YOLO COLD STORAGE FACILITY PROJECT

Initial Study / Mitigated Negative Declaration

November 2021

Prepared for:

Yolo County
Department of Community Services
Planning Division
292 West Beamer Street
Woodland, CA 95695

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ENVIRONMENTAL CHECKLIST

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

1. Project Title:	Yolo Cold Storage Facility Project
2. Lead Agency Name and Address:	Yolo County Department of Community Services Planning Division 292 West Beamer Street Woodland, CA 95695
3. Contact Person and Phone Number:	Tracy Gonzalez, Junior Planner Tracy.Gonzalez@yolocounty.org (530) 666-8803
4. Project Location:	APN #027-270-046 Southeast of County Road 19A & County Road 99 Intersection Woodland, CA 95695
5. Project Sponsor:	Woodyard, LLC Jim Donovan 2362 Banks Drive Woodland, CA 95695
6. General Plan Designation:	Agriculture (AG)
7. Zoning:	Agricultural Intensive (AN)

8. Description of Project:

Woodyard, LLC (the Applicant) has applied for a Minor Use Permit to construct a cold storage facility on a 14.89-acre parcel in Yolo County, CA (Yolo County APN 027-270-046). The parcel (or Project site) is zoned Agricultural Intensive (A-N) and is designated Agriculture (AG) in the 2030 Countywide General Plan. The anticipated use of the facility would be for cold and dry storage of palletized agricultural commodities that are sensitive to temperature to serve the region. Regional-serving agricultural operations that include more than 100,000 square feet of building area and/or generate 60 truck trips or more per day require the issuance of a Minor Use Permit, per Section 8-2.306(r) of the Yolo County Code.

The "Project" includes the construction and operation of an approximately 224,000 square foot cold storage facility, which would include ample office space, loading docks along the eastern portion of the facility, automobile parking along the northern, western, and southern portions of the facility, and tractor trailer parking on the southern portion of the parcel. The approximately 224,000 square foot building would include office space, a utility room, and ambient, cooler, and freezer storage space. The Project would also include a fire pump house with water storage tank

and a detention basin on the southern portion of the parcel. Hours of operation would be approximately 6:00 a.m. to 10:00 p.m. and the Project would require approximately 20 employees.

The Project requires compliance with the California Environmental Quality Act (CEQA) because the Minor Use Permit is a discretionary action. **Figure 1** shows the Regional Location, **Figure 2** shows the Project Location, **Figure 3** shows the Site Plan, and **Figure 4** shows the Building Elevations.

Circulation and Parking

Access to the Project site would be from County Road 19A. Interstate-5 extends along the southwestern boundary of the parcel and California Northern Railroad's rail lines extend along the eastern boundary of the parcel. County Road 99 runs north/south to the west of the parcel. Tractor trailers serving the Project would use County Road 19A, County Road 99, and Interstate-5 for regional access.

The Project would include 121 automobile parking spaces. Twenty-one tractor trailer parking spaces would be provided on the southern portion of the parcel and 44 loading docks would be provided on the eastern side of the facility.

An existing easement in the County right-of-way along the northern portion of the parcel would be abandoned prior to grading or building permit issuance, as required by the Yolo County Public Works Division through a Condition of Approval for the Project. The easement extends west from County Road 19A towards Interstate-5 and has not been constructed or maintained by the County.

Stormwater, Drainage, and Floodplain

The Project site drains from north to south. A detention basin would be constructed in the southern end of the Project site. A drainage ditch along the western boundary of the Project site would convey stormwater to the detention basin. Stormwater runoff from paved parking areas and loading docks would first pass through low impact development (LID) stormwater treatment features (such as bioretention areas, directing runoff to vegetated areas, or use of storm drain filters) designed to trap first flush pollutants such as sediment, trash, oil, and grease. The detention area would be designed to capture, retain, and infiltrate site stormwater runoff for storms up to and including the 100-year design storm. The Project site is located within the floodplain for Cache Creek and within a 100-year[1] flood hazard zone designated by the Federal Emergency Management Agency (FEMA). Therefore, the Project would be required to comply with Yolo County Code Chapter 8-4 Flood Protection, Article 5 Provisions for Flood Hazard Reduction. See the Hydrology and Water Quality Section of this Initial Study for more information related to stormwater, drainage, and floodplain.

[1] Areas subject to inundation by the 1-percent-annual-chance flood event

Source: RCH Group; Google Earth Pro, 2021

Figure 1
Regional Location

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Source: RCH Group; Google Earth Pro, 2021

Figure 2
Project Location

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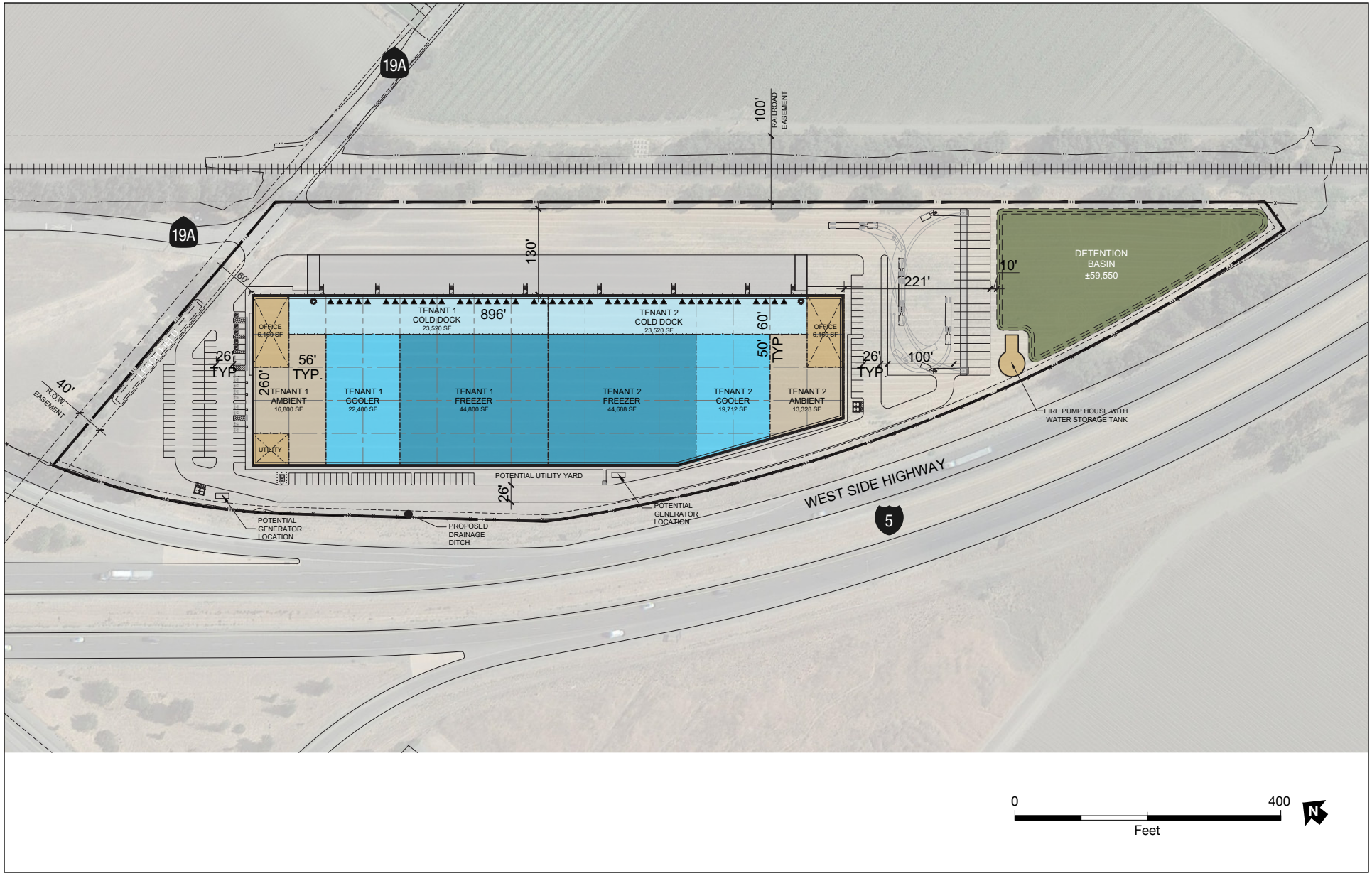

Source: Ware Malcomb, 2021

Figure 3
Site Plan

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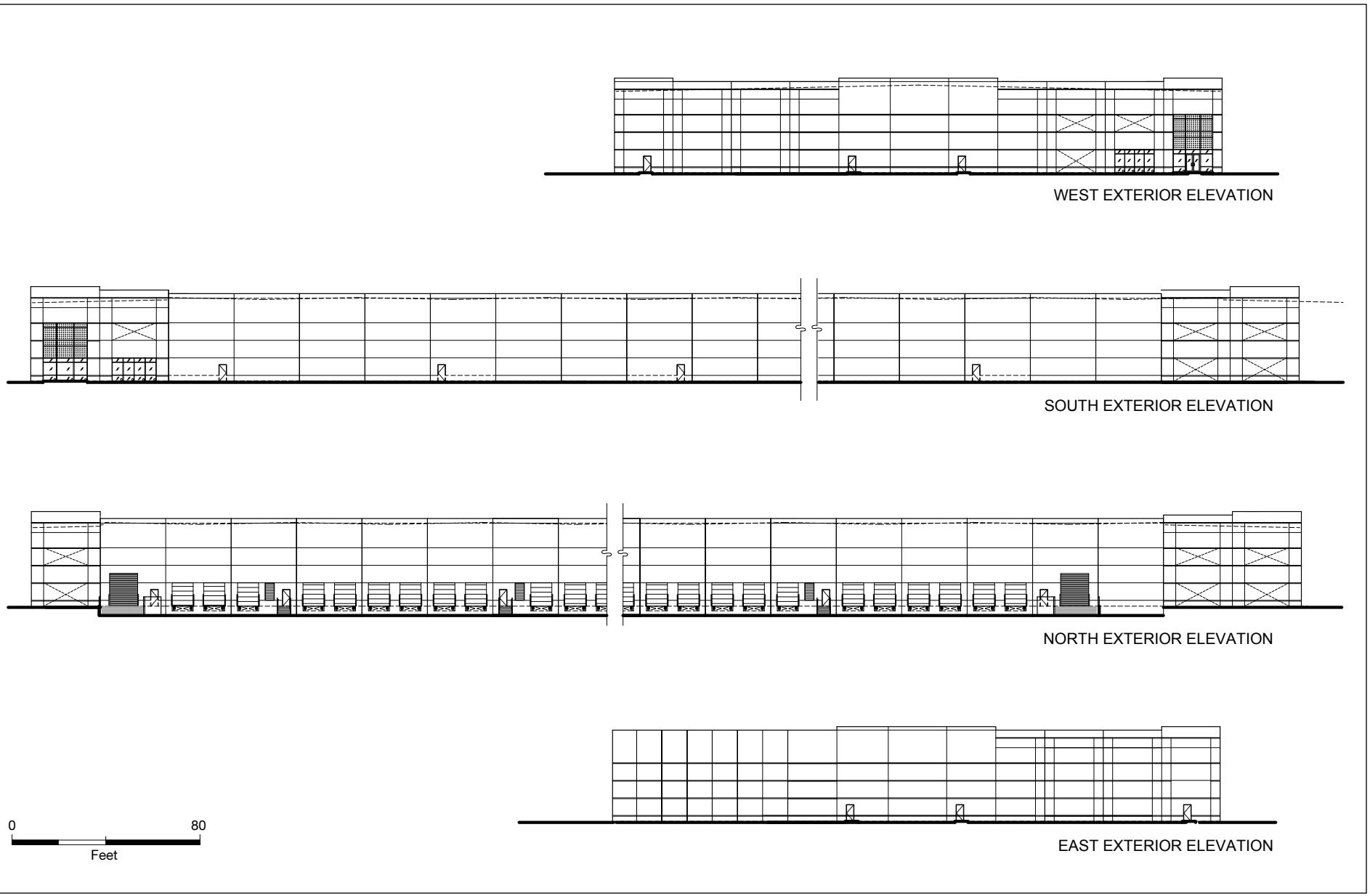

Source: Ware Malcomb, 2021

Figure 4
Building Elevations

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Water Supply

The Project would include the drilling of a domestic well and construction of an approximately 200,000-gallon water storage tank for on-site water supply.

Sanitation

The Project would include the construction of a private on-site wastewater treatment (septic) system. No toxic or chemical wastes would be discharged to the septic system.

Energy Utilities

Electricity would be provided to the Project site by Pacific Gas & Electric (PG&E). Natural gas would not be required for the Project. An emergency backup generator would provide electricity to the proposed building during power outages.

Fire Protection

The Project site is within the Springlake Fire Protection District (FPD) boundary. The Springlake FPD has agreements with City of Woodland Fire Department and the City of Davis Fire Department to provide fire protection services. The City of Woodland Fire Department provides services to the Project area. The City of Woodland Fire Department has three stations located within approximately three miles of the Project site. The Project would include an approximately 200,000-gallon water storage tank and pump house on-site for fire protection at the southern end of the parcel.

Police Protection

The Yolo County Sheriff's Office provides law enforcement services to the unincorporated areas of Yolo County. The nearest Sheriff's office is within approximately three miles of the Project site. The nearest police department is the City of Woodland Police Department within approximately two miles of the Project site.

Lighting

The Project would require lighting for nighttime operations and security purposes. Outdoor light fixtures would be low-intensity, shielded and/or directed downwards away from the night sky, and use low-glare lamps or other similar lighting fixtures.

Construction Phasing and Schedule

Construction of the Project would occur intermittently over approximately one year. For the purposes of analyzing air quality and greenhouse gas (GHG) emissions impacts, construction was assumed to occur between March 2022 and April 2023. Construction of the Project would require site preparation, grading, building construction, paving, and architectural coating.

Dust Control Measures

The Project includes best management practices for dust control during construction activities, including twice-daily watering of active construction areas and a 15-mph speed limit for vehicles on unpaved roads.

9. Surrounding Land Uses and Setting:

The parcel has previously been used for dry farming and is currently fallow. Interstate-5 extends along the southwestern boundary of the parcel and County Road 19A extends along the northeastern boundary of the parcel. California Northern Railroad's rail lines run along the eastern boundary of the parcel. County Road 99 runs north/south to the west of the parcel.

As shown in **Figure 2**, agricultural operations exist to the north and east, as well as to the south of the parcel (opposite of Interstate-5). A Denny's and ARCO gas station with an AMPM convenience store are to the west/southwest of the parcel. Vacant commercial land exists to the north and west/southwest of the parcel.

10. Required Agency Approvals:

The Project requires Yolo County to approve the Minor Use Permit, and other related permits such as grading and/or building permits. The Project also requires permits from Yolo County Environmental Health for the construction of onsite wastewater treatment and wells.

11. Tribal Consultation:

Yolo County notified tribes requesting Assembly Bill (AB) 52 notification for projects subject to CEQA. The Yocha Dehe Wintun Nation responded to the County with a letter dated June 11, 2021, requesting detailed Project information, including any plans for ground disturbance. The Yocha Dehe Wintun Nation also requested that the Yocha Dehe Wintun Nation Treatment Protocol be included as mitigation measures for the Project (see the Tribal Cultural Resources Section of this Initial Study).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the 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 a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Tracy L. Gonzalez

Signature

November 3, 2021

Date

Tracy Gonzalez

Printed Name

AESTHETICS

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1.	**AESTHETICS —** Except as provided in Public Resources Code Section 21099, **would the proposed 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 within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Introduction

The Project site has previously been used for dry farming and is currently fallow. Agricultural operations exist to the north and east, as well as to the south of the Project site (opposite of Interstate-5). A Denny's and ARCO gas station with an AMPM convenience store are to the west/southwest and vacant commercial land exists to the north and west/southwest of the Project site.

Discussion

a, b) **No Impact.** No substantial adverse effects to scenic vistas would occur with the Project. The Project site is not within or near a designated state scenic highway. The Project would not substantially damage scenic resources within a state scenic highway. Therefore, the Project would result in no impact.

c) **Less-than-Significant Impact.** Public views of the Project site are limited to those by surrounding landowners and people traveling on nearby roadways (Interstate-5, County Road 99, and County Road 19A). Views from these locations would be consistent with the existing nearby agricultural and commercial operations and quality of the surroundings. Furthermore, there are existing trees along the northern and eastern boundary of the Project site that provide screening. The Project would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings. Therefore, the Project would result in a less-than-significant impact.

d) **Less-than-Significant Impact.** The Project site is adjacent to Interstate-5 and nearby commercial and agricultural buildings that require nighttime lighting. The Project would require lighting for nighttime operations and security purposes. Outdoor light fixtures

would be low-intensity, shielded and/or directed downwards away from the night sky, and use low-glare lamps or other similar lighting fixtures. Therefore, the Project would result in a less-than-significant impact.

AGRICULTURAL AND FOREST RESOURCES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
2. AGRICULTURAL AND FOREST RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the proposed 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 a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Introduction

The Project site is zoned Agricultural Intensive (AN) and is designated for Agriculture (AG) in the 2030 Countywide General Plan. The Project site is not considered to be forest land or timberland and is not under a Williamson Act contract.

Discussion

a) **No Impact.** The Project involves the storage of palletized agricultural products, and therefore the Project site would continue to be an agricultural use. Thus, the Project would not convert Farmland to a non-agricultural use, and would have no impact.

b) **No Impact.** The Project site is zoned A-N. The A-N Zone is intended for intensive agricultural production and agriculturally related support uses. The Project is an agriculturally related support use and would not conflict with the existing A-N zoning. The Project site is not under a Williamson Contract. Therefore, the Project would result in no impact.

c, d) **No Impact.** The Project site is not zoned for forest land or timberland, nor does it contain forest land or timberland. Therefore, the Project would result in no impact.

e) **No Impact.** The Project would not convert farmland to a non-agricultural use. The Project site does not contain forest land. Therefore, the Project would result in no impact.

AIR QUALITY

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the proposed project:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Introduction

This section evaluates the potential for the Project to cause air quality impacts and has been prepared using methods and assumptions recommended in the Yolo-Solano Air Quality Management District's (YSAQMD's) Handbook for Assessing and Mitigating Air Quality Impacts (YSAQMD, 2007). Detailed modeling assumptions and results are provided in **Appendix A**.

Setting

The Project site is within the YSAQMD. The YSAQMD is located within the boundaries of the Sacramento Valley Air Basin (SVAB). The SVAB encompasses eleven counties including all of Shasta, Tehama, Glenn, Colusa, Butte, Sutter, Yuba, Sacramento, and Yolo Counties, the westernmost portion of Placer County and the northeastern half of Solano County.

Climate, Meteorology, and Topography

The SVAB is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on the east. The intervening terrain is relatively flat. Hot dry summers and mild rainy winters characterize the Mediterranean climate of the SVAB. During the year the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches, and the rainy season generally occurs from November through March. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants under certain meteorological conditions. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells collect over the Sacramento Valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap pollutants near the ground.

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds with the delta sea breeze from the southwest arriving in the afternoon. The evening breeze typically transports airborne pollutants to the north out of the Sacramento Valley. During about half of the days from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out, the Schultz Eddy causes the wind pattern to recirculate to the south. Essentially, this phenomenon causes the air pollutants to be blown south toward the SVAB. This phenomenon has the effect of exacerbating the pollution levels in the area and increases the likelihood of violating federal or state air quality standards. The Schultz Eddy normally dissipates around noon when the delta sea breeze arrives.

Criteria Air Pollutants

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 micrometers (coarse or PM10), particulate matter less than 2.5 micrometers (fine or PM2.5), and lead. However, ozone, PM10, and PM2.5 are the criteria air pollutants of primary concern in this analysis due to their nonattainment status with respect to the applicable National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS). Yolo County is designated nonattainment for NAAQS and CAAQS for 1-hour and 8-hour ozone, the CAAQS for 24-hour PM10, and the NAAQS for 24-hour PM2.5. Yolo County is designated attainment or unclassified for all other NAAQS and CAAQS. Monitoring data representative of ambient air concentrations in Yolo County from the Woodland-Gibson Road monitoring station (approximately 2.5 miles south of the Project site) are summarized in **Table 1**.

TABLE 1 SUMMARY OF ANNUAL MONITORING DATA OF AMBIENT AIR QUALITY

Pollutant	Standard	2017	2018	2019
Ozone				
Maximum Concentration (1-hour/8-hour average)	ppm	0.089/**0.074**	**0.095/0.085**	0.078/0.067
Number of days State standard exceeded (1-hour/8-hour)	0.09/0.070	0/2	1/2	0/0
Number of days National standard exceeded (8-hour)	0.070	2	2	0
Fine Particulate Matter (PM2.5)				
Maximum Concentration (24-hour)	µg/m^3	**60.1**	**165.4**	27.8
Number of days National standard exceeded (24-hour measured/estimated)	35	2/12	2/12	0/*
Annual Average (State/National standard)	12/12.0	8.7	**12.8**	*
Respirable Particulate Matter (PM10)				
Maximum Concentration (24-hour)	µg/m^3	**130.8**	**212.4**	**83.0**
Number of days State standard exceeded (24-hour measured/estimated)	50	3/18	4/25	3/*
Number of days National standard exceeded (24-hour measured/estimated)	150	0/0	1/6	3/*
Annual Average (State standard)	20	**22.0**	**26.1**	*

NOTES:

* means there was insufficient data available to determine the value

ppm = parts per million, µg/m^3 = micrograms per cubic meter

bold values exceeded the State and/or National standard

Ambient air concentrations from the Woodland-Gibson Road monitoring station (approximately five miles northwest of the Project site)

SOURCE: CARB, *iADAM: Air Quality Data Statistics*, https://www.arb.ca.gov/adam

Toxic Air Contaminants

According to section 39655 of the California Health and Safety Code, a toxic air contaminant (TAC) is "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health." In addition, substances which have been listed as federal hazardous air pollutants (HAPs) pursuant to section 7412 of Title 42 of the United States Code are TACs under the air toxics program pursuant to section 39657 (b) of the California Health and Safety Code. The California Air Resources Board (CARB) has formally identified over 200 substances and groups of substances as TACs.

TACs can cause short-term (acute) and long-term (chronic or carcinogenic) adverse human health effects. TACs can be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. Agricultural and construction activities can also contribute to toxic air emissions. In 1998, CARB identified diesel exhaust particulate matter (diesel PM) as a TAC (YSAQMD, 2007).

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill 2588) requires stationary sources to report the types and quantities of toxic substances their facilities routinely release into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to

identify facilities having localized impacts, to ascertain health risks, and to notify nearby residents of significant risks (YSAQMD, 2007).

Regulation of TACs is achieved through federal and State controls on individual sources. All major stationary sources of designated TACs are required to obtain an operating permit and pay the required fees. New sources that require a permit from the YSAQMD, or existing sources that are being modified, are analyzed by the YSAQMD based on their potential to emit toxics. If it is determined that a project will emit air toxics resulting in a lifetime cancer risk above one in one million, or the noncancer risk Hazard Index greater than one, sources may have to implement Best Available Control Technology (BACT) for toxics, or "T-BACT," in order to reduce toxic emissions. In addition, if the analysis shows risk greater than one in one million, a formal risk assessment is conducted. If a source cannot reduce the risk below the ten in one million level or the non-cancer risks Hazard Index less than one even after T-BACT has been implemented, the YSAQMD may have cause to deny the permit required by the source. This program helps to prevent new toxics problems and reduces increases in toxics from existing older sources by requiring them to apply new technology when retrofitting (YSAQMD, 2007).

Local Air Quality Management Plans

YSAQMD, in coordination with other air districts in the Sacramento Region [e.g., El Dorado Air Pollution Control District (EDAPCD), Feather River Air Quality Management District (FRAQMD), Placer County Air Pollution Control District (PCAPCD), and Sacramento Metropolitan Air Quality Management District (SMAQMD)], prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) in compliance with the requirements set forth in the California Clean Air Act (CCAA). The CCAA also requires a triennial assessment of the extent of air quality improvements and emissions reductions achieved through the use of control measures. As part of the assessment the AQAP must be reviewed and, if necessary, revised to correct for deficiencies in progress and to incorporate new data or projections. The YSAQMD has completed eight triennial plan updates since 1991, the most recent adopted triennial plan is the *2019 Triennial Assessment and Plan Update* (May 2019), which covers the years 2015-2017 (YSAQMD, 2019).

YSAQMD Rules and Regulations

YSAQMD rules and regulations relevant to the Project include but are not limited to the following:

- *Rule 2.3 (Ringelmann Chart)*. This rule prohibits stationary diesel-powered equipment from generating visible emissions that would exceed the rule's visibility threshold.

- *Rule 2.5 (Nuisance)*. This rule prohibits any source from generating air contaminants or other materials that would cause injury, detriment, nuisance, or annoyance to the public; endanger the comfort, repose, health, or safety of the public; or damage businesses or property. Under Rule 2.6, the provisions of Rule 2.5. do not apply to odors emanating from agricultural operations in the growing of crops or raising of fowl, animals, or bees.

- *Rule 2.11 (Particulate Matter Concentration)*. This rule prohibits any source that would emit dust, fumes, or total suspended PM from generated emissions that would exceed the rule's established emission concentration limit.

- *Rule 2.14 (Architectural Coatings)*. This rule establishes volatile organic compound (VOC) content limits for all architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured within YSAQMD's jurisdiction.

- *Rule 2.28 (Cutback and Emulsified Asphalts)*. This rule establishes organic compound limits for cutback and emulsified asphalts manufactured, sold, mixed, stored, used, and applied within YSAQMD's jurisdiction.

- *Rule 3.1 (General Permit Requirements)*. This rule establishes permitting processes (i.e., Authority to Construct and Permit to Operate) to review new and modified sources of air pollution.

- *Rule 3.4 (New Source Review)*. This rule requires any new or modified stationary source that generates emissions that exceed established emissions limits for each pollutant (i.e., ROG[2], NOx[3], SOx[4], PM10, CO, and lead) to comply with BACT requirements and emissions offset requirements.

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related impacts to sensitive individuals. The 2030 Countywide General Plan defines sensitive receptors as residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodging; schools and day care centers; and neighborhood parks. No schools, day-care centers, extended-care facilities or hospitals are within 4,500 feet of the Project site. The nearest residentially designated land uses are approximately 2,500 feet to the southwest of the Project site (northwest of the West Street and Kentucky Avenue intersection).

Significance Criteria

According to the YSAQMD's *Handbook for Assessing and Mitigating Air Quality Impacts*, the Project would result in a significant impact to air quality if it would result in the following during either temporary construction activities or long-term operation:

- result in emissions of criteria air pollutants or precursors to exceed 10 tons per year (tons/year) of ROG, 10 tons/year of NO_X, 80 pounds per day (lbs/day) of PM10, or substantially contribute to CO concentrations that exceed the CAAQS (YSAQMD, 2007).

Discussion

a) **Less-than-Significant Impact.** The applicable air quality plan is the YSAQMD's *2019 Triennial Assessment and Plan Update* (*2019 Plan*), which covers the years 2015-2017

[2] Reactive organic gases (ROG) are any reactive compounds of carbon, excluding methane, CO, CO_2 carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds.
[3] Nitrogen oxide (NOx) is a chemical compound of oxygen and nitrogen that is formed by reacting with each other during combustion at high temperatures, mainly combustion of fuel such as oil, diesel, gas, and organic matter. NOx is a common designation of nitrogen oxides NO and NO_2.
[4] Sulfur oxides (SOx) are compounds of sulfur and oxygen molecules. SO_2 is the predominant form found in the lower atmosphere.

(YSAQMD, 2019). The *2019 Plan* discusses the progress the YSAQMD has made towards improving air quality (ozone and particulates) in its jurisdiction since the last triennial update. The *2019 Plan* relies on emissions forecasts from CARB. Projects whose growth is included in the projections used in the formulation of air quality plans are consistent with the air quality plan. Because the Project would not modify the land use or zoning, or result in a substantial increase in the residential population, the Project would be consistent with YSAQMD's *2019 Plan*. Furthermore, as discussed in b), the short-term construction and long-term operation of the Project would not generate emissions of criteria air pollutants and precursors that would exceed the YSAQMD-established mass emission thresholds, which were developed to determine whether a project's emissions would cumulatively contribute to the nonattainment designations in the SVAB. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** ROG, NOx, PM10, and PM2.5 are the criteria air pollutants of primary concern in this analysis since the YSAQMD is designated as nonattainment for NAAQS and/or CAAQS for ozone (ROG and NOx are ozone precursors), PM10, and PM2.5. The Project would generate ROG, NOx, PM10, and PM2.5 emissions during temporary construction activities and long-term operations.

Temporary Construction Activities

Construction-related activities would generate emissions of ROG, NOx, PM10, and PM2.5 from off-road equipment; on-road trucks used for material delivery and equipment hauling; and worker commute trips. ROG would also be generated from architectural coating. Fugitive dust PM10 and PM2.5 emissions would also be generated by ground disturbance and would vary as a function of soil silt content, soil moisture, wind speed, and acreage of disturbance.

Construction of the Project is planned to commence in Spring 2022 and would take approximately one year to complete. The Project would require site preparation, grading, building construction, paving, and architectural coating activities. Grading of the Project site would be balanced (no import or export of soil to/from the Project site). Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 (CAPCOA, 2021) and are summarized in **Table 2**. Detailed modeling assumptions and results are provided in **Appendix A**. As noted in the Project Description, the Project will follow best management practices to control fugitive dust emissions, including watering active construction areas twice daily and limiting vehicle speed on unpaved roads to 15 mph.

TABLE 2 ESTIMATED PROJECT CONSTRUCTION EMISSIONS

Condition	ROG tons/year	NOx tons/year	PM10 lbs/day	PM2.5 lbs/day
Construction Emissions without BMPs[1]	1.05	2.98	21.40	11.62
YSAQMD Threshold of Significance	10	10	80	--[2]
Potentially Significant?	No	No	No	No
Construction Emissions with BMPs[1]	1.05	2.98	10.59	6.07
YSAQMD Threshold of Significance	10	10	80	--[2]
Potentially Significant?	No	No	No	No

NOTES:

[1] Although construction is estimated to commence in March 2022 and would take approximately one year to complete, construction emissions are assumed to occur in one calendar year for a conservative comparison to YSAQMD's annual thresholds of significance.

[2] YSAQMD does not have a threshold of significance for PM2.5. PM2.5 emissions are shown for informational purposes.

SOURCE: CAPCOA, 2021 & RCH Group, 2021

As shown in **Table 2**, construction activities would not exceed the YSAQMD's thresholds of significance. Even without dust reduction measures included in the Project, the impacts of Project construction activities to PM10 and PM2.5 would be less than significant. However, twice-daily watering of active construction areas and a 15 mph speed limit on unpaved areas would decrease fugitive emissions of PM10 and PM2.5 by approximately 50 percent. The Project would result in a less-than-significant impact.

Long-Term Operations

Long-term operational activities would generate emissions of ROG, NOx, PM10, and PM2.5, primarily from motor vehicles. Other minor emissions sources would include landscaping equipment and area sources such as the application of paints and cleaning chemicals. Operational emissions for year 2023 were estimated using the CalEEMod Version 2020.4.0 (CAPCOA, 2021) and are summarized in **Table 3**. Detailed modeling assumptions and results are provided in **Appendix A**.

TABLE 3 ESTIMATED PROJECT OPERATIONAL EMISSIONS

Source	ROG tons/year	NOx tons/year	PM10 lbs/day	PM2.5[1] lbs/day
Area	0.96	<0.01	<0.01	<0.01
Mobile	0.06	0.47	0.68	0.20
Total Operational Emissions	**1.02**	**0.47**	**0.68**	**0.20**
YSAQMD Threshold of Significance	10	10	80	--[1]
Potentially Significant?	No	No	No	No

NOTES:

[1] YSAQMD does not have a threshold of significance for PM2.5. PM2.5 are emissions shown for informational purposes.

SOURCE: CAPCOA, 2021 & RCH Group, 2021

As shown in **Table 3**, operational emissions would not exceed the YSAQMD's thresholds of significance. Therefore, Project operational activities would not result in a cumulatively considerable net increase of emissions of criteria air pollutants and precursors. Therefore, the Project would result in a less-than-significant impact.

c) **Less-than-Significant Impact.** The emergency backup generator would be subject to YSAQMD's permitting requirements. Per YSAQMD's *Handbook for Assessing and Mitigating Air Quality Impacts*, stationary sources complying with applicable YSAQMD regulations pertaining to Best Available Control Technology (BACT) and offset requirements are not considered a significant impact to air quality. The required air permitting would be completed prior to construction and operation of stationary sources proposed by the Project, which would ensure less-than-significant impacts to air quality.

CARB's *Air Quality and Land Use Handbook* recommends a 1,000-foot separation between sensitive receptors and distribution centers (the most applicable source category to the Project) with more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week (CARB, 2005). The nearest sensitive receptors are approximately 2,500 feet to the southwest of the Project site (northwest of the West Street and Kentucky Avenue intersection). Therefore, the Project would result in a less-than-significant impact.

d) **Less-than-Significant Impact.** For the evaluation of odorous emissions, YSAQMD considers there to be a significant impact if a project causes odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property (YSAQMD, 2007). Project construction and operations would not generate odors that could adversely affect a substantial number of people. Therefore, the Project would result in a less-than-significant impact.

References

California Air Pollution Control Officers Association (CAPCOA). 2021. *California Emissions Estimator Model User's Guide Version 2020.4.0.* May 2021. http://www.caleemod.com/. Accessed September 15, 2021.

California Air Resources Board (CARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

California Air Resources Board (CARB). *iADAM: Air Quality Data Statistics*. https://www.arb.ca.gov/adam. Accessed September 14, 2021.

Yolo-Solano Air Quality Management District (YSAQMD). 2007. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

Yolo-Solano Air Quality Management District (YSAQMD). 2019. *Triennial Assessment and Plan Update*. May 2019.

Yolo-Solano Air Quality Management District (YSAQMD). *Attainment Status*. https://www.ysaqmd.org/plans-data/attainment/. Accessed September 14, 2021.

BIOLOGICAL RESOURCES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4. BIOLOGICAL RESOURCES — Would the proposed 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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☒	☐

Introduction

This section is based on a Biological Resources Assessment (BRA) conducted by ESTEP Environmental Consulting (2021). The BRA is in **Appendix B** to this Initial Study.

The Project is required to comply with the Yolo Habitat Conservation Plan/Natural Communities Conservation Plan (Yolo HCP/NCCP). The Yolo HCP/NCCP is a comprehensive, county-wide plan to provide for the conservation of state and federally listed and other sensitive species and the natural communities and agricultural land on which they depend. The Project site is limited to three biological communities or wildlife habitats, including cultivated field, valley oak, and ruderal.

The Yolo HCP/NCCP is a countywide plan that coordinates mitigation to conserve 12 identified sensitive species and 8,000 acres of natural communities and agricultural land on which the species depend. All covered projects are expected to follow the applicable Avoidance and Minimization Measures (AMM's) that are identified in the Yolo HCP/NCCP to ensure impacts to biological resources are reduced. The Yolo HCP/NCCP Application for the Project is in **Appendix B** to this Initial Study. For the Project, the following AMM's are required:

- AMM 3: Confine and Delineate Work Area: Where natural communities and covered species habitat are present, workers will confine land clearing to the minimum area necessary to facilitate construction activities. Workers will restrict movement of heavy equipment to and from the project site to established roadways to minimize natural community and covered species habitat disturbance. The project proponent will clearly identify boundaries of work areas using temporary fencing or equivalent and will identify areas designated as environmentally sensitive. All construction vehicles, other equipment, and personnel will avoid these designated areas.

- AMM 5: Control Fugitive Dust: Workers will minimize the spread of dust from work sites to natural communities or covered species habitats on adjacent lands.

- AMM 6: Conduct Worker Training: All construction personnel will participate in a worker environmental training program approved/authorized by the Conservancy and administered by a qualified biologist. The training will provide education regarding sensitive natural communities and covered species and their habitats, the need to avoid adverse effects, state and federal protection, and the legal implications of violating the FESA and NCCPA Permits. A pre-recorded video presentation by a qualified biologist shown to construction personnel may fulfill the training requirement.

- AMM 7: Control Night-Time Lighting of Project Construction Sites: Workers will direct all lights for nighttime lighting of project construction sites into the project construction area and minimize the lighting of natural habitat areas adjacent to the project construction area.

- AMM 8: Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas: Project proponents should locate construction staging and other temporary work areas for covered activities in areas that will ultimately be a part of the permanent project development footprint. If construction staging and other temporary work areas must be located outside of permanent project footprints, they will be located either in areas that do not support habitat for covered species or are easily restored to prior or improved ecological functions (e.g., grassland and agricultural land).

  Construction staging and other temporary work areas located outside of project footprints will be sited in areas that avoid adverse effects on the following:

    - Serpentine, valley oak woodland, alkali prairie, vernal pool complex, valley foothill riparian, and fresh emergent wetland cover types.

    - Occupied western burrowing owl burrows.

    - Nest sites for covered bird species and all raptors, including noncovered raptors, during the breeding season.

- AMM 16: Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kit: The project proponent will retain a qualified biologist to conduct planning-level surveys and identify any nesting habitat present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership will be surveyed only if access is granted or if the parcels are visible from authorized areas.

  If a construction project cannot avoid potential nest trees (as determined by the qualified biologist) by 1,320 feet, the project proponent will retain a qualified biologist to conduct preconstruction surveys for active nests, consistent with guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000), between March 15 and August 30, within 15 days prior to the beginning of the construction activity. The results of the survey will be submitted to the Conservancy and CDFW. If active nests are found during preconstruction surveys, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist will monitor the nest and will, along with the project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior. Up to 20 Swainson's hawk nest trees (documented nesting within the last 5 years) may be removed during the permit term, but they must be removed when not occupied by Swainson's hawks.

  For covered activities that involve pruning or removal of a potential Swainson's hawk or white-tailed kite nest tree, the project proponent will conduct preconstruction surveys that are consistent with the guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000). If active nests are found during preconstruction surveys, no tree pruning or removal of the nest tree will occur during the period between March 1 and August 30 within 1,320 feet of an active nest, unless a qualified biologist determines that the young have fledged and the nest is no longer active.

- AMM 18: Minimize Take and Adverse Effects on Western Burrowing Owl: The project proponent will retain a qualified biologist to conduct planning-level surveys and identify western burrowing owl habitat within or adjacent to (i.e., within 500 feet of) a covered activity. If habitat for this species is present, additional surveys for the species by a qualified biologist are required, consistent with CDFW guidelines (2012). If burrowing owls are identified during the planning-level survey, the project proponent will minimize activities that will affect occupied habitat as follows, by implementing preconstruction surveys and other AMMs. If burrowing owls are not found during the planning level survey, then pre-construction surveys are not needed. Occupied habitat is considered fully avoided if the project footprint does not impinge on a resource protection buffer around the suitable burrow. For occupied burrowing owl nest burrows, this protection buffer could range from 150 to 1,500 feet (Yolo HCP/NCCP Table 7-1), depending on the time of year and the level of disturbance, based on current guidelines (CDFW, 2012).

  Refer to Page 65 of the Yolo HCP/NCCP Permitting Handbook for additional guidance.

Discussion

a, f) **Less-than-Significant Impact.** As part of the pre-survey investigation, ESTEP reviewed aerial photographs and land use/vegetation maps to assess land cover types and land use in the Project vicinity. ESTEP also reviewed for documented occurrences of special-status species and special-status birds (including covered species) and sensitive natural communities through the California Natural Diversity Data Base (CNDBB), eBird database, Tricolored blackbird portal, and 2020 Distribution, Abundance, and Habitat Associations of the Swainson's Hawk in Yolo County. An on-site survey and site assessment were conducted on April 5, 2021.

Listed and Special-Status Plants

The Project site is limited to three biological communities or wildlife habitats, including cultivated field, valley oak, and ruderal. There were no special-status plants identified during the survey. There are no special-status plants known to occur on the Project site.

Listed and Special-Status Animals

ESTEP reviewed documented occurrences of special-status species within the threshold distances prescribed by the Yolo HCP/NCCP. There were no identifications of special-status animals on or immediately adjacent to the Project site. The BRA determined that the Project site supports suitable habitat for the following special-status animals:

1) White Tailed Kite: The Project site supports suitable habitat for kite nesting and foraging. Impacts to foraging habitat and potential disturbance to active nests will occur through removal of a portion of the cultivated field near the valley oak tree row.

2) Swainson's Hawk: The Project site supports suitable habitat for Swainson's hawk nesting and foraging. There are numerous nest sites in the surrounding landscape, including one site that is 1,450 feet north of the Project parcel. There is also a Swainson's hawk historic nesting site approximately 250 feet south of the Project parcel. Impacts to foraging habitat and potential disturbance to active nests will occur through removal of a portion of the cultivated field near the valley oak tree row.

3) Burrowing Owl: The Project site supports suitable habitat for Burrowing Owl, including suitable ground-squirrel-constructed burrows that are present in the ruderal edges along the western and northern boundaries of the Project parcel. Impacts to foraging habitat and potential disturbance to active burrows will occur through removal of a portion of the cultivated field near the ruderal habitats and potential burrow sites.

The survey found no evidence of the species listed above. However, due to suitable habitat for the species listed above, the Project is required to adhere to applicable AMM's identified in the Yolo HCP/NCCP (AMMs 3, 5, 6, 7, 8, 16 and 18) to prevent substantial direct and indirect impacts to habitat and special-status species. Implementation of the applicable AMM's and payment of landcover fees would ensure compliance with the provisions of the Yolo County-adopted habitat conservation plan, natural community

conservation plan, and other approved habitat conservation plans and prevent any potential significant impacts to listed or special-status species. Therefore, the Project would result in a less-than-significant impact.

b) **No Impact.** There are no riparian communities or other sensitive natural communities on the Project site. Therefore, the Project would result in no impact.

c) **No Impact.** As discussed above, the Project site is limited to three biological communities or wildlife habitats, including cultivated field, valley oak, and ruderal. There are no state or federally protected wetlands onsite. Therefore, the Project would result in no impact.

d) **Less-than-Significant Impact.** The Project would be consistent with the surrounding area and would not substantially affect wildlife movement. Yolo HCP/NCCP AMMs 3, 5, 6, 7, 8, 16 and 18 and payment of landcover fees would prevent potential impacts to special-status bird species identified in the Yolo HCP/NCCP from being significant. Therefore, the Project would result in a less-than-significant impact.

e) **No Impact.** The Project would not conflict with any local policies or ordinances for protecting biological resources. The Valley Oak tree rows would not be removed. Therefore, the Project would result in no impact.

References

ESTEP Environmental Consulting, 2021. *Biological Resources Assessment for the Proposed Yolo Cold Storage Project, Yolo County.*

Yolo Habitat Conservancy, 2018. *Yolo Habitat Conservation Plan/ Natural Community Conservation Plan Volume 1.* April 2018.

CULTURAL RESOURCES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
5. CULTURAL RESOURCES — Would the proposed project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Introduction

This section is based on a Cultural and Paleontological Resources Assessment conducted by Natural Investigations Company (2021). The Cultural and Paleontological Resources Assessment is **Appendix C** to this Initial Study.

Natural Investigations Company completed a cultural and paleontological resources investigation of the Project site. The investigation included a records search with the Northwestern Information Center (NWIC) of the California Historical Resources Information System (CHRIS), Sacred Lands File (SLF) search with the Native American Heritage Commission (NAHC), a records search from the University of California Museum of Paleontology (UCMP), literature review, and field survey in April 2021. The records search results indicated that no cultural resources have been previously recorded within the Project site. The SLF search returned negative results for Native American resources in the Project vicinity. The UCMP records identified no unique geologic features. No cultural or paleontological resources of any kind were identified during the field survey.

Discussion

a) **Less-than-Significant Impact.** There are no historic properties under section 106 of the National Historic Preservation Act (NHPA) or historical properties under CEQA that would be affected by the Project. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact with Mitigation.** No cultural resources were identified on the Project site during the records search and field survey. The Project has low sensitivity for intact archaeological deposits due to the considerable distance from natural water course, the absence of previously recorded archaeological sites in the vicinity, the negative findings of the field survey, and the extent of ground-disturbances from past agricultural uses. In the event that resources are inadvertently discovered, California Public Resources Code Sections 5097.5 prohibits further excavation, removal, or destruction of any historic or prehistoric ruins, burial grounds, and archaeological or historical features and requires the County to follow the professional standards for determining commercial and archaeological value, in accordance with those procedures established in the federal Archaeological Resources Protection Act of 1979 (Public Law 96-95), as amended, and in compliance with the Uniform Regulations set forth in Subpart A (commencing with Section 7.1) of Part 7 of Title 43 of the Code of Federal Regulations. In the unlikely event that or archeological or cultural resources are inadvertently discovered, **Mitigation Measure CUL-1** would reduce potentially significant impacts to a less-than-significant level. Therefore, the Project would result in a less-than-significant impact with mitigation.

> **Mitigation Measures CUL-1:** In the event that a cultural or archaeological resource is inadvertently discovered during Project activities, work shall be halted within 30 feet of the find and a qualified archaeologist (36 CFR Part 61) shall be notified immediately so that an assessment of its potential significance can be undertaken.

c) **Less-than-Significant Impact.** No cultural resources such as cemeteries or burial areas were identified on or within the vicinity of the Project site during the records search and field survey. In the event of discovery or recognition of any human remains within the Project site, California Health and Safety Code Section 7050.5 requires excavation to cease in the vicinity of the discovery until the coroner of the County 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 recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, 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 if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The Project would be required to comply with Section 7050.5 of the California Health and Safety Code and Section 5097 of the Public Resources Code. Therefore, the Project would result in a less-than-significant impact.

References

Natural Investigations Company, 2021. *Cultural and Paleontological Resources Assessment for the Rominger Cold Storage Facility Construction Project, Woodland, Yolo County, California.*

ENERGY

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6.	**ENERGY — Would the proposed project:**				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Introduction

Energy resources required for the Project would include electricity and petroleum fuels. These energy resources would be required for Project building and vehicles supporting the Project. Energy resources would also be consumed by onsite equipment and vehicles required for construction of the Project.

Setting

Senate Bill 1078, 350, and 100: California Renewables Portfolio Standard Program

SB 1078 (Chapter 516, Statutes of 2002) establishes a renewable portfolio standard (RPS) for electricity supply. The RPS required that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 20 percent of their supply from renewable sources by 2017. The program was accelerated in 2015 with SB 350, which mandated a 50 percent RPS by 2030. SB 350 includes interim annual RPS targets with three-year compliance periods and requires 65% of RPS procurement to be derived from long-term contracts of 10 or more years. In 2018, SB 100 was signed into law, which again increases the RPS to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

Assembly Bill 32, Senate Bill 32, and Climate Change Scoping Plan and Update

Reducing greenhouse gas (GHG) emissions in California has been the focus of the state government for approximately two decades. GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (AB 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050.

California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by CARB, outlines the main strategies California will implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB, 2017). It identifies the reductions needed by each GHG emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste). In 2018, electricity generation accounted for 15 percent of the State's GHG emissions (CARB, 2020). California plans to significantly reduce GHG emissions from the energy sector through the development of renewable electricity generation in the form of solar, wind, geothermal, hydraulic, and biomass generation. The State continues to increase statewide renewable energy to 60 percent by 2030, as directed by SB 100. Additionally, the State furthers its climate goals through improving the energy efficiency of residential and non-residential buildings by continual updates (i.e., every three years) to the Energy Code, which contains mandatory and prescriptive energy efficiency standards for all new construction.

Low Carbon Fuel Standard

Under the Climate Change Scoping Plan, the CARB identified the low carbon fuel standard (LCFS) as one of the nine discrete early action measures to reduce California's GHG emissions. The LCFS is designed to decrease the carbon intensity of California's transportation fuel pool and provide an increasing range of low-carbon and renewable alternatives, which reduce petroleum dependency and achieve air quality benefits.

In 2018, the CARB approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote

zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

California Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2019 California Energy Code was adopted by the CEC on May 9, 2018 and will apply to projects constructed after January 1, 2020. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting. The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards exceed those in the California Energy Code.

California Green Building Standards Code (Title 24, Part 11)

The California Green Building Standards Code (CalGreen) is part 11 of Title 24, California Code of Regulations. CalGreen is the first-in-the-nation mandatory green building standards code, developed in an effort to meet the goals of California's landmark initiative AB 32, which established a comprehensive program of cost-effective reductions of GHG emissions to 1990 levels by 2020. CalGreen includes a waste diversion mandate, which requires that at least 65 percent of construction materials generated during new construction or demolition projects are diverted from landfills.

Electricity

Electricity service is provided to the Project site by Pacific Gas & Electric (PG&E). In 2019, statewide electricity generation was 200,475 gigawatt hours (GWh) of electric power (CEC, 2019).

Petroleum Fuels

In 2018, California consumed approximately 681 million barrels (3,668 trillion Btu) of petroleum, with transportation sources consuming approximately 86 percent (U.S. EIA, 2018). In 2019, California gasoline sales were approximately 38,534,000 gallons per day and diesel fuel sales were approximately 10,319,000 gallons per day (U.S. EIA, 2018).

Discussion

a) **Less-than-Significant Impact.** The Project would consume energy resources during temporary construction activities and long-term operations.

Temporary Construction Activities

Construction activities are a temporary and one-time direct source of energy consumption. Construction activities would consume petroleum fuels (primarily diesel and gasoline) through the operation of heavy off-road equipment, trucks, and worker automobiles. Electricity could be used for lighting and other equipment such as air compressors, however the amount consumed would be minimal.

Construction activities would occur intermittently for approximately one year. Construction of the Project would utilize fuel efficient equipment and trucks consistent with state regulations and would be consistent with state regulations intended to reduce the inefficient, wasteful, or unnecessary consumption of energy, such as anti-idling and emissions regulations. Furthermore, construction contractors are economically incentivized to employ energy efficient techniques and practices to reduce fuel use to lower overall construction costs.

Construction activities would comply with the California's Green Building Standards Code (CalGreen) waste diversion mandate, which requires that at least 65 percent of construction materials generated during new construction or demolition projects are diverted from landfills. Project construction would be energy efficient because it would not require the export of soil material resulting from grading and excavation activities because the Project site would be balanced, which would also reduce fuel consumption.

Construction fuel usage was estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 (CAPCOA, 2021). Detailed modeling assumptions and results are provided in **Appendix A**. Project construction was estimated to require approximately 55,000 gallons of diesel and approximately 18,000 gallons of gasoline.

In light of these statutory and regulatory requirements, the consumption of energy resources during Project construction would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, Project construction would result in a less-than-significant impact.

Long-Term Operations

Long-term energy consumption associated with the Project operations would include electricity and petroleum fuel consumption. Electricity would be consumed for lighting, cooling, and other supporting equipment for the building. Petroleum fuels would primarily be consumed by vehicles supporting Project operations. Operational energy consumption was estimated using the CalEEMod Version 2020.4.0 (CAPCOA, 2021). Detailed modeling assumptions and results are provided in **Appendix A.**

The Project was estimated to require approximately 4,209,960 kilowatt hours (kWh) per year. The Project would be required to meet the current Title 24 Building Energy Efficiency Standards and CalGreen (i.e., high efficiency lighting, automatic daylighting controls, demand response lighting control, etc.), which focus on reducing energy consumption, reducing environmental impacts, and encouraging sustainable development.

Motor vehicles for Project operations were estimated to consume approximately 12,000 gallons of diesel and approximately 14,000 gallons of gasoline. However, offering a new location for the services offered at the Project site would reduce the distance travelled for agricultural products to the storage facility and/or for eventual delivery to customers.

While the Project would consume energy resources during operation, the consumption of such resources would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, Project operation would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** SB 1389 requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety. The 2019 Integrated Energy Policy Report (CEC, 2020) is the most recent update. The State's energy system includes energy extraction, transport, conversion (such as combusting natural gas in power plants to generate electricity or producing gasoline and diesel from crude oil in refineries), and consumption for services (such as electricity for lighting, natural gas use in homes and buildings for space and water heating, pumping water to communities and crops, and gasoline and diesel to fuel cars and trucks), as well as electricity from out-of-State plants serving California.

Because the CEC's *2019 Integrated Energy Policy Report* is intended to reduce GHG emissions by transitioning the State's energy portfolio to more renewable energy sources, it can also be viewed as a plan for renewable energy and energy efficiency on the Statewide level. As discussed in a) above, the Project would be required to meet the current Title 24 Building Energy Efficiency Standards and CalGreen, which would reduce energy consumption and maximize energy efficiency. Therefore, the Project would not conflict with a state plan for energy efficiency. Therefore, the Project would result in a less-than-significant impact.

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GEOLOGY AND SOILS

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

Introduction

A Custom Soil Resource Report (Soils Report) was provided for the Project site on June 1, 2021 by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). The Soils Report is **Appendix D** to this Initial Study. The Soils Report found that 100% of the Project site consists of Sycamore silty clay loam. The soil rating is classified as "very limited" and the non-irrigated capacity class is Class 4 (severe limitations for choice of plants). Based on the soil characteristics of the Project site (e.g., soil profile, slope, drainage class, erosion class, etc.), the soils receive a Grade 2 (Good) in the California Revised Storie Index (USDA, 2021).

Setting

Regional Faults

Although there are few active faults within the Central Valley itself, the valley lies between major fault zones associated with the Sierra foothills to the east and the Coast Range mountains to the west. The Foothills Fault Zone extends along the western edge of the Sierra Nevada and, although not necessarily inactive, faults in this zone experienced displacement more than 1.6 million years ago. The western edge of the Foothills Fault Zone is located approximately 36 miles east of the Project site. The major faults within and parallel to the Coast Range in the San Francisco Bay Area are younger than those in the Foothills Fault Zone and include the Concord-Green Valley faults, the Rogers Creek/Hayward fault zones, and the San Andreas Fault zone. The Concord, Hayward, and San Andreas faults are strike-slip faults that have experienced movement within the last 150 years.[5] Depending on the magnitude of the earthquake and its intensity, a major seismic event on any of these active faults could cause moderate to strong ground shaking at the Project site. Yolo County has a low probability for earthquake hazards compared to the rest of California (Yolo County, 2009).

As identified in the 2030 Countywide General Plan, there are two main faults located in Yolo County, the Hunting Creek Fault and the Dunnigan Hills Fault. The Dunnigan Hills fault has been mapped as a late Pleistocene to Holocene Fault and late Quaternary alluvial deposits conceal the fault (USGS, 2020). The Dunnigan Hills Fault is not active. The Hunting Creek Fault is an active (Holocene) fault system (USGS, 2000). The Hunting Creek fault is located approximately 35 miles northwest of the Project site in an area that is sparsely populated. Only a very short trace of the fault occurs in the northwest part of the County. Most of the fault is in Lake and Napa Counties (Yolo County, 2009).

Alquist-Priolo Act

The Alquist-Priolo Act is intended to provide the citizens with increased safety and to minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking. The Project site is not located within an Alquist-Priolo Zone (DMG, 1982).

Seismic Hazard Mapping Act

The Seismic Hazards Mapping Act (SMHA) of 1990 directs the Department of Conservation, California Geologic Survey (CGS) to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslide, and amplified ground shaking. The SHMA was passed by legislature following the 1989 Loma Prieta earthquake. The SHMA requires the State Geologist to establish regulatory zones and to issue appropriate maps. These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development (Department of Conservation, 2019). The Project site is not located

[5] A strike-slip fault is a fault on which movement is parallel to the fault's strike.

in a Seismic Hazard Zone (i.e., fault, liquefaction, landslide, or liquefaction landslide overlap zone) (CGS, 2021).

California Building Code

The 2019 edition of the California Building Code (CBC) is based on the 2018 International Building Code (IBC) published by the International Code Council. The code is updated triennially, and the 2019 edition of the CBC, which was published by the California Building Standards Commission, took effect starting January 1, 2020. The CBC, which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress facilities, and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures throughout California (DGS, 2020).

Seismic design provisions of the CBC generally prescribe minimum lateral forces applied statically to the structure, combined with the gravity forces of the dead and live loads of the structure, which the structure then must be designed to withstand. Structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage. Conformance to the current CBC recommendations does not constitute any kind of guarantee that substantial structural damage would not occur in the event of a maximum magnitude earthquake. However, it is reasonable to expect that a structure designed in-accordance with the seismic requirements of the CBC should not collapse in a major earthquake (DGS, 2020). Chapter 18, Section 1803.2 of the CBC requires geotechnical investigations for all nonresidential structures. Chapter 18 also outlines the criteria necessary for conducting geotechnical investigations.

Soils

As discussed above, the Project site's soil composition is 100% Sycamore silty clay loam. Sycamore soils consist of somewhat poorly drained silty clay loams on alluvial fans. The slopes are less than one percent. Sycamore soils are used for irrigated row crops, forage crops, truck crops, orchards, pasture, dry farmed grain, wildlife habitat, and recreation (USDA, 1972). The drainage of Sycamore silty clay loam has been improved by natural deepening of channels and by reclamation structures. Permeability is moderately slow, surface runoff is very slow, and the erosion hazards are none to slight.

Discussion

a.i, a.ii) **Less-than-Significant Impact.** The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and is approximately 35 miles from the nearest active fault. Therefore, it is very unlikely that the Project site would experience fault rupture from

known mapped earthquake faults. Major factors that affect the severity (intensity) of ground shaking include the size (magnitude) of the earthquake, the distance to the fault that generated the earthquake, and the underlying geologic materials. Seismic ground shaking from a regional fault zone, including those along the Foothills Fault Zone and major faults within the Coast Range in the San Francisco Bay Area, could affect the Project site. The CGS identifies the Project site vicinity as an area that would experience low levels of shaking, less frequently. In earthquakes in these areas, only weaker, masonry buildings would be damaged, however, very infrequent earthquakes could still cause ground shaking (CGS, 2016).

Although conformance to CBC recommendations does not guarantee that significant structural damage would not occur onsite in the event of a maximum magnitude earthquake, it can be expected that a well-designed and constructed modern structure would not directly or indirectly expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Further, there is no evidence that development of the Project would increase the frequency or effects of seismic activity in the area. Therefore, the Project would result in a less-than-significant impact.

aiii, a.iv) **Less-than-Significant Impact.** As discussed above, the Project site in underlain by Sycamore silty clay loam (USDA, 2021). The Project site is not mapped by the CGS for hazardous liquefaction conditions under the SHMA. Permeability for the underlain soil type is moderately slow, surface runoff is very slow, and the erosion hazards are none to slight with Sycamore silty clay loam. This would result in a relatively low potential for liquefaction to occur at the Project site.

The Project site is flat and would have a very low risk for landslides and slope failures. As required by Section 1803.2 of the CBC, a geotechnical investigation would evaluate soil conditions underlying the Project site and, if problematic geologic materials are identified, geotechnical recommendations would be implemented to improve the subsurface conditions so the foundations can adequately support the structures under seismic and non-seismic conditions. Geotechnical remedies for problematic materials could include removing, compacting, or replacing foundational soils, as necessary. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** As discussed above, the erosion hazards for Sycamore silty clay loam are none to slight. Construction of the Project would include activities that may temporarily increase sedimentation and erosion by exposing soils to wind and runoff until construction is complete. The Project would be required to comply would be required to comply with National Pollutant Discharge Elimination System (NPDES) regulations and obtain coverage under the State Construction General Permit (CGP). Under the CGP, the Project would be required to implement construction BMPs as set forth in a detailed Stormwater Pollution Prevention Plan (SWPPP). SWPPPs are a required component of the CGP and must be prepared by a Qualified SWPPP Developer (QSD) and implemented by a Qualified SWPPP Practitioner (QSP). SWPPPs must

describe the specific erosion control and stormwater quality BMPs being implemented to minimize pollutants in stormwater runoff, and detail their placement and proper installation. BMPs would include soil stabilization practices, sediment control practices, and wind erosion control practices.

Due to the underlain soil's slow surface runoff and soil erosion hazards being none to slight, it is very unlikely that any topsoil would be washed away and cause significant damage to off-site properties, utilities, or roadways. Furthermore, compliance with floodplain building requirements would ensure that inundation of the Project during existing and future flooding is minimized and/or avoided (See Hydrology and Water Quality Section). Therefore, the Project would result in a less-than-significant impact.

c) **Less-than-Significant Impact.** The Project is not located in an area of unstable geologic material. As discussed above, the underlain soil has moderately slow permeability, surface runoff is very slow, and the erosion hazards are none to slight. According to the USDA's Natural Resources Conservation Service's (NCRS) Web Soil Survey tool, the Project's linear extensibility has a rating of 4.0 percent. Linear extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. The USDA's ratings for linear extensibility can range from 0-30 (percent). Based on a rating of 4.0 percent, the shrink-swell on-site is considered moderately low (Alvarez, 2021). Furthermore, a geotechnical evaluation prior to final design and construction of the Project would be required per Section 1803.2 of the CBC. The geotechnical investigation would evaluate foundational soils beneath the proposed structure and determine their suitability to support the proposed structure. If it is determined that soils are incapable of supporting the proposed structure or have underlying materials which could potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, the geotechnical engineer would identify the limitations and develop recommendations for improving the soils conditions (e.g., removal and replacement, soils conditioning, re-compaction, etc.) or for alternative foundation designs (e.g., deep pile foundations). Therefore, the Project would result in a less-than-significant impact.

d) **Less-than-Significant Impact.** As discussed above, the Project's linear extensibility has a rating of 4.0 percent which is moderately low (Alvarez, 2021). Furthermore, a geotechnical evaluation prior to final design and construction of the Project would be required per Section 1803.2 of the CBC. It is very unlikely that there would be any impacts from expansive soils based on the existing soil conditions onsite, however any potential impacts from expansive soils would be addressed by the geotechnical investigation recommendations. Therefore, the Project would result in a less-than-significant impact.

e) **Less-than-Significant Impact.** An Onsite Wastewater Treatment System (OWTS) would treat domestic sewage and wastewater at the Project site. Yolo County's Environmental Health Division would permit the use of the OWTS at the Project site. Further, the Project would be subject to Yolo County Code Title 6, Chapter 19. This

ordinance requires that a site evaluation be prepared to confirm that a septic system can operate properly. The ordinance also includes requirements for siting, design, operation, and maintenance measures to avoid system failures. The use of the OWTS would not be authorized in areas with soils incapable of supporting these facilities. Final design of the OWTS would be subject to the County's approval. Therefore, the Project would result in a less-than-significant impact.

f) **Less-than-Significant Impact with Mitigation.** The paleontological resource sensitivity of the Project site is estimated to be low (Natural Investigations Company, 2021). A record search from the University of California Museum of Paleontology (UCMP) identified no unique geologic features onsite (Natural Investigations Company, 2021). In the unlikely event that paleontological resources are inadvertently discovered, **Mitigation Measure GEO-1** would reduce potentially significant impacts to a less-than-significant level. Therefore, the Project would result in a less-than-significant impact.

> **Mitigation Measures GEO-1:** If a paleontological resource is inadvertently discovered during Project-related work, regardless of the depth of work or location, work shall be halted within 30 feet of the find and a qualified paleontologist shall be notified immediately so that an assessment of its potential significance can be undertaken.

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GREENHOUSE GAS EMISSIONS

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
8.	**GREENHOUSE GAS EMISSIONS — Would the proposed project:**				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Introduction

Greenhouse gas emissions (GHG) emissions would be generated during Project operations from the consumption of electricity and petroleum fuels. GHG emissions would also be temporarily generated by onsite equipment and vehicles required for construction of the Project.

Setting

Global Climate Change

Climate is defined as the average statistics of weather, which include temperature, precipitation, and seasonal patterns such as storms and wind, in a particular region. Global climate change refers to the long term and irrevocable shift in these weather-related patterns. Using ice cores and geological records, baseline temperature and carbon dioxide (CO_2) data extends back to previous ice ages thousands of years ago. Over the last 10,000 years, the rate of temperature change has

typically been incremental, with warming and cooling occurring over the course of thousands of years. However, scientists have observed an unprecedented increase in the rate of warming over the past 150 years, roughly coinciding with the global industrial revolution, which has resulted in substantial increases in GHG emissions into the atmosphere. The anticipated impacts of climate change in California range from water shortages to inundation from sea level rise. Transportation systems contribute to climate change primarily through the emissions of certain GHGs (CO_2, methane (CH_4), and nitrous oxide (N_2O)) from nonrenewable energy (primarily gasoline and diesel fuels) used to operate passenger, commercial and transit vehicles. Land use changes contribute to climate change through construction and operational use of electricity and natural gas, and waste production.

The Intergovernmental Panel on Climate Change (IPCC) has reached consensus that human-caused emissions of GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increases in global average surface temperature from 1951 to 2010 were caused by the anthropogenic increase in GHG concentrations and other anthropogenic forces together. The IPCC predicts that the global mean surface temperature increase by the end of the 21st century (2081– 2100) relative to 1986–2005, could range from 0.5 to 8.7 degrees Fahrenheit. Additionally, the IPCC projects that global mean sea level rise will continue during the 21st century, very likely at a faster rate than observed from 1971 to 2010. For the period 2081–2100 relative to 1986–2005, the rise will likely range from 10 to 32 inches (IPCC, 2013).

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as GHGs because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The six primary GHGs are:

- carbon dioxide (CO_2), emitted when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned;
- methane (CH_4), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, incomplete fossil fuel combustion, and water and wastewater treatment;
- nitrous oxide (N_2O), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning;
- hydrofluorocarbons (HFCs), primarily used as refrigerants;
- perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes; and
- sulfur hexafluoride (SF_6), primarily used in electrical transmission and distribution.

Although there are other contributors to global climate change, these six GHGs are identified by the U.S. Environmental Protection Agency (U.S. EPA) as threatening the public health and welfare of current and future generations. GHGs have varying potential to trap heat in the atmosphere, known as global warming potential (GWP), and atmospheric lifetimes. GWP reflects how long GHGs remain in the atmosphere, on average, and how intensely they absorb energy. Gases with a higher GWP absorb more energy per pound than gases with a lower GWP, and thus contribute more to warming Earth. For example, one ton of CH_4 has the same contribution to the greenhouse effect as approximately 28 tons of CO_2; hence, CH_4 has a 100-year GWP of 28 while CO_2 has a GWP of 1. GWP ranges from 1 (for CO_2) to 23,500 (for SF_6).

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons of CO_2 equivalents (CO_2e). CO_2e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH_4 and N_2O have much higher GWP than CO_2, CO_2 is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in CO_2e.

Regional GHG Emissions Estimates

In 2019, the United States emitted about 6,577 million metric tons of CO_2. Emissions increased from 2018 to 2019 by 1.7 percent. GHG emissions in 2019 (after accounting for sequestration from the land sector) were 12.9 percent below 2005 levels. This decrease was largely driven by a decrease in emissions from fossil fuel combustion, which was a result of decreased total energy use and reflects a continued shift from coal to less carbon intensive natural gas and renewables (U.S. EPA, 2021).

In 2018, California emitted approximately 425 million metric tons of CO_2e, about one million metric tons of CO_2e higher than 2017 levels and six million metric tons of CO_2e below the 2020 GHG Limit of 431 million metric tons of CO_2e established by Assembly Bill (AB) 32. Consistent with recent years, these reductions have occurred while California's economy has continued to grow and generate jobs. In 2018, California's gross domestic product (GDP) grew 4.3 percent while the emissions per GDP declined by 0.4 percent compared to 2017. The transportation sector remains the largest source of GHG emissions (40 percent) in the state, but transportation emissions decreased in 2018 compared to 2017, which is the first year over year decrease since 2013. The electricity sector and industrial sector account for 15 percent and 21 percent of California's GHG emissions, respectively. The residential/commercial sector and the agricultural sector account for 10 percent and eight percent of California's GHG emissions, respectively. High GWP gases (refrigerants), recycling/waste, and other emissions make up the final seven percent of California's GHG emissions (CARB, 2020).

In 2016, overall community wide GHG emissions for unincorporated Yolo County was 1,082,801 metric tons of CO_2e. The largest proportion of GHG emissions in the County in 2016 came from the on-road transportation sector, followed by agriculture, energy consumption, off-road transportation, solid waste, and wastewater treatment. The total GHG emissions for 2016 indicates a decrease of 96,052 metric tons of CO_2e or an approximately 8 percent decrease from the adjusted 2008 inventory. GHG reductions, compared to the 2008 inventory, occurred in the energy consumption, on-road transportation, agriculture, and wastewater treatment sectors. Solid

waste and off-road transportation sectors experienced small increases in GHG emissions compared to 2008 (Ascent Environmental, 2018).

Executive Order S-3-05

Governor Schwarzenegger established Executive Order S-3-05 in 2005, in recognition of California's vulnerability to the effects of climate change. Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHG would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order directed the Secretary of the California EPA (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of CalEPA created the California Climate Action Team, made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through state incentive and regulatory programs.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction is accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater

reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions. Under AB 32, CARB must adopt regulations to achieve reductions in GHG to meet the 1990 emissions cap by 2020.

Climate Change Scoping Plan

AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHG to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in 2008 and must be updated every five years. The initial AB 32 Scoping Plan contains the main strategies California will use to reduce the GHG that cause climate change. The initial Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation fee regulation to fund the program.

The 2013 Scoping Plan Update builds upon the initial Scoping Plan with new strategies and recommendations. The 2013 Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The 2013 Update defines CARB climate change priorities for the next five years and sets the groundwork to reach California's long-term climate goals set forth in Executive Orders S-3-05 and B-16-2012. The 2013 Update highlights California progress toward meeting the near-term 2020 GHG emission reduction goals defined in the initial Scoping Plan. In the 2013 Update, nine key focus areas were identified (energy, transportation, agriculture, water, waste management, and natural and working lands), along with short-lived climate pollutants, green buildings, and the cap-and-trade program. On May 22, 2014, the First Update to the Climate Change Scoping Plan was approved by the Board, along with the finalized environmental documents. On November 30, 2017, the Second Update to the Climate Change Scoping Plan was approved by the CARB.

Low Carbon Fuel Standard

Under the Climate Change Scoping Plan, the CARB identified the low carbon fuel standard (LCFS) as one of the nine discrete early action measures to reduce California's GHG emissions. The LCFS is designed to decrease the carbon intensity of California's transportation fuel pool and provide an increasing range of low-carbon and renewable alternatives, which reduce petroleum dependency and achieve air quality benefits.

In 2018, the CARB approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Executive Order No. B-30-15

On April 29, 2015, Executive Order No. B-30-15 was issued to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. Executive Order No. B-30-15 sets a new, interim, 2030 reduction goal intended to provide a smooth transition to the existing ultimate

2050 reduction goal set by Executive Order No. S-3-05 (signed by Governor Schwarzenegger in June 2005). It is designed so State agencies do not fall behind the pace of reductions necessary to reach the existing 2050 reduction goal. Executive Order No. B-30-15 orders "All State agencies with jurisdiction over sources of GHG emissions shall implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 targets." The Executive Order also states that "CARB shall update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent."

Senate Bill 32

On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of 6 metric tons of CO_2e by 2030 and 2 metric tons of CO_2e by 2050. As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state.

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard (RPS) Program, which was last updated by SB X 1-2 in 2011. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18

On September 10, 2018, the governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

Yolo County Climate Action Plan

The Yolo County Climate Action Plan (CAP) identifies strategies to reduce GHG emissions and combat climate change across five sectors including: Agriculture, Transportation and Land Use, Energy, Solid Waste and Wastewater, and Adaptation. To reduce the GHG emissions related to electricity use, the CAP calls for pursuing a community choice aggregation (CCA) program to ensure that the renewable energy and zero-carbon content of the electricity supplied to customers

meets the goals of the CAP as well as mandatory RPS targets. Consistent with these goals, Yolo County joined with the Cities of Davis, Woodland, and Winters to form Valley Clean Energy (VCE), a CCA that provides electricity to customers in the three members cities and unincorporated areas of the County.

Yolo County Climate Crisis Resolution

The Yolo County Board of Supervisors passed and adopted Resolution No. 20-114, A Resolution Declaring a Climate Crisis Requiring an Urgent and Inclusive Mobilization in Yolo County, on September 29, 2020. The Resolution requires Yolo County to create an advisory body by March 1, 2021, to develop and proposed a new CAP designed to reduce all GHG emissions in Yolo County and achieve a carbon negative footprint by 2030. The Resolution also requires the new CAP (2022 Yolo County CAP) to be delivered to the Yolo County Board of Supervisors by March 1, 2022.

Significance Criteria

Because the issue of global climate change is inherently a cumulative issue, the contribution of Project-related GHG emissions to climate change is addressed as a cumulative impact. Some counties, cities, and air districts have developed guidance and thresholds for determining the significance of GHG emissions that occur within their jurisdiction. Yolo County is the CEQA lead agency for the Project and is, therefore, responsible for determining whether GHG emissions with the Project would have a cumulatively considerable contribution to climate change.

Yolo County and the Yolo-Solano Air Quality Management District (YSAQMD) have not adopted thresholds or approaches for evaluating a Project's GHG emissions. The Sacramento Metropolitan Air Quality Management District (SMAQMD), Bay Area Air Quality Management District (BAAQMD), and Placer County Air Pollution Control District (PCAPCD) have adopted GHG significance thresholds of 1,100 metric tons of CO_2e per year for analyzing land use projects under CEQA. Land use projects under 1,100 metric tons of CO_2e per year would indicate a project's contribution to global climate change would be less than cumulatively considerable.

This analysis uses the 1,100 metric tons of CO_2e per year significance threshold to assess potential GHG emissions impacts from the Project. The Project is also analyzed for potential conflicts with state and local plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

Discussion

a) **Less-than-Significant Impact.** The Project would generate GHG emissions during temporary construction activities and long-term operations.

Temporary Construction Activities

Construction activities are a temporary and one-time direct source GHG emissions. Construction activities would generate GHG emissions through the operation of heavy off-road equipment, trucks, and worker automobiles. Construction activities would occur intermittently for approximately one year. Construction of the Project would utilize fuel

efficient equipment and trucks consistent with state regulations and would be consistent with state regulations intended to reduce the inefficient, wasteful, or unnecessary consumption of energy, such as anti-idling and emissions regulations.

Construction activities would comply with the California's Green Building Standards Code (CalGreen) waste diversion mandate, which requires that at least 65 percent of construction materials generated during new construction or demolition projects are diverted from landfills. Project construction would be energy efficient because it would not require the export of soil material resulting from grading and excavation activities because the Project site would be balanced, which would also reduce GHG emissions.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 (CAPCOA, 2021). Detailed modeling assumptions and results are provided in **Appendix A**. Project construction was estimated to generate approximately 728 metric tons of CO_2e during Project construction and would be below the significance threshold of 1,100 metric tons of CO_2e per year. Therefore, Project construction would result in a less-than-significant impact.

Long-Term Operations

Long-term operational GHG emissions would be generated primarily by mobile sources (i.e., employee vehicles and heavy trucks) and electricity consumption. GHG emissions would also be generated through solid waste disposal and water/wastewater conveyance. Operational GHG emissions were estimated using the CalEEMod Version 2020.4.0 (CAPCOA, 2021) and are displayed below in **Table 4** below. Detailed modeling assumptions and results are provided in **Appendix A.**

TABLE 4 ESTIMATED PROJECT OPERATIONAL GHG EMISSIONS

Source	Metric Tons of CO_2e Per Year[1]
Area	<0.01
Energy	393.4
Mobile	246.4
Waste	105.8
Water	1.1
Total Operational GHG Emissions	**747**
Operational Threshold of Significance	1,100
Potentially Significant?	No

NOTES:

[1] Operational GHG emissions assume an operational year of 2023.

[2] Energy usage would be further reduced through **Mitigation Measure GHG-1** (See Impact b) discussion below).

SOURCE: CAPCOA, 2021 & RCH Group, 2021

As shown above in **Table 4**, the Project would generate approximately 747 metric tons of CO_2e per year, below the significance threshold of 1,100 metric tons of CO_2e per year. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact with Mitigation.** The local plan for reducing GHG emissions applicable to the Project is the Yolo County CAP (adopted March 15, 2011). The CAP defines a mandatory 2020 reduction target, and 2030, 2040, and 2050 GHG reduction goals for unincorporated Yolo County. The CAP contains 15 primary measures that will help the unincorporated area achieve GHG reductions and successfully adapt to climate change. CAP Measures E-3 (Reduce Energy Consumption in New Residential and Non-Residential Units) and E-4 (Increase On-Site Renewable Energy Generation to Reduce Demand for Grid Energy) are applicable to the Project. Both measures are focused on reducing energy demand, which reduces GHG emissions.

The state plan for reducing GHG emissions applicable to the Project is CARB's 2017 Scoping Plan (adopted December 14, 2017). The 2017 Scoping Plan provides a framework for achieving the 2030 GHG emissions reduction target outlined in SB 32 (40 percent below 1990 levels by 2030). The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 60 percent by 2030 and 100 percent by 2045.

As noted in the Energy section, the Project was estimated to require approximately 4,209,960 kilowatt hours (kWh) of electricity per year. As shown in **Table 4**, energy usage accounts for greater than 50 percent of the Project's operational GHG emissions. Since the final design of the Project is not complete, it is unknown if the Project would include on-site renewable energy generation facilities, such as a rooftop solar photovoltaic (PV) system. Therefore, the Project could potentially conflict with the Yolo County CAP and 2017 Scoping Plan, which would result in a potentially significant impact. Through implementation of **Mitigation Measure GHG-1**, the Project would result in a less than significant impact with mitigation.

> **Mitigation Measures GHG-1:** The Applicant shall install on-site renewable energy generation facilities, such as a rooftop solar PV system. If such systems are determined to be infeasible for the Project, the Applicant shall participate in VCE's UltraGreen Service, or similar offering, which provides 100 percent carbon free and 100 percent renewable electricity.

References

Ascent Environmental. 2018. *Countywide Greenhouse Gas Emissions Inventory Update for the Yolo County Climate Action Plan – Technical Memorandum*. October 5, 2018.

California Air Pollution Control Officers Association (CAPCOA). 2021. *California Emissions Estimator Model User's Guide Version 2020.4.0.* May 2021. http://www.caleemod.com/. Accessed September 15, 2021.

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Intergovernmental Panel on Climate Change (IPCC). 2013. *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. 2013.

Sacramento Metropolitan Air Quality Management District (SMAQMD). 2021. *Guide to Air Quality Assessment in Sacramento County*. April 2021 Update.

U.S. Environmental Protection Agency (U.S. EPA). 2021. *Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2019*. April 2021.

HAZARDS AND HAZARDOUS MATERIALS

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9.	**HAZARDS AND HAZARDOUS MATERIALS — Would the proposed 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 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Introduction

The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed." Hazardous materials are generally classified based on the presence of one or more of the following four properties: toxicity, ignitability, corrosivity and reactivity.

Regulations governing the use, management, handling, transportation and disposal of hazardous materials and waste are administered by federal, state and local governmental agencies. Federal regulations governing hazardous materials and waste include the Resource Conservation, and Recovery Act of 1976 (RCRA); the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA); and the Superfund Amendments and Re-authorization Act of

1986 (SARA). The California DTSC maintains a hazardous waste and substances site list, also known as the "Cortese List." The Project site is not on the Cortese List.

Discussion

a, b) **Less-than-Significant Impact.** During construction of the Project, the use of hazardous substances would be limited in nature (e.g., fuels, lubricants, solvents, etc.) and subject to standard handling and storage requirements. The Project would comply with all regulations regarding the routine transport, use, or disposal of hazardous materials. Therefore, the Project would result in a less-than-significant impact.

c) **No Impact.** The Project site is not within one-quarter mile of a school. The closest schools are in Woodland and are approximately one mile from the Project site. Therefore, the Project would result in no impact.

d) **No Impact.** The DTSC and State Water Resources Control Board compile and update lists of hazardous material sites pursuant to Government Code Section 65962.5. The Project site is not included on the databases maintained by the DTSC (Envirostor) and the State Water Resources Control Board (Geotracker) (DTSC, 2021 and SWRCB, 2021). Therefore, the Project would result in no impact.

e) **No Impact.** The Project site is not located within an airport land use plan and is not within two miles of a public airport. The nearest airport is the Sacramento International Airport approximately 11 miles east of the Project site. Therefore, the Project would result in no impact.

f) **No Impact.** The Project would not interfere with emergency response plans or evacuation plans. The Project would not impede or require diversion of rescue vehicles or evacuation traffic in the event of a life-threatening emergency. Therefore, the Project would result in no impact.

g) **Less-than-Significant Impact.** The Project site is not located in a state responsibility area (SRA) or a very high fire hazard severity zone (VHFHSZ). The closest VHFHSZ is approximately 15 miles west of the Project site near Esparto. There are no elements of the Project that would exacerbate wildland fire risk in the Project area. The Project would include an approximately 200,000-gallon water storage tank and pump house for fire protection. Therefore, the Project would result in a less-than-significant impact.

References

Department of Toxic Substances Control (DTSC), DTSC's Envirostor Database, https://www.envirostor.dtsc.ca.gov/public/, accessed August 25, 2021.

State Water Resources Control Board (SWRCB), Geotracker, https://geotracker.waterboards.ca.gov/, accessed August 25, 2021.

HYDROLOGY AND WATER QUALITY

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10. HYDROLOGY AND WATER QUALITY – Would the proposed project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion of siltation on- or off- site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Introduction

The Project site is on the valley floor near the southern end of the Sacramento Valley. Water resources in this region include rivers, streams, sloughs, marshes, wetlands, channels, and underground aquifers. The topography in the vicinity of the Project is generally flat and is drained by the Sacramento River and the Yolo Bypass. The region is characterized by hot, dry summer days, occasionally tempered by westerly breezes from the Sacramento-San Joaquin Delta, and somewhat cooler nights, and moderately cool and moist winters.

The Project site is in the lower portion of the Cache Creek Watershed. Cache Creek, the nearest major source of surface water to the Project site, is located approximately 1.6 miles to the north of the Project. Cache Creek originates in the northern coastal range and flows southeasterly to its

confluence with the Cache Creek Settling Basin[6] (CCSB), located approximately 3 miles east of the Project, and then flows to the Yolo Bypass and empties into the Sacramento River.

Elevations in the immediate vicinity of the Project range from 52 to 59 feet above mean sea level with an imperceptible elevational decrease toward the southeast. Other than slight elevational increases around the perimeter of the Project site to accommodate Interstate-5 and the California Northern Railroad, there are no discernable topographic features (Estep, 2021). No surface waters are located on the Project site, and it does not support wetlands, natural, or artificial aquatic habitats, including channelized watercourses or drainage ditches. The Project site is a (fallow) cultivated field with some valley oak and ruderal vegetation (i.e., plants colonizing disturbed areas) around the boundary. The Project site receives an average of 20 inches of precipitation per year (Estep, 2021), the majority of which occurs between the months of October and April.

Discussion

a) **Less-than-Significant Impact.** During construction activities, stormwater runoff from disturbed soils is a common source of pollutants (mainly sediment) to receiving waters. Earthwork activities can render soils and sediments more susceptible to erosion from stormwater runoff and result in the migration of soil and sediment in stormwater runoff to storm drains and downstream water bodies. Excessive and improperly managed grading or vegetation removal can lead to increased erosion of exposed earth and sedimentation of watercourses during rainy periods. In addition, construction would likely involve the use of various materials typically associated with construction activities such as paint, solvents, oil and grease, petroleum hydrocarbons, concrete and associated concrete wash-out areas. If improperly handled, these materials could mobilize and transport pollutants offsite by stormwater runoff (nonpoint source pollution) and degrade receiving water quality.

The Clean Water Act effectively prohibits discharges of stormwater from construction projects unless the discharge complies with National Pollutant Discharge Elimination System (NPDES) regulations. Because the Project exceeds one acre in size, construction activities would be required to obtain coverage under the State Construction General Permit (CGP)[7]. Under the requirements of the CGP, the permit applicant or their contractor(s) would implement stormwater controls, referred to as construction Best Management Practices (BMPs), as set forth in a detailed Stormwater Pollution Prevention Plan (SWPPP). SWPPPs are a required component of the CGP and must be prepared by a California-certified Qualified SWPPP Developer (QSD) and implemented by a California-certified Qualified SWPPP Practitioner (QSP). SWPPPs must describe the specific erosion control and stormwater quality BMPs needed to minimize pollutants in stormwater runoff and detail their placement and proper installation. The BMPs are designed to prevent pollutants from contacting stormwater and to keep all products of

[6] The CCSB functions to remove sediment from Cache Creek to avoid its deposition in the Yolo Bypass, thereby preserving the capacity of the bypass for conveying flood flows.
[7] NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities – Order no. 2009-0009-DWQ, NPDES No. CAS 000002100.

erosion (i.e., sediment) and stormwater pollutants from migrating offsite into storm drains and receiving waters. Typical BMPs implemented at construction sites include placement of sediment barriers around storm drains, the use of fiber rolls or gravel barriers to detain small amounts of sediment from disturbed areas, and temporary or permanent stockpile covers to prevent rainfall from contacting the stockpiled material. In addition to erosion control BMPs, SWPPPs also include BMPs for preventing the discharge of other pollutants such as paint, solvents, concrete, and petroleum products to downstream waters. BMPs for these pollutants also include routine leak inspections of equipment, maintaining labelling and inspecting integrity of containers, and ensuring that construction materials are disposed of in accordance with manufacture's recommended disposal practices and applicable hazardous waste regulations.

Under the provisions of the CGP, the QSD is responsible for assessing the risk level of a site based on both sediment transport and receiving water risk and developing and implementing the SWPPP. Projects can be characterized as Risk Level 1, 2, or 3, and these risk levels determine the minimum BMPs and monitoring that must be implemented during construction. Under the direction of the QSD, the QSP is required to conduct routine inspections of all BMPs, conduct surface water sampling, when necessary, and report site conditions to the State Water Resources Control Board (SWRCB) using the Stormwater Multi-Application Reporting and Tracking System (SMARTS). Compliance with the CGP is required by law and has proven effective in protecting water quality at construction sites. In addition to implementation of stormwater quality controls required under the CGP, dust BMPs are proposed as part of the Project during on-site construction and earth moving activities (BMP AQ-1 and BMP AQ-2, described in the Project Description). The BMPs for dust would further minimize and/or avoid the off-site migration of construction related sediment and its potential mobilization in stormwater runoff.

Following the completion of construction (post-construction), any development on the parcel would be subject to compliance with Yolo County's Phase II Stormwater NPDES Permit for small municipal separate storm sewer systems[8] (MS4s) with the SWRCB (Small MS4 General Permit). Adherence to the Small MS4 General Permit is regulated via the County's Stormwater Ordinance (Ordinance No. 1352; Yolo County, 2006), which provides the legal authority for the County to implement its Stormwater Management Program requirements (Yolo County, 2003). At a minimum, any development on the Project site would be required to adhere to MS4 provision E.12 of the Small MS4 General Permit. Post-construction requirements of the Small MS4 General Permit under Provision E.12 specify that site designs for any project that would result in the addition of 5,000 square feet or more of impervious surface (defined as a "Regulated Project") must select one or more site design measures (referred to as "facilities" in the Phase II MS4 Permit) that infiltrate, evapo-transpire, harvest and reuse, or biotreat storm water runoff. Regulated Projects are required to reduce the amount of runoff by sizing

[8] Small MS4 General Permit WQ Order 2013-0001-DWQ as amended by Orders WQ 2015- 0133-EXEC, WQ 2016-0069-EXEC, WQ 2018-0001-EXEC, and WQ 2018-0007-EXEC

each "facility" to one of two hydraulic design criteria (volumetric or flow based), as specified in the Phase II MS4 Permit. Additionally, Provision E.12.c requires Regulated Projects to implement measures for site design, source control, runoff reduction, storm water treatment and baseline hydromodification management. Provision E.12.f requires project stormwater management systems be designed such that post-project runoff would not exceed the pre-project flow rate for the 2-year, 24-hour storm.

Consistent with the requirements of the Small MS4 General Permit, the Project design includes a stormwater management system comprised of a drainage ditch along the southern perimeter of the Project site, which would drain impervious areas and convey stormwater to a proposed detention area (**Figure 3**). Stormwater runoff from paved parking areas and loading docks would first pass through low impact development (LID) stormwater treatment features, (such as bioretention areas, directing runoff to vegetated areas, or use of storm drain filters) designed to trap first flush pollutants such as sediment, trash, oil, and grease. The proposed detention area would receive all on-site stormwater runoff and be designed to capture, retain, and infiltrate site stormwater runoff for storms up to and including the 100-year design storm. No stormwater or non-stormwater runoff would be discharged off-site.

To ensure the proposed Project stormwater system complies with County stormwater regulations, including the Small MS4 General Permit, the County Department of Public Works would impose a Condition of Approval (COA) for the Project that the applicant provide a hydrology/hydraulic report, signed and sealed by a professional civil engineer licensed in the State of California that demonstrates the proposed stormwater system and detention area complies with Section 9 (Storm Drainage) of the Yolo County Improvements Standards (Yolo County, 2013). Section 9 requires assessments be consistent with the methods outlined in the Yolo County City/County Drainage Manual (Wood Rodgers, 2010) and that development would not result in the degradation of surface and/or groundwater quality. Section 9 also requires the design of the proposed stormwater system to consider any downstream surface water or storm drains and that the engineering design demonstrate that the storm water system has sufficient capacity to avoid adverse upstream, downstream, and adjacent flooding and/or conveyance impacts.

The County would require review and approval of the hydrology/hydraulic report, which would be submitted for review and approval by the County Engineer prior to grading or building permit issuance (Yolo County, 2021). Additionally, the County would require the Applicant to provide an Operations and Maintenance Plan (O&M plan) for Public Works review and approval that ensures the onsite storm drainage facilities (including, but not limited to, drop inlets, inlet filters, bioswales, basins, etc.) would receive appropriate annual and routine inspections, maintenance, and operation. An additional COA requires that the O&M plan be approved prior to grading/building permit issuance.

Required compliance with the prescriptions set forth by the CGP, SWPPP, and the post-construction requirements of the Small MS4 General Permit, including implementation of design features and pollutant source controls, would prevent the discharge of pollutants to

surface waters or groundwater and minimize or eliminate the potential for degradation of surface water or groundwater quality that could result from development of the Project site. Water quality impacts related to violation of water quality standards or degradation of water quality would be less than significant.

b) **Less-Than-Significant Impact.** The Project site is located within the Yolo Groundwater Basin and groundwater is typically encountered approximately 10 feet below ground surface in the vicinity of the Project site (GEI, 2021). Project construction of utilities and foundations would involve subsurface excavation. If shallow groundwater were encountered during utility trenching or foundation excavation activities, temporary dewatering would be necessary to create a dry work area. Dewatering would be localized to the excavation site or trench and would likely only require the removal of low volumes of shallow groundwater from excavation trenches which would be infiltrated on-site into underlying soils. Because of its short-term nature, construction dewatering would not adversely affect local groundwater levels or available supply.

The Project would include installation of a new domestic supply well and associated water storage tank to serve the facility. It is estimated that the well could pump up to 568,000 gallons of groundwater annually. The extracted groundwater would be used for the proposed onsite business operations exclusively and would not be conveyed offsite. The applicant would be required to obtain a water well permit from the Yolo County Department of Community Services Environmental Health Division (YCEH) prior to drilling and well construction. This application process reviews the proposed well use, location, and depth, and verifies setbacks from other water sources and septic systems. Groundwater well construction must adhere to well construction standards set forth by the California Department of Water Resources (DWR) and the well drilling contractor must submit a Well Completion Report (WCR) to DWR. As the proposed well would be used for domestic supply, the groundwater must not have nitrate and coliform concentration in excess of regulatory applicable regulatory limits. Final approval from the YCEH is required prior to the initial use of the well.

Groundwater pumping can cause groundwater levels to decline in the area surrounding the extraction point forming what is referred to as a cone of depression. The depth and areal extent of a cone of depression depends on the depth of water, aquifer transmissivity[9], pumping rate, and the geologic materials within the aquifer. Large municipal or irrigation supply wells can form large cones of depression that can intersect to cause neighboring wells to experience groundwater level draw down sometimes leading to pump damage. The cone of depression formed by the proposed domestic well would not be substantially deep or spatially extensive because the well would operate intermittently allowing water to recharge between pumping cycles. Therefore, groundwater drawdown at the Project site would be localized and minimal, and would not adversely affect the local aquifer shared with any nearby wells such that groundwater supplies are decreased or that sustainable groundwater management of the basin is

[9] Transmissivity is the capacity of an aquifer to transmit groundwater water.

impeded. Groundwater impacts associated with the proposed domestic groundwater well would be less than significant.

The Project would not interfere with groundwater recharge or substantially decrease groundwater supplies. Under existing conditions, the Project site is a fallow agricultural field that is entirely pervious and precipitation falling on the site infiltrates into the on-site soils. Following implementation of the project, the majority of the 14.89-acre site would be developed with impervious surfaces. However, as described under (a), above, the proposed approximately 2-acre detention area would receive all on-site stormwater runoff and be designed to capture, retain, and infiltrate site stormwater runoff for storms up to and including the 100-year design storm. No stormwater runoff would be discharged off-site. Therefore, the Project would not interfere with groundwater recharge, and impacts related to groundwater depletion and interference with groundwater recharge would be less than significant.

c.i) **Less-Than-Significant Impact.** As described under a), above, during construction of the proposed Project, the applicant would be required to comply with the NPDES regulations and apply for coverage under the CGP because ground disturbance at the Project site would exceed one acre. Under the CGP, the Project applicant would be required to prepare a SWPPP. The SWPPP must include site-specific erosion and sedimentation control practices and would limit the amount of runoff that may be directed offsite during construction. Compliance with the requirements of the CGP, SWPPP, and the implementation of associated BMPs would prevent erosion and siltation on- and off-site during construction. Impacts related to erosion and/or siltation due to altered drainage patterns during construction would be less than significant.

Following the completion of construction (post-construction), the Project would be subject to compliance with the Small MS4 General Permit. As described under a), above, the proposed Project would be subject to the requirements for a Regulated Project, and therefore subject to specific stormwater quality and volume design requirements for post-development, including source controls of stormwater volumes and implementation of BMPs for stormwater quality management. Additionally, the Yolo County Department of Public Works has determined that a hydrology/hydraulic report must be a COA. The hydrology/hydraulic report must demonstrate the proposed stormwater system and detention area complies with Section 9 (Storm Drainage) of the Yolo County Improvements Standards and that development would not result in the degradation of surface and/or groundwater quality. Adherence to the Small MS4 General Permit provisions and Section 9 requirements of the Yolo County Improvements Standards would ensure impacts related to erosion and/or siltation due to altered drainage patterns following completion of construction would be less than significant.

c.ii) **Less-Than-Significant Impact.** The Project would not result in substantially altered on-site drainage patterns. Stormwater runoff would continue to be infiltrated on-site, as occurs under existing conditions, via the proposed retention area. As described above under a), the stormwater management system and detention area proposed for Project

would be sized to sufficiently capture and infiltrate all stormwater runoff generated on-site and no off-site discharges are proposed. Therefore, peak stormwater discharge rates and volumes from the Project site would remain at or below the existing conditions. Further, the stormwater management system has been designed with sizing and capacity to safely convey and retain on-site storm flows associated with 100-year storm. Impacts related to flooding due to altered drainage patterns or the addition of impervious surfaces following completion of construction would be less than significant.

c.iii) **Less-Than-Significant Impact.** As described above under a) and c.i), the final design for the Project's proposed stormwater system would be consistent with regulatory requirements under Section 9 of the Yolo County Improvements Standards, and would be sized with sufficient conveyance and retention capacity for peak discharges associated with the 100-year design storm, consistent with the methodologies prescribed in the County's City/County Drainage Manual (Wood Rodgers 2010). Stormwater capture, on-site retention, and infiltration into on-site soils would ensure pollutants are not mobilized and transported to downgradient waters off-site. As described in detail under a) and c.i), the proposed Project would not result in new sources of pollutants that could be transported via storm runoff. Impacts related to exceeding stormwater conveyance infrastructure or creating additional sources of polluted runoff would be less than significant.

c.iv) **Less-Than-Significant Impact.** The Project site is located within the floodplain for Cache Creek and within a 100-year[10] flood hazard zone designated by the Federal Emergency Management Agency (FEMA). The Project site is mapped as FEMA flood zone AE, meaning Base Flood Elevations[11] (BFEs) have been determined and mandatory flood insurance purchase requirements and floodplain management standards apply to the Project.

Flooding at the Project site occurs when flood flows overtop the south bank of Cache Creek. Flooding in Cache Creek is principally the result of runoff from high-intensity rainstorms during the winter and spring. Flooding from Cache Creek is anticipated to occur on a once-in-20-year to once-in-30-year recurrence interval due to limited flood flow conveyance capacity in Lower Cache Creek (ICF, 2020). Flood control structures at the downstream end of Cache Creek consist of levees that do not meet current USACE Levee Design Criteria or DWR Urban Levee Design Criteria. As a result, the Project site is subject to flooding from the south bank of Cache Creek from larger storm events. Flood flows from Cache Creek flow south and east towards Woodland. Typical flood hazards in the Project area consist of shallow sheet flooding with depths generally less than two feet (ICF, 2020).

Yolo County Building Division Requirements apply to the design and construction of the proposed Project because it is in a flood hazard zone. Under Yolo County Code Chapter

[10] Areas subject to inundation by the 1-percent-annual-chance flood event
[11] The elevation of surface water resulting from a 100-year flood event. The BFE is shown on the Flood Insurance Rate Map (FIRM) for AE.

8-4, Flood Protection, Article 5, Provisions for Flood Hazard Reduction, the Project design would be required to elevate structures so that the lowest floor is at least one foot above the base flood elevation, vent enclosures below the lowest floor, anchor structures to resist flood loads, and locate or design all utilities to prevent the entry and accumulation of flood waters. For all structures, elevation certificates must be submitted and approved with the permit application, prior to construction above the lowest floor, and prior to final inspection.

Raising the grade on the Project site, as required under Yolo County Code Chapter 8-4, could increase flood risk and flood elevations at adjacent properties or affect future projected flood flows because the Project site is located in a depressed area between the adjacent railroad right of way and Interstate-5. Additionally, a portion of the Project site is located near the footprint of the Woodland Flood Risk Reduction Project, near the railroad undercrossing of Interstate-5 (ICF, 2020). Implementation of the Project could increase the water surface elevation of the base flood, resulting in an increased flood hazard off-site due to impeded or redirected flood flows.

Engineering firm Laugenour and Meikle conducted a flood study to determine potential flood related impacts that could occur from implementing the proposed Project and to identify impacts to the Cache Creek Floodplain (Laugenour and Meikle, 2021, **Appendix E**). The flood study evaluated whether the proposed Project would increase the water surface elevation of the base flood elevation more than one foot at any point when considered with all other existing and anticipated development in the area. The analysis assumed the Project would be designed in compliance with Yolo County Code Chapter 8-4. The flood study determined that the proposed Project would add only a minor obstruction to the relatively wide floodplain and that, given the majority of the surrounding land use is agricultural fields, it is very unlikely that the Project would increase the water surface elevation of the base flood more than one foot at any point. Based on the flood study assessment, the proposed Project would not adversely affect the carrying capacity of the floodplain. Impacts related to impeding or redirecting flood flows would be less than significant.

d) **Less-Than-Significant Impact.** A seiche is caused by oscillation of the surface of a large enclosed or semi-enclosed body of water due to an earthquake or large wind event. The Project site is not located near a large enclosed or semi-enclosed body of water. The Project site is not in a tsunami hazard inundation zone. As described under c.iv), above, the Project site is located within the floodplain for Cache Creek and within a 100-year flood hazard zone designated by FEMA. Compliance with Yolo County Building Division Requirements for development within the 100-year flood hazard zone would require elevating structures so that the lowest floor is at least one foot above the base flood elevation, anchoring the structures to resist flood loads, and locating or designing all utilities to prevent the entry and accumulation of flood waters. Compliance with floodplain building requirements would ensure that inundation of the Project during existing and future flooding is minimized and/or avoided. Therefore, impacts resulting

from the release of pollutants due to inundation of the Project due to flood waters would be less than significant.

e) **Less-Than-Significant Impact.** As discussed above under a), c), and b), the proposed Project would not cause water quality degradation or groundwater impacts. As described under a), the proposed Project would have a less-than-significant impact on surface water and groundwater quality on-site and off-site. The Basin Plan water quality objectives are designed to preserve and enhance water quality and protect the beneficial uses[12] of all regional terrestrial surface water bodies (e.g., creeks, rivers, streams, and lakes) and groundwaters within the RWQCB's jurisdictional area. The Project would comply with the requirements of the CGP under the NPDES Permit program, including implementation of BMPs and other requirements of a SWPPP, as well as the stormwater management requirements of the Small MS4 General Permit, all of which are designed to ensure stormwater discharges associated with construction and long-term occupancy of the Project site comply with the Basin Plan water quality standards. The Project would not require substantial groundwater withdrawals or reduce groundwater recharge, as discussed under b), and therefore would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts relating to conflict or obstruction of implementing a water quality control plan or sustainable groundwater management plan would be less than significant.

References

Estep Environmental Consulting, 2021. Biological Resources Assessment for the Proposed Yolo Cold Storage Project, Yolo County.

GEI Consultants, 2021. Yolo Subbasin Groundwater Agency 2022 Groundwater Sustainability Plan. Yolo County, CA. August, 2021.

ICF, 2020. Woodland Flood Risk Management Project, Public Draft Environmental Impact Report. March, 2020.

Laugenour and Meikle, 2021. Floodplain Effects Analysis for the Woodyard, LLC Project at County Road 19a And West Street, Woodland, California. August 11, 2021.

Yolo County, 2003. Stormwater Management Program (SWMP) Planning Document. Revised October 2004.

Yolo County, 2006. Stormwater Ordinance, Ordinance Number 1352. Approved by the Board of Supervisors July 25, 2006.

Yolo County, 2013. Yolo County Improvement Standards, Section 9: Storm Drainage. May 6, 2013.

[12] Aquatic resources provide many different benefits. Beneficial uses are those resources, services, and/or qualities of aquatic systems that are to be maintained and are the ultimate goals for protecting and achieving high water quality.

Yolo County, 2021. Public Works Division Conditions of Approval, ZF2021-0019, Yolo Cold Storage Facility. July 5, 2021.

Wood Rodgers, 2010. Yolo County City / County Drainage Manual, Volume 1 of 2. April 2009, Revised February 2010.

LAND USE AND LAND USE PLANNING

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
11. LAND USE AND LAND USE PLANNING — Would the proposed project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion

a) **No Impact.** The Project lies outside the City of Woodland in rural unincorporated Yolo County. The Project site is surrounded by private agricultural operations. The Project would be developed with the intent of serving agricultural operations in the County. The Project would not divide an established community. Therefore, the Project would result in no impact.

b) **Less-than-Significant Impact.** The property is zoned as Agricultural Intensive (A-N) and is designated for Agriculture (AG) in the General Plan. The Project would not conflict with current zoning and land use designations. The development associated with the Project would not conflict with any land use plans, policies or regulations. Therefore, the Project would result in a less-than-significant impact.

MINERAL RESOURCES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
12. MINERAL RESOURCES — Would the proposed 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, b) **No Impact.** The California Department of Conservation Mines Online tool does not identify any documented mines on the Project site. The Project site does not contain a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, the Project would result in no impact

References

Department of Conservation, Division of Mine Reclamation, Mines Online. http://maps.conservation.ca.gov/mol/index.html Accessed August 25, 2021.

United States Geological Survey (USGS). Mineral Resources Online Spatial Data. https://mrdata.usgs.gov/. Accessed August 25, 2021.

Yolo County 2030 Countywide General Plan, 2009. IV. Setting, impacts, and mitigation measures, Geology, Soils, Seismicity and Mineral Resources.

NOISE

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
13. NOISE — Would the proposed project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Introduction

State Guidelines

The State Land Use Compatibility standards for Community Noise indicate that for agricultural land uses, a Community Noise Exposure up to 75 decibels (dB)[13] Ldn[14] or CNEL[15] is normally acceptable, and a Community Noise Exposure up to 80 dB Ldn or CNEL is conditionally acceptable.

Yolo County 2030 Countywide General Plan

Yolo County has not adopted a noise ordinance that sets specific noise level limits for different land uses. The Yolo County 2030 Countywide General Plan's Health and Safety Element Noise Compatibility Guidelines has adopted the State of California Department of Health Services recommended Community Noise Exposure standards for exterior noise. In these guidelines, land used for agriculture is in a category of land uses that is considered the least sensitive to noise impacts. These recommended standards are provided in acceptable dB levels. The noise levels are in the context of CNEL, which reflect average noise levels over a 24-hour period.

Sensitive Receptors

The 2030 Countywide General Plan Health and Safety Element defines noise sensitive receptors as residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodging; schools and day care centers; and neighborhood parks. Although not defined as sensitive receptors, there are several residential structures located on agricultural parcels in the vicinity of the Project site. The nearest residential structure on an agricultural parcel is approximately 300 feet east of the Project site boundary. As discussed above, for agricultural land uses, exterior noise levels up to 75 dB CNEL are normally acceptable and exterior noise levels up to 80 dB CNEL are conditionally acceptable.

Discussion

a) **Less-than-Significant Impact.** Noise would be generated during Project operations primarily by motor vehicles. Noise would also be temporarily generated by onsite equipment and vehicles required for construction of the Project.

Construction Noise Impacts

Construction would result in a temporary increase in ambient noise levels in the vicinity of the Project. The construction noise levels of primary concern are often associated with the site preparation phase (USEPA, 1973). Construction activities for the Project could

[13] Decibels (dB) are measured using different scales, and it has been found that A- weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) will be A-weighted unless noted otherwise.
[14] Average day–night 24-hour average sound level (Ldn) with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime.
[15] Community Noise Equivalent Level (CNEL) is a 24-hour average that includes both an evening and a nighttime sensitivity weighting.

include site grading, clearing and excavation work. Construction activities would require the use of numerous pieces of noise-generating equipment, such as excavating machinery (e.g., loaders, excavators, etc.) and other construction equipment (e.g., scrapers, dozers, compactors, trucks, etc.). The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction.

Maximum noise levels generated by construction equipment used for the Project would range from 74 to 89 dB Lmax at 50 feet. These noise levels would not be substantially different than noise levels generated by tractors and other heavy equipment commonly used in agriculture. At 300 feet, noise levels from temporary short-term construction would attenuate to approximately 70 dB Lmax. Construction equipment would be used intermittently and would be greater than 300 feet from residential structures on agricultural parcels for most of the construction period. Thus, short-term construction noise would not exceed the 75 dB CNEL threshold for agricultural land uses. Therefore, Project construction would result in a less-than-significant impact.

Operational Noise Impacts

Existing noise conditions in Yolo County were assessed as part of the 2030 Countywide General Plan. The 2030 Countywide General Plan states that the dominant sources of noise in Yolo County are mobile, related to automobile and truck traffic, aircraft, and trains. Stationary sources of noise in the County include farming, mining, commercial, industrial and construction sites. The Project site is adjacent to Interstate-5 which is a major source of roadway noise in eastern Yolo County. The General Plan states that noise levels along Interstate-5 at 100 feet from the road centerline range from 71 to 73 dB Ldn. The Project site is also adjacent to the California Northern Railroad, which is also a source of intermittent noise.

Operational noise sources would include the use of tractor-trailers, stationary equipment for building cooling, and an emergency backup generator. Noise from this equipment would be consistent with equipment used on agricultural parcels in the Project vicinity and would be masked by other nearby noise sources (i.e., Interstate-5, California Northern Railroad, etc.). The Project would generate approximately 101 trips per day, with 35 of the trips being heavy trucks such as tractor-trailers. Hours of operation would be approximately 6:00 a.m. to 10:00 p.m., which would equate to approximately two truck trips per hour. Tractor trailers serving the Project would use County Road 19A, County Road 99, and Interstate-5 for regional access and would not pass by sensitive noise receptors. The increase in traffic noise would be negligible compared to the existing traffic noise from Interstate-5. Therefore, Project operations would result in a less-than-significant impact.

b) **No Impact.** The nearest structure is approximately 300 feet east of the Project site boundary. Vibrational effects from construction activities are typically only a concern within 25 feet of existing structures (Caltrans, 2002). Construction would utilize typical

construction equipment that would not pose potential vibration impacts. Therefore, the Project would result in a less-than-significant impact.

c) **No Impact.** The Project site is not located within an airport land use plan or within two miles of a public or public use airport. The nearest airports are Watts-Woodland Airport (approximately 5 miles southwest) and Sacramento International Airport (approximately 10 miles east). There are no private airstrips located near the Project site. The Project would not expose people working or visiting in the project area to excessive airport noise levels. Therefore, the Project would result in no impact.

References

Caltrans, 2002. *Transportation Related Earthborne Vibrations*. February 20, 2002.

USEPA, 1973. *Legal Compilation.*

Yolo County, 2009. *2030 Countywide General Plan*. November 10, 2009.

POPULATION AND HOUSING

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
14. POPULATION AND HOUSING — Would the proposed project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) **No Impact.** The Project would not involve the construction of new housing and thus would not directly induce population growth. Operation of the Project would require approximately 20 employees. The addition of approximately 20 employees (and possibly families) moving to the region would not induce substantial population growth. Therefore, the Project would result in no impact.

b) **No Impact.** The Project would not displace existing people or housing units. Therefore, the Project would result in no impact.

PUBLIC SERVICES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15. PUBLIC SERVICES — Would the proposed project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Introduction

The 2030 Countywide General Plan for Yolo County includes Policy PF-5.9 requiring that applicants must provide a will-serve letter from the appropriate fire district/department confirming the ability to provide fire protection services to the project, prior to each phase.

Discussion

a.i) **Less-than-Significant Impact.** The Project site is in the Springlake Fire Protection District (FPD) boundary. The Springlake FPD has agreements with City of Woodland Fire Department and the City of Davis Fire Department to provide fire protection services. The City of Woodland Fire Department has three stations located within approximately three miles of the project site. The Project would include an approximately 200,000-gallon water storage tank and pump house on-site for fire protection at the southern end of the parcel. The Project would create approximately 20 jobs and there is no expectation that development of the Project would result in an increase in calls for fire and emergency protection services. Further, Yolo County includes the General Plan Policy PF-5.9 discussed above as a standard Condition of Approval for the Project. Therefore, the Project would result in a less-than-significant impact.

a.ii) **Less-than-Significant Impact.** The Yolo County Sheriff-Coroner Department provides law enforcement services to the unincorporated areas of Yolo County. The nearest Sherriff's office is approximately three miles from the Project site. The nearest police department is the City of Woodland Police Department approximately two miles from the Project site. As stated above, the Project would create approximately 20 employment opportunities, which would not substantially increase the County's population. The Project is not expected to result in an increase in calls for police protection or result in

any changes in crime that would warrant changes to police protection service ratios and/or response times. Therefore, the Project would result a less-than-significant impact.

a.iii-v) **No Impact.** As stated above, the Project would create employment opportunities but would not substantially increase population. As such, the Project would not warrant a need for new schools, parks, or other public facilities. Therefore, the Project would result in no impact.

RECREATION

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
16. RECREATION — Would the proposed project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities 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, b) **No Impact.** The nearest recreational facilities are in the City of Woodland. There are no recreational facilities in the vicinity of the Project site. Operation of the Project would require approximately 20 employees. The addition of approximately 20 employees (and possibly families) moving to the region would not substantially increase the use of existing recreational facilities and would not require new or expanded recreational facilities. Therefore, the Project would result in no impact.

TRANSPORTATION

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

Introduction

This section is based on a Transportation Impact Study conducted by Abrams Associates (2021). The Transportation Impact Study is **Appendix F** to this Initial Study.

2030 Countywide General Plan

The Transportation and Circulation Element included in the 2030 Countywide General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The Transportation and Circulation Element identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the County will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the County.

Level of Service

The goal of Yolo County is to maintain level of service (LOS) C during the peak hours. Project related operational impacts on the County's intersections are considered significant if project-related traffic causes the LOS rating to deteriorate from LOS C or better to LOS D, E or F. If an intersection(s) is operating unacceptably before the addition of project trips, it would be considered a significant operational impact if the project adds at least 10 peak hour trips.

Yolo County Transportation Impact Study Guidelines

The Yolo County Transportation Impact Study Guidelines (Yolo County, 2010) have been developed to provide a clear and consistent technical approach to transportation impact analysis for projects within Yolo County's jurisdiction. This document establishes protocol for transportation impact studies and reports based on the current state-of-the-practice in transportation planning and engineering. The County expects these guidelines to result in studies that provide

comprehensive and accurate analysis of potential transportation impacts to County facilities and services. This information is essential for decision makers and the public when evaluating individual projects.

The County of Yolo Bicycle Transportation Plan

The County of Yolo Bicycle Transportation Plan (Yolo County, 2013) contains a system of existing and planned bikeway facilities to provide for transportation and recreational bicycle travel. Specific policies and implementation strategies were developed to accomplish the following overall goal:

> It is the goal of Yolo County to provide for and encourage the development of an integrated system of bikeway facilities. These facilities would provide for safe and convenient travel for bicyclists throughout the County. The County recognizes the benefits of improved air quality, improved energy efficiency, reduced traffic congestion, and improved personal fitness that can be realized by encouraging bicycle travel for transportation and recreation.

Roadway Network

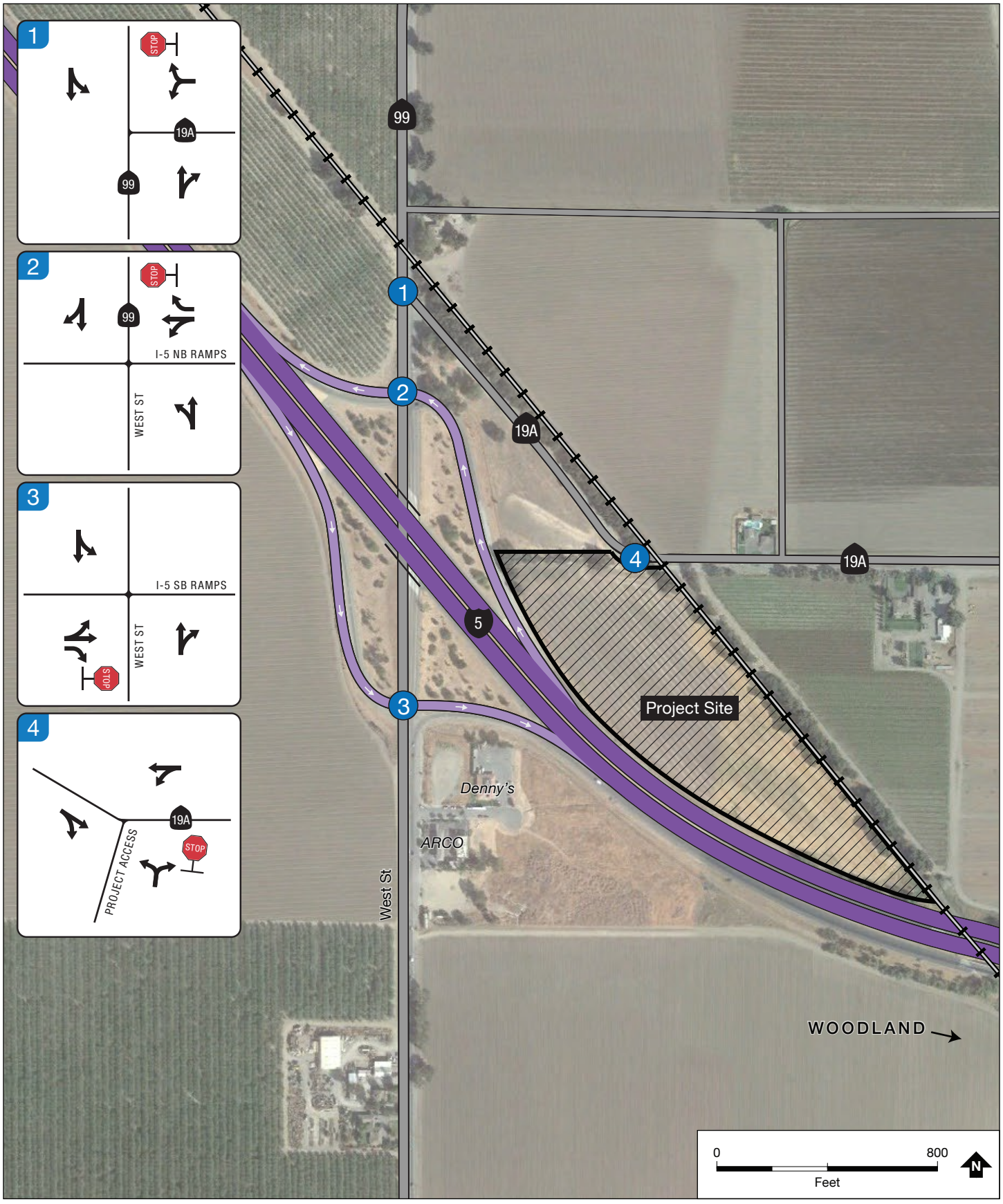
The roadway network within the unincorporated area of Yolo County is a grid-based system of rural two-lane roads that connect individual communities and provide access to agricultural fields. Urban development is mainly concentrated in the eastern, central, and southern portions of the County within the incorporated cities of Davis, West Sacramento, Winters, and Woodland. Interstate-80, Interstate-5, and Interstate-505 are the primary transportation corridors extending through the County and serve the County's major population centers. Other state highways, such as State Route 113, County arterials, and a network of local public and private roads constitute the remainder of the roadway system. Of these roadways, County Road 19A, County Road 99, and I-5 would provide regional access to the Project site (See **Figure 2**, Project Description) and are described below. There are no Routes of Regional Significance located within the immediate Project site (Abrams Associates, 2021).

- County Road 19A is an east-west two-lane rural roadway extending east from Road 99 just north of Interstate-5. The roadway would provide access to the Project and extends past it to serve about three residences on agricultural parcels located to the east of the Project site.

- County Road 99 is a two-lane rural roadway that extends north from Interstate-5 in the Project area and terminates to the north at County Road 18. County Road 99 is called West Street south of Interstate-5 and is designed as a two-lane highway in the County's General Plan.

- Interstate-5 is a four-lane north-south freeway facility that connects the City of Woodland with the Sacramento Region. Interstate-5 is a major interstate that links northern and southern California with Oregon and Washington. Although it is a north-south freeway, near the Project site, it generally has an east-west orientation. Near the Project site, access to Interstate-5 is provided at the County Road 99/West Street interchange.

Existing operating conditions at four study intersections were evaluated according to County requirements with the methodology set forth in the Transportation Impact Study Guidelines. **Figure 5** identifies the study area intersections and existing lane configurations.



Source: Abrams Associates, 2021

Figure 5
Study Intersections and
Existing Lane Configurations

RCH GROUP
planning & environmental consulting

Project Trip Generation

The trip generation rates are based on the Institute of Transportation Engineers (ITE) rates for warehousing (ITE Land Use Code 150) taken from the 10th Edition of the ITE Trip Generation Manual. It should be noted that ITE also provides trip rates for a cold storage warehouse (ITE Land Use Code 157). The peak hour trip rates for the cold storage warehouse category are about a third less than the warehousing trip rates, but since a portion of the Project could potentially be standard warehousing (and to be conservative) the ITE warehousing trip rates were utilized (Abrams Associates, 2021).

Based on the Project's employment forecast, the Project would generate an increase in traffic of approximately 101 trips per day with 12 new vehicle trips during the AM peak hour and 13 trips during the PM peak hour. The trips generated by the Project are estimated for the peak commute hours which represent the peak of adjacent street traffic. It should be noted that to be conservative, the analysis of peak hour operations and LOS utilizes higher trip generation estimates that are based on the square footage of the proposed Project building (Abrams Associates, 2021).

Discussion

a) **Less-than-Significant Impact.** The Project would not cause an LOS rating to deteriorate from LOS C or better to LOS D, E or F at any of the intersections analyzed by the Transportation Impact Analysis (Abrams Associates, 2021). Therefore, the Project would not conflict with the goals and policies of the County related to maintaining LOS C during peak hours. Furthermore, the Project would not result in degradation of the LOS (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and would not increase ridership beyond existing capacity. As such, no significant impacts to transit would be expected to occur. In addition, the Project would not significantly impact or change the design of any existing pedestrian facilities and would not create any new safety problems for pedestrians in the area. The Project could potentially add some bicyclists to the Project area, but the volume added would not be expected to significantly impact existing bicycle facilities. In relation to the existing conditions, the Project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing or planned bicycle or pedestrian facilities (Abrams Associates, 2021). Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** Vehicle miles traveled (VMT) refers to the amount and distance of vehicle travel attributable to a project. VMT generally represents the number of vehicle trips generated by a project multiplied by the average trip length for those trips. For California Environmental Quality Act (CEQA) transportation impact assessment, VMT is calculated using the origin-destination VMT method, which accounts for the full distance of vehicle trips to and from the Project site.

The California Governor's Office of Planning and Research (OPR) document Technical Advisory on Evaluating Transportation Impacts in CEQA provides general direction

regarding the methods to be employed and significance criteria to evaluate VMT impacts, absent polices adopted by local agencies. The directive addresses several aspects of VMT impact analysis, and is organized as follows:

- **Screening Criteria:** Screening criteria are intended to quickly identify when a project should be expected to cause a less-than-significant VMT impact without conducting a detailed study.

- **Significance Thresholds:** Significance thresholds define what constitutes an acceptable level of VMT and what could be considered a significant level of VMT requiring mitigation.

- **Analysis Methodology:** These are the potential procedures and tools for producing VMT forecasts to use in the VMT impact assessment.

- **Mitigation:** Projects that are found to have a significant VMT impact based on the County's significance thresholds are required to implement mitigation measures to reduce impacts to a less-than-significant level (or to the extent feasible).

Screening Criteria

Screening criteria can be used to quickly identify whether sufficient evidence exists to presume a project would have a less-than-significant VMT impact without conducting a detailed study. However, each project should be evaluated against the evidence supporting that screening criteria to determine if it applies. Projects meeting at least one of the criteria below can be presumed to have a less than significant VMT impact, absent substantial evidence that the project will lead to a significant impact.

The extent to which the Project qualifies under each criterion is noted below.

- **Regional Truck Traffic:** The OPR directive specially focuses on the need to evaluate residential and employment-based travel, either from the standpoint of home-based trips or through evaluation of commute trips associated with employment centers. Consistent with Section 15064.3 of the State CEQA *Guidelines*, impacts from regional truck traffic are not included in the VMT estimates, but are considered from an operational standpoint as they relate to safety.

- **Small Projects:** Defined as a project that generates 110 or fewer average daily vehicle trips.

- **Affordable Housing:** Defined as a project consisting of deed-restricted affordable housing.

- **Local-Serving Non-Residential Development:** The directive notes that local serving retail uses can reduce travel by offering customers more choices in closer proximity. Local serving retail uses of 50,000 square feet or less can be presumed to have a less-than-significant impact.

- **Projects in Low VMT-Generating Area:** Defined as a residential or office project that is in a VMT efficient area based on an available VMT Estimation Tool. The

project must be consistent in size and land use type (i.e., density, mix of uses, transit accessibility) as the surrounding built environment.

- **Proximity to High Quality Transit**: The directive notes that employment and residential development located within a half mile of a high-quality transit corridor can be presumed to have a less-than-significant impact.

Impact Conclusion

The extent to which the Project's VMT impacts can he presumed to be less than significant has been determined based on review of the OPR directive's screening criteria and general guidance. The OPR Small Project criteria is applicable to the Project. The Project is estimated to generate approximately 101 average daily vehicle trips (66 automobile trips and 35 truck trips), which is below the OPR threshold of 110 daily trips (Abrams Associates, 2021). As the 110 average daily trips threshold would not be exceeded, the Project's VMT impacts can be presumed to be less than significant. Therefore, the Project would result in a less-than-significant impact.

c) **Less-than-Significant Impact.** The Project would have one access driveway for employees and deliveries. With the proposed stop-controlled exit for the Project, the driveway would be forecast to have acceptable operations. The Project site design has been required to conform to County design standards and is not expected to create any significant impacts to pedestrians, bicyclists, or traffic operations (Abrams Associates, 2021). Therefore, the Project would result in a less-than-significant impact.

d) **Less-than-Significant Impact.** The Project would not substantially increase hazards to vehicle safety due to increased traffic, which could result in inadequate emergency access. All lane widths within the Project would meet the minimum width that can accommodate an emergency vehicle. In addition, the addition of traffic from Project traffic would not result in any significant changes to emergency vehicle response times in the area (Abrams Associates, 2021). Therefore, the Project would result in a less-than-significant impact.

References

Abrams Associates, 2021. *Transportation Impact Study for Yolo Cold Storage, Yolo County.* August 31, 2021.

California Governor's Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA, April 2018.

Yolo County Transportation Advisory Committee (YCTAC). 2013. County of Yolo Bicycle Transportation Plan, Bicycle Routes and Priorities, March 2013.

Yolo County, 2010. Transportation Impact Study Guidelines, February 2010.

TRIBAL CULTURAL RESOURCES

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

Introduction

Tribal Cultural Resources (TCR's) is a newly defined class of resources under Assembly Bill 52 (AB 52). TCR's include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Tribe. To qualify as a TCR, the resource must either: 1) be listed on, or be eligible for, listing on the California Register of Historical Resources (CRHR) or other local historic register; or 2) constitute a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a TCR (PRC §21074). AB 52 also states that tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of TCRs within their traditional and cultural affiliated geographic area, and therefore, the identification and analysis of TCRs should involve government-to-government tribal consultation between the CEQA lead agency and interested tribal groups and/or tribal persons. (PRC §21080.3.1(a)).

The Yocha Dehe Wintun Nation responded to the County's AB 52 Consultation letter with a letter dated June 11, 2021, requesting detailed project information and ground disturbance details for the Project. The Yocha Dehe Wintun Nation did have concerns that the Project could impact known cultural resources. The Tribe requested that the Project incorporates Yocha Dehe Wintun Nation's Treatment Protocol into the mitigation measures. The response from the Tribe is incorporated in **Mitigation Measure TCR-1** below.

Discussion

a) **Less-than-Significant Impact.** No cultural resources either listed or eligible for listing by the State or County were identified on the Project site as a result of the records search and AB 52 consultation. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact with Mitigation.** As discussed above, no TCRs are known to occur on the Project site or in the surrounding area. However, given that the Project site is located within the aboriginal territories of the Yocha Dehe Wintun Nation that fall within the Tribe's cultural interest and authority, **Mitigation Measure TCR-1** requiring cultural sensitivity training and setting handling protocols for inadvertent discovery of TCRs has been included at the Tribe's request. Therefore, the Project would result in a less-than-significant impact with mitigation

Mitigation Measure TCR-1: Cultural Sensitivity Training and Protocols.

- Prior to the initiation of construction, all construction and project personnel shall be trained by a representative of the Yocha Dehe Wintun Nation regarding the recognition of possible buried cultural resources (i.e., prehistoric and/or historical artifacts, objects, or features) and protection of cultural resources during construction. Training shall inform all construction personnel of the procedures to be followed upon the discovery of cultural materials or human remains. Human remains with the Yocha Dehe Wintun Nation determined to be the most likely descendent (MLD) shall be handled following standards identified in the *Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation* (See **Appendix G** of this Initial Study). All personnel shall be instructed that unauthorized removal or collection of artifacts is a violation of State law.

References

Natural Investigations Company, 2021. *Cultural and Paleontological Resources Assessment for the Rominger Cold Storage Facility Construction Project, Woodland, Yolo County, California.*

Letter from Yocha Dehe Cultural Resources, June 11, 2021. *Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation.*

UTILITIES AND SERVICE SYSTEMS

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

Discussion

a) **Less-than-Significant Impact.** The Project would include drilling of a domestic well for on-site water supply. The Project would also include the construction of a private on-site septic system. Electricity would be provided to the Project site by PG&E. Natural gas would not be required for the Project. A detention basin would be constructed in the southern end of the Project site. A drainage ditch along the western boundary of the parcel would convey stormwater to the drainage basin. The Project would also include construction of an approximately 200,000-gallon water storage tank with a pump house. Construction of these facilities would comply with all federal, state, and local regulations. Furthermore, the construction of these facilities have been analyzed in this Initial Study within the applicable resource sections (i.e., air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, etc.) and all impacts would be less than significant. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** The Project would include installation of a new domestic supply well and associated water storage tank to serve the facility. It is estimated that the well could pump up to 568,000 gallons of groundwater annually. The extracted groundwater would be used for the proposed onsite business operations exclusively and would not be conveyed offsite. The applicant would be required to obtain a water well permit from the Yolo County Department of Community Services Environmental Health

Division (YCEH) prior to drilling and well construction. This application process reviews the proposed well use, location, and depth, and verifies setbacks from other water sources and septic systems. Groundwater well construction must adhere to well construction standards set forth by the California Department of Water Resources (DWR) and the well drilling contractor must submit a Well Completion Report (WCR) to DWR. Final approval from the YCEH is required prior to the initial use of the well.

Groundwater pumping can cause groundwater levels to decline in the area surrounding the extraction point forming what is referred to as a cone of depression. The depth and areal extent of a cone of depression depends on the depth of water, aquifer transmissivity[16], pumping rate, and the geologic materials within the aquifer. Large municipal or irrigation supply wells can form large cones of depression that can intersect to cause neighboring wells to experience groundwater level draw down sometimes leading to pump damage. The cone of depression formed by the proposed domestic well would not be substantially deep or spatially extensive because the well would operate intermittently allowing water to recharge between pumping cycles. Therefore, groundwater drawdown at the Project site would be localized and minimal, and would not adversely affect the local aquifer shared with any nearby wells such that groundwater supplies are decreased or that sustainable groundwater management of the basin is impeded. Therefore, the Project would result in a less-than-significant impact.

c) **Less-than-Significant Impact.** The Project would include the construction of a private on-site septic system. No toxic or chemical wastes would be discharged to septic system. Yolo County regulates onsite septic systems through issuing a System Installation Permit issued by the YCEH. Construction of the system would not proceed without approval from the YCEH and issuance of the System Installation Permit. Therefore, the Project would result in a less-than-significant impact.

d, e) **Less-than-Significant Impact.** Construction and operation of the Project is not expected to generate a significant amount of solid waste and would comply with all federal, state, and local statutes and regulations related to solid waste. The Project would store agricultural commodities that are sensitive to temperature, which would prevent waste generation in the region by preserving such commodities. The Yolo County Central Landfill would not be impacted by the negligible amount of solid waste generated by the Project. Therefore, the Project would result in a less-than-significant impact.

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[16] Transmissivity is the capacity of an aquifer to transmit groundwater water.

WILDFIRE

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

Introduction

Areas where the state has financial responsibility for wildland fire protection are known as state responsibility areas (SRA). The Department of Forestry and Fire Protection (CAL FIRE) is responsible for fire prevention and suppression in SRA. Areas where local governments have financial responsibility for wildland fire protection are known as local responsibility areas (LRA).

The Project site is not located in a SRA or a very high fire hazard severity zone (VHFHSZ). The closest VHFHSZ is approximately 15 miles west of the Project site near Esparto. The County and municipalities fight a large number of vegetation fires primarily along highways and roadways. Local fire stations are responsible for their districts, and CAL FIRE has equipment and staff available in Yolo County during the fire season. The City of Woodland Fire Department has three stations located within approximately three miles of the Project site.

Discussion

a-d) **No Impact.** The Project site is not located in a SRA or a VHFHSZ. The closest VHFHSZ is approximately 15 miles west of the Project site near Esparto. There are no elements of the Project that would exacerbate wildland fire risk in the Project area. The Project would include an approximately 200,000-gallon water storage tank and pump house on-site for fire protection. Therefore, the Project would result in a less-than-significant impact.

References

County of Yolo, 2009. *2030 Countywide General Plan, Health and Safety Element.*

MANDATORY FINDINGS OF SIGNIFICANCE

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
21. MANDATORY FINDINGS OF SIGNIFICANCE — Would the proposed project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) 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) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a) **Less-than-Significant Impact.** The Project is required to adhere to applicable Avoidance and Minimization Measures (AMM's) identified in the Yolo Habitat Conservation Plan/Natural Communities Conservation Plan (Yolo HCP/NCCP) (AMM's 3, 5, 6, 7, 8, 16 and 18) to prevent substantial direct and indirect impacts to habitat and special-status species. The Project would have no impact on historic resources. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact with Mitigation.** The Project would not have a cumulatively considerable impact on any of the environmental factors evaluated. As noted in the Air Quality section, the Project would not result in a cumulatively considerable net increase of emissions of criteria air pollutants and precursors. As noted in the Greenhouse Gas Emissions section, the Project's contribution to global climate change would be less than cumulatively considerable with the implementation of **Mitigation Measure GHG-1**. **Mitigation Measure GHG-1** would also ensure that cumulative impacts to Project energy usage would be less than significant. Therefore, the Project would result in a less-than-significant impact with mitigation.

c) **Less-than-Significant Impact.** The Project would not result in impacts that would result in substantial adverse effects on human beings, either directly or indirectly. Therefore, the Project would result in a less-than-significant impact.