - LOWER OFFICE ROOF: "COOL BRICK RED"

STOREFRONT

- DARK BRONZE ANODIZED STOREFRONT WITH BRONZE GLAZING

KEYNOTES

1. METAL SIDING
2. WINDOW TRIM
3. WINDOW IN ALUMINUM FRAME
4. OVERHEAD DOOR
5. MAN DOOR
6. METAL CANOPY
7. METAL ROOF
8. GUTTER & DOWNSPOUT
9. LIGHT FIXTURE
10. 12" TALL SELF-ILLUMINATED ADDRESS NUMBERS
11. OPEN BAY
12. LOUVER PER MFR.-SEE DETAIL 2/A3.1
13. ELECT. SWITCHBOARD
14. GAS METER

PERKINS, WILLIAMS & COTTERILL ARCHITECTS
2820 Digg Drive, Suite 200 - Rancho Cordova, California 95670
(916) 635-1400 / (916) 635-1408 / pwcentral@perkinswilliams.com

PROFESSIONAL STAMP

CONSULTANT INFO:

A NEW BUILDING FOR:
MP ENVIRONMENTAL
1399 PADDOCK PLACE
WOODLAND, CA 95776

ISSUE TYPE:
PC SUBMITTAL 01-27-21

REVISIONS:

DATE: 01-27-21
PROJECT NUMBER: 20-710
DRAWING TITLE: EXTERIOR ELEVATIONS
SHEET NUMBER: A4.0

MP Environmental
Zoning Administrator Permit June 2, 2021
Conditions of Approval

GENERAL CONDITIONS:

1. Project Approval. This Zoning Administrator Permit is based upon and limited to compliance with the project description and depicted on exhibits outlined in the staff report dated (June 2, 2021), and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

   The project consist of a 3,650-sf administrative office area and a 6,400-sf shop area with associated equipment/storage yard, to be located at 1399 Paddock Place (APN 063-030-022, -024, and -026). The project site is comprised of three contiguous parcels totaling 13.14 acres and is zoned Industrial with a Light Industrial Flex overlay (I/LIO). The proposed development is also an EPA licensed hazardous waste transporter and the proposed development site will occasionally be used for onsite storage of contaminated/ hazardous materials for no more than ten (10) days until transferred for a state or federal facility. The project site will provide for 22 parking spaces with two dedicated ADA parking stalls.

2. Project Changes. Should there be a change in the use or intensification or expansion of the described use or project design, the change shall be described and provided in writing to be evaluated by the Community Development Director to determine general consistency with the provisions of the use permit. The Director shall either approve the proposed changes based on a finding that the changes shall not result in significant traffic, noise, safety or security concerns or other potential nuisance to surrounding property owners or within public right-of-ways beyond that anticipated by the original approval, or, if these findings cannot be made, the Director shall make a determination that a Zoning Administrator Permit Modification is required, which shall include Planning Commission review including applicable processing and development fees.

3. Indemnification. The applicant/owner shall defend, indemnify, and hold harmless the City of Woodland, its agents, officers or employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the subject application by the City, its legislative body, advisory agencies or administrative officers. The City will promptly notify the applicant of any such claim, action or proceeding against the City, and the applicant will either, at the City's discretion, undertake defense of the matter and pay the City's associated legal costs, or will advance funds to pay for defense of the matter by the City Attorney.

4. Requirements of Agencies. Applicant shall secure approval and satisfy requirements of all agencies with jurisdiction prior to operating.

5. Appeal Period. The Zoning Administrator Permit shall not be issued until the 14-calendar day appeal period has expired or final action on an appeal has been rendered.

6. Expiration. The Zoning Administrator Permit must be exercised within one year of issuance, or it shall be deemed null and void.

7. Fee Statement. The conditions of approval set forth herein include certain fees, dedication requirements, reservation requirements and/or other exactions. Pursuant to Government Code, Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions.

   The applicant is hereby notified that the 90-day protest period, commencing from the date of project approval, has begun. If the applicant fails to file a timely protest regarding any of the fees, dedication requirements, reservation requirements and/or other exactions contained in this notice, complying with all the requirements of Government Code, Section 66020, the applicant will be legally barred from later challenging such fees, dedications requirements, reservation requirements and/or other such exactions. Notwithstanding the foregoing, the City does not waive any rights it may have to enforce any settlement agreement, memorandum of understanding, or other agreement with the applicant which authorizes the City to impose certain fees, and which may waive the applicant's right to challenge the imposition of some or all of the fees, dedication requirements, reservation requirements, and/or other exactions set forth in these conditions of approval.

8. Coordination of Plans. Concurrent with submittal for Building Division Plan Check, the applicant shall submit plans, including landscape plans and elevations for review and approval by the Planning Division (review of landscape plans can occur concurrent to building plan-check). Plans shall be coordinated and submitted as a single package.

9. Final Plan Set. Prior to the issuance of building permits, the applicant shall include a Final Plan Set, with all conditions of approval incorporated or clearly listed on the plans. The conditions shall be printed on a full-size plan sheet(s). All plans, including site, grading, civil, mechanical, street improvement, landscaping, and architectural elevations shall be coordinated for consistency prior to issuance of permits.

10. Informing Subcontractors. The applicant shall be responsible for informing all subcontractors, consultants, engineers or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein in the City of Woodland Municipal Code, including the requirement that a business license be obtained by all entities.

PLANNING

1. Outdoor storage shall be screened to the satisfaction of the Community Development Department with the use of fencing and or landscaping.

2. Prior to issuance of a building or grading permit, Applicant shall submit Detailed Landscape and Irrigation plans shall be submitted and approved by the Community Development, and Public Works Departments concurrent with public improvement plans and prior to issuance of building permits. Landscape plans shall specify the following:

    - Final planting design including all final landscape coverage calculations and ensure compliance with Article 22 of the City Zoning Ordinance
    - Locations, size, and quantity of all plant materials.
    - A plant legend specifying species type (botanical and common names), container size, maximum growth habit, and quantity of all plant materials.
    - Location of all pavements, fencing, buildings, accessory structures, parking lot light poles, property lines, and other pertinent site plan features.
    - Planting and installation details; and notes including soil amendments.
    - Details of all irrigation (drip, sprinkler, and bubbler) as well as equipment such a backflow controller and water meter devices identified.
    - Final parking lot shading planting and calculations to attest to compliance.
    - Soils analysis and specification of any amendment requirements
    - Tree preservation measures

3. Landscape plans shall comply with the State and the City's Water Efficient Landscape Ordinance. The landscape architect shall document and attest to the compliance with the State Ordinance on the final landscape plans.

4. All trees shall be planted and staked with Reddy stakes in accordance with city standards.

5. For landscaping on private property, a minimum of 15-gallon size (or larger) trees are required. All landscape stock shall be inspected by the project landscape architect prior to installation. No root bound plants shall be used, only healthy, well formed, and vigorous plant material shall be used. A soil test shall be provided. The Landscape architect shall provide written verification as to plant health and proper soil amendments.

6. Vegetative matter shall cover a minimum of 75 percent (75%) of the landscape area within 2 years of planting. Shade coverage shall be 50% of parking area and 20% of hardscape The landscape architect shall document the calculations and attest to this on the final landscape plan.

7. MWELO Title 23, Chapter 2.7, §492.7 requires that a dedicated water service meter or private submitter to be installed in all non-residential landscape properties of at least 1,000sgft.

8. Enter into a Landscape Maintenance Agreement with the City to be recorded prior to issuance of a building permit to assure continuing maintenance.

9. The trash enclosure design and elevations shall be provided on the final building plan set which shall be reviewed and approved prior to issuance of building permits. Any outdoor trash receptacle shall be fully enclosed with masonry or an alternative high quality material(s) that is architecturally compatible with the primary building. Where feasible, landscaping shall surround the trash enclosure. The trash facilities and enclosures shall be of sufficient size and dimensions to accommodate waste, recycling and organics containers. Outdoor enclosure(s) shall contain a roof to prevent rainfall from entering into containers. Evidence of approval from Waste Management for the quantity, location and size of the trash and recycling enclosures shall be submitted with the building permit application.

10. Any new perimeter fencing shall be constructed with an approved material such as blackened tubular steel and should not disturb existing landscape screening.

11. A detailed on-site lighting plan shall be reviewed and approved by the Community Development Department prior to the issuance of building permits. Such plan shall indicate style, illumination, location, height, and materials of all lighting fixtures. Such plan shall also indicate photometric data that demonstrates that the parking area will meet one (1) foot-candle of minimum maintained illumination per square foot of parking surface, over the entire paved area. Lighting shall be constructed using sufficient poles and fixtures so that the lighting is evenly distributed over the surface area of the parking lot(s) and does not impact adjacent public and/or private properties. The parking area shall be illuminated from dusk until the termination of business every operating day. Lighting shall be shielded from neighboring properties and directed at a specific task or target. Exposed bulbs are prohibited.

12. Any new signage, modifications or changes to the signage the applicant shall conform to the City Zoning Code and Sign Ordinance. A separate Design Review permit for the building signage shall be submitted.

13. All sealed containers (trailers, bins and/or barrels) containing hazardous and or contaminated material shall be on site for a maximum of ten (10) days and be parked on a sealed asphalt or concrete pad with containment curbing.

14. Hazardous and contaminated materials shall remain in sealed containers (trailers, bins and/or barrels) in a location on site with containment curbing and sealed slab with no drainage to sanitary sewers, soil or the stormwater drainage system.

15. The on-site wash rack shall drain to a storage sump that will be drained and disposed of according to state and local regulations.

16. Prior to occupancy, an Emergency Response Plan or Contingency Operation Plan shall be prepared and maintained at the facility and a copy provided to the City that indicate at a minimum:

    - The proposed plan that is consistent with any and all applicable regional Emergency Response Plans and all City County, State and federal regulatory requirements regarding Emergency Response Procedure.
    - Detailed procedures to be employed at time of emergency for each type of chemical substances utilized including contingency procedures.
    - Names, telephone numbers of all management personnel at the facility, and description of emergency situation reporting procedures.
    - Identify the most probable routes from transporting hazardous wastes to and from the facility.

17. The owner/operator shall keep all equipment and buildings in good repair and shall employ technological advances as may be required by the California Department of Health Services, Air Pollution Control District, or U.S. Environmental protection Agency.

18. All local, state and federal agencies shall be immediately made aware of any situation that has resulted in containers (trailers, bins and/or barrels) containing hazardous and or contaminated material being damaged or fail in any way causing leakage or dissemination of the hazardous and or contaminated materials.

Prior to Construction

19. Prior to issuance of a grading or any ground disturbance, or building permit or other improvement activities on the site the applicant shall submit a final grading plan concurrent with the initial building plan check submittal to the Community Development Department. All accessibility features and access routes are to be clearly shown on the site and grading plan.

During Construction

20. The applicant/owner shall be responsible for the ongoing maintenance and upkeep of the site. The site shall be kept free of trash or debris at all times.

21. If temporary perimeter fencing is installed during construction/development, it shall consist of chain link or better.

22. An effective dust control program should be implemented whenever earth moving activities occur on site.

Required Prior to Certificate of Occupancy

23. Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Community Development Department. The site and buildings shall be inspected for compliance prior to the Certificate of Occupancy.

24. Prior to issuance of Certificate of Occupancy, all three parcels (APN 063-030-022, -024, and -026) shall be merged to eliminate land locked parcels.

25. Prior to issuance of Certificate of Occupancy, Applicant shall provide a public art installation that consists of an original design, which shall be reviewed and approved by the Planning Commission and installed on-site or in a location within close proximity to the project site. Or, alternatively, the Applicant shall pay an in-lieu fee as described in the City Zoning Ordinance.

Mitigation Measures

26. Conform to the mitigation measures outlined in the California Environmental Quality Act (CEQA) Mitigated Negative Declaration (MND) for the Woodland Depot project.

27. Environmental Recording and Filing Fee. Applicant shall provide the Community Development Department with a check **made out to Yolo County** in the amount of $2530.25 to record the CEQA environmental Notice of Determination (NOD) for the MND with the County.

28. In order to minimize the release of Ozone precursors associated with construction, the following standard requirements developed by the Yolo/Solano AQMD shall be implemented:

    Construction equipment and engines shall be properly-maintained.
    - Vehicle idling shall be kept below ten minutes.
    - Construction activities shall utilize new technologies to control ozone precursor emissions, as they become available and feasible.
    - During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.

29. Prior to any ground-disturbing activity on the project site, pre-project personnel shall undergo a cultural sensitivity training conducted by a representative of the Yocha Dehe Wintun Nation. In addition, tribal monitors appointed by the Yocha Dehe Wintun Nation shall be present during initial ground-disturbing activity.

30. In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section: 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no

further excavation at the site or any nearby area suspected to contain human remains shall occur until the Yolo County Coroner has been notified to determine if an investigation into the cause of death is required. If the Coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. The potential exists that the Native American Heritage Commission may be unable to identify a most likely descendant, the most likely descendant fails to make a recommendation within 24 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner. In such a case, the landowner or their authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department

31. Prior to the approval of the improvement plans, the project's improvement plans shall include notes indicating that in the event a potentially significant cultural or paleontological resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease, and workers shall avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the find. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The qualified archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to, culturally appropriate temporary and permanent treatment, which may include avoidance of cultural resources, in-place preservation, and/or re-burial on project property so the resource(s) are not subject to further disturbance in perpetuity. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. If necessary, excavation and evaluation of the finds shall comply with Section 15064.5 of the CEQA Guidelines.

    Potentially significant cultural resources include, but are not limited to, stone, bone, glass, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate State of California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to the City of Woodland, the Northwest Information Center, and the State Historic Preservation Offices (SHPO), as required.

32. Prior to issuance of a grading permit, the applicant/developer shall incorporate the recommendations of a design-level geotechnical report into the Improvement Plans for approval by the City Engineer. Should expansive, or otherwise unstable soils be found within the project site, the design-level geotechnical report shall include measures necessary to ensure that such on-site conditions are fully mitigated. Methods of mitigating potential on-site expansive soils may include, but are not limited to the following measures:

    • Remove and replace potentially expansive soils;

    • Strengthen foundations (e.g., post-tensioned slab, reinforced mat or grid foundation, or other similar system) to resist excessive differential settlement associated with soil expansion; and/or

    • Support the proposed structures on an engineered fill pad, of sufficient thickness, in order to reduce differential settlement resulting from post-seismic pore pressure dissipation.

33. During construction and demolition activities associated with the proposed project, the following noise abatement measures shall be implemented:

    • Construction activities shall be limited to the hours from 7:00 AM to 6:00 PM Monday through Friday and from 9:00 AM to 6:00 PM on Saturday. (Construction is prohibited on Sundays and City observed holidays.) The City of Woodland shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete).

    • The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.

    • The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of five minutes) is prohibited.

    • The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.

    • At all times during project grading and construction, the construction contractor shall ensure that stationary noise generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from the nearest residential land uses.

    • The construction contractor shall designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (starting too early, bad muffler, etc.) and establishment reasonable measures necessary to correct the problem. The construction contractor shall visibly post a telephone number for the disturbance coordinator at the construction site.

34. Yolo HCP/NCCP. The project applicant shall comply with all Avoidance and Minimization Measures (AMM's) outlined by the Yolo Conservancy per the HCP/NCCP's requirements specific to the project location and shall pay all applicable fees. Based on the biological report, fees are estimated to be $211,545.60.

35. Western Burrowing Owl
    The project proponent shall retain a qualified biologist to conduct planning-level surveys within 45 days prior to the commencement of construction activities, and identify western burrowing owl habitat within or adjacent to (i.e., within 500 feet of) a covered activity. If habitat for this species is present, additional surveys for the species by a qualified biologist are required, consistent with CDFW guidelines. Results of the survey shall be submitted to the City's Community Development Department for review.

    If burrowing owls are identified during the planning-level survey, the project proponent shall minimize activities that would affect occupied habitat as follows. Occupied habitat is considered fully avoided if the project footprint does not impinge on a non-disturbance buffer around the suitable burrow. For occupied burrowing owl nest burrows, this non-disturbance buffer could range from 150 to 1,500 feet, depending on the time of year and the level of disturbance, based on current guidelines. The Yolo HCP/NCCP generally defines low, medium, and high levels of disturbances of burrowing owls as follows.

    Low: Typically 71-80 dB, generally characterized by the presence of passenger vehicles, small gas-powered engines (e.g., lawn mowers, small chain saws, portable generators), and high-tension power lines. Includes electric hand tools (except circular saws, impact wrenches and similar). Management and enhancement activities would typically fall under this category. Human activity in the immediate vicinity of burrowing owls would also constitute a low level of disturbance, regardless of the noise levels.

    Moderate: Typically 81-90 dB, and would include medium- and large-sized construction equipment, such as backhoes, front end loaders, large pumps and generators, road graders, dozers, dump trucks, drill rigs, and other moderate to large diesel engines. Also includes power saws, large chainsaws, pneumatic drills and impact wrenches, and large gasoline-powered tools. Construction activities would normally fall under this category.

    High: Typically 91-100 dB, and is generally characterized by impacting devices, jackhammers, compression ("jake") brakes on large trucks, and trains. This category includes both vibratory and impact pile drivers (smaller steel or wood piles) such as used to install piles and guard rails, and large pneumatic tools such as chipping machines. It may also include large diesel and gasoline engines, especially if in concert with other impacting devices. Felling of large trees (defined as dominant or subdominant trees in mature forests), truck horns, yarding tower whistles, and muffled or underground explosives are also included. Very few covered activities are expected to fall under this category, but some construction activities may result in this level of disturbance.

If the project does not fully avoid direct and indirect effects on nesting sites (i.e., if the project cannot adhere to the buffers described above), the project proponent shall retain a qualified biologist to conduct preconstruction surveys and document the presence or absence of western burrowing owls that could be affected by the covered activity. Prior to any ground disturbance related to covered activities, the qualified biologist shall conduct the preconstruction surveys within three days prior to ground disturbance in areas identified in the planning-level surveys as having suitable burrowing owl burrows, consistent with CDFW preconstruction survey guidelines. The qualified biologist shall conduct the preconstruction surveys three days prior to ground disturbance. Time lapses between ground disturbing activities shall trigger subsequent surveys prior to ground disturbance.

If the biologist finds the site to be occupied by western burrowing owls during the breeding season (February 1 to August 31), the project proponent shall avoid all nest sites, based on the buffer distances described above, during the remainder of the breeding season or while the nest is occupied by adults or young (occupation includes individuals or family groups that forage on or near the site following fledging). Construction may occur inside of the disturbance buffer during the breeding season if the nest is not disturbed and the project proponent develops a mitigation monitoring plan that is approved by the Conservancy, CDFW, and USFWS prior to project construction, based on the following criteria:

- The Conservancy, CDFW, and USFWS approves the mitigation monitoring plan provided by the project proponent.
- A qualified biologist shall monitor the owls for at least three days prior to construction to determine baseline nesting and foraging behavior (i.e., behavior without construction).
- The same qualified biologist monitors the owls during construction and finds no change in owl nesting and foraging behavior in response to construction activities.
- If the qualified biologist identifies a change in owl nesting and foraging behavior as a result of construction activities, the qualified biologist will have the authority to stop all construction related activities within the non-disturbance buffers described above. The qualified biologist will report this information to the Conservancy, CDFW, and USFWS within 24 hours, and the Conservancy will require that these activities immediately cease within the non-disturbance buffer. Construction cannot resume within the buffer until the adults and juveniles from the occupied burrows have moved out of the project site, and the Conservancy, CDFW, and USFWS agree.
- If monitoring indicates that the nest is abandoned prior to the end of nesting season and the burrow is no longer in use by owls, the project proponent may remove the non- disturbance buffer, only with concurrence from CDFW and USFWS. If the burrow cannot be avoided by construction activity, the biologist will excavate and collapse the burrow in accordance with CDFW's 2012 guidelines to prevent reoccupation after receiving approval from the wildlife agencies.

If evidence of western burrowing owl is detected outside the breeding season (September 1 to January 31), the project proponent shall establish a non-disturbance buffer around occupied burrows, as determined by a qualified biologist. Construction activities within the disturbance buffer are allowed if the following criteria are met to prevent owls from abandoning important overwintering sites:

- A qualified biologist monitors the owls for at least three days prior to construction to determine baseline foraging behavior (i.e., behavior without construction).
- The same qualified biologist monitors the owls during construction and finds no change in owl foraging behavior in response to construction activities.
- If there is any change in owl roosting and foraging behavior as a result of construction activities, these activities will cease within the buffer.
- If the owls are gone for at least one week, the project proponent may request approval from the Conservancy, CDFW, and USFWS for a qualified biologist to excavate and collapse usable burrows to prevent owls from reoccupying the site if the burrow cannot be avoided by construction activities. The qualified biologist will install one-way doors for a 48-hour period prior to collapsing any potentially occupied burrows. After all usable burrows are excavated, the buffer will be removed and construction may continue.

Monitoring shall continue as described above for the nonbreeding season as long as the burrow remains active.

A qualified biologist shall monitor the site, consistent with the requirements described above, to ensure that buffers are enforced and owls are not disturbed. Passive relocation (i.e., exclusion) of owls has been used in the past in the Plan Area to remove and exclude owls from active burrows during the nonbreeding season. Exclusion and burrow closure shall not be conducted during the breeding season for any occupied burrow. If the Conservancy determines that passive relocation is necessary, the project proponent shall develop a burrowing owl exclusion plan in consultation with CDFW biologists. The methods shall be designed as described in the species monitoring guidelines and consistent with the most up-to-date checklist of passive relocation techniques. This may include the installation of one-way doors in burrow entrances by a qualified biologist during the nonbreeding season. These doors shall be in place for 48 hours and monitored twice daily to ensure that the owls have left the burrow, after which time the biologist shall collapse the burrow to prevent reoccupation. Burrows shall be excavated using hand tools. During excavation, an escape route shall be maintained at all times. This may include inserting an artificial structure, such as piping, into the burrow to prevent collapsing until the entire burrow can be excavated and it can be determined that no owls are trapped inside the burrow. The Conservancy may allow other methods of passive or active relocation, based on best available science, if approved by the wildlife agencies. Artificial burrows shall be

constructed prior to exclusion and will be created less than 300 feet from the existing burrows on lands that are protected as part of the reserve system.

35. Swainson's Hawk and White-Tailed Kite

    The project proponent shall retain a qualified biologist to conduct planning-level surveys and identify any nesting or foraging habitat for Swainson's hawk and white-tailed kite present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership shall be surveyed only if access is granted or if the parcels are visible from authorized areas. Results of the survey shall be submitted to the City's Community Development Department for review. If nesting or foraging habitat are not present within the project area, no further mitigation would be necessary.

    If a construction project cannot avoid potential nest trees (as determined by the qualified biologist) by 1,320 feet, the project proponent shall retain a qualified biologist to conduct preconstruction surveys for active nests consistent with guidelines provided by the Swainson's Hawk Technical Advisory Committee, between March 15 and August 30, within 15 days prior to the beginning of the construction activity. The results of the survey shall be submitted to the Conservancy and CDFW.

    If active nests are found during preconstruction surveys, a 1,320- foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist shall monitor the nest and shall, along with the project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior.

36. Western Red Bat

    Prior to any ground-disturbance related to construction activities, an approved biologist shall conduct a pre-construction survey within three days of ground-disturbing activities within the project footprint and 300 feet of the project footprint to determine the presence of western red bat roosts. Ideally, this survey should be conducted during the active season (generally April through October or from January through March on days with temperatures in excess of 50 degrees Fahrenheit) to determine the presence of roosting bats.

    If an active western red bat roost is not found within the project footprint or within 300 feet of the project footprint, further mitigation would not be required. If an active western red bat roost is found within the project footprint or within 300 feet of the project footprint, the project applicant shall establish a 300-foot temporary disturbance buffer around the active roost until the bats have vacated the roost and the Implementing Entity and the Wildlife

Agencies concur. If necessary, an approved biologist shall use safe eviction methods acceptable to the Wildlife Agencies to remove bats if direct impacts to western red bat roosts cannot be avoided.

37. Nesting Migratory Birds
    If vegetation clearing, grading and/or construction activities are planned to occur during the migratory bird nesting season (April 15 to August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 14 days prior to construction initiation. Focused surveys shall be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the project site, including construction access routes and a 200-foot buffer (if feasible). The results of the surveys shall be submitted to the Development Services Department.

    If active nest sites are identified on or within 200 feet of the project site, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) may not occur, and shall be imposed within 100 feet of any active nest sites until the nest is deemed inactive by a qualified biologist. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the City.

DEVELOPMENT SERVICES

General Conditions

38. Applicant shall prepare improvement plans for utility connections and all work within the public right-of-way and submit them to the Development Engineering Division of Community Development Department with encroachment permit application for review and approval. The submittal shall include an engineer's estimate of cost for the public improvements and applicant shall pay a plan check and inspection fee in accordance with the fee schedule. Prior to building permit issuance, applicant shall obtain permit and post security determined necessary during the permit process. Work shall be completed under the encroachment permit prior to certificate of occupancy providing the above conditions are met prior to building permit issuance. This submittal is separate from the building permit submittal. All public improvements shall conform to the current City of Woodland Standard Specifications.

39. Unless otherwise determined by the City Engineer, construction of public improvements will require that the applicant enter into an improvement agreement, and provide bonds and insurance.

40. All public improvements are required as a condition of development of this site, and shall be completed prior to certificate of occupancy.

41. Applicant shall provide documentation that there are no private wells on site or that the project shall abandon any on site wells with construction of site improvements.

42. The site is currently within the 100 year flood plain; building pad elevation shall meet City Code and FEMA requirements.

Fees

43. Prior to approval of improvement plans, the Owner shall pay all fees for plan check and inspection of public infrastructure improvements, as approved by City Council and defined in the City Fee Schedule. If Owner pays a deposit only at improvement plan submittal, the balance shall be paid prior to improvement plan approval by the City Engineer.

44. Applicant shall pay applicable development impact fees or connection fees in effect at the time of building permit issuance.

The applicant is hereby notified that the 90-day protest period, commencing from the date of project approval, has begun. If the applicant fails to file a timely protest regarding any of the fees, dedication requirements, reservation requirements and/or other exactions contained in this notice, complying with all the requirements of Government Code, Section 66020, the applicant will be legally barred from later challenging such fees, dedications requirements, reservation requirements and/or other such exactions. Notwithstanding the foregoing, the City does not waive any rights it may have to enforce any settlement agreement, memorandum of understanding, or other agreement with the applicant which authorizes the City to impose certain fees, and which may waive the applicant's right to challenge the imposition of some or all of the fees, dedication requirements, reservation requirements, and/or other exactions set forth in these conditions of approval.

Parcel Merge and Easements Dedications

45. Applicant shall merge parcels so that the storm drainage detention basin is on the same property for which it serves.

46. If any City maintained facilities are to be located outside of City owned property or the public right-of-way, appropriate easements, including access, shall be dedicated to the City.

47. Owner shall dedicate appropriate easements for existing utilities serving the adjacent property.

Site Design and Frontage Improvements

48. New driveways shall conform to City Standards for commercial standard driveways.

49. If the existing driveway is not to be used by this project, the applicant shall remove and replace with new curb and gutter.

50. The applicant shall install new utility connections, which shall conform to City of Woodland Standards and Specifications. If existing services are proposed to be used, they shall be

inspected by the City prior to use and brought up to City Standards if the current services do not meet standards. This may include but is not limited to installation of new meter boxes, backflow prevention, cleanouts and/or laterals in a location approved by the Public Works Department.

Water Infrastructure

51. Backflow protection devices shall be installed on all commercial and landscape irrigation water services. Backflow devices shall be tested by a City-approved tester and results provided to the Public Works Department prior to occupancy. Work shall be covered by an encroachment permit.

52. All final plans for fire hydrant systems and private water mains supplying a fire hydrant system shall be submitted to the City of Woodland Fire Department for approval prior to construction of the system. All fire protection systems and appurtenances thereto shall be subject to such periodic tests as required by the City of Woodland Fire Department.

Sanitary Sewer Collection System

53. If the applicant chooses to connect to the existing 6-inch sewer lateral currently serving the existing manufacturing building on the adjacent property, the owner shall enter into a sanitary sewer agreement with the adjacent property owner.

54. If the applicant chooses to connect to the existing 6-inch sewer lateral, the applicant shall remove and replace the existing sewer cleanout per City standards.

Storm Drainage

55. A drainage plan shall be prepared and shall identify specific storm drainage design features to control increased runoff from the project site. This may be achieved through one or more of the following: onsite detention or retention facilities, channel modifications, and/or equally effective measures to control the rate and volume of runoff. The drainage plan shall demonstrate the effectiveness of the proposed storm drainage system to prevent negative impacts to existing downstream facilities and to prevent additional flooding at off-site downstream locations. All necessary calculations, assumptions, and design details shall be submitted to the City Public works Department for review and approval. The design features proposed by the applicant shall be consistent with the most recent version of the City's Storm Drainage Master Plan criteria and Standard Specifications and Details.

56. Project shall plan for and accept any existing drainage from the adjacent parcels. There are at least 3 known storm drain lines that currently drain to the existing detention basin which is proposed to be relocated to the southeast corner of the property. Project drainage plans shall clearly identify the proposed infrastructure required to adequately convey the existing drainage. The owner shall enter into a storm drainage agreement with the adjacent property owner.

57. City storm drainage that drains to the existing detention basin shall be separated from any proposed private storm drain improvements and redirected to other publicly owned and maintained facilities.

58. Connections to existing storm drain mains shall be done with a manhole (direct taps are not permitted).

Storm Water Quality

59. Project shall include low impact development standards to minimize storm drain run off, applicant shall submit a plan to minimize run off to the City for approval. The plan shall include such measures as bioretention basins, porous pavement, dry wells/trench drains, or other approved method as described in section E.12.b.(ii) of the phase II MS4 General permit (CAS000004), and demonstrate that the amount of treated run off is in accordance with the section E.12.f E.12.e.ii.c of the phase II MS4 General permit. Applicant shall enter into an access, maintenance, and reporting agreement for such measures prior to certificate of occupancy. Owner will be required to enter into a maintenance agreement for onsite storm water treatment devices. Stormwater treatment for the project shall be in addition to existing treatment features. Sizing for new treatment measures shall consider the existing treatment facilities plus what is required for the new development.

60. Prior to Building Permit, Owner shall submit post construction work sheet in accordance with Appendix 8 of the City's Post Construction Standards Manual to demonstrate how the project is meeting low impact development standards, Hydromodification standards, and Storm Water Quality Standards. These calculations will be necessary to determine the final sizing of the proposed bioretention planters.

OWNER may reference the City's Post Construction Standards Manual on the web.
http://www.cityofwoodland.org/gov/depts/cd/divisions/engineering/development/h2oquality.asp

Owner shall enter into a Stormwater Treatment Measure Access and Maintenance Agreement prior to Certificate of Occupancy.

61. Construction of projects disturbing more than one acre of soil shall require a National Pollution Discharge Elimination System (NPDES) construction permit. Applications/projects disturbing less than one acre of soil shall implement BMP's to prevent and minimize erosion. The improvement plans for construction of less than 1 acre shall include a BMP to be approved by the City Engineer. Projects greater than one acre shall prepare a SWPPP.

BUILDING

62. This project must meet all criteria and mandates for these City adopted codes or the most current code:
    A. 2019 California Building Code
    B. 2019 California Plumbing Code
    C. 2019 California Mechanical Code
    D. 2019 California Electrical Code
    E. 2019 Building Energy Efficiency Standards

F. 2019 California Green Building Code

G. The Code of the City of Woodland

63. Other City and County Agencies (Health, Fire, Public Works, and Planning) may be required to approve the project prior to a building permit being issued.
64. Recycle plan is required at time of permit issuance along with a $1000 deposit. This applies to any permit where the total area of renovation is over 1000 square feet.
65. Any deferred submittals that are not a part of the initial permit application must be listed on the cover sheet of the plan at the time of application for the project.
66. All plans, computations, and specifications to be prepared and designed by an architect or engineer licensed by the state of California.
67. A licensed architect or licensed engineer shall be responsible for reviewing and coordinating all submittal documents prepared by others, including deferred submittal items, for compatibility with the design of the building and project area.
68. A soils investigation report shall be provide as specified in section 1803.2 of the 2016 CBC or a review of an existing report by a license soils engineer.

FIRE

69. All turning radii for fire apparatus meets the 20’ interior/40’ exterior requirement.
70. All fire access roads shall be a maintained a minimum of 20’ wide.
71. Commercial fire sprinklers shall be designed and installed per CFC 903 and NFPA 13.
72. A commercial fire alarm system shall be designed and installed per CFC 907 and NFPA
73. Fire flow requirements, fire hydrant location and distribution shall meet the requirements of 2016 California Fire Code, Appendix B and C, respectively.
74. Vehicle gates will need to be provided with a means for emergency access (Knox Padlock for a manual gate and/or Knox switch and radio “click to enter” for mechanical gate)

EXHIBIT A
MP ENVIRONMENTAL SITE PLAN