County of Yolo

Taro Echiburú, AICP
DIRECTOR

DEPARTMENT OF COMMUNITY SERVICES

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NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the County of Yolo, as lead agency, has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the below referenced project. The IS/MND analyzes the potential environmental effects associated with the proposed project in accordance with the California Environmental Quality Act (CEQA). In accordance with Section 15072 of the CEQA Guidelines, the Yolo County Community Services Department has prepared this Notice of Intent to provide responsible agencies and other interested parties with notice of the availability of the IS/MND to solicit comments and concerns regarding the environmental issues associated with the proposed project.

LEAD AGENCY: Yolo County
292 West Beamer Street
Woodland, CA 95695

CONTACT PERSON: Stephanie Cormier, Senior Planner
530-666-8850
stephanie.cormier@yolocounty.org

PROJECT TITLE: County Road Storage Project (ZF# 2016-0053)

PROJECT LOCATION: The project site is located adjacent to the City of Woodland at 19389 County Road 102 (APN: 042-580-030, in the unincorporated area of the County.

PROJECT DESCRIPTION:

The project is a request for a Major Use Permit to substitute one nonconforming use (salvage/wrecking yard) for a more restrictive use (self-storage) in order to facilitate cleanup of hazardous materials at the site. The applicant is Woodyard, LLC (Jim Donovan), and the landowner (Glen A. & Gloria L. Barton Trust). The application involves a six-acre parcel that is proposed to be increased to approximately 8.89 acres with a concurrent Lot Line Adjustment that would add 50 feet on the north, south, and eastern boundaries.

The applicant proposes to redevelop the “Metro Wrecking Yard” as a self-storage facility with up to 180,000 square feet of storage at build out, including an office, water tower for fire supply (if necessary), parking, front landscaping, onsite storm water detention, and access. The property is currently zoned Agricultural Intensive (A-N) but has supported a non-conforming use since the 1950s, which predates County zoning. Yolo County Code Section 8-2.1007 allows for the

substitution of one nonconforming use to another more restrictive use, as approved by the Planning Commission.

The six acres proposed for reuse is not currently farmed and would not be able to support farming activities due to decades of auto dismantling and other activities rendering the site devoid of vegetation and agricultural capabilities. The project is currently listed as a hazardous waste site by the Regional Water Quality Control Board, and the applicant has recently submitted a remedial action plan to the Central Valley Regional Water Quality Control Board for site cleanup of hazardous waste that was illegally dumped by previous operators of the auto wrecking yard. According to the applicant, approval of the project would fund remediation of the site. Mitigation to address potential impacts to biological and cultural resources, land use regulations, and noise are proposed to reduce project related environmental impacts to less than significant levels.

PUBLIC REVIEW PERIOD: A 30± day public review period of the Initial Study/Mitigated Negative Declaration will commence **on March 2, 2017, and end on April 3, 2017,** during which interested individuals and public agencies may submit written comments on the document. Any written comments on the IS/MND must be received at the above address within the public review period.

AVAILABILITY OF DOCUMENTS: The Initial Study/Mitigated Negative Declaration is now available for public review at the following location during normal business hours: Yolo County Community Services Department, 292 W. Beamer Street, Woodland, CA 95695. **The IS/MND has been posted to the Yolo County Web site and may be downloaded and printed at http://www.yolocounty.org/community-services/planning-public-works/planning-division/current-projects.** A PDF digital file of the IS/MND, or a hard (paper) copy of the IS/MND, is also available upon request from the Planning Division at the address or e-mail depicted below.

The Initial Study/Mitigated Negative Declaration may be obtained from, and comments (written, e-mailed, or oral) may be directed to:

Stephanie Cormier, Senior Planner
Yolo County Community Services Department
292 W. Beamer Street
Woodland, CA. 95695
(530) 666-8850
stephanie.cormier@yolocounty.org

The Yolo County Planning Commission is **tentatively** scheduled to hold a public hearing on the proposed Use Permit and Lot Line Adjustment on **April 13, 2017,** at 8:30 a.m. in the Board of Supervisors Chambers (Room 206) at 625 Court Street, Woodland, to hear public comments and take action on the proposal. A separate notice will be sent out in advance of the Planning Commission hearing.

All interested parties are invited to attend the public hearing(s) or send written communications to the Yolo County Community Services Department no later than the relevant hearing date(s).

Pursuant to California Government Code Section 65009(b)(2) and other provisions of law, any lawsuit challenging the approval of a project described in this notice shall be limited to only those issues raised at the public hearings before the Planning Commission and Board of Supervisors or described in written correspondence delivered for consideration before the hearings are closed.

YOLO COUNTY
DEPARTMENT OF COMMUNITY SERVICES

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
ZONE FILE # 2016-0053

COUNTY ROAD SELF STORAGE PROJECT
USE PERMIT

MARCH, 2017

Initial Environmental Study

1. **Project Title:** Zone File #2016-0053 (County Road Self Storage Use Permit)

2. **Lead Agency Name and Address:**
   Yolo County Department of Community Services
   292 West Beamer Street
   Woodland, CA 95695

3. **Contact Person, Phone Number, E-Mail:**
   Stephanie Cormier, Senior Planner
   (530) 666-8850
   stephanie.cormier@yolocounty.org

4. **Project Location:** The project is located at 19389 County Road 102, adjacent to the City of Woodland (APN: 042-580-030). See Figure 1 (Vicinity Map).

5. **Project Sponsor's Name and Address:**
   Jim Donovan
   Woodyard, LLC
   2064 Bishop Place
   Davis, CA 95618

6. **Land Owner's Name and Address:**
   Glen A. & Gloria L. Barton Trust
   36 Grand Avenue
   Woodland, CA 95695

7. **General Plan Designation(s):** Agriculture (AG)

8. **Zoning:** Agricultural Intensive (A-N)

9. **Description of the Project:** See attached "Project Description" on the following pages.

10. **Surrounding Land Uses and Setting:**

Relation to Project	Land Use	Zoning	General Plan Designation
Project Site	Wrecking/salvage yard (operations recently vacated)	Agricultural Intensive (A-N)	Agriculture (AG)
North	Vacant, open land – fallowed ag land	Agricultural Intensive	Agriculture
South	Vacant, open land – fallowed ag land	Agricultural Intensive	Agriculture
East	Vacant, open land – fallowed ag land	Agricultural Intensive	Agriculture
West	CR 102; vacant open land (Woodland Community College property)	City of Woodland	City of Woodland

11. **Other public agencies whose approval is required:** Yolo County Public Works Division; Yolo County Building Division; Woodland Fire Department; Yolo County Environmental Health Division; Central Valley Regional Water Quality Control Board

12. **Other Project Assumptions:** The Initial Study assumes compliance with all applicable State, Federal, and local codes and regulations including, but not limited to, County of Yolo Improvement Standards, the California Building Code, the State Health and Safety Code, and the State Public Resources Code. The project is reviewed and analyzed under the County's Code of Zoning Ordinances; particularly, the Nonconforming Buildings and Uses Ordinance. The purpose of the Nonconforming Buildings and Uses Ordinance is to permit the continued operation of existing uses and buildings which do not otherwise conform to current zoning, while guarding against such uses becoming a threat to more appropriate development. (Yolo County Code Section 8-2.1007).

Project Description

Woodyard, LLC, is requesting a Use Permit to construct a self-storage facility at the long-standing "Metro Wrecking Yard" in Woodland. The project site is located immediately adjacent to the City of Woodland on a six-acre agriculturally-zoned parcel that includes remnants of a wrecking/salvage yard. A Lot Line Adjustment is being pursued to increase the project site from 6 acres to approximately 8.9 acres. County Road 102 runs along the western side of the parcel providing paved access to the site with a left-turn pocket on the southbound lane.

The project, known as "County Road Self-Storage," proposes to redevelop the site with the construction of new facilities, including the phased construction of up to approximately 180,000 square feet of self-storage at build-out. The property was developed as an auto-wrecking yard in the early 1950s before the County's zoning ordinances restricted such uses, and continued with the nonconforming use until 2015. Most recently, the property had been operating as a pick-and-pull auto parts resale operation with up to 15 employees. Due to hazardous materials, i.e., petroleum hydrocarbons, fuel oxygenates, volatile/semi-volatile organic compounds, metals, and polychlorinated biphenyl, being illegally dumped in the easternmost portion of the property, the previous operator was evicted. The applicant, Woodyard LLC, has been coordinating with the Central Valley Regional Water Quality Control Board and the property owner, Barton Family Trust, in an effort to clean up the hazardous wastes dumped at the site. In order to facilitate a cleanup plan, the applicant is proposing to construct a phased self-storage facility as a means to fund the cleanup effort with a use that would serve nearby residents and businesses. Although the proposed use is not allowed in the agricultural zones, Yolo County Code Section 8-2.1007(i) permits the substitution of one nonconforming use for another nonconforming use which is determined by the Planning Commission to be of the same or more restrictive or conforming in nature.

Property and Project Details

The six-acre property is currently idle containing remnants of past salvage/wrecking yard use and includes dilapidated structures, including an office trailer and two metal sheds; approximately one-third of the yard has been overlain with concrete. The property within the fenced in former wrecking yard is entirely disturbed and supports no vegetation. An approximately 40- to 60-foot wide strip bordering the outside of the fenced in site has been regularly graded for fire control purposes, as per Fire Marshal requirements, according to the property owner. A biological evaluation of the site indicates that this swath consists of non-native grasses and a variety of agricultural weed species (Estep Environmental Consulting, January, 2017). The property is otherwise surrounded by open grassland, primarily used for cattle grazing.

A Lot Line Adjustment (LLA) application is being pursued concurrently with the Use Permit. The LLA would increase the parcel by 50 feet on the northern, southern, and eastern property lines to increase the parcel to 8.9 acres. According to 2016 correspondence from the Central Valley Regional Water Quality Control Board (CVRWQCB), investigation activity conducted in 2006 and 2011 revealed hazardous waste detected in the concrete and nonnative soils towards the eastern edge of the property. Under CVRWQCB direction, four monitoring wells were drilled outside the eastern edge of the six-acre property boundary in late 2013. The new parcel lines approved by the LLA will place the wells within the project site boundaries and provide access to the cleanup site.

According to the applicant, the property is currently served by a non-potable well and onsite septic system. Storm drainage runoff currently flows to a ditch along County Road 102 on the western edge of the property. The project anticipates storm water detention will be required, and a memorandum prepared by the project's Civil Engineer indicates an approximately 0.75-acre

detention pond with 15-foot wide access roads on two sides will be constructed to capture project-related storm waters.

The project proposes use of a domestic well and onsite wastewater treatment system that will be required to meet construction requirements and standards through the implementation of the project's adopted Conditions of Approval. Alternatively, the project may connect to the City of Woodland's municipal services for water, as feasible.

The project is proposed to develop in phases and the applicant has assembled a "project team" to address site design aesthetics and site engineering. First phase construction will consist of up to approximately 105,000 square feet of self-storage, a 2,186-square foot office, a water tower (if required for water pressure and fire-fighting purposes), parking with 14 stalls and one accessible space, and landscaping features. Initial development will occupy approximately 4.5 acres of the front (western) portion of the parcel; storage facilities will be contained within the existing fenced in area. Front landscaping will screen a majority of the project site from public view, and the perimeter of the facility will be secured by an approximately 12-foot high cement/stucco wall with tubular steel fencing and a security entry gate. Lighting along the perimeter of the facility will also provide security. Exterior design features include false windows on the façade, metal parapet caps atop stucco pillars, and use of earth tone colors.

Site cleanup is not expected to affect the initial stages of construction, since the hazardous materials are contained at the easternmost section of the parcel, and first phase buildings would only occupy the western portion (front) of the site. Once cleanup is underway and/or a site closure letter has been issued by the State, future phases will commence with additional self-storage, which may extend into the exterior edges of the previous project footprint, i.e. outside the fenced in site. A final phase will conclude construction activities for a total build out of up to approximately 180,000 square feet of self-storage. Alternatively, a final phase may provide for surface storage of boats and recreational vehicles (RVs), in lieu of additional storage structures.

An estimated time-frame for first phase construction is approximately seven months, which includes up to four weeks of grading activities and site preparation with up to six (6) total truck trips; four weeks for pouring foundations/slab work with up to seven (7) cement trucks per day (168 total truck trips); two weeks for asphalt work with up to 10 truck trips; 12 weeks for framing with up to 15 truck trips; four weeks for finish work; and one week for landscaping with up to two (2) truck trips. Overall construction activity for first phase development includes approximately 200± total truck trips over approximately 27 weeks. Additional vehicle trips during construction will include between 10 and 15 construction workers, with up to 4,368 total employee trips during seven weeks of construction (conservative estimate). It is expected that subsequent construction activities for future phases would result in shorter durations and fewer truck and employee vehicle trips, particularly if Phase 3 is not constructed with additional storage units.

The project will employ up to three full time employees and will be managed by an outside firm specializing in self-storage properties. Hours of operations are expected to be 6:00 AM until 10:00 PM daily with key card access. As a personal self-storage facility, storage of hazardous materials will be prohibited.

Hazardous Materials

A cleanup plan has recently been submitted by the applicant for review by the Central Valley Regional Water Quality Control Board (CVRWQCB). According to a Report of Findings of Subsurface Soil and Groundwater Investigation prepared and submitted by Wallace and Kuhl in 2014, concrete is spread across the hazardous materials site and covers an approximate area of 52,800 square feet (220 feet by 240 feet), with an average thickness of 36 inches (3 feet). Approximately three to eight feet of soil intermixed with debris and concrete is believed to have been placed above the native soil. The soil that is intermixed with debris consists primarily of

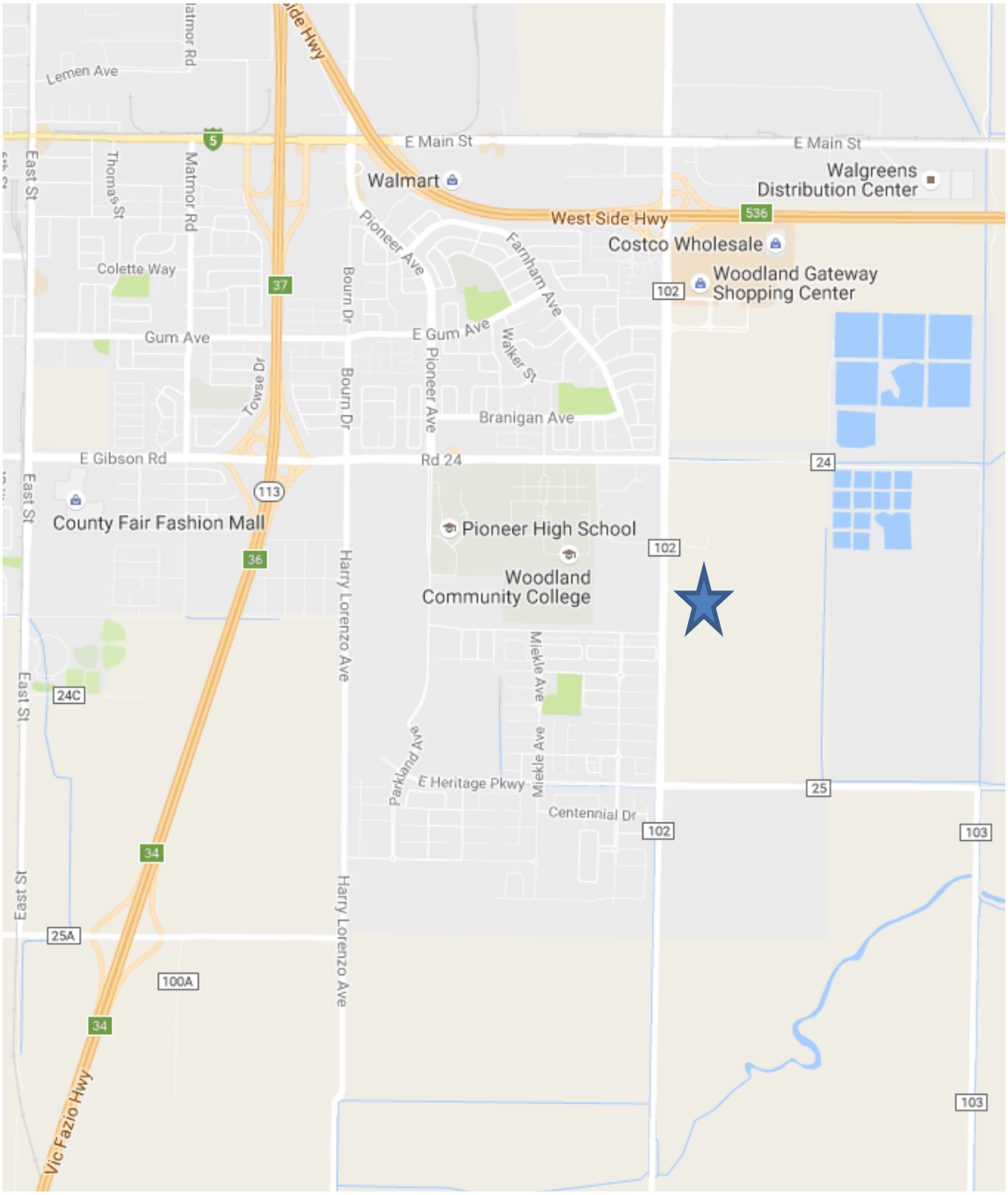
metal and plastic, broken glass, wires, steel cables, automobile parts and tires up to 132 inches (11 feet) below the top of the concrete.

According to data summarized in the report, waste oil had been discharged to the first layers of the concrete which migrated below the concrete into the layer of nonnative soil that is intermixed with debris. The native soil lying below the debris-containing soil layer was observed not to contain waste oil and was found not to be impacted by the presence of other hazardous chemicals of concern. The contaminated soil appears limited to the soil layer that is intermixed with debris. The report discloses that laboratory results for native soil samples collected beneath the concrete and debris layer show diesel, motor oil, and hydraulic oil are not present at concentrations exceeding their laboratory report limit. According to the report, only the subsurface soil that is intermixed with debris is impacted with petroleum hydrocarbons, fuel oxygenates, VOCs, SVOCs, metals, and PCBs. The highest concentrations of these contaminants, particularly petroleum hydrocarbons, are located where an automobile crusher was formerly operated towards the easternmost portion of the property (affecting approximately one acre); groundwater impacted with petroleum hydrocarbons also appears limited to the southeastern portion of the site.

Monitoring and sampling at the impacted site continues and the applicant has recently submitted a cleanup plan, prepared by Wallace and Kuhl Associates (WKA),that will be reviewed by the CVRWQCB. Cleanup goals include remediation by excavation in order to reduce and/or eliminate the volume, toxicity, and mobility of contaminants associated with elevated levels of the identified chemicals of concern. Remedial action takes into consideration the nature of the contaminants and the proposed redevelopment of the site as a self-storage facility that will consist of public access, storage buildings, and asphalt and concrete covered hardscaped areas. The cleanup plan would implement appropriate site control procedures to control the exposure of employees and the public to hazardous substances, both before cleanup work begins and during excavation operations. Cleanup operations are expected to last up to eight weeks (WKA, February, 2017).

Cleanup at the site will be monitored and controlled in accordance with approval from the Central Valley Regional Water Quality Control Board. The draft plan, which has been cited in this Initial Study, is not the subject of County review for the proposed reuse of the previous wrecking yard to a self-storage facility. Excavation and/or offsite disposal of contaminated soils are categorically exempt from CEQA (California Code of Regulations, Title 14, Section 15330).

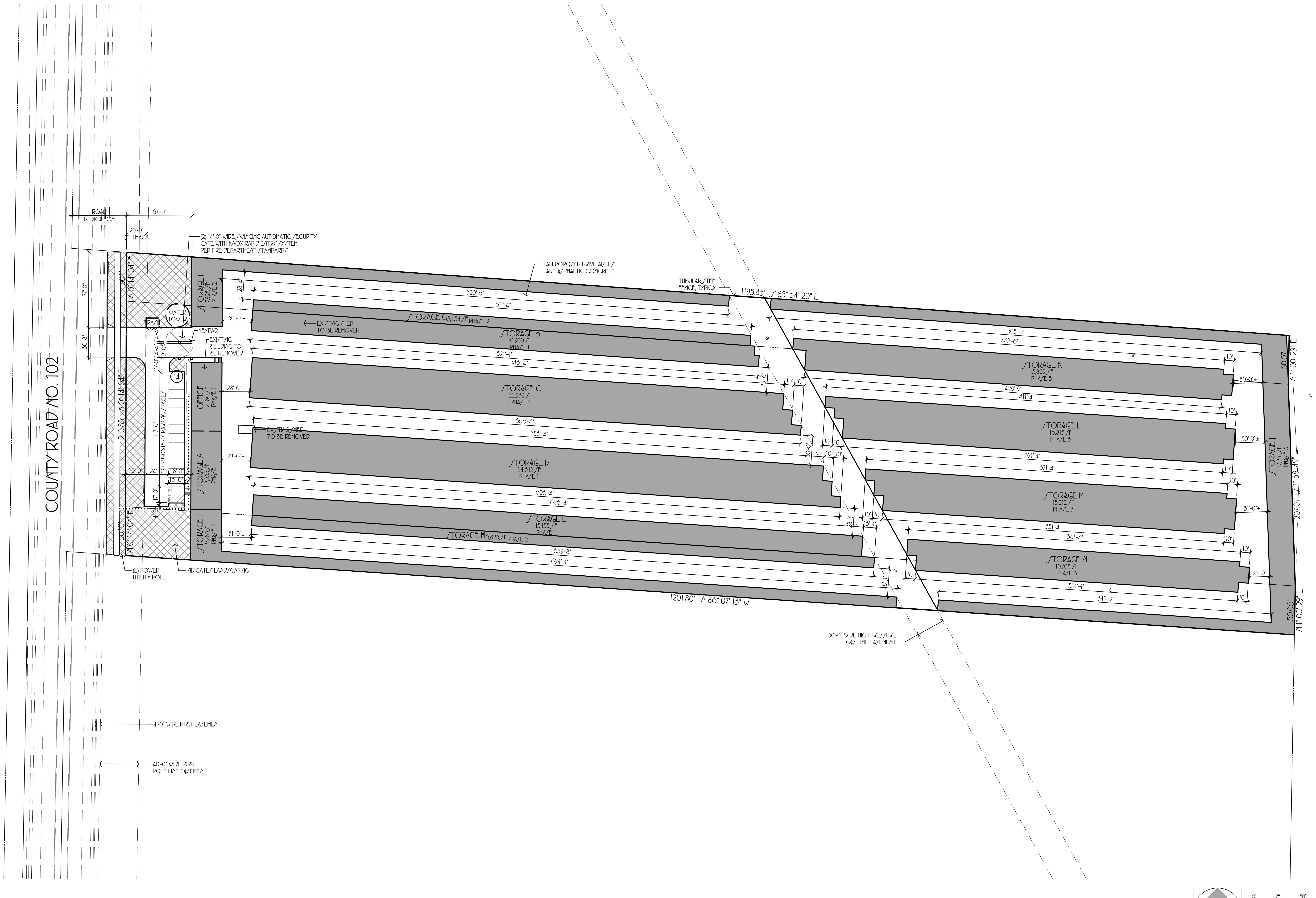
Figure 1
Vicinity Map

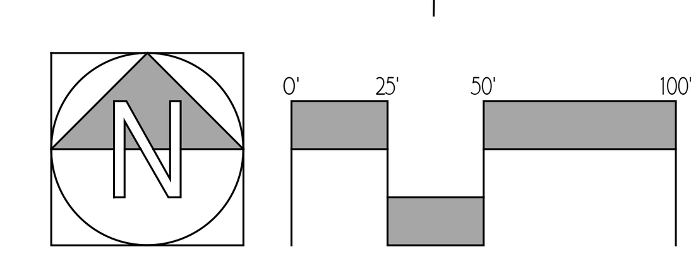


Approximate Project Limits

Project site (zoomed-in)

Figure 2
Site Plan





VICINITY MAP

PROJECT DATA

SITE SQUARE FOOTAGES

BUILDING SITE COVERAGE	179,589 SQUARE FEET (48.6%)
LANDSCAPE SITE COVERAGE	11,873 SQUARE FEET (3.2%)
HARDSCAPE SITE COVERAGE	177,867 SQUARE FEET (48.2%)
NET SITE AREA	(8.48 ACRES) 369,329 SQUARE FEET (100.0%)
ROAD DEDICATION AREA	17,745 SQUARE FEET
GROSS SITE AREA	(8.89 ACRES) 387,074 SQUARE FEET

PARKING DATA

PARKING - REQUIRED	
STORAGE (1 SPACE PER 100 UNITS)	(566 SPACES:100 UNITS) 6 SPACES
TOTAL PARKING REQUIRED	6 SPACES
PARKING - PROVIDED	
STANDARD SPACES	13 SPACES
HANDICAP SPACES	1 SPACE
TOTAL PARKING PROVIDED	14 SPACES

BUILDING DATA

CONSTRUCTION TYPE	TYPE II-N SPRINKLERED
ZONING	A-N (AGRICUTURAL INTENSIVE)
OCCUPANCY GROUP	S-1 (STORAGE)
	B (OFFICE)
NUMBER OF EMPLOYEES	4 MAXIMUM
ASSESSOR'S PARCEL NUMBER	042-580-030
PROJECT TYPE	PERSONAL STORAGE FACILITY

BUILDING SQUARE FOOTAGES

BUILDINGS	TOTAL SQUARE FOOTAGE
PHASE 1	
BUILDING A	4,718 SQUARE FEET
OFFICE	2,183 SQUARE FEET
STORAGE	2,535 SQUARE FEET
BUILDING B	10,900 SQUARE FEET
BUILDING C	22,932 SQUARE FEET
BUILDING D	24,612 SQUARE FEET
BUILDING E	13,153 SQUARE FEET
SUB-TOTAL - PHASE 1	76,315 SQUARE FEET
BUILDING F	7,926 SQUARE FEET
BUILDING G	5,454 SQUARE FEET
BUILDING H	6,823 SQUARE FEET
BUILDING I	9,283 SQUARE FEET
SUB-TOTAL - PHASE 2	29,486 SQUARE FEET
BUILDING J	17,251 SQUARE FEET
BUILDING K	13,802 SQUARE FEET
BUILDING L	16,815 SQUARE FEET
BUILDING M	15,212 SQUARE FEET
BUILDING N	10,708 SQUARE FEET
SUB-TOTAL - PHASE 3	73,788 SQUARE FEET
TOTAL	179,589 SQUARE FEET

PROJECT DIRECTORY

APPLICANT/OWNER
JIM DONOVAN / WOODYARD LLC
2064 BISHOP PLACE
DAVIS, CALIFORNIA 95618
TELEPHONE: (916) 642-5875
EMAIL: DONOVAN_JIM@MSN.COM

ARCHITECT
KEN CARRELL / ARE ASSOCIATES
25422 TRABUCO ROAD, SUITE 105-A
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LANDSCAPE ARCHITECT
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STATE OF CALIFORNIA
Kenneth K. Carrell
No. C-23871
Exp. 10/31/17
LICENSED ARCHITECT

JOB NUMBER	16175
DRAWN BY	KKC
SCALE	1"=50'-0"
DATE	16 SEP 26
REVISIONS	

OVERALL SITE PLAN
COUNTY ROAD SELF STORAGE
19389 COUNTY ROAD NO. 102, WOODLAND, CALIFORNIA

1

Environmental Factors Potentially Affected

The environmental factors checked below could potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact" (before any proposed mitigation measures have been adopted or before any measures have been made or agreed to by the project proponent) as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☒ Land Use / Planning	☐ Mineral Resources	☒ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

☐ 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 to the project have been made by or agreed to by the project proponent. 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" 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 the project is consistent with an adopted general plan and all potentially significant effects have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT, the project is exempt from further review under the California Environmental Quality Act under the requirements of Public Resources Code section 21083.3(b) and CEQA Guidelines Section 15183.

Stephanie Cormier

Planner's Signature | Date | Planner's Printed name

Environmental Factors Potentially Affected

The environmental factors checked below could potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact" (before any proposed mitigation measures have been adopted or before any measures have been made or agreed to by the project proponent) as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☒ Land Use / Planning	☐ Mineral Resources	☒ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

☐ 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 to the project have been made by or agreed to by the project proponent. 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" 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 the project is consistent with an adopted general plan and all potentially significant effects have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT, the project is exempt from further review under the California Environmental Quality Act under the requirements of Public Resources Code section 21083.3(b) and CEQA Guidelines Section 15183.

Planner's Signature	Date	Planner's Printed name
SCri	3.1.2017	Stephanie Cormier

Purpose of this Initial Study

This Initial Study has been prepared consistent with CEQA Guideline Section 15063, to determine if the project as described herein may have a significant effect upon the environment.

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. A "Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less than Significant Impact". The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVIII, "Earlier Analyses", may be cross-referenced.)
5. A determination that a "Less than Significant Impact" would occur is appropriate when the project could create some identifiable impact, but the impact would be less than the threshold set by a performance standard or adopted policy. The initial study should describe the impact and state why it is found to be "less than significant."
6. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D) of the California Government Code. Earlier analyses are discussed in Section XVIII at the end of the checklist.
7. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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

DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. For purposes of determining significance under CEQA, a "scenic vista" is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. There are no officially designated scenic vistas near the project area, and the site does not provide viewing of any particular scenic vistas. Elements of the project proposal include the phased construction of up to approximately 180,000 square feet of self-storage facilities, including an office, parking, a water tower, and front landscaping. With the exception of the office, water tower (if needed), and parking, the majority of the project footprint will be concealed from the roadway (County Road 102) and public view by an approximately 12-foot high stucco wall with tubular steel fencing. Additionally, the project proposes front landscaping features to fully screen the self-storage units from the roadway. Other exterior design features include false windows on the façade, metal parapet caps atop stucco pillars, and use of earth tone colors.

Currently, the property contains remnants of an automobile scrap and wrecking yard, including dilapidated structures such as an unoccupied office trailer and two metal sheds. The applicant has assembled a project team consisting of an architect and landscape that specialize in designing projects that enhance communities. Scenic vistas would not be obstructed by the proposed changes to the property and aesthetic impacts would be considered less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?

No Impact. There are no officially designated scenic highways near the project area. The closest County-designated scenic roadway is Old River Road, which is located approximately six miles due east of the project site. As identified in (a), above, the proposal includes construction of new self-storage facilities that would replace the auto dismantling/wrecking yard. These proposed changes to the property's grounds will be designed to upgrade the current condition of the property, and will not damage scenic resources.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. The project proposes the phased construction of up to approximately 180,000 square feet of self-storage facilities, including an office, parking, water tower, and front landscaping. The project will occupy approximately 8.9 acres, which includes converting the site from its historic non-conforming use as a salvage/wrecking yard (since the 1950s) to a self-storage facility. This development will be used to fund a site cleanup plan for hazardous materials illegally dumped on a portion of the property by a previous wrecking yard operator.

The approximately six-acre property and adjoining 50 feet around the perimeter of the site (for approximately 8.9 acres) are bound by vacant agriculturally-designated lands to the north, south, and east and County Road (CR) 102 to the west. The City of Woodland is adjacent to the project site on the west side of CR 102; portions of the City's limits also lie east of the project site where Woodland's wastewater treatment ponds are sited. The project is not expected to degrade the existing aesthetic character of the site and its surroundings, and moreover will provide a beneficial impact by improving the site with a new facility that includes upgraded architectural design features and significant front landscaping.

As indicated in (a), above, the applicant has assembled a project team that includes an architect and landscape architect to specifically address the project's aesthetic design elements. The project will be screened from views from most vantage points due to proposed landscaping along the property/project frontage, and an approximately 12-foot high stucco wall surrounding the storage units. Additionally, the proposed architectural design features, such as false windows on the façade, metal parapet caps atop stucco pillars, and use of earth tone colors, are intended to improve the current condition of the site. No trees will be removed for project construction. Impacts would be considered less than significant.

d) Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Less than Significant Impact. The proposal could introduce new sources of permanent lighting to the project area due to safety lighting placed around the perimeter of the project. Much of the project, however, will be buffered by front landscaping and an approximately 12-foot high stucco wall around the self-storage units. The nearest neighbors are approximately 725 feet away from the project site on the west side of CR 102. The project will be conditioned to require that any outdoor safety lighting must include light fixtures that are low-intensity, shielded and/or directed away from adjacent properties and CR 102 in order to minimize glare and overspill on adjacent parcels, the night sky, and the public right-of-way. Impacts from new light sources will be less than significant.

II.	AGRICULTURE AND FOREST RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☐	☐	☒	☐
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The proposed self-storage facility project would occupy approximately eight acres of agriculturally zoned land, a majority of which has historically been used as a salvage/wrecking yard since the 1950s. The adjacent and surrounding agriculturally-zoned parcels are vacant, open land, with prior activities that include grazing livestock.

Soils within the project site are identified as Pescadero silty clay, saline-alkali. The Pescadero soils are identified as very poor, Class IV soils by the U.S. Soil Conservation Service *Soil Survey of Yolo County*. The project site is designated as "Grazing Land" on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Grazing Land is a designation given to land in which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock. Grazing Land does not

include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance.

The project proposes the phased construction of up to approximately 180,000 square feet of self-storage facilities at build out. The primary goal of the project is to provide a benefit to the surrounding community while facilitating a hazardous materials cleanup plan to address illegal dumping of petroleum contaminants from a previous wrecking yard operator. Approximately one-third of the property is overlain with concrete, containing hazardous materials and other automobile debris.

The project will not impact prime farmland. The project site has been in use as a wrecking yard since the 1950s (predates County zoning), and the agricultural area surrounding the project site is also designated Grazing Land, which is not considered prime farmland. The expansion of the parcel will not encompass land that is capable of supporting agricultural activities. The historic use of the site as a wrecking yard severely restricts its capacity for productive agricultural use. The nearest prime farmland in active agricultural production is a little over one mile south of the project site and will not be affected by the project.

The project is not required to mitigate for the loss of agricultural land under the County's Agricultural Conservation and Mitigation Program (see (e) below).

b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

Less than Significant Impact. The proposed project is located on A-N (Agricultural Intensive) zoned property that is not enrolled in the Williamson Act. The property is adjacent to the City of Woodland and is not within an Agricultural Preserve, i.e., the immediately adjacent agriculturally-zoned lands surrounding the project site are also not under Williamson Act contracts.

The A-N Zone is applied to preserve lands best suited for intensive agricultural uses typically depended on higher quality soils, water availability, and relatively flat topography. However, the historic use of the site as a salvage/wrecking yard since the 1950s predates the County's zoning code and related agricultural zoning ordinance. Thus, the original agricultural zoning of the property was primarily implemented because the property sits outside a designated urban/growth area. The site is largely covered by impervious surfaces with little vegetation, containing hazardous waste/materials, and is not under Williamson Act contract.

The County's Nonconforming Buildings and Uses Ordinance contained in the Zoning Code specifically allows for changes to other nonconforming uses with Planning Commission approval. Yolo County Code Section 8-2.1007(i) requires an application for a Use Permit when proposing to substitute one nonconforming use for another nonconforming use, which shall be determined by the Planning Commission to be of the same or more restrictive or conforming in nature.

The purpose of the County's Nonconforming Buildings and Uses Ordinance is to permit the continued operation of existing uses and buildings which do not otherwise conform to the provisions of the zone, while guarding against such uses becoming a threat to more appropriate development, and to provide for the eventual elimination of uses likely to be most objectionable to the neighbors of such uses. Previous operations at the site resulted in approximately one-third of the property overlain with concrete, auto wreckage debris, and hazardous materials rendering it unusable for primary agricultural cultivation. Upgrading the site from a wrecking yard to a personal self-storage facility will restore the property to more appropriate development, while eliminating the more objectionable impacts of the property's historic use.

The project is not expected to conflict with zoning due to the property's long-standing non-conforming use as a wrecking yard, which predates County zoning, and location next to a major

County road, nor will it affect the adjacent vacant land that is not in intensive agricultural use. The project will also not conflict with the Williamson Act. Impacts will be less than significant.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?; *and*

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The proposed self-storage facility project would not conflict with existing zoning for, or cause rezoning of, or result in the loss or conversion of forest or timberland.

e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?

Less than Significant Impact. As identified in (a), above, the project site has been shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency as "Grazing Land." The surrounding area has similarly been mapped, and is not in active agricultural production, but is kept in open, vacant land, occasionally used for livestock grazing. See discussion in (a) and (b), above, regarding historic use of the site as a salvage yard.

Pursuant to Yolo County Code Section 8-2.404 Agricultural Conservation and Mitigation Program, agricultural mitigation is required for those development projects that are either currently used for agricultural purposes or that are substantially undeveloped and capable of agricultural production. Land that is determined to be incapable of supporting the production of agricultural commodities is excluded from this requirement, after such determination is made in consultation with the Agricultural Commissioner. The Agricultural Commissioner has determined that the eight-acre site is definitely not suitable for an agricultural use (e-mail correspondence, dated December 6, 2016, with John Young, Agricultural Commissioner).

Changing the use of the site from one non-conforming use to a more restrictive non-conforming use will not impede agricultural uses on adjacent agriculturally-zoned land. Impacts to agricultural resources would be considered less than significant.

III.	AIR QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Thresholds of Significance:

The project site is within the Yolo-Solano Air Quality Management District (YSAQMD), and the Sacramento Valley Air Basin regulates air quality conditions within Yolo County. Yolo County is classified as a non-attainment area for several air pollutants, including ozone (O_3) and particulate matter 10 microns or less in diameter (PM_{10}) for both federal and state standards, the partial non-attainment of the federal particulate matter 2.5 ($PM_{2.5}$), and is classified as a moderate maintenance area for carbon monoxide (CO) by the state.

Development projects are most likely to violate an air quality plan or standard, or contribute substantially to an existing or project air quality violation, through generation of vehicle trips.

For the evaluation of project-related air quality impacts, the YSAQMD recommends the use of the following thresholds of significance:

- Long-term Emissions of Criteria Air Pollutants (ROG, NO_X, and PM_{10})—The criteria air pollutants of primary concern include ozone-precursor pollutants (ROG and NO_X) and PM_{10}. Significance thresholds have been developed for project-generated emissions of reactive organic gases (ROG), nitrogen oxides (NO_X), and particulate matter of 10 microns or less (PM_{10}). Because $PM_{2.5}$ is a subset of $PM_{10,}$ a separate significance threshold has not be established for $PM_{2.5}$. Operational impacts associated with the proposed project would be considered significant if project-generated emissions would exceed YSAQMD-recommended significance thresholds, as identified below:

Table AQ-1 YSAQMD-Recommended Quantitative Thresholds of Significance for Criteria Air Pollutants	
Pollutant	**Threshold**
Reactive Organic Gases (ROG)	10 tons/year (approx. 55 lbs/day)
Oxides of Nitrogen (NO_X)	10 tons/year (approx. 55 lbs/day)
Particulate Matter (PM_{10})	80 lbs/day
Carbon Monoxide (CO)	Violation of State ambient air quality standard
Source: Handbook for Assessing and Mitigating Air Quality impacts (YSAQMD, 2007)	

- Emissions of Criteria Air Pollutants (ROG, NO_X, and PM_{10})—Construction impacts associated with the proposed project would be considered significant if project-generated emissions would exceed YSAQMD-recommended significance thresholds, as identified in Table AQ-1, and recommended control measures are not incorporated.

- Conflict with or Obstruct Implementation of Applicable Air Quality Plan— Projects resulting in the development of a new land use or a change in planned land use designation may result in a significant increase in vehicle miles traveled (VMT). Substantial increases in VMT, as well as, the installation of new area sources of emissions, may result in significant increases of criteria air pollutants that may conflict with the emissions inventories contained in regional air quality control plans. For this reason and given the region's non-attainment status for ozone and PM_{10}, project-generated emissions of ozone precursor pollutants (i.e., ROG and NO_x) or PM_{10} that would exceed the YSAQMD's recommended project-level significance thresholds, would also be considered to potentially conflict with or obstruct implementation of regional air quality attainment plans.

- Local Mobile-Source CO Concentrations—Local mobile source impacts associated with the proposed project would be considered significant if the project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e., 9.0 ppm for 8 hours or 20 ppm for 1 hour).

- Toxic Air Contaminants. Exposure to toxic air contaminants (TAC) would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 10 in 1 million or would result in a Hazard Index greater than 1.

- Odors. Odor impacts associated with the proposed project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The self-storage facility project would not substantially conflict with or obstruct implementation of the Yolo Solano Air Quality Management District Air Quality Attainment Plan (1992), the Sacramento Area Regional Ozone Attainment Plan (1994), or the goals and objectives of the Yolo County 2030 Countywide General Plan.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. The Yolo-Solano Region is a non-attainment area for state particulate matter (PM_{10}) and ozone standards, the federal ozone standard, and the partial non-attainment of the federal particulate matter 2.5 ($PM_{2.5}$). The phased development of the self-storage facility would not contribute significantly to air quality impacts, but could generate significant amounts of PM_{10} and $PM_{2.5,}$ during grading and construction activities to develop the project. Additionally, remediation of the site during the initial phases of development would include up to eight weeks of site cleanup at the eastern most portion of the property. According to a draft cleanup plan, excavation of the hazardous materials site would be controlled to avoid dust generation by pre-wetting the ground surface and/or suspending excavation when wind speeds are high (WKA, 2017).

To address the potential for short-term impacts related to grading and construction activities, standard dust and emissions control measures which are recommended by the Yolo Solano Air Quality Management District will be attached as Conditions of Approval to the Use Permit, and include the following best environmental practices:

To reduce tailpipe emissions from diesel-powered construction equipment, all applicable and feasible measures would be implemented, such as:

- Maximizing the use of diesel construction equipment that meet CARB's 2010 or newer certification standard for off-road heavy-duty diesel engines;
- Using emission control devices at least as effective as the original factory-installed equipment;
- Substituting gasoline-powered for diesel-powered equipment when feasible;
- Ensuring that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation; and
- Using Tier 4 engines in all construction equipment, if available. If Tier 4 engines are not available, then Tier 3 engines may be used.

To reduce construction fugitive dust emissions, the following dust control measures would be implemented:

- Water all active construction sites at least twice daily in dry conditions, with the frequency of watering based on the type of operation, soil, and wind exposure;
- Effectively stabilize dust emissions by using water or other approved substances on all disturbed areas, including storage piles, which are not being actively utilized for construction purposes;
- Prohibit all grading activities during periods of high wind (over 20 miles per hour);
- Limit onsite vehicle speeds on unpaved roads to 15 miles per hour;
- Cover all trucks hauling dirt, sand, or loose materials;
- Cover inactive storage piles;
- Post a publicly visible sign with the telephone number and person to contact regarding dust complaints; and

- Limit the area under construction at any one time

Impacts to air quality will be less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. Development projects are considered cumulatively significant by the YSAQMD if: (1) the project requires a change in the existing land use designation (i.e., general plan amendment, rezone); and (2) projected emissions (ROG, NOx, or PM_{10} and $PM_{2.5}$) of the project are greater than the emissions anticipated for the site if developed under the existing land use designation. The project is a self-storage facility that will include the phased construction of up to approximately 180,000 square feet of self-storage at full build-out. The project would not result in a significant release of emissions. A change from one non-conforming use (wrecking yard) to another non-conforming use that is more restrictive in nature (self-storage) is allowed through approval of a Use Permit by the Planning Commission in the Yolo County Code.

Temporary project construction emissions could contribute to levels that exceed State ambient air quality standards on a cumulative basis, contributing to existing nonattainment conditions, when considered along with other construction projects, including residential development in the vicinity of the project inside the City's limits. The proposed self-storage facility project will require approximately 202± total truck trips spread over an approximately 27-week construction period to develop the first phase, which could include up to 105,000 square feet of storage, an office, parking, a water tower, front landscaping, and other amenities. Up to 15 construction workers would be employed throughout initial site development, adding additional daily vehicle trips. Also, initial development may overlap with up to eight weeks of site remediation, including excavation and off-site disposal of approximately one-acre of contaminated waste. Additional phases, if implemented, would likely generate less overall truck/employee vehicle trips.

Construction of first phase development will include grading and site preparation (estimated at 4 weeks with up to 6 total truck trips), pouring foundations (4 weeks with up to 7 truck trips per day, for a total of up to 168 truck trips), applying asphalt (2 weeks with 10 total truck trips), framing (12 weeks with 15 total truck trips), finish work (4 weeks), and landscaping (1 week with 2 total truck trips), for an approximately seven-month construction phase. Between 10 and 15 employees are expected to run construction activities during each phase. Thus, first phase construction activities could result in up to 200± truck trips over a 27-week period, plus an additional 30 employee car trips per day (for an estimated total of 4,368 employee trips spread over seven months of construction). Construction activities for future phases would likely see similar or slightly less truck and employee vehicle trips. Initial construction to develop the site may also overlap with remediation of the easternmost portion of the property, lasting up to eight weeks, and will include use of a backhoe and/or excavator to load out the contaminated soil for offsite disposal at a licensed facility.

By implementing the above Conditions of Approval identified in (b), potential for construction-related emissions for the proposed project would result in less than significant levels. Short-term air quality impacts would be generated by truck and employee vehicle trips during construction activities, in addition to site cleanup activities as approved and monitored by the Central Valley Regional Water Quality Control Board.

Long-term mobile source emissions from the anticipated self-storage facility would also not exceed thresholds established by the Yolo-Solano Air Quality Management District Handbook (2007) and would not be cumulatively considerable for any non-attainment pollutant from the project. Future phases, if developed, may include up to 75,000 square feet of additional storage,

for a total of 450 daily vehicle trips build out. Alternatively, the final phase could be developed with surface storage for boat and RV parking in lieu of the 75,000 square feet of storage, thus reducing additional vehicle trips to a total of 276 daily trips at build out. Daily traffic trips will also be generated by up to three full time employees, operating from 6:00am until 10:00 pm (see Exhibit 2).

Overall traffic would create air emissions that are lower than the significance thresholds set by the YSAQMD (e-mail correspondence with Matt Jones, Planning Manager, Yolo-Solano Air Quality Management District, Jan., 2017).

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The proposed project is located in a semi-rural area of the unincorporated area of the County that is bound by the City of Woodland at its western border. City of Woodland limits also extend east of the project site, approximately 1,400 feet away (wastewater treatment plant). The project site is within proximity to sensitive receptors, as it is adjacent to the nearby Spring Lake residential subdivision in the City of Woodland. ("Sensitive receptors" refer to those segments of the population most susceptible to poor air quality, i.e. children, elderly, and the sick, and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities.) The closest residences are approximately 725 feet southwest of the project site, on the west side of County Road 102 in the residential subdivision on the south side of Farmers Central Road. Previous and historic activities at the project site include auto wrecking and salvage yard uses.

The project could have the potential to expose nearby receptors to minimal pollutant concentrations from construction equipment, including truck trips, site remediation, and daily vehicle trips after build-out. Dust will be controlled through effective management practices, such as water spraying during construction activity. Site remediation on a portion of the property will also employ dust control measures, as proposed in a draft cleanup plan. Thus, short term air quality impacts due to construction activities to implement the project, as well as excavation of hazardous waste, would not have an adverse impact on the nearby residential subdivision and the proposed project will not expose sensitive receptors to pollutant concentrations in excess of standards.

Operation of the self-storage facility would have no adverse impacts from daily use at the site. Projected traffic, based on ITE figures, suggests that up to 450 daily vehicle trips may be generated at full build-out of up to 180,000 square feet of self-storage units. Impacts from long-term operational traffic generated as a result of the project are anticipated to result in less than significant impacts. A portion (perhaps 10 percent) of the total trips (27 or 45 trips) could occur during the evening peak hour. This relatively small amount of traffic would have a less than significant impact on air pollutant concentrations.

Construction activities to develop the self-storage facility will be required to control dust through effective management practices. As a condition of project approval, the following list of best management practices will be required to control dust:

- All construction areas shall be watered as needed.
- All trucks hauling soil, sand, or other loose materials shall be covered or required to maintain at least two feet of freeboard.
- Unpaved access roads, parking areas, and staging areas shall be paved, watered, or treated with a non-toxic soil stabilizer, as needed.
- Exposed stockpiles shall be covered, watered, or treated with a non-toxic soil stabilizer, as needed.
- Traffic speeds on unpaved access roads shall be limited to 15 miles per hour.
- Any visible soil material that is carried onto adjacent public streets shall be swept with water sweepers, as needed.

e) Create objectionable odors affecting a substantial number of people?

No Impact. The proposed self-storage facility will not generate objectionable odors. The project includes self-storage units that are primarily for household goods; hazardous materials storage would be prohibited. Odor impacts are not expected.

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

ENVIRONMENTAL SETTING/BIOLOGICAL CONDITIONS

The following description includes a brief summary from a biological evaluation prepared for the project by Estep Environmental Consulting (January 30, 2017).

The project site currently sits on approximately six acres and has historically been used as an auto wrecking/salvage yard from the 1950s until 2015. The property is currently vacant, although several dilapidated structures and refuse from the former occupant (Metro Auto Wrecking) is present throughout the property. The former yard, which is fenced, is entirely disturbed, supports no biological resources, and will require substantial clean-up of materials, including toxic waste, prior to redevelopment. Due to environmental cleanup efforts, the applicant is proposing a lot line adjustment to incorporate an additional 50-foot wide area on the north, south, and east property lines, bringing the total project area to 8.89 acres.

Otherwise surrounded by open grassland used primarily for cattle grazing, an approximately 60-foot wide strip bordering the outside of the fence has been regularly graded for fire control purposes. This area, which includes the entire 50-foot wide adjacent area, consists of non-native grasses and a variety of agricultural weed species. Although the six-acre fenced area is highly

disturbed and supports no vegetation, no natural communities or habitats, and no potential for any special-status species, the 50-foot wide strip outside the fenced area does support natural vegetation. An assessment of potentially occurring special status species is addressed below.

DISCUSSION

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated. The site of the proposed self-storage facility is located in a flat, predominantly rural area at the eastern edge of the City of Woodland within the unincorporated area of the County. The property, in use as an auto wrecking/salvage yard since the 1950s, is surrounded by vacant agricultural lands. A large portion, approximately one-third, of the six-acre property is overlain with concrete, approximately one-acre of which is contaminated with hazardous materials (petroleum, diesel, and hydraulic fluids). Below the concrete is an additional layer of non-native soils mixed with debris. The property is immediately adjacent to large agriculturally-zoned parcels that are not in active production, but include open grassland primarily used for cattle grazing.

The proposal includes the phased construction of up to approximately 180,000 square feet of self-storage that will include a 2,186-square foot office, a water tower (if necessary for fire suppression), parking with 14 stalls, landscaping features, and an approximately 0.75-acre detention pond with 15-foot wide access roads on two sides. The project is proposed to be constructed in phases in order to accommodate cleanup at the easternmost edge of the site, with initial construction consisting of up to 105,000 square feet of self-storage and the previously identified amenities. Initial development of the site could occupy approximately 4.3 to five acres of the front (western) portion of the property but is not expected to disturb any land outside the existing footprint (including the 50-foot swath of land bordering the site).

According to the Yolo Habitat Conservancy (YCH), there are no documented Swainson's hawk nest sites within one mile of the proposed project site, and no nesting trees in the vicinity of the project, although there are several Swainson's hawk and White-tailed kite nest sites within five miles of the project. The Yolo Habitat Conservancy also identified the potential for Swainson's hawk, burrowing owl, giant garter snake, western pond turtle, tri-colored blackbird and white-tailed kite habitat, as well as for the plant, palmate-bracted bird's-beak, to occur within one mile of the proposed project. This information has also been confirmed by referencing the California Natural Diversity Database.

Information provided by YHC indicates that there is no habitat within the vicinity of the project's current six-acre parcel boundaries, but the area immediately surrounding the project site, including the 50-foot perimeter to be extended at the north, south, and eastern boundaries to create an 8.9-acre parcel, does contain the potential for foraging habitat for some of the above-listed species. Although the immediate project site provides no value for wildlife habitat, increasing the six-acre parcel to include the vacant and ruderal land around its perimeter could be affected by construction of the project and related activities.

Potential Impacts

In order to address the potential for the project to impact special-status species, Estep Environmental Consulting was retained to prepare an initial biological evaluation of the proposed project, which is outlined below (see Exhibit 1).

Swainson's Hawk. The Swainson's hawk (*Buteo swainsoni*) is a medium-sized raptor

associated with generally flat, open landscapes. In the Central Valley it nests in mature native and nonnative trees and forages in grassland and agricultural habitats. Although a state-threatened species, the Swainson's hawk is relatively common in Yolo County due to the availability of nest trees and the agricultural crop patterns that are compatible with Swainson's hawk foraging habitat. Numerous nest sites have been documented in Yolo County, but relatively few in the far western portion of the valley (Estep 2008).

The state-threatened Swainson's hawk is known to occur in the vicinity of the project and known to forage in the open grasslands surrounding the project site. The nearest reported nest sites are along Willow Slough, just south of the project site. The 50-foot strip is considered suitable foraging habitat for this species. The project would therefore be subject to the County's Swainson's hawk mitigation fee to mitigate the loss of foraging habitat. The proposed project would have no impact to potential nesting sites.

White-tailed Kite. The white-tailed kite (*Elanus leucurus*) is a highly specialized and distinctively-marked raptor associated with open grassland and seasonal wetland landscapes. It typically nests in riparian forests, woodlands, woodlots, and occasionally in isolated trees, primarily willow, valley oak, cottonwood, and walnut) and some nonnative trees. It forages in grassland, seasonal wetland, and agricultural lands, but is more limited in its use of cultivated habitats compared with the Swainson's hawk. As a result, the species occurs throughout most of Yolo County, but in low breeding densities (Dunk 1995, Erichsen 1995, Estep 2008).

The state fully protected white-tailed kite is also known to occur in the vicinity of the project and is known to forage in the open grasslands surrounding the project site. The nearest reported nests are along Willow Slough, just south of the project site. Similar to the Swainson's hawk, the 50-foot strip is considered suitable foraging habitat for this species. Loss of foraging habitat for this species would be sufficiently addressed through the Swainson's hawk mitigation fee program. The proposed project would have no impact to potential nesting sites.

Western Burrowing Owl. The western burrowing owl (*Athene cunicularia*) occurs in open, dry grasslands, agricultural and range lands, and desert habitats. In the Central Valley, they are associated with remaining grassland habitats, pasturelands, and edges of agricultural fields. They also occur in vacant lots and remnant grassland or ruderal habitats within urbanizing areas. Historically nesting in larger colonies, due to limited nesting habitat availability, most of the more recent occurrences are individual nesting pairs or several loosely associated nesting pairs. The burrowing owl is a subterranean-nesting species, typically occupying the burrows created by California ground squirrels (*Otospermophilus beecheyi*). They also occupy artificial habitats, such as those created by rock piles and occasionally in open pipes and small culverts. They forage for small rodents and insects in grassland and some agricultural habitats with low vegetative height. Key to burrowing owl occupancy is grassland or ruderal conditions that maintain very short vegetative height around potential nesting sites. They will generally avoid otherwise suitable grassland habitats if vegetation exceeds 12 inches in height (Gervais et al. 2008).

In Yolo County, the majority of burrowing owl occurrences are from the grassland and pasture habitats of the southern panhandle and in cultivated and ruderal habitats in the Davis area. Nesting and wintering occurrences have also been reported from the area immediately north of Winters and elsewhere and along the grassland foothills on the west side of the valley, and in the southern Dunnigan Hills. Isolated occurrences have also been reported from cultivated lands in the interior of the county.

The state species of special concern western burrowing owl is known to occur in the vicinity of the project. The nearest reported site is less than 1 mile northeast of the project site. This ground-nesting species could potentially occur within the 50-foot strip. To avoid impacts to this species, preconstruction surveys should be conducted according to standard California Department of Fish and Wildlife protocol.

Palmate-bracted Bird's Beak (*Cordylanthus palmatus*). This federally listed species is known to occur in the vicinity of the project. This highly specialized species occurs in the alkaline soils unique to the area surrounding the project site. Populations in the immediate vicinity of the project are among the few remaining occurrences of this species. The nearest reported occurrence is approximately 0.3 miles south of the project site. Because the buffer strip has been regularly graded and disked, this area no longer supports suitable conditions to support this species. Although the area remains in a non-native grass condition, the potential for occurrence of palmate-bracted bird's beak is very low.

Additional information provided by the owner of the property confirms that the Department of Fish and Wildlife (CDFW) has shown an interest in the vicinity of the property due to the unique soil conditions that support the palmate-bracted bird's beak; however, the species has never been identified by CDFW as occurring at the site (personal conversation, Glen Barton, Feb. 2017). As of the writing of this Initial Study, no information from CDFW has been provided to confirm whether or not the species has been documented in the immediate area surrounding the project site.

Giant Garter Snake. Giant garter snakes ***(****Thamnophis gigas)* are listed as threatened under the Federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA). They are the largest species of garter snake. Dull yellow striping, wide head and commonly distinguishes GGS from other common species of garter snake. GGSs are found in the wetlands of the Sacramento and San Joaquin Valleys from Chico, Butte County to Mendota Wildlife Area, Fresno County. Suitable habitat includes marshes, sloughs, back waters of rivers, irrigation canals, drainage canals, agricultural wetlands, flooded rice fields and occasionally streams with low gradient and slow to stagnant waters. GGSs breed from March to April and females give birth to live young from July to early September. Current threats facing the GGS is urbanization, flood control and canal maintenance, grazing and agricultural practices, wetland management for water fowl, invasive species and natural gas exploration (USFWS 2012).

This federally listed species is unlikely to occur in the vicinity of the project due to the lack of aquatic habitat. The species could potentially occur east of the project site along water conveyance channels or south of the project site in seasonally ponded habitats. However, the project site and immediate vicinity do not support water conveyance channels or other aquatic habitats and therefore the potential for giant garter snake to be found in the 50-foot strip is very low.

Valley Elderberry Longhorn Beetle. The valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*) is a medium-sized woodboring beetle, about 0.8 inches long. Endemic to California's Central Valley and watersheds that drain into the Central Valley, this species' presence is entirely dependent on the presence of its host plant, the elderberry shrub (*Sambucus spp*.). VELB is a specialized herbivore that feeds exclusively on elderberry shrubs, the adults feeding on leaves and flowers, and the larvae on the stem pith. Habitat for VELB consists of elderberry shrubs with stems greater than 1 inch in basal diameter. Elderberry grows in upland riparian forests or savannas adjacent to riparian vegetation, but also occurs in oak woodlands and savannas and in disturbed areas. It usually co-occurs with other woody riparian plants, including valley oak, Fremont cottonwood, various willows, and other riparian trees and shrubs (Barr 1991, U.S. Fish and Wildlife Service 1984, Collinge et al 2001).

There are no elderberry shrubs on or in the vicinity of the project site, therefore there is no potential for this species to occur.

Tricolored Blackbird. Although currently designated as a state species of special concern, the legal status of the tricolored blackbird has recently been under review by the CDFW and the USFWS. The species was emergency listed as endangered under the state endangered species act in December 2014, which expired in December 2015. The species is currently under review

for a permanent state listing. The species is also currently under review by the USFWS following a 90-day finding that formal federal listing may be warranted.

The tricolored blackbird nests in colonies from several dozen to several thousand breeding pairs. The primary concern for the tricolored blackbird is the potential for human activity disturbances to occur near their breeding colonies.

There is no potential tricolored blackbird breeding habitat in the immediate vicinity of the project site. The nearest reported breeding colony is at the intersection of County Road 25 and County Road 103, approximately 1 mile southeast of the project site. The 50-foot strip represents suitable foraging habitat for this species, but the disturbance to this small area will not affect the breeding colony or tricolored blackbird foraging use of the area.

Western Pond Turtle. Western pond turtles (*Actinemys marmorata*) are closely associated with permanent water bodies, such as lakes, ponds, slow moving streams, and irrigation canals that include down logs or rocks basking sites, and that support sufficient aquatic prey. Western pond turtles also require upland habitat that is suitable for building nests and to overwinter. Nests are constructed in sandy banks immediately adjacent to aquatic habitat or if necessary, females will climb hillsides and sometimes move considerable distances to find suitable nest sites (Jennings and Hayes 1994).

There are no water bodies, streams, or suitable conveyance channels (e.g., permanent water) at the project site, and therefore no potential for this species to occur onsite.

The County requires projects that would impact Swainson's hawk foraging habitat to mitigate for such loss in accordance with General Plan Policy CO-2.42. Additionally, as indicated in Estep's biological evaluation, the potential for disturbing nesting burrowing owl is also present if the project footprint were to expand. Although initial construction will remain within the existing project footprint, which lacks biological resources, additional phases may encroach into the 50-foot wide lot area. These future phases have the potential to disturb habitat, as described above. As identified below, the project will be conditioned to require the following mitigation in order to address potential impacts to special status species.

Mitigation Measure BIO-1

Prior to issuance of any grading or building permits that extend the project footprint outside the existing disturbed project site, the applicant will be required to mitigate for the permanent loss of Swainson's hawk foraging habitat, which may be satisfied by payment of an in-lieu fee, the purchase of credits from an approved mitigation bank or mitigation receiving site, dedication of conservation easements either onsite or offsite, or other arrangements satisfactory to the County that ensure permanent 1:1 conservation of high-quality foraging habitat for the Swainson's hawk.

Mitigation Measure BIO-2

Prior to construction on the 50-foot wide strip of land immediately adjacent to the existing disturbed project site, a qualified biologist shall conduct a survey consistent with CDFW's Staff Report on Burrowing Owl Mitigation (Mitigation Guidelines; CDFW, 2012.) Results of the habitat assessment and surveys shall be submitted to the County and, if an active nest is identified, survey results and planned no-disturbance setbacks will also be submitted to and approved by CDFW.

If an active burrowing owl nesting burrow is located during preconstruction surveys, a no-disturbance setback shall be established to avoid destruction or disturbance of the burrow. No project activity shall commence within the setback until a qualified biologist has determined in coordination with CDFW that the

young have fledged, the nest is no longer active, or that reducing the buffer would not result in nest abandonment.

If an active wintering burrow is within construction areas, the construction areas shall be adjusted to avoid direct disturbance to the burrow. If this is not feasible, the winter burrow may be removed by installing one-way doors to allow owls to escape and then collapse the burrow according to Mitigation Guidelines. Before any burrow exclusion and/or burrow closure (temporary or permanent) occurs, a Burrowing Owl Exclusion Plan, consistent with Appendix E of the Mitigation Guidelines (CDFW, 2012) shall be submitted to and approved by CDFW. If an active burrow is found and must be relocated, habitat compensation will be implemented subject to approval by CDFW and consistent with the Mitigation Guidelines.

Significance After Mitigation
Implementation of MM BIO-1 and MM BIO-2 adequately addresses the loss of suitable foraging habitat for the Swainson's hawk and other foraging raptors and birds, including the white-tailed kite and tri-colored blackbird, and nesting habitat for the burrowing owl. With mitigation, impacts to special status species would be considered less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?; *and*

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The project is not located within proximity to any riparian habitat or federally protected wetlands, and will not adversely affect a sensitive natural community or wetlands. The nearest freshwater pond/emergent freshwater wetland are approximately 1,000 feet to the north and south of the project site (National Wetlands Inventory, 2016).

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact. The project is located on a parcel that has historically been used as a wrecking/salvage yard. Initial project development will primarily occur within this disturbed area that is devoid of vegetation. As addressed in the biological evaluation prepared for the project, the project site offers no habitat value for wildlife due to its past use and present condition. Future phases of the project may expand into a 50-foot wide swath of land that currently contains non-native grasses and agricultural weed species and is regularly maintained as a fire break. The project is not expected to interfere with the movement of any wildlife species nor impede a wildlife nursery site. Impacts will be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. See discussion in (b), above, that includes mitigation for the loss of Swainson's hawk foraging habitat in accordance with General Plan conservation policies. The proposed project would not conflict with any other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The County does not have any other conservation ordinances, except for a voluntary oak tree preservation ordinance that seeks to

minimize damage and require replacement when oak groves are affected by development. There are no proposed oak tree removals to accommodate the project.

f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Yolo Habitat Conservancy, a Joint Powers Agency composed of the County, the cities, and other entities, is in the process of preparing a Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) for Yolo County. The NCCP/HCP will focus on protecting habitat of terrestrial (land, non-fish) species. Through implementation of the required mitigation, conflicts with the developing NCCP/HCP are not anticipated, as potential impacts to the Swainson's hawk (and other raptors) foraging habitat, and the nesting burrowing owl, have been addressed.

V.	CULTURAL RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☒	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less than Significant Impact. The project site is not recognized as an historical resource. As described elsewhere in this Initial Study, the project site has been in use as an auto wrecking/salvage yard since the 1950s, is devoid of vegetation, and approximately one-third of the site has been overlain with concrete under a non-native soil layer. The concrete has contaminant levels of hazardous materials.

A records search conducted by the California Historical Resources Information System at the Northwest Information Center, Sonoma State University, revealed that the "proposed project area contains one recorded building or structure P-57-000816, 'Metro Auto Salvage Site'." The site currently contains dilapidated structures, including two sheds and a modular office building, none of which are listed as local, state, or federal historical resources. These structures are proposed for demolition upon approval of the project. The project is not expected to cause an adverse change in the significance of an historical resource.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant with Mitigation Incorporated. The project site has been in use as an auto wrecking/salvage yard since the 1950s, which ceased in 2015. The project site is within the aboriginal territories of the Yocha Dehe Wintun Nation who has a cultural interest and authority in the project area. In a letter dated October 31, 2016, Yocha Dehe Cultural Resources indicated a concern that the project could impact undiscovered archaeological deposits and requested a site visit to evaluate cultural concerns. Staff of the Community Services Department has attempted to arrange a site visit, however, to date, has received no response. Additionally, after an invitation for consultation was sent to those local tribes requesting project notification in Yolo County, the United Auburn Indian Community (UAIC) also responded to request consultation. In an e-mail dated January 3, 2017, a Cultural Resources Associate for the UAIC Tribal Historic Preservation Department recommended the following measures be incorporated in the approval of the project:

- UAIC tribal representatives should be allowed to observe and participate in all cultural resource surveys, including initial pedestrian surveys for the project.

- If tribal cultural resources are identified within the project area, it is UAIC's policy that tribal monitors must be present for all ground disturbing activities.
- UAIC's strong preference is to preserve tribal cultural resources in place and avoid them whenever possible.
- Subsurface testing and data recovery must not occur without first consulting with UAIC and receiving UAIC's written consent.

Conservation policies in the Countywide General Plan require that projects avoid or mitigate to the maximum extent feasible the impacts of development on Native American archaeological and cultural resources. Thus, in order to address the potential for disturbing undiscovered resources and to meet the needs of local tribes, the project will be subject to mitigation that is incorporated into the project's Conditions of Approval, as outlined below.

Mitigation Measure CUL-1

Prior to starting any ground disturbing activities, such as land clearing, grading, and trenching, the Yocha Dehe Wintun Nation and United Auburn Indian Community shall be notified and, in consultation with their designated monitors, the site shall be evaluated for cultural significance.

Should subsurface cultural resources be encountered during any project construction phase while tribal monitors are not present (including grading and land clearing activities), construction shall be halted until a professional archaeologist can be consulted and the Yocha Dehe Wintun Nation and United Auburn Indian Community shall be notified, and, in consultation with their designated monitors, the site shall be evaluated for cultural significance and to determine proper disposition of any artifacts or culturally sensitive resources.

Significance After Mitigation

Implementation of MM CUL-1 adequately addresses the protection of cultural resources, including sacred sites and previously undiscovered resources. With mitigation, impacts to archaeological resources would be considered less than significant.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. See discussion in (b), above. Project construction and implementation are not expected to affect any paleontological resources known or suspected to occur on the project site.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. No human remains are known or predicted to exist in the project area. However, the potential exists during construction to uncover previously unidentified resources. Section 7050.5 of the California Health and Safety Code states that when human remains are discovered, no further site disturbance shall occur until the County coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendation concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours.

VI.	GEOLOGY AND SOILS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
	1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
	2. Strong seismic groundshaking?				
	3. Seismic-related ground failure, including liquefaction?				
	4. Landslides?				
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

GEOLOGICAL SETTING

According to the 2030 Countywide General Plan, the only fault in Yolo County that has been identified by the California Division of Mines and Geology (1997) to be subject to surface rupture (within an Alquist-Priolo Earthquake Fault Zone) is the Hunting Creek Fault, which is partly located in a sparsely inhabited area of the extreme northwest corner of the County. Most of the fault extends through Lake and Napa Counties. The other potentially active faults in the County are the Dunnigan Hills Fault, which extends west of I-5 between Dunnigan and northwest of Yolo, and the newly identified West Valley and East Valley Faults (Fault Activity Map of California, California Geological Survey, 2010), which are also not in the vicinity of the proposed project. These faults are not within an Alquist-Priolo Earthquake Fault Zone, and are therefore not subject to surface rupture.

DISCUSSION

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture or a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist

for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42).

No Impact. The project is not located within an Alquist-Priolo Earthquake Special Study Zone. No landforms are known to be on the project site that would indicate the presence of active faults. Several earthquake fault zones are present within the County, and the above-identified faults are within regional proximity, albeit remote, of the project site. However, surface ground rupture along faults is generally limited to a linear zone a few yards wide. Because the project site is not located within an Alquist-Priolo Earthquake Special Study Zone, ground rupture that would expose people or structures at the facility to substantial adverse effects is unlikely to result in any significant impacts.

ii) Strong seismic ground shaking?

No Impact. Ground shaking occurs as a result of energy released during faulting, which could potentially result in the damage or collapse of buildings and other structures, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion. Any major earthquake damage on the project site is likely to occur from ground shaking, and seismically related ground and structural failures. Local soil conditions, such as soil strength, thickness, density, water content, and firmness of underlying rock affect seismic response. Although known active seismic sources are located within regional proximity to the project site, damage from seismically induced shaking during a major event should be no more severe in the project area than elsewhere in the region. Any proposed construction would be required to be built in accordance with Uniform Building Code requirements, and will be generally flexible enough to sustain only minor structural damage from ground shaking. Therefore, people and structures would not be exposed to potential substantial adverse effects involving strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid. Factors determining the liquefaction potential are the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Liquefaction poses a hazard to engineered structures, as the loss of soil strength can result in bearing capacity insufficient to support foundation loads. The project includes construction of new facilities, as well as other development, and is therefore required to comply with all applicable Uniform Building Code and County Improvement Standards requirements to ensure that risks from ground failure are minimized.

iv) Landslides?

No Impact. A landslide involves the downslope transport of soil, rock, and sometimes vegetative material *en masse*, primarily under the influence of gravity. Landslides occur when shear stress (primarily weight) exceeds shear strength of the soil/rock. The shear strength of the soil/rock may be reduced during high rainfall periods when materials become saturated. Landslides also may be induced by ground shaking from earthquakes.

The project site is relatively flat and is in an area of low landslide susceptibility due to the slope class and material strength. However, the project site is bounded by Elk Slough on its eastern and northern boundaries. The project site is limited from development within 100 feet of Elk Slough. Development of the project will be required to comply with all applicable Uniform Building Code and County Improvement Standards. Large landslides

are unlikely to occur at the project site, particularly with enough force and material to expose people or structures on the project site to potentially substantial adverse effects, including the risk of loss, injury, or death.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The land surface at the project site is relatively flat but will require remediation on approximately one acre of the easternmost portion of the site to clean up hazardous materials. This effort will be approved and monitored by the Central Valley Regional Water Quality Control Board. Remediation of the site will disturb approximately one acre in an effort to clean up hazardous materials at the easternmost portion of the site, which will be subject to a state-approved remedial action plan. Such a plan is expected to implement a strategy for the efficient mitigation of onsite concrete wash-out debris and fill soil and debris, and will include erosion and sediment controls to prevent contamination of storm water runoff.

Although the project site is located in an area with little potential for erosion, grading activities at the site will require permitting to address erosion and hydrology. Construction proposed by the project will be subject to a grading permit that requires implementation of best management practices to minimize any adverse effects, and a Storm Water Pollution Prevention Plan is required for disturbance of one acre or more. These existing requirements for erosion control, stability of building sites, and building code compliance would remain in effect for all phases of project implementation. The proposed self-storage facility project would not be expected to result in significant impacts related to erosion.

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?

No Impact. The project site is not located in an area of unstable geologic materials, and the project is not expected to significantly affect the stability of the underlying materials, which could potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The project footprint is limited to a previously disturbed area that is largely overlain with concrete; future phases may include a 50-wide lot of undeveloped ground. The project proposes redeveloping an old auto wrecking/salvage yard into a self-storage facility, but is not expected to subject people to landslides or liquefaction or other cyclic strength degradation during a seismic event. Landslides and lateral spreading occurrences in Yolo County are typically more prevalent in the Capay Valley along Cache Creek.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

Less than Significant Impact. The existence of substantial areas of expansive and/or corrosive soils has been documented at the project site. The self-storage facility project proposes new development, and all construction to implement the project will be required to be built in accordance with Uniform Building Code requirements. A geotechnical report, along with soil samples, may be required as part of the building permit process. Risks to life and property from project development on expansive soils would be considered less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Less than Significant Impact. The proposed self-storage facility project will be served by an onsite septic system. As required by the County, the project will be conditioned to require an approved Site Evaluation Report from Yolo County Environmental Health for onsite sewage

disposal prior to project implementation. Additionally, prior to any building permit issuance, a sewage disposal site plan/evaluation report must be reviewed for adequate soil permeability, depth to shallow groundwater, depth of restrictive soils, structures' footprint area, drainage courses, contours, and other necessary criteria for approval. These required Environmental Health regulations will be adopted as standard Conditions of Approval to ensure impacts are less than significant.

VII.	GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.	☐	☐	☒	☐
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	☐	☐	☐	☒
c.	Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The issue of combating climate change and reducing greenhouse gas emissions (GHG) has been the subject of state legislation (AB 32 and SB 375). The Governor's Office of Planning and Research has adopted changes to the California Environmental Quality Act (CEQA) Guidelines, and the environmental checklist which is used for Initial Studies such as this one. The changes to the checklist, which were approved in 2010, are incorporated above in the two questions related to a project's GHG impacts. A third question has been added by Yolo County to consider potential impacts related to climate change's effect on individual projects, such as sea level rise and increased wildfire dangers.

Yolo County has adopted General Plan policies and a Climate Action Plan (CAP) which address these issues. In order to demonstrate project-level compliance with CEQA relevant to GHG emissions and climate change impacts, applications for discretionary projects must demonstrate consistency with the General Plan and CAP. The adopted 2030 Yolo Countywide General Plan contains the following relevant policies and actions:

Policy CO-8.2: Use the development review process to achieve measurable reductions in greenhouse gas emissions.

Action CO-A117: Pursuant to the adopted Climate Action Plan (CAP), the County shall take all feasible measures to reduce its total carbon dioxide equivalent (CO2e) emissions within the unincorporated area (excluding those of other jurisdictions, e.g., UC-Davis, Yocha Dehe Wintun Nation, DQ University, school districts, special districts, reclamation districts, etc.), from 648,252 metric tons (MT) of CO2e in 2008 to 613,651 MT of CO2e by 2020. In addition, the County shall strive to further reduce total CO2e emissions within the unincorporated area to 447,965 MT by 2030. These reductions shall be achieved through the measures and actions provided for in the adopted CAP, including those measures that address the need to adapt to climate change. (Implements Policy CO-8.1)

Action CO-A118: Pursuant to and based on the CAP, the following thresholds shall be used for determining the significance of GHG emissions and climate change impacts associated with future projects:

> 1) Impacts associated with GHG emissions from projects that are consistent with the General Plan and otherwise exempt from CEQA are determined to be less than significant and further CEQA analysis for this area of impact is not required.

2) Impacts associated with GHG emissions from projects that are consistent with the General Plan, fall within the assumptions of the General Plan EIR, consistent with the CAP, and not exempt from CEQA are determined to be less than significant or mitigated to a less than significant level, and further CEQA analysis for this area of impact is generally not required.

To be determined consistent with the CAP, a project must demonstrate that it is included in the growth projections upon which the CAP modeling is based, and that it incorporates applicable strategies and measures from the CAP as binding and enforceable components of the project.

3) Impacts associated with GHG emissions from projects that are not consistent with the General Plan, do not fall within the assumptions of the General Plan EIR, and/or are not consistent with the CAP, and are subject to CEQA review are rebuttably presumed to be significant and further CEQA analysis is required. The applicant must demonstrate to the County's satisfaction how the project will achieve its fair share of the established targets including:

- Use of alternative design components and/or operational protocols to achieve the required GHG reductions; and

- Use of real, additional, permanent, verifiable and enforceable offsets to achieve required GHG reductions. To the greatest feasible extent, offsets shall be: locally based, project relevant, and consistent with other long term goals of the County.

The project must also be able to demonstrate that it would not substantially interfere with implementation of CAP strategies, measures, or actions. (Implements Policy CO-8.5)

DISCUSSION

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. The proposed self-storage facility project is consistent with the Countywide General Plan as it will convert a previous non-conforming use (salvage yard) to a more restrictive non-conforming use (self-storage), which is implemented by regulations in the Zoning Code, as prescribed by the General Plan. Likewise, the project is consistent with the growth projections assumed in the General Plan EIR, since the proposed use will result in a more restrictive use than the previous operations that were ongoing from the 1950s up until 2015. The project could create GHG emissions due to vehicle trips generated during construction of the project. Emissions from the phased development would be of a temporary nature and thus are not expected to have a significant permanent impact.

Long-term GHG impacts from the anticipated self-storage facility would be caused by customers accessing the storage units and employee vehicle trips. Daily traffic generated by the self-storage facility at build out is anticipated at 450 daily vehicle trips, including three employees. Alternatively, a final phase could be developed with surface storage for boat and RV parking in lieu of approximately 75,000 square feet of storage, thus reducing additional vehicle trips to a total of 276 daily trips at build out. This amount of additional traffic would generate GHG emissions consistent with the previous use of the site as an auto wrecking yard.

The County's General Plan and adopted Climate Action Plan include numerous policies and measures that require new development, including this project, to reduce air quality, energy, transportation, and GHG impacts, through application of design features and other measures.

California Building Codes require that the applicant reduce the level of energy consumed during construction of the project. The project's design features propose green technologies, including use of solar panels on the buildings. These building considerations will meet many of the 2030 Countywide General Plan policies that support use of green building design, including alternative sources of renewable energy, in new development.

The proposed project is not considered to have an individually significant or cumulatively considerable impact on GHG emissions and global climate change.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. The proposed self-storage facility project would not conflict with any applicable plan, policy or regulation adopted to reduce GHG emissions, including the numerous policies of the adopted 2030 Yolo Countywide General Plan and Climate Action Plan. As identified in (a), above, the project proposes using green architecture, including use of solar panels, to minimize energy use by incorporating renewable energy sources. The project thus implements policies in the General Plan that support the reduction of greenhouse gas emissions.

c) Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?

No Impact. The project is not located in an area of risk for fire or sea level rise. No impacts are expected due to climate change.

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

DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? *and*

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. Construction of the proposed project could require the transport, storage, use, handling and disposal of different types of hazardous substances including fuel, oil, lubricants, and solvents. Operation of the project itself, however, would not include storage or handling of hazardous materials, as these items would be prohibited to be stored. The transport, use, and disposal of any construction related to hazardous materials, will be stored and handled in accordance with all applicable federal, state, and local requirements, including Yolo County

Environmental Health Division regulations, which require submittal of a Hazardous Materials/Waste Application Package (Business Plan). Hazardous impacts to the public or environment would be considered less than significant.

Separately, a portion of the site, approximately one acre, has been declared a hazardous materials waste site by the Regional Water Quality Control Board. As described elsewhere in this Initial Study, the applicant has been coordinating with the water board to prepare for approval a cleanup plan, which will be monitored and regulated by the State. The project has been proposed to implement this cleanup effort.

A draft plan has recently been submitted to the water board for their review, and once approved, site remediation is expected to commence, which may overlap with initial phases of development. The draft cleanup plan identifies excavation of concrete wash out debris and fill soil for either beneficial reuse at the project site or disposal at an appropriate off-site facility, depending on the excavated materials. The impacted material is anticipated to be transported to either a licensed Class II or Class III landfill disposal facility. The cleanup plan identifies site procedures which include a site control program that would be implemented to limit the exposure of employees and the public to hazardous substances, both before cleanup work begins and during excavation operations (Remedial Action Plan, WKA, Feb.17). Site remediation of hazardous materials through excavation and off-site disposal are exempt from CEQA review under Class 30 exemption (Government Code Section 15330).

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The project site is located one-quarter mile from the County's detention facilities, which include juvenile detention. It is also located one-third mile from Yuba Community College, and one-half mile from Pioneer High School. The project, which proposes to reuse an abandoned wrecking yard to develop a self-storage facility, will facilitate the cleanup of hazardous materials located on approximately one acre of the easternmost portion of the site (approximately one-third mile from the detention facilities). A cleanup plan, which will be approved and monitored by the State, will implement a site control program to ensure exposure of the public to hazardous substances is mitigated. According to the draft plan, contaminant concentrations at the site will not warrant formal hazardous waste work zones, and migration of contaminated soils will be controlled with personal protective equipment in designated work areas. Hazardous materials will not be emitted to offsite receptors, including schools. Impacts will be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant Impact. A portion of the project site, approximately one acre of the six-acre site, is contaminated with hazardous materials waste, primarily petroleum hydrocarbon fuel related products. In an effort to facilitate cleanup at the site, the applicant is proposing the phased development of a self-storage facility to fund remediation activities. Once the cleanup plan is approved by the Central Valley Regional Water Quality Control Board, all hazardous materials waste excavation and disposal will be regulated and monitored by the State in accordance with the adopted plan. Impacts from development of the site as a storage facility will not create a significant hazard to the public. Initial project development will be limited to the unaffected portions (western two-thirds of the property) of the site. Future phases will not be developed until a site closure letter has been issued by the State and remediation is concluded.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the

project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not located within an airport land use plan, is not within the vicinity of a public airport, and would not result in a safety hazard for people residing or working in the project area. There would be no safety hazard related to public airports that would endanger people residing or working in the project area.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are several agricultural and private landing strips for airplanes located throughout the County, although the project site is not located within the immediate vicinity of a private airstrip. Grower's Air Service, a private airstrip providing crop dusting to local and regional farmland, is located approximately 2.7 miles southwest (as the crow flies) of the project site, along County Road 27, east of State Route 113. There would be no safety hazards related to private airstrips that would endanger people working in the project area.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The location of the self-storage facility would not affect any adopted emergency response plan or emergency evacuation plan. The project site is located in a rural area that is immediately adjacent to the urbanized area within the City of Woodland, along a two-lane major roadway. The project site is easily accessed from County Road 102, a main traffic corridor between the City of Woodland and the City of Davis, where there is an established left-hand turn pocket (southbound).

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is not located in a designated Fire Hazard Severity Zone, and is adjacent to urban lands.

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

DISCUSSION

a) Violate any water quality standards or waste discharge requirements?

Less than Significant Impact. The project proposes use of a domestic well and onsite wastewater treatment system that will be required to meet construction requirements and standards through the implementation of the project's adopted Conditions of Approval. Alternatively, the project may connect to the City of Woodland's municipal services for water, as feasible. Environmental Health standards and requirements include the review and approval of a sewage disposal site plan/evaluation report, as well as a water source plan, if applicable, prior to implementation of an approved project. See, also, discussion in (c), (d), below, regarding use of best management practices and other required measures to prevent project storm water pollution. Section XVII(a) (Utilities and Service Systems) addresses project requirements for

proper onsite sewage disposal. Water quality standards and waste discharge requirements are not expected to be violated.

The Central Valley Regional Water Quality Control Board is currently in the process of reviewing a cleanup plan related to hazardous waste dumped on approximately one acre of the site from previous operators of an auto wrecking/salvage yard. Under the water board's regulatory authority, excavation and off-site disposal of the waste will be monitored and implemented according to an approved cleanup plan.

Impacts from implementation of the project will be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. The project proposes to convert an old auto salvage/wrecking yard into a self-storage facility in order to facilitate cleanup on approximately one acre of the site that is contaminated with hazardous waste. Any new well system would have to be reviewed by and meet all the requirements of the Yolo County Environmental Health Division to ensure long-term sustainability and compliance with drinking water laws and regulations. According to Bruce Pollard, Senior Civil Engineer for the City of Woodland (e-mail correspondence, Feb. 2017), the project site is within proximity and immediately available to a City water main. Thus, the project may consider a connection to city services to receive municipal water, as feasible.

The proposed self-storage at the project site includes an office that would employ up to three attendants during operational hours (6:00 am to 10:00 pm). The proposed project is not expected to substantially affect any nearby or onsite wells and would not deplete groundwater supplies or otherwise interfere with groundwater recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation? *and*

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?

Less than Significant Impact. The proposed self-storage facility project is located in an area of relatively level ground on a property that has historically been used as an auto salvage/wrecking yard. Approximately one-third of the site is overlain with concrete placed on top of fill soil intermixed with debris. Approximately one acre of this area is contaminated with hazardous waste. The property is adjacent to a FEMA designated 100-year flood plain and could be required to implement flood protection measures as regulated by the County's Flood Protection Ordinance and FEMA, as applicable.

Through adopted Conditions of Approval, the applicant will be required to submit civil improvement plans for the entire project site to ensure all new drainage improvements to the property tie-in to existing drainage facilities and features, as necessary. The applicant will be prohibited from designing or re-grading the project site to drain to the public right-of-way, i.e., a roadside ditch along County Road 102, and detention will be required. An engineered drainage study will be required prior to any development of the site. All applicable permanent post-construction storm water pollution controls for new development will be required to adhere to the Yolo County Improvement Standards, which will be reviewed by Yolo County Engineering staff. Construction of the project will also be required to comply with Improvement Standards that

require best management practices to address storm water quality, erosion, and sediment control, which may include a Storm Water Pollution Prevention Plan if one acre or more is disturbed.

The project is not expected to substantially alter the existing drainage pattern of the project site, which will be addressed through the civil improvement plans and an approved drainage study. As indicated elsewhere in this Initial Study, the project includes the phased development of up to 180,000 square feet of building area with associated parking, landscaping, and storm water detention at full build out. Implementation of the above required Conditions of Approval will ensure that the project does not significantly modify any drainage patterns or change absorption rates, or the rate and amount of surface runoff.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? *and*

f) Otherwise substantially degrade water quality?

Less than Significant Impact. See discussion in (c) and (d), above. With the implementation of project construction and site preparation-related Conditions of Approval that address proper drainage improvements, including an engineered drainage study, and storm water pollution controls, the proposed self-storage facility project is not expected to cause additional runoff or degrade water quality. Compliance with any applicable City of Woodland standards for treatment of storm waters before flowing into the City's drainage system would also be required.

Approximately one-third of the six-acre property is overlain with concrete, which will be excavated. The westernmost portion of the parcel also contains paving which will be improved to accommodate parking and other project amenities, such as an office. A cleanup plan, currently being reviewed by the Central Valley Regional Water Quality Control Board, will be implemented as approved by the water board, to ensure that excavation and proper offsite disposal of hazardous materials does not otherwise affect water quality. Impacts to water quality are expected to be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project is not located within a 100-year flood plain (Flood Zone A) as mapped by FEMA (Federal Emergency Management Agency), although the property is adjacent to Flood Zone AE (area where the 100-year flood level has been determined). The easternmost half of the property is included in the 500-year floodplain, which is not subject to County regulations for flood protection. The City of Woodland, however, has indicated an interest in the project site's proximity to flooding and requested coordination on project development with respect to flood modeling. The project does not propose any housing to accommodate the self-storage facility.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Less than Significant Impact. See (g), above. The project is not located within a 100-year flood plain, but is adjacent to a FEMA designated 100-year floodplain. According to 2010 FEMA flood maps, the easternmost half of the property is located within a 500-year floodplain, although more recent flood modeling done by the City of Woodland shows this area is within the 200-year floodplain, which could be required to address flood protection regulations and standards to ensure redevelopment of the site does not impede any flood flows or subject individuals on the project site to risk from flooding, as applicable. Currently, the County's Flood Protection Ordinance requires adherence to flood protection measures for substantial improvements made

within a 100-year floodplain, in accordance with FEMA regulations. Impacts will be less than significant.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. See discussion in (h), above. The project site is not located in a dam inundation zone and/or adjacent to a levee system that could expose people to flooding (Yolo County, 2009).

j) Result in inundation by seiche, tsunami, or mudflow?

No Impact. The project is not located in an area that could potentially pose a seiche or tsunami hazard and is not located near any physical or geologic features that would produce a mudflow hazard.

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

DISCUSSION

a) Physically divide an established community?

No Impact. The proposed project is located within the Sphere of Influence of the City of Woodland. The property is surrounded by rural agricultural lands and immediately adjacent to the City of Woodland (see discussion in (b), below). The project would not divide an established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant with Mitigation. The project site is designated Agriculture (AG) in the Yolo County 2030 Countywide General Plan, but has historically supported a nonconforming use since the 1950s. Up until 2015, the site was in operation as a salvage/wrecking yard until the operators were evicted due to environmental hazards associated with illegally dumping waste. Currently, the site sits idle while the applicant awaits review of a remedial action plan recently submitted to the Central Valley Regional Water Quality Control Board. The project, which is being proposed to fund the cleanup effort, has the potential to conflict with the County's regulation on nonconforming uses, if the proposed use becomes less restrictive than the previous salvage/wrecking yard use.

The Yolo County Zoning Code, which implements the 2030 Countywide General Plan, allows for the substitution of one nonconforming use for another nonconforming use which is determined by the Planning Commission to be of the same or more restrictive in nature [Yolo County Code Section 8-2.1007(i)]. The proposed project will replace the historic use of the property as an automobile salvage/wrecking yard with a self-storage facility that is expected to be a more restrictive use, and will fund cleanup of the site.

A draft cleanup plan (remediation of approximately one acre of hazardous materials buried in concrete) has recently been submitted by the applicant to the Central Valley Regional Water Quality Control Board for review and approval. The water board, lead agency for remediation at the site, will regulate and monitor the excavation and proper offsite disposal of hazardous waste, which is a Class 30 exemption under CEQA (CEQA Guidelines Section 15330). Implementation of the proposed phased development is not expected to interfere with remediation efforts, since initial phases will be constructed outside of the hazardous waste site area. Future phases may be constructed once a site closure letter has been issued by the State. However, in order to

ensure the site is remediated and the new use does not expand, the project will be subject to mitigation that limits development of the site up to 105,000 square feet of storage on not more than five acres until a site closure letter has been issued by the State and environmental hazards have been resolved. Additionally, a project Condition of Approval will require that remediation of the site be underway prior to developing more than 76,000 square feet of storage. As an adopted Condition of Approval, mitigation proposed below will be incorporated into the Use Permit to restrict site development.

> **Mitigation Measure LU-1:**
> Redevelopment of the site shall be limited to construction of up to, but not more than, 105,000 square feet of self-storage that occupies not more than five (5) acres, and may also include initial project amenities, such as an office, a water tower (if needed for water supply), parking, storm water detention, front landscaping features, and any necessary access roads for site remediation.
>
> Initial development shall further be restricted to 76,000 square feet of storage on the western portion of the property, not to occupy more than 3.5 acres, other than for detention and access, unless or until site remediation has commenced.
>
> Once site remediation is in process, future development beyond 105,000 square feet shall be prohibited until a site closure letter has been issued by the Regional Water Quality Control Board, and Yolo County Environmental Health, Hazardous Materials Unit, has confirmed the site has been successfully remediated.

Significance After Mitigation
Implementation of Mitigation Measure LU-1 shall ensure that the project does not conflict with Yolo County zoning code regulations that restrict the continuation of non-conforming uses. With mitigation, site cleanup is ensured and impacts to conflicts with zoning would be less than significant.

City of Woodland
The project site is located within the 10-year Sphere of Influence (SOI) of the City of Woodland, but outside of its jurisdictional boundaries. Pursuant to Yolo County LAFCO policy, a City SOI includes an adjacent 10- and 20-year planning area where development might be reasonably expected to occur. The 10-year boundary delineates immediate growth and projected service extension. Development that occurs within the City must be consistent with the City's General Plan and the City's Zoning Ordinance (City of Woodland Municipal Service Review/Sphere of Influence (SOI) Update, Yolo Local Agency Formation Commission, March, 2011). Conversely, land outside of the City limits, even if it is within the SOI or planning boundary, is under the jurisdiction of the County's General Plan (Yolo County 2030 Countywide General Plan EIR, 2009).

In a letter from the City of Woodland, dated October 28, 2016, the City requested that the County consider several key elements for development of the project in relation to the City's General Plan. Some of these provisions include applying City standards and design guideline criteria; compliance with City building codes, including fire and safety access; coordination with the City on flood modeling; payment of applicable City Development Impact Fees; compliance with low impact development for the managing of storm waters; and a requirement for a conditional services agreement, among other things.

According to the applicant, the primary goals of the project are to facilitate cleanup of hazardous materials illegally dumped at the site from a previous operator of the wrecking yard, the historical nonconforming use at the site. The project, as proposed, would substitute one nonconforming use to another more restrictive nonconforming use, but is not proposing any further urban growth or development. Also, proposed mitigation limits site development to ensure the use remains more restrictive than the previous nonconforming use. The project site has not been in

agricultural production since at least the 1950s and is not capable of supporting agricultural uses. Therefore, with mitigation, the project site remains in compliance with the Yolo County zoning code, Nonconforming Buildings and Uses, as long as the more restrictive use does not thereafter change back to a less restrictive use (Section 8-2.1007 of the Yolo County Code).

In summary, the project lies within the Planning boundary of the City of Woodland's General Plan, but outside the City's limits and is thus not under the jurisdiction of the City. However, the applicant of the project may consider connecting to City services, such as municipal water, which could be subject to any applicable impact fees for accessing City services and potential LAFCo approval. Additionally, the project could be subject to storm water management requirements in coordination with the City's storm drainage system, as applicable, and City encroachment permits for any work done within the public right-of-way (CR 102).

With implementation of Mitigation Measure LU-1, the proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Less than Significant Impact. The County does not have an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP), although a draft plan is now being prepared by the Yolo County Habitat/Natural Community Conservation Plan Joint Powers Agency (the Yolo Habitat Conservancy (YHC)). In accordance with this draft plan, this Initial Study addresses measures to reduce impacts to special status species that have been identified by YHC as possibly occurring at the project site due to the potential for the site to support habitat. See discussion in Section IV (Biological Resources).

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

DISCUSSION

a) 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?; *and*

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?

No Impact. The project area is not located within any identified area of significant aggregate deposits, as classified by the State Department of Mines and Geology. Most aggregate resources in Yolo County are located along Cache Creek in the Esparto-Woodland area.

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

ENVIRONMENTAL SETTING

Yolo County has not adopted a noise ordinance which sets specific noise levels for different zoning districts or for different land uses in the unincorporated area. Instead, the County relies on the State of California Department of Health Services' recommended Community Noise Exposure standards, which are set forth in the State's General Plan Guidelines (2003). These standards are included in the Yolo County 2030 Countywide General Plan and used to provide guidance for new development projects. The recommended standards provide acceptable ranges of decibel (dB) levels. The noise levels are in the context of Community Noise Equivalent Level (CNEL) measurements, which reflect an averaged noise level over a 24-hour or annual period. The Countywide General Plan identifies up to 75 dB CNEL as an acceptable exterior noise environment for agricultural land uses and up to 60 dB CNEL for residential land uses.

By comparison, the City of Woodland's Draft 2035 General Plan identifies 70 dB as a maximum allowable noise exposure from transportation sources for residentially-designated areas (City of Woodland, 2016).

DISCUSSION

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Less than Significant with Mitigation. The project site is surrounded by passive agricultural land uses, including occasional livestock pasturing. The closest residences are located approximately 725 feet southwest of the project site, south of Farmer's Central Road, within the City's limits. As indicated above, the State noise guidelines define up to 75 dB CNEL for outdoor

noise levels in agricultural areas as an acceptable level, measured at the property line, and up 60 dB CNEL in residential areas. The ambient noise levels in the project vicinity are a result of traffic along County Road 102 and minor agricultural activities. There is no active agricultural production within the vicinity of the project, other than occasional livestock grazing and hay storage, as well as a nearby driving range for golfers, which is approximately 600 feet north of the project site.

Noise levels for County Road (CR) 102 between CR 27 and Gibson Road have been measured at 59.5 dB 100 feet from centerline (Yolo County, 2009). According to the 2030 Countywide General Plan Final Environmental Impact Report (FEIR), the increase in projected traffic levels along this section of CR 102 could cause an increase in ambient noise levels to 65.2 dB 100 feet from centerline. Noise levels generated by the project traffic are anticipated to be within future projected noise levels in the project vicinity.

It is expected that construction activities related to site preparation, including grading, trenching, paving, and construction of the buildings will be audible during daytime hours in the vicinity of the nearest residences. The 2030 Yolo Countywide General Plan FEIR (Yolo County, 2009) notes that typical construction noise ranges between 80 to 88 dBA at 50 feet generated by tractors, front loaders, trucks, and dozers. Temporary noise associated with construction activities would be similar to existing noise associated with truck hauling and other agricultural vehicles on County Road 102. Noise analyses in the City of Woodland's Environmental Impact Report prepared for the 2035 General Plan Update uses noise measurements from various sources taken in 2013, including a location south of the project area on East Heritage Parkway. The former Metro auto dismantling and wrecking yard (project site) was also identified as a stationary noise source for purposes of establishing baseline conditions for the update to the City's General Plan. The City's 2035 EIR establishes a 60dB noise contour for County Road 102 within the project vicinity (City of Woodland, 2016).

The noisiest typical construction equipment is pile drivers, which may measure 93 dBA at 50 feet. Depending on the engineering of the soils, the self-storage facility may require pile driving to anchor building pads, so noise levels in this upper range may be generated during construction (see discussion in Section (b), below). The proposed site preparation and construction of the self-storage facility are not expected to generate noise levels at the boundaries of the property that will significantly impact the nearest neighbors, since the residences are located far enough away from the noisiest construction activities. Noise levels diminish or attenuate as distance from the noise source increases, based on an inverse square rule. Noise from a single piece of construction equipment attenuates at a rate of 6dB for each doubling of distance.

The proposed project is located in a rural area that is immediately adjacent to a residentially-designated area within the City limits of Woodland, with sensitive receptors approximately 725 feet away. The City's Municipal Code has established guidelines for construction noise within or near residential areas that limit noisy construction activities to weekdays and Saturdays between 7:00 A.M. and 6:00 P.M. and Sundays between 9:00 A.M. and 6:00 P.M. Although the project site is not under the jurisdiction of the City, the sensitive receptors most likely to be affected by construction of the project reside within the City's limits. Therefore, as an adopted Condition of Approval, the project will be subject to mitigation to limit construction hours in order to ensure temporary impacts remain less than significant at the closest residences, as outlined below.

Mitigation Measure NOI-1:
The project shall adhere to the City of Woodland's construction noise guidelines, as codified in the Municipal Code, Section 15-26(d), to limit construction activities, including erection, excavation, and demolition, between the hours of 7:00 A.M. and 6:00 P.M. on Mondays, Tuesdays, Wednesdays, Thursdays, Fridays, and Saturdays, and between 9:00 A.M. and 6:00 P.M. on Sundays.

Significance After Mitigation
Implementation of MM NOI-1 adequately addresses limiting construction activities to reduce noise impacts at the nearest sensitive receptors. With mitigation, temporary impacts to noise levels would be considered less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. See (a), above. Groundborne vibration levels may be measured similar to noise in vibration decibels (VdB). The 2030 Yolo Countywide General Plan FEIR notes that typical construction vibration levels range from 58 VdB at 25 feet for a small bulldozer and up to 112 VdB for a pile driver. As noted above, the self-storage facility may require pile driving to anchor building pads, so vibration levels in this upper range may be generated during construction. However, construction activities are not expected to generate vibration levels at the boundaries of the property that will significantly impact the nearest neighbors, since the residences are located far enough away from the construction activities. Nevertheless, with the implementation of Mitigation Measure NOI-1, construction hours will be limited, and impacts are expected to be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. See discussion in (a) and (b), above, which describes temporary impacts from construction activities. Traffic noise levels along County Road 102 at the project site are not currently contributing to significant noise levels throughout the day, and have been measured at 60dB, or below, 100 feet from centerline (Yolo County, 2009). Previous operations at the project site included noise associated with auto dismantling/wrecking and salvaging activities, and the site is noted as a noise source in the City of Woodland's 2035 General Plan EIR (City of Woodland, 2016).

Upon completion of the self-storage facility, noise from employees and customers accessing storage units would primarily be from vehicle trips. While a slight increase in ambient noise levels due to an increase in daily vehicle trips is likely, the increase in traffic levels is not expected to result in a substantial permanent increase in noise levels, since the region already experiences a much higher level of traffic along the CR 102 corridor. A community noise survey prepared for the City of Woodland's 2035 General Plan EIR concluded that typical noise levels in areas with noise-sensitive receptors range from 51 dB to 69 dB, in which traffic on local roadways and Interstate 5, distant industrial activities, and neighborhood activities were the controlling factors for background noise levels (City of Woodland, 2013). County Road 102 currently has a noise contour of 60dB within the project vicinity, as established by the City of Woodland, and implementation of the project is not expected to have a significant impact on ambient noise levels due to a slight increase in daily traffic levels.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. See discussion in (c), above. Construction noise associated with development of the project would initiate with first phase construction activities, resulting in a total of 200± truck trips over a 27-week duration, which may overlap with approximately eight weeks of excavation and off-site removal of hazardous materials/remediation at the site. Thereafter, any future construction phases would occur on a much smaller scale. Temporary construction activities could result in substantial increases in ambient noise levels but would be mitigated with construction hour limitations, as proposed by Mitigation Measure NOI-1.

Operational noise levels of the self-storage facility would not be adverse to the nearest residences since traffic generation from the project is not expected to result in significant impacts. The nearest residences are located approximately 725 feet away to the southwest and are separated from the project site by a community wall and County Road 102. Since sound attenuates as it leaves the source, it is unlikely that the closest residents will be experiencing noise sources, i.e., construction noise or daily vehicle trips, at substantial levels. Impacts from periodic increases in ambient noise levels are expected to be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?; *and*

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project site is not located within an airport land use plan. Implementation of the proposed project would not expose individuals to excessive noise levels associated with any nearby airstrip's aircraft operations.

XIII.	POPULATION AND HOUSING.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

DISCUSSION

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed project would not result in an increase in population growth, but could attract nearby residents by offering household storage opportunities. Impacts would be less than significant.

b) Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?; *and*

c) Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project will not displace any existing housing or current residents that would necessitate the construction of housing elsewhere. Impacts would be less than significant.

XIV.	PUBLIC SERVICES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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 following public services:					
a.	Fire protection?	☐	☐	☒	☐
b.	Police protection?	☐	☐	☒	☐
c.	Schools?	☐	☐	☐	☒
d.	Parks?	☐	☐	☐	☒
e.	Other public facilities?	☐	☐	☐	☒

DISCUSSION

a) Fire protection?

Less than Significant Impact. The Woodland Fire Department provides fire protection services to the property and surrounding environs. Construction of the proposed project could increase the risk for fire, and thus, the demand for fire protection services. The project proposes construction of a water tower, if necessary, to guarantee water pressure from use of a well to meet firefighting standards. Alternately, the applicant may consider connection to City water services, if feasible. Conditions of approval for the project will require an adequate water supply and pressure for fire-fighting purposes, as approved by the Woodland Fire Department. Implementation of construction standards that meet current building and fire codes will ensure that impacts to fire protection services will be less than significant.

b) Police Protection?

Less than Significant Impact. Implementation of the project may increase the need for law enforcement at the project site and along the roadways, but would not result in the construction of new or modified facilities in order to maintain adequate service levels. Impacts will be less than significant.

c) Schools?;
d) Parks?; *and*
e) Other public facilities?

No Impact. The proposed self-storage facility will not result in the demand for any new housing and would not generate any additional demand for schools, parks, or other public facilities such as libraries, hospitals, satellite County offices, etc. Prior to issuance of building permits at the project site, any applicable impact fees will be collected.

XV.	RECREATION.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

DISCUSSION

a) 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?; *and*

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The proposed project would not require the construction of additional recreational facilities nor substantially increase the use of existing recreational facilities.

XVI.	TRANSPORTATION/TRAFFIC.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e.	Result in inadequate emergency access?	☐	☐	☐	☒
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The roadway network within unincorporated Yolo County consists primarily of two lane roads that are designed to serve small farming communities and agricultural uses. Thus, policies in the 2030 Countywide General Plan encourage inter-and intra-regional traffic to use State and federal interstates and highways, since the primary role of county roads is to serve local and agricultural traffic. The project site is located immediately adjacent to the City of Woodland, in the unincorporated area of the County, and is accessed off County Road (CR) 102. Access to the self-storage facility would be provided off County Road 102 by an established driveway approach, as per City of Woodland standards.

CR 102, within the vicinity of the project site, is a two-lane roadway maintained and monitored by the City of Woodland and is classified as a Principal Arterial in the City of Woodland Draft 2035 General Plan Update. The current (2013) traffic levels on CR 102 from East Gibson Road to Farmers Central Road are 1,030 trips during the PM peak hour, which is equivalent to a level of service of “C+,” which is an acceptable service level (City of Woodland, 2016).

The City’s roadways are categorized using classifications based on function. Principal Arterial Streets are defined in the Woodland’s Draft 2035 General Plan as providing mobility for high traffic volumes between various parts of the City, typically linking freeways to collector streets and local streets. Principal Arterial roadways generally have higher speeds, and may have up to four travel lanes. Principal Arterials typically provide access to commercial and industrial uses

and are considered major arterials. CR 102, which is identified as a key corridor in the Draft 2035 General Plan Update, has a left-turn pocket at the project site in its south-bound lane. The Land Use and Community Design Element describes County Road 102 as an important north-south corridor that provides access to Davis to the south and unincorporated Yolo County to the north. The General Plan supports growth of this corridor to include a mix of uses including retail, medical services, offices, business park development and housing (City of Woodland, 2016).

DISCUSSION

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?; *and*

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. Potential impacts to the transportation network could result from short-term phased construction traffic and from long-term operations of the project.

The current (2013) traffic levels on CR 102 from East Gibson Road to Farmers Central Road are 1,030 trips during the PM peak hour, which is equivalent to a level of service of "C+," which is an acceptable service level.

Construction of first phase development will include grading and site preparation (estimated at 4 weeks with up to 6 total truck trips), pouring foundations (4 weeks with up to 7 truck trips per day, for a total of up to 168 truck trips), applying asphalt (2 weeks with 10 total truck trips), framing (12 weeks with 15 total truck trips), finish work (4 weeks), and landscaping (1 week with 2 total truck trips), for an approximately seven-month construction phase. Between 10 and 15 employees are expected to run construction activities during each phase. Thus, initial construction activities could result in up to 200± truck trips spread out over a 27-week period, plus an additional 30 employee car trips per day. Construction activities for future phases would likely see similar or slightly less truck and employee vehicle trips. Initial construction may also overlap with remediation of the easternmost portion of the property, lasting up to eight weeks, and will include use of a backhoe and/or excavator to load out the contaminated soil for offsite disposal at a licensed facility.

Impacts from short-term construction traffic generated as a result of the project are anticipated to result in less than significant impacts. The additional construction employee auto trips could occur during the evening peak hour. This relatively small amount of traffic (between 15 to 30 trips) would not cause the level of service of "C+" on CR 102 to degrade to an unacceptable level.

Traffic generated by customers using the project could impact area roadways. A traffic summary prepared by Traffic Safety Engineers (TSE), dated January 10, 2017, estimated total "worst case" trip generation for the project using 179,589 square feet of total floor area and isolating the project into three development phases. Trip generation was based on Land Use Code 151 "Mini Warehouse" of the ITE Trip Generation Manual, 9th Edition for full build out of the project as storage units. Trip generation rates for the proposed alternative (boat/RV storage) were derived from three existing RV storage sites (TSE, January, 2017). A copy of the traffic summary is attached to this Initial Study.

TSE studied both A.M. and P.M. peak hour traffic and daily traffic, with a daily rate of 2.5 trips per 1,000 square feet of floor area and 0.108 daily trips for boat/RV storage. According to the traffic study, cumulative project trips generated by full build-out of up to approximately 180,000 square feet of storage units results in 450 daily vehicle trips, Alternatively, a final phase could be developed with surface storage for boat and RV parking in lieu of approximately 74,000 square feet of storage, thus reducing additional vehicle trips to a total of 276 daily trips at build out (see Exhibit 2). Daily traffic trips will also be generated by up to three full time employees, operating from 6:00 am until 10:00 pm.

Impacts from long-term operational traffic generated as a result of the project are anticipated to result in less than significant impacts. A portion (perhaps 10 percent) of the total customer trips (27 or 45 daily trips) could occur during the evening peak hour. This relatively small amount of traffic would not cause the level of service of "C+" on CR 102 to degrade to an unacceptable level.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project site is not located within the vicinity of a public airport or private airstrip. The proposed project does not include any uses that would adversely affect air traffic patterns, and impacts on air traffic patterns are not expected to occur with project implementation.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. See discussion in (a), (b), above. The site is accessed off County Road 102, north of Farmers Central Road, where a left-turn pocket on the southbound lane already exists for the site. A dedicated driveway approach will lead to front parking area with up to 14 parking stalls, including accessible parking. County Road 102 is a 60-foot wide two-lane roadway with a left-turn pocket at the project site. There are no line-of-site obstacles along the roadway. The CR 102 corridor serves regional traffic linking Davis to the south and the unincorporated areas to the north. Construction equipment that is utilized during construction (and remediation activities) will be able to adequately access the site. Impacts are expected to be less than significant.

e) Result in inadequate emergency access?

Less than Significant Impact. The project would not result in inadequate emergency access. See discussion in (d), above. The site is accessed off County Road 102, which includes a left-turn lane pocket (southbound) that serves the project site. Parking areas will be provided adjacent to the facilities and the internal access ways will not be obstructed. The self-storage facility project will be conditioned to prohibit parking on the public right-of-way (CR 102).

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The project would not result in any permanent features that would affect or alter existing public transit, bicycle, or pedestrian facilities nor interfere with the construction of any planned facilities.

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

DISCUSSION

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. The project site is proposed to be served by a private septic system that will require review and approval from Yolo County Environmental Health, the regulating agency for the design and monitoring of private onsite septic systems. The proposed project includes redevelopment of the site with a self-storage facility that will include up to three employees during business hours (6:00 AM until 10:00 PM). A site evaluation and sewage disposal site plan and water source plan must be reviewed and approved by Yolo County Environmental Health prior to development of the project. Site information shall include soil permeability, depth to shallow ground water, depth of restrictive soils, structure(s) foot print area, property lines, easements, minimum sewage disposal areas, replacement sewage disposal area, drainage courses, proposed well locations, contours and other necessary criteria. The project is not expected to exceed wastewater treatment requirements from improper wastewater disposal; impacts will be less than significant.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The proposed self-storage facility project would not result in the construction of new water and wastewater treatment facilities, and there are currently no public water or wastewater treatment facilities serving the project site; although, municipal water provided by the City of Woodland may be a feasible option. The project proposes use of an existing domestic well and onsite wastewater disposal system. As a Condition of Approval, the applicant will be required to seek approval from Yolo County Environmental Health for use of the well and septic system to implement the proposed project. See discussion in (a), above, that addresses requirements for onsite private septic systems.

There is currently no onsite water well serving the project parcel, although the property is served by a well on an adjacent parcel under the same ownership. According to Bruce Pollard, Senior Civil Engineer, City of Woodland, a potable water connection is within proximity to the site indicating that connection to the City water service is a feasible option (e-mail correspondence, Feb. 2017). As a standard Condition of Approval, Yolo County Environmental Health will require that if a well is to be used to serve the project, it must be approved by Environmental Health, including demonstration that the water source meets domestic drinking water well standards.

With the above required Environmental Health standards included in the project's adopted Conditions of Approval, impacts will be less than significant.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The proposed redevelopment of the non-operational Metro wrecking yard into a self-storage facility could likely change the overall site drainage patterns, due to additional impervious development on the existing six-acre property. See, also, discussion in Section IX (Hydrology). As per Yolo County Public Works Engineering requirements, a civil improvement plan and drainage report for the entire project site shall be submitted for review to ensure the proposed redevelopment of the site properly ties in all new drainage improvements to existing drainage facilities and features, as necessary. Additionally, the applicant will be required to adhere to any applicable City of Woodland standards for the proper treatment of storm water before it flows into the City's drainage system. The applicant shall not design or regrade the project site to drain to County Road 102. The proposed project does not require or result in the construction of new storm water drainage facilities; impacts will be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?

Less than Significant Impact. See discussion in (b), above. The project is proposed to be served by an existing well, which will require review and approval from Yolo County Environmental Health, as described above. Alternatively, the project could connect to the City of Woodland's water system since there is a water main within the vicinity of the project site and connection to potable water is immediately available (e-mail correspondence from Bruce Pollard, Feb. 2017). Regardless of either option, no new or expanded entitlements would be needed for water supply and impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider that 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?

Less than Significant Impact. The project site is not served by a wastewater treatment facility, but includes a proposal for use of an onsite septic system and leach fields for domestic wastewater discharge. According to Bruce Pollard, Senior Civil Engineer, connection to the City

of Woodland's wastewater treatment system would be infeasible, since the closest sewer connection is well over 1,500 feet away (e-mail correspondence, 2017).

As discussed in (b), above, Yolo County Environmental Health will require a site map and site evaluation for the project's use of any new or existing onsite septic system. An adopted Condition of Approval will ensure that use of an onsite septic system will have adequate capacity to meet project demands. Impacts will be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?; *and*

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The existing Yolo County Central Landfill can adequately accommodate the solid waste generation by the proposed self-storage facility. The project would not significantly impact the disposal capacity of the landfill, and the applicant would be required to comply with all solid waste regulations as implemented and enforced by Yolo County.

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

DISCUSSION

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?

Less than Significant Impact. Based on the analysis provided in this Initial Study and the Conditions of Approval required for project implementation, including the mitigation measures addressed in Section IV and Section X, the project would not degrade the quality of the environment or substantially reduce habitat. As described in Section X (Land Use and Planning) of this Initial Study, in order to ensure the project does not result in a less restrictive nonconforming use, mitigation will be required to limit development of the site until remediation of hazardous wastes have concluded. Additionally, as discussed in Section IV (Biological Resources), General Plan policies require mitigation for the loss of Swainson's hawk foraging habitat, which will also address loss of habitat for other foraging raptors and birds, such as the white-tailed kite and tri-colored blackbird. Also, potential impacts to the nesting burrowing owl have been addressed through proper mitigation. Impacts to biological resources and conflicts with County regulations will be less than significant.

No important examples of California history or prehistory will be eliminated due to project implementation. However, as discussed in Section V (Cultural Resources), mitigation measures will be adopted as project Conditions of Approval to require that surveys be performed and local tribes requesting cultural monitoring be notified, prior to implementing any land disturbing activities. Additional Conditions of Approval will require similar notification and surveying if any previously undiscovered cultural resources are unearthed during ground disturbing activities. Overall, impacts will be less than significant.

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.)

Less than Significant Impact. The proposed project has temporary construction impacts which could degrade air quality cumulatively, in combination with other construction projects in Yolo County and the adjacent City of Woodland. These potential impacts will be reduced to a less-than-significant level through implementation of the standard air quality measures described in Section III (Air Quality) of this Initial Study. In addition, the project will contribute incrementally to an increase in cumulative energy demand, traffic levels, and greenhouse gas (GHG) emissions in the region and globally. The latter cumulative impacts are associated with growth allowed under the 2030 Yolo Countywide General Plan. The General Plan and adopted Climate Action Plan include numerous policies and measures that require new development, including this project, to reduce air quality, energy, transportation, and GHG impacts, through application of design features and other measures. California Building Codes require that the applicant reduce the level of energy consumed during construction of the project. Overall, with implementation of the project's Conditions of Approval and proposed design considerations, such as installing solar panels, cumulative impacts will be less than significant.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. Based on the analysis provided in this Initial Study, impacts to human beings resulting from the proposed project would be less than significant with the implementation of required mitigation and other standard regulations. The project as conditioned would not have substantial adverse effects on human beings, either directly or indirectly, and would be required to comply with Conditions of Approval to manage: glare from new sources of outdoor lighting; dust control from construction-related activities; water quality and storm water pollution prevention; construction-related noise; and the approval of septic and water systems. Impacts related to all issues discussed in this Initial Study have been determined to be less than significant through the implementation of standard requirements, project design, as well as the mitigation measure identified in Section VII (Noise). Overall impacts from implementation of the project will be less than significant.

References

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- Project description and application materials provided by applicant
- Project comments submitted by Responsible Agencies, 2016. *Agencies include: Auburn United Indian Community; Central Valley Regional Water Quality Control Board; City of Woodland; Yocha Dehe Cultural Resources; Yolo Habitat Conservancy; Yolo-Solano Air Quality Management District*
- Traffic Safety Engineers, 2017. *Self Storage Project, traffic summary,* January 10, 2017
- Wallace and Kuhl, 2014. *Report of Findings of Subsurface Soil and Groundwater Investigation,* May 21, 2014
- Wallace and Kuhl & Associates, 2017. *Remedial Action Plan for Proposed County Road 102 Self Storage, WKA No. 9853.03,* February 3, 2017

- Yolo County, 2009. *Yolo County 2030 Countywide General Plan*, adopted November, 2009 and *Yolo County 2030 Countywide General Plan Final EIR*, April 2009
- Yolo County, 1986. *Historic Resources Survey*
- Yolo-Solano Air Quality Management District, 2007. *Handbook for Assessing and Mitigating Air Quality Impacts,* July, 2007.
- Yolo County Zoning Ordinance*, Title 8, Chapter 2 of the County Code*, 2014, as amended

Exhibits:
Exhibit 1 – Biological Assessment
Exhibit 2 – Traffic Summary

January 30, 2017

EXHIBIT 1

ESTEP
Environmental Consulting

Initial Biological Evaluation of the Proposed County Road Self Storage Project, Yolo County

Woodyard LLC is proposed to construct a self-storage facility on 8.89 acres at 19389 County Road 102 in Yolo County. The Project will replace the former Metro Auto Wrecking yard, which was in continuous operation at the site from the 1950s until 2015. The property is currently vacant, although several dilapidated structures and refuse from the former occupant is present throughout the property. The property within the fenced former wrecking yard is entirely disturbed, supports no biological resources, and will require substantial clean-up of materials, including toxic materials, prior to redevelopment.

The fenced former wrecking yard parcel is only 6 acres. However, due to environmental cleanup issues, the applicant is proposing a lot line adjustment to incorporate an additional 50-foot-wide area on the north, south, and east property lines, bringing the total project area to 8.89 acres.

Otherwise surrounded by open grassland used primarily for cattle grazing, an approximately 75-foot-wide strip bordering the outside of the fence has been regularly graded, apparently for fire control purposes. This area which includes the entire 50-foot-wide lot adjacent area, consists of non-native grasses and a variety of agricultural weed species.

The proposed project is currently undergoing environmental review by Yolo County pursuant the California Environmental Quality Act (CEQA). The following is a brief assessment of potentially occurring special-status species that can be used in the review process.

To reiterate, the entire 6-acre fenced area is highly disturbed and supports no vegetation, natural communities, or habitats, and no potential for any special-status species. Only the 50-foot-wide strip outside of the fenced area supports natural vegetation.

Swainson's Hawk. The state-threatened Swainson's hawk is known to occur in the vicinity of the project and known to forage in the open grasslands surrounding the project site. The nearest reported nest sites are along Willow Slough, just south of the project site. The 50-foot strip is considered suitable foraging habitat for this species. The project would therefore be subject to the County's Swainson's hawk mitigation fee to mitigate the loss of foraging habitat. The proposed project would have no impact to potential nesting sites.

White-tailed Kite. The state fully protected white-tailed kite is also known to occur in the vicinity of the project and is known to forage in the open grasslands surrounding the project site. The nearest reported nests are along Willow Slough, just south of the project site. Similar to the Swainson's hawk, the 50-foot strip is considered suitable foraging habitat for this species. Loss of foraging habitat for this species would be sufficiently addressed through the Swainson's hawk mitigation fee program. The proposed project would have no impact to potential nesting sites.

Western Burrowing Owl. The state species of special concern western burrowing owl is known to occur in the vicinity of the project. The nearest reported site is less than 1 mile northeast of the project site. This ground-nesting species could potentially occur within the 50-foot strip. To avoid impacts to this species, preconstruction surveys should be conducted according to standard California Department of Fish and Wildlife protocol.

Palmate-bracted Bird's Beak. This federally listed species is known to occur in the vicinity of the project. This highly specialized species occurs in the alkaline soils unique to the area surrounding the project site. Populations in the immediate vicinity of the project are among the few remaining occurrences of this species. The nearest reported occurrence is approximately 0.3 miles south of the project site. Because the buffer strip has been regularly graded and disked, this area no longer supports suitable conditions to support this species. Although the area remains in a non-native grass condition, the potential for occurrence of palmate-bracted bird's beak is very low.

Giant Garter Snake. This federally listed species is unlikely to occur in the vicinity of the project due to the lack of aquatic habitat. The species could potentially occur east of the project site along water conveyance channels or south of the project site in seasonally ponded habitats. However, the project site and immediate vicinity do not support water conveyance channels or other aquatic habitats and therefore the potential for giant garter snake to be found in the 50-foot strip is very low.

Valley Elderberry Longhorn Beetle. There are no elderberry shrubs on or in the vicinity of the project site, therefore there is no potential for this species to occur.

Tricolored Blackbird. There is no potential tricolored blackbird breeding habitat in the immediately vicinity of the project site. The nearest reported breeding colony is at the intersection of County Road 25 and County Road 103, approximately 1 mile southeast of the project site. The 50-foot strip represents suitable foraging habitat for this species, but the disturbance to this small area will not affect the breeding colony or tricolored blackbird foraging use of the area.

EXHIBIT 2

TRAFFIC SAFETY ENGINEERS

January 10, 2017

Mr. Jim Donovan
2064 Bishop Place
Davis, CA 95618

Subject: Self Storage Project
19389 County Road, No. 102, Woodland, CA

Dear Mr. Donovan:

The report summarizes our traffic trip generation study for the proposed Self Storage facility to be located at 19389 County Road, No. 102, Woodland, California.

1. Project Description

The project proposes to build a self storage facility with a total of 179,589 square feet of floor area. Construction of the project consists of the following phases:

Phase 1 – 76,315 square feet of storage
Phase 2 – 29,486 square feet of storage
Phase 3 – 73,788 square feet of storage
Phase 3 (alternate) – storage for boats and RV vehicles

Based on the self-storage floor area, a total of 6 parking spaces is required. However, a total of 14 on-site parking spaces is provided. A copy of project site plan is shown in Figure A.

2. Project Trip Generation

The trips to be generated by the proposed project are estimated in Table 1, below, based on Land Use Code 151 "Mini Warehouse" of ITE Trip Generation Manual, 9th Edition for Phases 1, 2 and 3 of the project. Trip generation rates for boat/RV storage of phase 3 (alternate) were derived from three existing RV storage sites (see Exhibit A).

Site Use	A.M. Peak Hour Traffic			P.M. Peak Hour Traffic			Daily
	In	Out	Total	In	Out	Total	
Trip Generation Rates:							
Mini-Warehouse (Trips per TSF)	0.077	0.063	0.14	0.13	0.13	0.26	2.50
Boat/RV Storage(▲) (Trips per Stall)	0.005	0.017	0.022	0.02	0.008	0.028	0.108
Project Trip Generated:							
Mini-Warehouse							
Phase 1 (76.315 TSF)	6	5	11	10	10	20	191
Phase 2 (29.486 TSF)	2	2	4	4	4	8	74
Phase 3 (73.788 TSF)	6	5	11	10	10	20	185
Boat/RV Storage (100 stalls)	1	2	3	2	1	3	11
Project Trips Generated							
Phases 1, 2 & 3	14	12	26	24	24	48	450
Phases 1, 2 & 3 (alt)	9	9	18	16	15	31	276

*TSF deontes 1,000 square feet of floor area
(▲) See Exhibit "A"

We trust that the results of this trip generation analysis will be of assistance to the County of Yolo in formulating their decision pertaining to the approval of this project. Should you have any questions, please do not hestitate to call us.

Respectfully submitted,

C. Hui Lai, P.E.
Traffic Engineer

EXHIBIT"A"

Trip generation rate for R.V. storage facility is not available either from the Insitute of Transportation's "Trip Generation Manual" or SANDAG's "Brief Guide of Vehicular Generation Rates for the San Diego Region". For this reason, driveway traffic volume counts were collected at the following R.V. storage facilities.

- McBride's R.V. Storage, 13788 Oaks Avenue, Chino
- San Canyon RV, 6401 Oak Avenue, Irvin

Summarized below are peak hour traffic trips collected and trip rates generated at each of the above two existing surveyed R.V. storage facilities.

NUMBER OF TRIPS SUVEYED ON 4-15-04(Friday)

Period of Day	McBrides'RV, Chino, California 200 Stalls		San Canyon RV, Irvine, California 600 Stalls		Average of two RV Storage Facilities	
	In	Out	In	Out	In	Out
A.M. Peak Hour	1	3	3	10	2	7
P.M. Pekak Hour	3	2	14	4	9	3

DERIVED TRIP GENERATION RATES (TRIP PER STALL)

Period of Day	McBrides'RV, Chino, California 200 Stalls		San Canyon RV, Irvine, California 600 Stalls		Average of two RV Storage Facilities	
	In	Out	In	Out	In	Out
A.M. Peak Hour	0.005	0.015	0.005	0.017	0.005	0.016
P.M. Pekak Hour	0.015	0.010	0.023	0.007	0.019	0.009