Winters Pacific Gas and Electric Gas Operations Technical Training Center

Final Environmental Impact Report

State Clearinghouse No. 2014032005

May 2015

PREPARED FOR:
City of Winters
318 First Street
Winters, CA 95694

NOTICE OF AVAILABILITY of the FINAL ENVIRONMENTAL IMPACT REPORT for the WINTERS PACIFIC GAS AND ELECTRIC GAS OPERATIONS TECHNICAL TRAINING CENTER PROJECT

NOTICE OF PUBLIC MEETING/HEARING on the WINTERS PACIFIC GAS AND ELECTRIC GAS OPERATIONS TECHNICAL TRAINING CENTER PROJECT

DATE: May 29, 2015
TO: Interested Agencies and Individuals
FROM: City of Winters

The Final Environmental Impact Report (Final EIR) (SCH# 2014032005) for the WINTERS PACIFIC GAS AND ELECTRIC GAS OPERATIONS TECHNICAL TRAINING CENTER project is now available for review. A public hearing on the project will be held before the Planning Commission on June 11, 2015 at 6:30 pm. A public hearing to take final action on the project will be held before the City Council on July 7, 2015 at 6:30 pm with a second City Council meeting (if necessary) on July 21, 2015 at the same time. More information is provided herein.

The project site is comprised of 55.2 acres at the southwest quadrant of the intersection of Interstate 505 (I-505) and East Grant Avenue (also known as State Route 128 or SR 128) in the City of Winters, California. It is comprised of eight parcels: Jordan property -- Assessor's Parcel Numbers (APNs) 038-070-028, -029, -030, -031, and -032) totaling 11.7 acres; McClish property -- APNs 038-070-037, -038, and -039 totaling 43.5 acres.

The applicant, Pacific Gas and Electric (PG&E) has submitted an application to the City of Winters (City) to reconfigure the property to accomplish the following:

1. Construct, operate, and maintain a natural gas vocational training center totaling 106,740 sf on approximately 29.6 acres.

2. Construct and dedicate to the City for operation and maintenance a storm drainage channel and parallel maintenance roads on approximately 7.9 acres. The maintenance road closest to the west and south would also serve as a public trail connection to the Putah Creek corridor and as a segment of Upper Putah Creek Trail system.

3. Construct and dedicate to the City for operation and maintenance a signalized extension of Timbercrest Road (which would serve as the main access to the Training Center) south from SR 128 onto a portion of a 1.6-acre right-of-way for operation and maintenance by the City. As a part of these improvements PG&E would construct sidewalk and a bicycle path along East Grant Avenue to East Main Street.

4. Create two remainder lots totaling approximately 16.2 acres to be retained by the current owner (McClish) with no proposed development or land use approvals at this time.

5. Fund and provide, through cooperative efforts with the City and local volunteer groups, for the design and installation of native landscaping and other recreational improvements (which may include bench seating, trash receptacles, interpretive signage, trail directional signage, etc.) within the Putah Creek Open Space buffer proposed for dedication to the City adjacent to the existing riparian edge of the Putah Creek corridor.

6. The City or other parties would construct the future segment of the Upper Putah Creek Trail along the rear of the McClish remainder parcel, within the 100-foot open space buffer along the existing vegetation line of the Putah Creek Corridor. This segment constitutes the final segment of the planned trail extending from downtown Winters to I-505.

The project would require the following approvals and authorizations from the City:

- EIR Certification
- Various General Plan Amendments
- General Plan Policy Interpretation
- Development Agreement
- Various Rezonings and Zone Text Amendments
- Conditional Use Permit
- Site Plan/Design Review/Sign Permit
- Parcel Map and Mapping Items by Separate Instruments
- Amendments to the 2008 Winters Storm Drain Master Plan

The City and its consultant, Ascent Environmental, have prepared a Final Environmental Impact Report (Final EIR or FEIR) pursuant to the California Environmental Quality Act (CEQA), to address comments received on the Draft EIR during the public comment period. The Final EIR incorporates the DEIR by reference.

The Final EIR is now available for public review. A paper copy may be reviewed at Winters City Hall at 318 First Street, Winters, CA 95694. Paper or electronic (CD ROM) copies of the document may be purchased from the City. A paper copy is available for public review at the Winters Branch Library at 708 Railroad Avenue, Winters, CA 95694. The document may also be viewed online at the City website at:

http://cityofwinters.org/community_dev/community_development_PGE.htm

Please contact Jenna Moser at (530) 794-6713 or jenna.moser@cityofwinters.org for more information and to make arrangements in advance to view or purchase a copy.

A public hearing will be held before the Planning Commission to receive public comments on the project and make a recommendation to the City Council on whether to approve, modify, or deny the project. The date for this hearing is June 11, 2015 at 6:30 pm.

A public hearing will be held before the City Council to consider the Planning Commission recommendation and take final action to approve, modify, or deny the project. The date for this hearing is July 7, 2015 at 6:30 pm, with a second meeting (if necessary) scheduled for July 21, 2015 at the same time.

There will be no transcription of oral comments at these meetings. Comments received will be summarized by staff for inclusion in the Final EIR. Those who wish to have their verbatim comments incorporated in the Final EIR must submit their comments in writing.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in these hearings, please contact Jenna Moser at the number provided above. Please make your request as early as possible and at least one-full business day before the start of the meeting.

Winters Pacific Gas and Electric
Gas Operations Technical Training Center

(State Clearinghouse No. 2014032005)

Final Environmental Impact Report

Prepared for:

City of Winters
318 First Street
Winters, CA 95694

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ACRONYMS AND ABBREVIATIONS

Cal OSHA	State of California Division of Occupational Safety and Health
CEQA	California Environmental Quality Act
City	City of Winters
CVRWQCB	Central Valley Regional Water Quality Control Board
Draft EIR	Draft Environmental Impact Report
Final EIR	final environmental impact report
GOTTC or training center	Winters Gas Operations Technical Training Center
LID	Low Impact Development
MMRP	Mitigation Monitoring and Reporting Program
MSDS	material safety data sheet
OES	Yolo County Office of Emergency Services
PG&E	Pacific Gas and Electric Company
ROW	right-of-way
SWPPP	stormwater pollution prevention plan
WWTF	Wastewater Treatment Facility
YSAQMD	Yolo Solano Air Quality Management District

1 INTRODUCTION

On February 25, 2015, the City of Winters (City) released for public review the Draft Environmental Impact Report (Draft EIR) for the proposed Winters Gas Operations Technical Training Center (GOTTC or training center) project (proposed project.) The project would include development of 29.6 acres of a 55.2-acre project site in the City of Winters with a 65,400 square-foot (sf) vocational training center and associated training and operations facilities. The project would also include development of a storm drainage channel, a trail connection along the channel from Grant Avenue to Putah Creek and along the north side of Putah Creek, native landscaping and recreational improvements along the north side of Putah Creek, a signalized extension of Timbercrest Road, and the creation of two remainder parcels (totaling approximately 16 acres) on which no development is proposed. The City is the lead agency for the project under CEQA and, as lead agency, has principal responsibility for approving and carrying out the project.

1.1 PUBLIC REVIEW AND RESPONSES TO COMMENTS

In accordance with Section 15205(d) of the California Environmental Quality Act (CEQA), public comment on the Draft EIR was accepted for a minimum 45-day period (February 25, 2015 through April 13, 2015). The City also conducted a joint public hearing/workshop on March 24, 2015 during the Draft EIR public review period. During the combined public review period for the Draft EIR comments were received from state and local agencies, as well as the general public commented on issues evaluated in the project's environmental document. Written comment letters and a transcript of oral testimony provided at the public hearing/workshop are provided in their entirety in Chapter 2, "Comments and Responses to Comments." An additional workshop was held on March 17, 2015 to describe the design of the project, although public comment on the EIR was not taken at this meeting.

Oral and written comments received on the Draft EIR raised various issues. Responses to each of the comments received are provided in this document as part of the final environmental impact report (Final EIR). Although some of the comments have resulted in changes to the text of the Draft EIR (see Chapter 3, "Corrections and Revisions to the Draft EIR"), none of the changes constitute "significant new information," which would require recirculation of the Draft EIR. Significant new information is defined in Section 15088.5(a) of the CEQA Guidelines as follows:

> (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
>
> (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
>
> (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
>
> (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

None of these circumstances has arisen from comments on the Draft EIR or related responses; therefore, no significant new information has been added to the Draft EIR and recirculation is not required.

The Draft EIR, Final EIR, and associated appendices are available for review online at: http://www.cityofwinters.org/community_dev/community_development_PGE.htm. Hard copies are available at:

Winters City Hall
318 First Street
Winters, CA 95694

As required by CEQA Guidelines Section 15088(b), the City provided each public agency that submitted written comments on the Draft EIR with written responses to that public agency's comments at least 10 days prior to certifying the FEIR.

1.2 ORGANIZATION OF THE RESPONSES TO COMMENTS

Chapter 2 of the Final EIR consists of the written comments received on the Draft EIR, and presents responses to environmental issues raised in the comments (as required by the State CEQA Guidelines Section 15132). The focus of the responses to comments is on the disposition of significant environmental issues that are raised in the comments, as specified by Section 15088(c) of the State CEQA Guidelines.

Each comment letter has been reproduced with individual comments bracketed and numbered. Responses to the comments follow each letter. For example, the response to the second comment of the first letter would be indicated as Response to Comment 1-2. In some instances, clarifications of the text of the Draft EIR may be required. In those cases, the text of the Draft EIR is revised and the changes compiled in Chapter 3, "Clarifications and Revisions," to the Draft EIR. The text deletions are shown in strikeout (~~strikeout~~) and additions are shown in double underline (<u>double underline</u>).

1.3 COMMENTS THAT REQUIRE RESPONSES

Section 15088(c) of the State CEQA Guidelines specifies that the focus of the responses to comments shall be on the disposition of significant environmental issues. Responses are not required on comments regarding the merits of the project or on issues not related to the project's environmental impacts. Comments on the merits of the proposed project or other comments that do not raise environmental issues will be reviewed by the City before it takes action on the project.

Several of the issues raised in comments on the Draft EIR address matters that do not require responses in the context of CEQA because they address the merits of the project and the commenter's preference whether the project should be approved or not. In other instances, general statements concerning the Draft EIR and its conclusions are provided, but without comments regarding the Draft EIR's specific content. CEQA requires responses on comments concerning the environmental impacts of the project. Thus, if the comments do not address the specific environmental impacts of the project and whether they were properly addressed, responses may not be possible or warranted. These instances are so notated in the response to comments. Nevertheless, where feasible and relevant, responses have been provided to supply as much information as possible about the proposed project to the public, interested agencies, and decision makers. The City will consider all comments on the Draft EIR and proposed project in the final consideration of the adequacy of the Final EIR and approval of the proposed project even if the respective comment did not address one or more adverse effects on the environment.

1.4 PROJECT DECISION PROCESS

This document and the Draft EIR together constitute the Final EIR, which will be considered by the City prior to a decision on whether to approve the project. Before deciding whether to approve the project, the City, as required by CEQA Guidelines Section 15090, must first certify that the Final EIR was completed in compliance with CEQA's requirements, was reviewed and considered by the City, and reflects the City's independent judgment and analysis. The City will also adopt findings of fact on the disposition of each significant environmental impact, as required by CEQA Guidelines Section 15091(a) and a Mitigation Monitoring and Reporting Program, which is required by CEQA Guidelines Section 15091(d) and has been included as part of Chapter 4 of this Final EIR.

2 COMMENTS AND RESPONSES TO COMMENTS

This chapter of the Final Environmental Impact Report (Final EIR) contains the comment letters received during the public review period for the Draft Environmental Impact Report (Draft EIR), which concluded on April 13, 2015. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the DEIR.

2.1 COMMENTERS ON THE DRAFT EIR

Table 2-1 below indicates the numerical designation for the comment letters received, the author of the comment letter, and the date of the comment letter. Comment letters have been numbered in the order they were received by the City.

Table 2-1 List of Commenters

Letter Number	Commenter	Date	Agency/Organization
1	Dana Carey	February 25, 2015	Yolo County Office of Emergency Services
2	Mark Wilson	February 28, 2015	
3	Catherine Portman	March 25, 2015	Burrowing Owl Preservation Society
4	Sally Brown	March 25, 2015	
5	Trevor Cleak	April 1, 2015	Central Valley Regional Water Quality Control Board
6	Jeff TenPas	April 7, 2015	
7	Erik Fredricks	April 13, 2015	California Department of Transportation, District 3
8	Paul Miller	April 13, 2015	RCH Group
9	Scott Morgan	April 16, 2015	Governor's Office of Planning and Research
PH	Public Hearing Transcript	March 24, 2015	

2.2 COMMENTS AND RESPONSES ON THE DRAFT EIR

The written comments received on the Draft EIR and the responses to those comments are provided in this section of the Final EIR. The comment letters received are reproduced in their entirety and followed by the response(s) to the letter. Each comment within the letters is indicated by a line bracket and an identifying number in the margin of the comment letter. The responses that follow the letter are numbered, corresponding to the comment number in the bracketed letter.

Letter 1

From: Dana Carey [mailto:Dana.Carey@yolocounty.org]
Sent: Wednesday, February 25, 2015 9:59 AM
To: Jenna Moser
Cc: Mindi Nunes; Mick Fleming
Subject: RE: Notice of Availibility and DEIR for the PG&E Winters Gas Operations & Technical Training Center

Good morning Jenna,

OES would like to comment on a couple of things within the DEIR for this project:

1. In section 4.6-9 we would like to recommend an addition to the Mitigation Measures section – We would like PG&E to provide additional training to local first responders and their mutual aid partners for operational response to the facility itself in the unlikely event of an accident during training activities which are to be held on-site. While responders are well-trained in fire response and receive training from PG&E for response to natural gas emergencies, we do feel that there could be site-specific challenges for a response to an emergency at this site which would be best coordinated and trained with our local responders ahead of time. 1-1

2. In section 4.6-10 we would like to recommend an addition to the Mitigation Measures section – possibly something added that would be a recommendation for PG&E to coordinate with the City and County for future city evacuation planning as Subject Matter Experts for the facility. 1-2

3. We also think that some mention of Flooding Hazards for the facility should be analyzed since it would be in the inundation zone for a Monticello Dam failure and the facility being underwater could be a negative effect to the gas infrastructure on the campus. 1-3

Thanks for the opportunity to comment.

Dana M. Carey
Office of Emergency Services
625 Court Street, Room 202
Woodland, CA 95695
Office: (530) 406-4933
Cell: (530) 400-8203
Fax: (530) 668-4029

Please consider the environment before printing this e-mail.

Letter 1 Response	Yolo County Office of Emergency Services Dana Carey February 25, 2015

Thank you for taking the time to submit comments on the proposed project. Responses are provided below.

1-1 Regarding emergency response training for first responders, the Pacific Gas and Electric Company (PG&E) has indicated it is fully committed to partnering with all local emergency responders, including the Yolo County Office of Emergency Services (OES), to facilitate training for both on-site (site-specific) emergency response and broader emergency responder training for gas related emergencies. As noted on page 3-11 of Chapter 3, "Project Description" and page 4.10-6 of Section 4.10, "Public Services" of the Draft EIR, emergency responder training is included as a component of the project, and the Draft EIR considered this as part of its determination of less-than-significant impacts to emergency services. The second paragraph of Impact 4.6-9 on page 4.6-21 of the Draft EIR has been amended to include the following statement, similar to the aforementioned statements in Chapter 3 and Section 4.10:

> PG&E also intends to provide emergency responder training as part of the proposed GOTTC's curriculum such that local emergency responder could more effectively respond to natural gas emergencies, including at the project site.

This change does not alter the conclusions of the EIR. PG&E would coordinate with OES, as well as other relevant agencies, to invite them to participate in the emergency responder training. Because the emergency responder training is required by state law and enforced by the State of California Division of Occupational Safety and Health (Cal OSHA) and because no significant environmental impacts were identified with regard to this project component, inclusion of mitigation is not necessary. It should be noted that, should the project be approved, City staff will recommend adding emergency responder training as a proposed condition of approval to ensure implementation.

1-2 No significant safety impacts were identified in the EIR. As a result, inclusion of mitigation requiring further coordination with local agencies on local emergency planning efforts is not necessary. Regarding emergency evacuation planning, PG&E has indicated it is fully committed to partnering with all local emergency responders, including OES, to facilitate training for on-site (site-specific) emergency response and site evacuation in the event of a local emergency. As part of the requirements for development of the project site with the GOTTC, PG&E would be required to prepare an emergency evacuation plan for the site. To ensure that this is completed prior to opening and with the input of other local emergency responders, City staff are proposing a condition of approval that requires completion of an evacuation plan to be reviewed and commented on by other local emergency responders. The condition would also require that PG&E provide a copy of its evacuation plan, including any updates to the plan, to other local emergency responders. This condition is typical as part of the project approval process.

1-3 Regarding flooding hazards, the Draft EIR includes an evaluation of the project's flooding hazards in Impact 4.12-6. Regarding Monticello Dam, the third paragraph on page 4.12-17 of the Draft EIR has been amended to include the following text. This change does not alter the conclusions of the Draft EIR.

The project site is located approximately 10 miles east of the Monticello Dam on Lake Berryessa. Failure or overtopping of the dam could result in severe flooding of the Winters' area, including potential loss of life. However, this occurrence, the response to which is addressed in the Yolo County Emergency Operations Plan and City of Winters Emergency Plan, is not considered a likely or substantial risk given the low risk of large seismic events in the area, and therefore is considered unlikely to occur. The Monticello Dam has been designed and is maintained to prevent dam failure.

Letter 2

From: Mark Wilson <wilsonix@toast.net>
Date: February 28, 2015 at 1:04:10 PM PST
To: <jenna.moser@cityofwinters.org>, Mark Wilson <mark@wilsonix.com>
Subject: Input regarding PG&E Project DEIR

Hello,

Thank you for sending the notices about the PGE project DEIR. I am very much in favor of this project but do have concerns.

Are resident able to submit comments via email? 2-1

If so, I have questions regarding the welding:

1) Will the total annual airborne emissions from the onsite welding and training activities be estimated and included in the DEIR? 2-2

2) Are the welding emissions expected to contain hexavalent chromium? 2-3

3) If answer to Number 2 is yes, how much is expected to drift into the nearby Putah Creek Hamlet residential area based on historical wind patterns? This should be detailed by plume modelling. 2-4

4) If answer to Number 2 is yes, can the welding emissions undergo a scrubbing process prior to being released into the atmosphere? 2-5

5) If answers to Number 2 and 4 are no, will PG&E fund an independent ongoing long-term cancer-cluster study, conducted by a Third Party entity, for residents living in the Putah Creek Hamlet residential area during the duration operation of the training center? 2-6

6) Will run-off from paved training areas undergo any treatment or mitigation to prevent any scrap/waste metal materials used in cutting or welding from entering Putah Creek? 2-7

7) Will PG&E continuously operate any diesel generators or equipment outside? 2-8

8) Will DEIR include estimated above-background noise levels, in decibels (weighted db/a), that may be experienced, block-by-block, by residents in Putah Creek Hamlet residential area, when the center is in full (maximum training load) operation? 2-9

Thank you,

Mark Wilson

Letter 2 Response	Mark Wilson Individual February 28, 2015

Thank you for taking the time to submit comments on the proposed project. Responses are provided below.

2-1 All interested agencies, organizations, and members of the public were allowed to submit comments on the Draft EIR. As noted on page 1-5 in Chapter 1, "Introduction" of the Draft EIR, an email address for Jenna Moser at the City of Winters was provided for submittal of electronic comments.

2-2 Consistent with the commenter's request, the Draft EIR presents total emissions from on-site training activities, including welding. Table 4.3-4 on page 4.3-15 of Section 4.3, "Air Quality" of the Draft EIR summarizes the potential operational air quality emissions associated with the project. Page 54 of Appendix C of the Draft EIR provides a detailed list of equipment, including welding equipment that may be used during on-site training activities. This equipment list was used to model the emissions of the project shown in Table 4.3-4.

2-3 Training activities at the site involving welding would include the use of weld rods, varying in width from 3/32 inches (in) to 5/32 in. Hexavalent chromium compounds may be contained within these rods and could be released during welding activities that would occur in on-site buildings and in designated outside areas. However, PG&E would conduct on-site welding in accordance with OSHA requirements, including adherence to an emission standard of no more than 5 micrograms of hexavalent chromium per cubic meter over an 8-hour period at the source to prevent potential health effects. To accomplish this, PG&E would monitor on-site welding in accordance with material safety data sheets (MSDSs) specific to the type of welding material being used.

2-4 As noted on page 4.3-18 of the Draft EIR, particulate emissions drop approximately 70 percent at 500 feet from a source. OSHA requirements stipulate that emissions at a source cannot exceed 5 micrograms of hexavalent chromium per cubic meter over an 8-hour period. Nearby residential units to the project site and proposed GOTTC would be located approximately 500 feet from any on-site welding activities conducted during training, and as such, through compliance with OSHA requirements, concentrations of hexavalent chromium as a result of welding would be no greater than 1.5 micrograms per cubic meter over an 8-hour period, 30 percent of the limits established by OSHA. It should also be noted that the Draft EIR estimated that $PM_{2.5}$ concentrations (which would include hexavalent chromium) at the nearest sensitive receptor would be 0.006 micrograms per cubic meter, and potential health risks associated with on-site operations were determined to be less than significant. During consideration of the project by City Council and the Planning Commission, City staff will propose a condition of approval to ensure that PG&E coordinates with the Yolo Solano Air Quality Management District (YSAQMD) regarding any necessary permitting to control on-site emissions associated with proposed operations.

2-5 OSHA requires a variety of steps to be taken to limit exposure/release of materials that could result in health risks. Further, as noted in Response to Comment 2-4, PG&E would coordinate with YSAQMD regarding any necessary control measures, which may include installation of filters and hoods during certain welding training activities, for the purposes of reducing air emissions prior to initiation of on-site operations.

2-6 Based on the results of the operational air dispersion modeling identified on page 4.3-18 of the Draft EIR, operation of the proposed project would not result in potential health risks to nearby receptors, and as a result, funding of an independent study is not considered necessary.

2-7 Impact 4.12-7, which begins on page 4.12-17 of Section 4.12, "Utilities, Hydrology, and Water Quality" of the Draft EIR, evaluates the potential water quality impacts associated with operation of the proposed GOTTC at the project site. As noted in that impact discussion, stormwater runoff would generally be conveyed to a separate detention basin within the GOTTC facility where materials would be allowed to settle prior to discharge off-site. Furthermore, construction and operation of the proposed GOTTC would be subject to and implemented in accordance with the requirements of the Central Valley Water Quality Control Board (CVRWQCB), including Construction General Permit Order No. 2009-009-DWQ which regulates how runoff must be contained and treated so as to prevent off-site impacts, including those to Putah Creek.

2-8 Portable generators and certain construction equipment would be used periodically for training purposes as part of the operational activities of the proposed GOTTC. Potential impacts related to operation of this equipment, including generators were included as part of the analysis of the EIR.

2-9 Section 4.9, "Noise" of the Draft EIR presents a comprehensive evaluation of the potential increases in noise and vibration that may occur as a result of the project implementation, including construction and operation of the proposed GOTTC. More specifically, Impact 4.9-4, which begins on page 4.9-20 of the Draft EIR, evaluates the potential increases in ambient noise levels, including those at nearby residential receptors within the Putah Creek Hamlet residential area. The analysis presented in the Draft EIR takes into account the potential increases in ambient noise that would occur if all equipment were operating at the site concurrently from their planned locations. Please refer to the last line of Table 4.9-15 on page 4.9-24. With inclusion of the mitigation measures (4.9-4a, 4.9-4b, and 4.9-4c) outlined in the Draft EIR, nearby residential receptors would not experience substantial increases in ambient noise levels. Therefore, it is not necessary to provide a block-by-block estimation of project-related noise and impacts because no significant impacts would occur with implementation of recommended mitigation.

Letter 3

Burrowing Owl Preservation Society

A non profit organization dedicated to increasing the Burrowing Owl population through education and research; and protection and enhancement of grassland habitat.
EIN **55-0862131** www.burrowingowlpreservation.org

March 25, 2015

City of Winters
318 First St.
Winters, CA 95694

Dear City Council Members,

Please accept the following comments on the DEIR for the PG&E Gas Operations and Technical Training Center.

As noted in the Biological Recourses section, the Western Burrowing Owl is a special status species having the potential to be significantly impacted by the project. Biological Impact, 4.4-1 identifies the loss of 38 acres of raptor foraging habitat as a significant impact. Mitigation Measure 4.4-2b is to avoid or minimize impacts to Burrowing Owl nest sites and foraging habitat.

Winters City Policy VI.C.2 states that habitat loss shall be replaced by creating habitat as close as possible to the project site.

Winters City Policy VI.C.4 states that the City shall participate and support local attempts to restore and maintain habitat such as the Yolo Natural Heritage Plan. The Western Burrowing Owl is a covered species in the Yolo Natural Heritage Plan.

Winters City Policy VI.C.7 states that the City shall promote the use of native plants. 3-1

The City could implement Mitigation Measure 4.4-2b and the above listed policies by asking the applicant for the following conditions of approval:

1. Plant short, native grasses and forbs (not trees) in the landscaping
2. Prohibit use of rodenticides to control ground squirrels
3. Use permeable materials (not concrete or asphalt) for roads and walk ways

These conditions would result in, the acres not built upon, to be Burrowing Owl habitat. If there are no burrows, artificial ones could be installed. This would be Policy VI.C.4, participating in restoration of habitat.

I anticipate an objection that the Training Center would have too much human disturbance, e.g., noise and activity, to be Burrowing Owl habitat. I know a fire station where owls adapted to fire rescue trainings such as car passenger extractions and even the regular testing of the fire engine sirens did not cause them to abandon the site.

Of note, is that the two site biological assessments were done on January 7, 2014 and October 26, 2011-- not during Burrowing Owl breeding season. 3-2

Thanks for your thoughtful consideration,

Catherine Portman, President
Burrowing Owl Preservation Society

1

Letter 3 Response	Burrowing Owl Preservation Society Catherine Portman March 25, 2015

Thank you for taking the time to submit comments on the proposed project. Responses are provided below.

3-1 Regarding burrowing owls and their habitat, the project site is currently undeveloped open space that could serve as habitat for burrowing owls. However, based on site reconnaissance surveys conducted on October 26, 2011, January 7, 2014, and January 23, 2014, no burrowing owls were observed. Nonetheless, the Draft EIR concluded that the project could have potential impacts to burrowing owls and their habitat should they become established prior to project construction, and Mitigation Measure 4.4-2b was included to appropriately document, avoid, and mitigate for any active nests that may be found on-site prior to construction. Therefore, no significant impacts to burrowing owl would occur.

The applicant has proposed to use a native seed mix for use in the drainage channel. The City would coordinate with the Putah Creek Streamkeeper to identify native plant and tree species appropriate for planting in the creek open space area and along the proposed trail.

The proposed trail, which would complete a missing segment of the existing Upper Putah Creek Trail, would be constructed to the same design specifications as the existing trail which is 10-feet of paved asphalt with two-foot shoulders. The remaining portions of the proposed channel cross-sections would be permeable including the proposed maintenance road which would be gravel and the other areas which would be vegetated open space.

A draft cross-section for the modified channel and open space design that satisfies Mitigation Measure 4.1-2 is attached (Appendix A). See also Response to Comment PH-3.

Regarding the use of rodenticides, the City is and would be responsible for the operation and maintenance of the Upper Putah Creek Trail, including the proposed segment behind the GOTTC. The City does not and will not use rodenticides along the trail (existing and proposed) or anywhere within the proposed open space area.

3-2 Although the biological surveys of the site were conducted outside of the nesting season for burrowing owl, Mitigation Measure 4.4-2b specifically requires preconstruction surveys for burrowing owl nests and specifies additional measures to be implemented should active nests be found consistent with Section 3503 of the California Fish and Game Code.

Letter 4

From: Sally Brown [mailto:sallypra@compuserve.com]
Sent: Wednesday, March 25, 2015 9:49 AM
To: Jenna Moser
Cc: Carol Scianna; Kurt Balasek
Subject: "Comments to Draft PG&E EIR"

Hi Jenna-

I had previously submitted these comments to Carol regarding the CEQA scoping. I think they are still relevant for the EIR as I have slightly modified.

Storm Drainage Channel – I would like to see the storm drainage channel be an amenity not a ditch. The wider the channel the better. If I understand correctly that it has to do with capacity to deal with the volume of a 100 yr flood. So if it is wider then (1) it doesn't have to be so deep – which would then enable it to be more of a play area than a "stay out" area and (2) my understanding is that the wider the channel, the more likely we will be able to plant vegetation, thus having it as an amenity as opposed to an eye sore. I would prefer that there be no fencing at all to enable access into the grassy area as it will be relatively infrequent that the channel will have water. 4-1

Putah Creek Nature Trail – It disturbs me that the trail is going to have a break in it. I think it is important, especially for matching black topping as well as for access, that the trail be completely made from the current location to the end of the PGE property. I don't know if this is a PGE, City, or joint responsibility to make this happen. I just want to be sure that it does happen. 4-2

Thanks so much!

Sally Brown
24 East Main Street
Winters, CA 95694

Letter 4 Response	Sally Brown Individual March 25, 2015

Thank you for taking the time to submit comments on the proposed project. Responses are provided below.

4-1 This comment expresses a preference for use of the storm drainage channel as a community amenity in addition to a flood control improvement. This comment does not address the adequacy of the analysis of the Draft EIR but expresses a preference with respect to project design and joint use. As noted on page 3-21 of Chapter 3, "Project Description" of the Draft EIR, the east-west portion of the proposed drainage channel would be an interim improvement after which time it would be converted into open space use as part of the Upper Putah Creek Trail. Regarding the north-south portion of the channel, the currently proposed depth of the channel reflects an interim condition and would be deepened at a later date to serve planned development north of SR 128.The inclusion of recreational improvements within this portion of the proposed drainage channel would be premature as these improvements would likely need to be removed when the drainage channel is deepened and/or otherwise modified. Moreover, this facility is designed to handle considerable volumes under 100-year storm event conditions. These considerations are relevant to the final design. Nevertheless, the City can consider the use of the channel as an amenity during no flow and low-flow conditions so long as the integrity of the facility for 100-year flow is maintained. This comment will be reviewed and considered by the City during consideration of project approval.

4-2 This comment expresses a preference for timing of the completion of the Upper Putah Creek Trail. As part of the project, PG&E would complete the trail segment within the proposed Lot B. However, implementation of the trail west of this segment is not within the control of the applicant or the City. The City is very interested in completing the final segment of the trail located behind the McClish remainder property (Lot 2) and looks forward to working with the property owner to accomplish this when development occurs, if not sooner. There has been no application submitted for development of Lot 2 at this time, however the City has asked the property owner to consider allowing an easement for completion of the trail. This EIR provides CEQA clearance for that final segment of the trail.

It should be noted that the segment of trail that would be installed behind the proposed GOTTC would follow the proposed drainage channel northward and connect to pedestrian improvements along SR 128 and the greater pedestrian network of the City of Winters. This comment does not address the adequacy of the analysis of the EIR; the comment will be reviewed and considered by the City during consideration of project approval.

Letter 5

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Water Boards

EDMUND G. GOVERNOR

MATTHEW R. SECRETARY FOR ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

RECEIVED
JM.
06 2015
CITY OF WINTERS

1 April 2015

Jenna Moser
City of Winters
318 First Street
Winters, CA 95694

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COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, PG&E WINTERS GAS OPERATIONS TRAINING CENTER PROJECT, SCH# 2014032005, YOLO COUNTY

Pursuant to the State Clearinghouse's 25 February 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the PG&E Winters Gas Operations Technical Training Center Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). 5-1

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

RECYCLED PAPER

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ. 5-1 cont.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements
If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. 5-1 cont.
There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits. 5-1 cont.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak

Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

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Jenna Moser
City of Winters
318 First Street
Winters, CA 95694

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Letter 5 Response	Central Valley Water Quality Control Board Trevor Cleak April 1, 2015

Thank you for taking the time to submit comments on the proposed project. Responses are provided below.

5-1 This comment identifies potential permitting requirements that may apply to the proposed project and does not raise issues with the adequacy of the Draft EIR's analysis. As noted in Chapter 1, "Introduction," PG&E is currently anticipating that the project would require a Waste Discharge Requirement permit from the CVRWQCB in addition to review and approval of a site-specific stormwater pollution prevention plan (SWPPP) by CVRWQCB. Based on a wetland delineation conducted for the project and included as part of Appendix D, no jurisdictional wetlands are present on the project site or would be altered by implementation of the project. Further, commercially irrigated agriculture and construction dewatering are not anticipated as part of the project. With respect to requirements related to Phase I or II MS4 Permits, this requirement does not apply to development within the City of Winters because the population of the city is less than 10,000 residents. However, the City of Winters encourages new developments to incorporate Low Impact Development (LID) technologies to mimic the natural hydrology of the lands prior to disturbance.

Letter 6

Comments on Draft EIR for the PGE Facility in Winters
From: Jeff TenPas, 24 East Main St, Winters, CA 95694

I have several comments on the plan and draft EIR:

Issues

1. That the storm water drainage channel at the west side of the property should be multipurpose and be designed to accommodate pedestrian use and the design should include trees for shade and benches for seating in the shade. 6-1
2. That the future storm water underpass beneath SR128 should be considered now and should be designed to function as an underpass for pedestrians and bicycles. 6-2

Comments

1. The interim Storm Water Channel to the west of the PG&E facility is currently not designed to allow shade trees and benches in the channel. Thus it misses the opportunity to make a multi-use amenity of the channel. The Drainage report states that the channel is designed to be "grass-lined". So instead of being a shaded recreation park area, the channel will be bare and most of the year covered in dead grass, and unshaded and hot, and once every few years it will be useful as a storm water channel. And I quote: 6-3

   The Storm Water Channel is anticipated to be grass-lined with a conservative Manning's "n" Roughness Coefficient of 0.060
   (BFK Engineers, 2015. Drainage report – PG&E Gas Operations Technical Training Center)

   The EIR should assess the lost opportunity to make a multi-use area of the storm drain, and the minimal increase in width necessary to accommodate trees and benches.

2. The proposal does not include plans and design factors for the final Storm Water Channel. Because this project sets the storm drain channel footprint, the proposed design and EIR should include the final Storm Water Channel design and specifyically if that design would allow for shade trees and benches in the channel. 6-4

3. The future storm water channel crossing under State Route 128 is a potential site for a safe pedestrian and bicycle crossing of 128. This project may affect and should address that possibility. The plan and EIR should address the affect of the project on bike and pedestrian traffic and the Bike Master Plan and how the Storm Water Channel and the future storm water passage fit into the bicycle and pedestrian traffic plan. 6-5

Letter 6 Response	Jeff TenPas Individual April 7, 2015

Thank you for taking the time to submit comments on the proposed project. Responses are provided below.

6-1 This comment expresses a preference for use of the storm drainage channel as a community amenity in addition to a flood control improvement. Refer to Response to Comment 4-1.

6-2 The commenter offers suggestions for the design of the channel crossing under SR 128/Grant Avenue. The proposed project would use the existing catch basins and culverts to transport existing flows into the channel. In the future and as part of a separately planned effort, several box culverts (5 feet by 8 feet in dimension) would be constructed under Grant Avenue to convey flow from an open channel north of Grant into the drainage channel within the project site. These improvements are described on page 10 of the City's adopted Storm Drain Master Plan. As designed these culverts would not be sufficient to serve as a pedestrian undercrossing for Grant Avenue; however, the project includes installation of a traffic signal at the intersections of Timbercrest/Grant Avenue and at Matsumoto/Grant Avenue which would allow for safe crossing of Grant Avenue at these locations. Required sidewalk improvements on the south side of Grant Avenue, along the frontage of the project site, would provide a safe route from the signals to the proposed trail along the drainage channel, connecting to the proposed trail segment along the creek.

6-3 Regarding the request for community amenities in the storm drainage channel, refer to Response to Comment 4-1.

Regarding the commenter's statement that the EIR should evaluate the lost opportunity for a multi-use storm drainage area, CEQA does not require that agencies evaluate the potential opportunity costs/benefits of the project. The purpose of the EIR is to evaluate the direct and indirect physical environmental changes of the project on the environment. As described in impact 4.12-6 and 4.10-4, respectively, the project would result in less-than-significant storm drainage impacts and recreation impacts. Consideration of multi-use facilities is a policy issue for the City, not an EIR or CEQA issue. The EIR is not required to evaluate this consideration. The project would include important connections in the City's sidewalk and trail system, and well as important components of the adopted Storm Drain Master Plan.

6-4 Plans and design factors for the proposed storm drainage channel are included as part of the EIR analysis (refer to Section 4.12, "Utilities, Hydrology, and Water Quality" and Appendix H [available online at the City's website] of the Draft EIR for further clarification.) This level of design information is specific enough to understand the physical environmental changes that would occur at the site. The design is consistent with the City's 2008 Storm Drain Master Plan, which sets the location and size of the facility.

6-5 Regarding the commenter's request that a stormwater and bicycle/pedestrian underpass be constructed beneath State Route 128, please refer to Response to Comment 6-2. The EIR does assess potential impacts to bicycle and pedestrian facilities on page 4.11-24 of the Draft EIR. As noted in the EIR discussion, the project would include construction of the Class I bike trail along East Grant Avenue that is identified in the City's Bikeway System Master Plan and would extend

pedestrian facilities, including along the storm drainage channel, to connect to the City's existing pedestrian network. As a result, the project would be consistent with the City's current recreational planning efforts and impacts would be less than significant, as stated on pages 4.11-24, 4.11-25, and 4.11-27 of the Draft EIR. City staff has analyzed the potential for inconsistencies with various relevant adopted plans of the City and concluded that the project as conditioned and mitigated, would be consistent with all relevant adopted plans.

Letter 7

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Gover

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, STE 150 – MS 19
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 263-1796
TTY 711

Serious drought.
Help save water!

April 13, 2015

032015-YOL-0013
03-YOL-128 / PM 9.662
SCH# 2014032005

Ms. Jenna Moser
City of Winters
318 First Street
Winters, CA 95694

PG&E Winters Gas Operations Technical Training Center – Draft Environmental Impact Report (DEIR)

Dear Ms. Moser:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the PG&E Winters Gas Operations Technical Training Center. PG&E proposes to construct and operate a vocational training facility on an approximate 50-acre site. At full build-out, there will be approximately 287 individuals on the training campus each day. The project site is located adjacent the southwest quadrant at the intersection of State Route (SR 128) / Grant Avenue and Interstate (I-505). The following comments are based on the DEIR.

Encroachment Permit

Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below.

California Department of Transportation
District 3 Office of Permits
703 B Street
Marysville, CA 95901

Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information. http://www.dot.ca.gov/hq/traffops/developserv/permits/. 7-1

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Mitigations

Impact 4.11-2 discusses the degradation of Level of Service (LOS) D to LOS E traffic conditions, under the existing plus approved plus project scenario, at the State Route (SR 128) / East Grant Ave. and Interstate (I-505) southbound ramps intersection during the evening commute period. Corresponding Mitigation Measure 4.11-2 states, "Prior to operation of the proposed project, the applicant shall contribute traffic impacts fees consistent with the City's Traffic Impact Fee Program for the installation of a traffic signal at the East Grant Avenue (SR 128) / I-505 Southbound Ramps. The installation of a traffic signal at this intersection is included in the Complete Streets Concept Plan for SR 128/Grant Avenue/Russell Boulevard (December 2010) that was prepared for Caltrans and the City of Winters, and adopted by the Winters City Council in February 2011. Further, sufficient right of way is available for the improvement. The installation of a traffic signal at this location will be triggered by a combination of new development activity in the I-505/Grant Avenue planning area and/or the addition of through trips generated by other cumulative development. The signal shall be triggered by 50 percent of approved developments plus a total of 630 p.m. peak hour trips generated by development within the I-505 / Grant Avenue planning area. When these future volume triggers are met, a formal traffic signal warrant analysis shall be prepared to evaluate all the designated criteria and determine if sufficient warrants are met, or if additional growth can occur. When it is determined that the installation of a traffic signal is warranted, the analysis shall be submitted to Caltrans for review." Caltans concurs with Mitigation Measure 4.11-2. 7-2

Impact 4.11-3 discusses the operation of the State Route (SR 128) / East Grant Ave. and Timbercrest Rd. intersection, under the cumulative scenario, in the morning and evening commute periods. Corresponding Mitigation Measure 4.11-3 states, "The project applicant shall install a traffic signal at the East Grant Avenue / Timbercrest Road intersection prior to building occupancy." Caltrans concurs with Mitigation Measure 4.11-3.

Timbercrest Road Improvements

Regarding Mitigation Measure 4.11-3, all four corners of the SR 128 / East Grant Ave. and Timbercrest Rd. intersection will need improvements. Timber Crest Road, on the north side of SR 128, may need to be realigned to allow for a better approach to SR 128. 7-3

Access Management

Vehicles exiting east from the gas station on the corner of Matsumoto Lane and SR 128 / Grant Ave., toward SR 128 and I-505, could become a safety issue. A raised median between Timbercrest Rd. and Matsumoto Lane may be necessary. 7-4

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and liveability"

If you have any questions regarding these comments or require additional information, please contact Arthur Murray, Intergovernmental Review Coordinator at (916) 274-0616 or by email at: arthur.murray@dot.ca.gov.

Sincerely,

ERIC FREDERICKS, Chief
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and liveability"

Letter 7 Response	California Department of Transportation, District 3 Eric Fredricks April 13, 2015

Thank you for taking the time to submit comments on the proposed project. Responses are provided below.

7-1 As noted in Chapter 1, "Introduction," it is anticipated that the project would require an encroachment permit due to construction work proposed within State right-of-way (ROW). As part of the project, the City and project applicant would adhere to procedural requirements related to obtaining an encroachment permit.

7-2 The comment expresses concurrence with Mitigation Measures 4.11-2 and 4.11-3 as stated in the Draft EIR. No further response is required.

7-3 Should the project be approved by the City, the City and project applicant will work with Caltrans to ensure that all intersection and roadway improvements identified in the EIR, as part of the project or as mitigation measures, are designed and implemented in accordance with applicable requirements.

7-4 Based on current engineering and design, a raised median is not anticipated to be necessary as part of the project or as mitigation to maintain traffic flows and prevent potential safety hazards. However, adequate right of way is available to accommodate a raised median in this location and inclusion of a raised median is part of the Complete Streets Plan for SR 128/East Grant Avenue. The City will continue to work with Caltrans towards the continued implementation of the Complete Streets Plan and should it be determined that a median is necessary, the City would work with Caltrans to insure the timely implementation of such an improvement as part of a separately planned effort.

Letter 8

April 13, 2015

Jenna Moser
City of Winters
318 First Street
Winters, CA 95694

RE: Comments related to the Winters Pacific Gas and Electric Gas Operations Technical Training Center Draft EIR (State Clearinghouse #2014032005)

Dear Ms. Moser:

RCH Group hereby respectfully submits comments on the proposed Draft Environmental Impact Report (DEIR) for the Winters Pacific Gas and Electric Gas Operations Technical Training Center. RCH has reviewed the DEIR and determined that the DEIR fails to adequately disclose and analyze the proposed project's cumulative impacts pertaining to utilities, specifically wastewater.

The DEIR defines the geographic area used in the cumulative analysis for utilities as the regional utility area (**Table 5-1**, page 5-2). However, the list of projects used to analyze cumulative impacts (**Table 5-1**, page 5-2) only includes projects within approximately one mile of the proposed project. To adequately address cumulative impacts to the City of Winters Wastewater Treatment Facility (WWTF), the cumulative analysis should include all approved projects within the service area of the WWTF. The cumulative impact to the WWTF is not the projects within a specific radius of the project site, but all projects that will rely upon the WWTF. This should be corrected in responses to comments on the DEIR. 8-1

In addition, the DEIR fails to provide adequate facts and analysis when determining cumulative impacts to the WWTF, which in fact has limited capacity. According to our review of various source documents, the WWTF has a permitted capacity of 0.92 million gallons per day (MGD) and currently treats an average influent flow between 0.65 and 0.71 MGD. Using a per capita wastewater generation rate of 102 gallons per day (gpd), the calculated theoretical available capacity of the WWTF is in the range of 686 to 891 residential units.

According to estimates in the DEIR (**Table 4.12-2**, page 4.12-13) the proposed project would generate between 4,000 and 5,000 gpd of wastewater, or the equivalent of approximately 13 to 16 residential units (assuming a per capita wastewater generation rate of 102 gpd and three people per unit). The City of Winters has approved Tentative Map Entitlements for approximately 700 units that have yet to move forward, a number that exceeds the lower range of available WWTF capacity. When combined with approved projects in the service area of the WWTF, the wastewater generated by the proposed project and other approved projects could cumulatively exceed the available capacity of the WWTF for wastewater collection and treatment. The addition of the proposed project to other approved projects in the WWTF service area could require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, and result in a potentially significant cumulative impact. 8-2

RCH GROUP
11060 WHITE ROCK ROAD, SUITE 150-A RANCHO CORDOVA, CA 95670 (916)782-4427

RCH Group recommends the following mitigation measure be added to the EIR to address the potentially significant cumulative impact of the proposed project. This mitigation is similar to requirements of other projects that could cumulatively exceed the capacity of the City of Winters WWTF:

Mitigation Measure 5.3.12-1

The project applicant shall contribute its fair share toward the update of Winters Wastewater Facilities Master Plan as well as the expansion of the City of Winters WWTF and conveyance systems between the project site and the WWTF, consistent with the Wastewater Facilities Master Plan. 8-3

Level of Significance after Mitigation

The implementation of **Mitigation Measure 5.3.12-1** would reduce cumulative impacts to the City of Winters WWTF to a **less than-significant (LTS)** level by ensuring that the proposed project contributes to the expansion of the WWTF needed to provide adequate capacity to serve the projected wastewater demand from the proposed project in addition to the existing commitments for the City WWTF.

Implementation of the above mitigation measure would be consistent with City requirements for other projects that rely upon the limited capacity of the WWTF.

We appreciate the opportunity to provide comments on the Winters Pacific Gas and Electric Gas Operations Technical Training Center DEIR, and are available to discuss our comments in more detail. Please call me at (916) 782-4427 if you have additional questions.

Sincerely,

Paul H. Miller

Paul Miller,
Principal of Environmental Services

2

Letter	RCH Group
8	Paul Miller
Response	April 13, 2015

Thank you for taking the time to submit comments on the proposed project. Responses are provided below.

8-1 The comment raises concerns that the cumulative analysis for the Waste Water Treatment Plant (WWTP) did not address its full service area. The WWTP currently serves the entire city limits. This is described in Table 5-1 on page 5-2 of the DEIR. The service area of the plant was used for the Cumulative Analysis. The commenter's conclusion that the EIR uses the wrong cumulative assumptions and is therefore inadequate is not correct. As noted on page 5-2, the projects listed in Table 5-2 (incorrectly labeled as Table 5-1) are included to account for more localized cumulative impacts. The first paragraph on page 5-2 has been clarified as follows to more clearly reflect this distinction:

> As noted in Table 5-1, the potential geographic scope of certain issue areas is more localized than others. In order to account for localized cumulative effects in addition to regional and global effects identified in Table 5-1, the projects listed in Table 5-~~1~~2 (correlated with their locations in Figure 5-1) are not intended to be an all-inclusive list of projects in the region, but rather an identification of projects constructed, approved, or under review in the vicinity of the project site that have some relation to the environmental impacts of construction and operation of the proposed project. The list of projects used in this cumulative analysis is based on information for approved and pending projects obtained from the City of Winters, Yolo County, and Solano County. Per Yolo and Solano counties, there are no related projects within their jurisdiction in the vicinity (one-mile radius) of the project site.

This clarification does not alter the conclusions of the EIR. The analysis of potential cumulative wastewater facilities impacts accounts for potential cumulative impacts within the service area of the Winters Wastewater Treatment Facility (WWTF) and is fully adequate.

8-2 The comment opines that the WWTP has insufficient capacity to serve the project. The current permitted capacity of the WWTP is 0.92 MGD. The current flows into the WWTP are 0.65 to 0.71 MGD. The current theoretical available capacity is 686 to 891 units, based on a flow generation rate of 102 gallons per capita per day (gpcd), which includes commercial, schools, and industrial flows. The City has approved tentative map entitlements for approximately 700 units. Prior approval of a tentative map does not commit the City to serve. The PG&E Facility would generate the equivalent of 13 to 16 residential units of flow, which has a minimal impact on the capacity of the WWTP and for which the WWTP clearly has capacity. Further, any impact to the WWTP is mitigated by the project paying its sewer impact fee. The City has not reserved any capacity and as development moves forward, the City will consider and approve each Final Map and confirm that there is sufficient WWTP capacity on a first-come-first-serve basis. When an expansion is determined to be necessary, either the City will do an expansion using collected-fees, or a developer will front the money to expand the WWTP.

8-3 The proposed mitigation measure is not necessary. The project impact is less-than-significant without mitigation, there is capacity at the plant, and the project will pay adopted development fees related to sewer collection and treatment.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

April 13, 2015

RECEIVED
JM
APR 16 2015
CITY OF WINTERS

Jenna Moser
City of Winters
318 First Street
Winters, CA 95694

Subject: PG&E Winters Gas Operations Technical Training Center
SCH#: 2014032005

Dear Jenna Moser:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 10, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	2014032005
Project Title	PG&E Winters Gas Operations Technical Training Center
Lead Agency	Winters, City of

Type	EIR Draft EIR
Description	PG&E proposes to reconfigure 8 existing parcels totaling 55.3 ac to: develop a natural gas vocational training center on 29.6 ac that will be operated by PG&E; develop a storm drainage channel on 7.9ac that will be dedicated to the City for operation and maintenance; develop a signalized extension of Timbercrest Rd on a portion of a 1.6ac ROW south off of SR 128 which will also serve as the main access to the facility; create two remainder parcels totaling 16.2 ac that will be retained by the current owner on which no development or approvals are proposed at this time; and allow for the future construction by the City of segments of the Upper Putah Creek Trail to connect to an existing trail and recreational/habitat corridor.

Lead Agency Contact

Name	Jenna Moser		
Agency	City of Winters		
Phone	530 794 6713	*Fax*	
email			
Address	318 First Street		
City	Winters	*State* CA	*Zip* 95694

Project Location

County	Yolo			
City	Winters			
Region				
Lat / Long				
Cross Streets	I-505 and SR 128			
Parcel No.	multiple			
Township		*Range*	*Section*	*Base*

Proximity to:

Highways	I-505 and SR 128
Airports	
Railways	
Waterways	Putah Creek
Schools	
Land Use	Highway Service Commercial and Business Industrial Park

Project Issues	Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 3 S; Air Resources Board; State Water Resources Control Board, Division of Water Rights; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission

Date Received 02/25/2015 *Start of Review* 02/25/2015 *End of Review* 04/10/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

CLEAR
4-10-15
E

CALIFORNIA
Water Boards

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

1 April 2015

RECEIVED
APR 08 2015
STATE CLEARING HOUSE

Jenna Moser
City of Winters
318 First Street
Winters, CA 95694

CERTIFIED MAIL
7014 2870 0000 7535 7778

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, PG&E WINTERS GAS OPERATIONS TRAINING CENTER PROJECT, SCH# 2014032005, YOLO COUNTY

Pursuant to the State Clearinghouse's 25 February 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the PG&E Winters Gas Operations Technical Training Center Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

RECYCLED PAPER

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements
If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

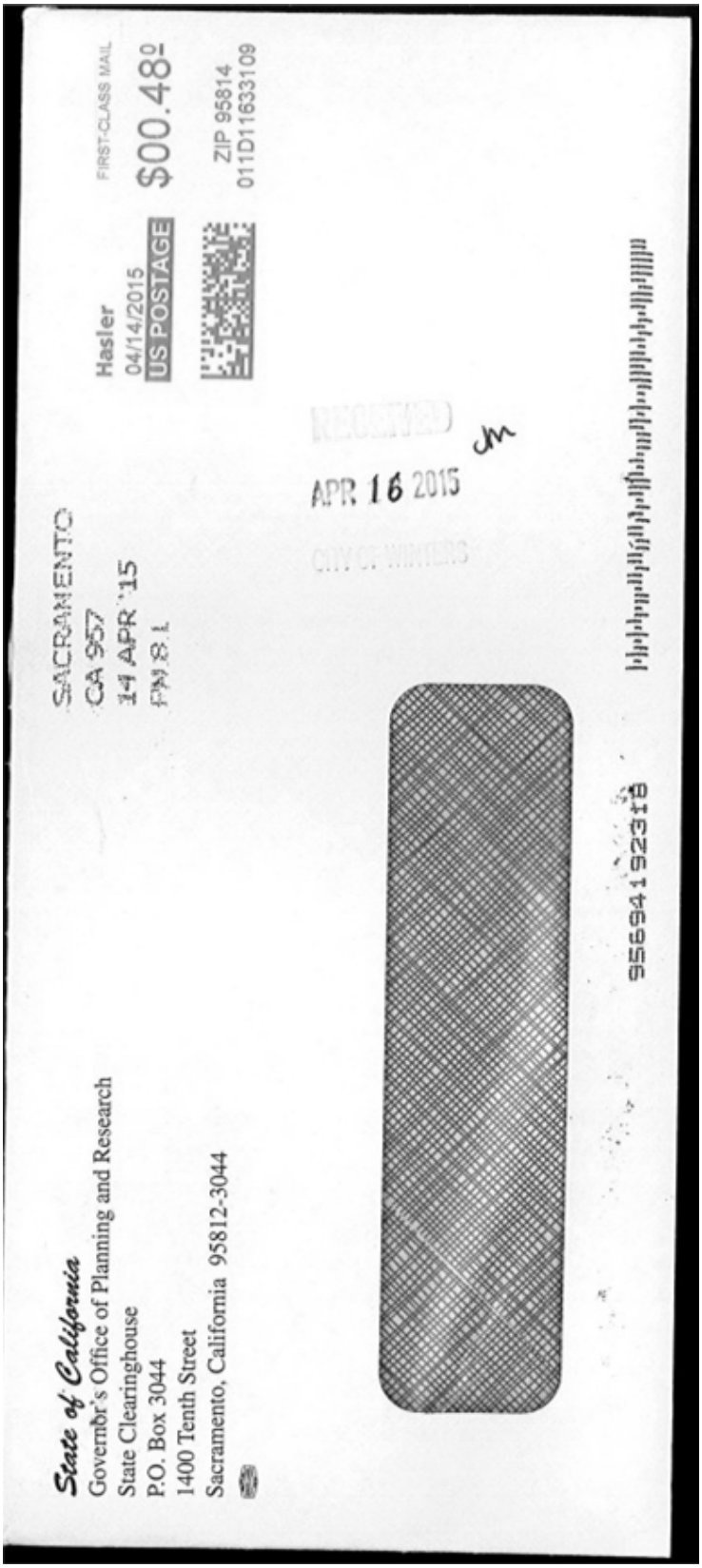
For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento


State of California
Governor's Office of Planning and Research
State Clearinghouse
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Sacramento, California 95812-3044
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CITY OF WINTERS
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Letter 9 Response	Governor's Office of Planning and Research Scott Morgan April 16, 2015

Thank you for taking the time to submit comments on the proposed project. Responses are provided below.

9-1 The comment that the City of Winters complied with CEQA public review requirements is noted. This letter also included a copy of the comment letter from the CVRWQCB, which has been addressed in this document as Letter 5. Please refer to Letter 5, above, for responses to the comments in the attached CVRWQCB letter.

Letter
PH

CITY OF WINTERS

WINTERS PACIFIC GAS AND ELECTRIC (PG&E)

GAS OPERATIONS AND TECHNICAL TRAINING CENTER

City Council Project Workshop and Planning Commission

Draft EIR Comment Meeting

March 24, 2015, 6:30 p.m.

318 First Street

Winters, California

STEFANIE EASTMAN, CSR 9177

MAYOR AGUIAR-CURRY: Call to order the City of Winters Winters Pacific Gas & Electric Gas Operations Technical Center Project Workshop and Draft EIR Comment Meeting, Tuesday, March 24th, 2015, at 6:31 p.m.

Roll call, please.

MS. MOSER: Council member, Anderson?

Cowan?

BY MR. COWAN: Here.

MS. MOSER: Fridae?

MR. FRIDAE: Present.

MS. MOSER: Neu?

MR. NEU: Here.

MS. MOSER: Mayor Aguiar-Curry?

MAYOR AGUIAR-CURRY: Present.

MR. BIASI: I will call to order the meeting of the Winters Planning Commission, Winters Pacific Gas and Electric Gas Operations Technical Training Center Project Workshop and EIR Comment Meeting.

MS. MOSER: Commissioner Adams?

MR. ADAMS: Here.

MS. MOSER: Baker?

THE WITNESS: Here.

MS. MOSER: Myer?

MR. MYER: Here.

MS. MOSER: Reyes?

Riley?

Chair Biasi?

MR. BIASI: Here.

MS. MOSER: Frazier? So sorry.

MAYOR AGUIAR-CURRY: Thank you very much. Welcome. To the welcome by City Manager John Donlevy.

MR. DONLEVY: Good evening, everybody. Tonight is the second workshop. Last week was pretty good. We had the corned beef and cabbage. The City attorney is not here, so I will throw him under the bus. We didn't have beer, because of the city attorney. And then Heidi was supposed to bring the beer in her truck, but she left right after the meeting.

MS. TSCHUDIN: It was in there; you couldn't see it.

MR. DONLEVY: Last week -- this is number two of two workshops that we're doing on the project. And last week, we focused on the design site plan and infrastructure. Tonight will be environmental night ... environmental and creek night that we're going to kind of go over some of the main aspects of those items. Last week had all the super pretty pictures. We did bring some pretty pictures tonight. Tonight is going to be a lot of technical and legal along with a couple of drawings regarding the creek

aspects of things.

Just some of the logistics for tonight. For the City Council, tonight is a workshop. It's the same for the Planning Commission, but the Planning Commission will actually be holding a public hearing in the official comment period for the environmental aspects regarding the project. So if it looks like the Planning Commission is going to jump into official mode at one point of the meeting, they will. Because we'll have the one comment period where people from the public who are interested in bringing comments regarding the project can do that as far as the official record goes. So sit back, and I think tonight is going to be a great night to the environmental steps.

So with that, why don't I turn it over to our planner are on the project, Heidi Tschudin.

THE MAYOR: Heidi, will you do the housekeeping regarding the court reporter so we make sure people say their name?

MS. TSCHUDIN: I will be happy to. As John was mentioning, the portion of the meeting where we actually give you the opportunity to make formal, oral comments on the draft EIR, we want to make sure that we capture it properly with the court reporter tonight.

This is a step that we do to be consistent with state law. So all night long it's kind of nice if you introduce yourself, but particularly if you do choose to make oral comments on the EIR, if you could please come up to the podium, introduce yourself so we can make sure she has your name properly and she'll record your comments and we will go from there.

If you have a copy of the workshop staff report, it might be helpful for you, because we're going to pretty much follow what's on here in terms of how we conduct our procedures this evening. I'm going to talk to you for just a couple of minutes about the workshop goals, the project description and the project approvals that are required for the project. I'll review the Environmental Impact Report with you, and then I've got some help from Alan and Jaysen to go through some of the issues related to the creek.

The primary -- there's actually two primary reasons for the workshop today. They both have to do with making sure you have a good understanding of the project and education and disclosure. The workshop component, as John mentioned, is to give you an opportunity to discuss these issues in more depth in an informal setting in advance of the actual hearings on the project that will occur later -- actually in a

couple of months.

And then the EIR portion, as I mentioned, is a step that we do to be compliant with state law to give people an official opportunity to provide oral comments. We're also right in the middle of the comment period for the draft EIR in terms of getting written comments as well. And there's a hard copy of the EIR up front if you want to page through it. The entire EIR is available online through the City's website. If you need to get a copy of it in some other manner, you can talk to myself or you can talk to Jenna. We will figure it out for you. The comment period for the draft EIR ends on April 13th. It started on February 24th. That's about 46, 47 days. And we encourage you to submit any comments that you have for consideration. We can also accept and will talk about comments that are more on the general aspect of the project tonight and all through the process. There's also in the back some note cards. Do they need to submit those in advance of speaking or any time?

MS. MOSER: At any time.

MS. TSCHUDIN: If you don't want to talk, if you're shy but you haven't submitted written comments yet and you want to take advantage of the note cards, you can jot your comments down on the note cards, give

them to myself or Jenna any time this evening and they will also become part of the record.

Are there any questions about how we are going to conduct the meeting or the part about giving formal oral comments? Any questions at all? Great. Thank you.

So let me talk briefly about what we're doing this evening. Goals of the workshop, as I mentioned, are to provide an opportunity to talk informally about the project, receive comments on the EIR, and just generally increase your education about the project.

The project description is summarized in the report. We had more detailed discussion of the project description at the last workshop, so I'm just going to hit some of the basics. There's several components to the project. It involves, let's see, how about a site plan. Okay.

MS. MOSER: Sorry. I am going to fly through here. Just a sec.

MS. TSCHUDIN: That's okay. You are going to leave it in that orientation?

MS. MOSER: I am going to zoom out a little bit.

MS. TSCHUDIN: I will use this as well.

THE MAYOR: Do you want me to hold that for

you?

MS. TSCHUDIN: I am pretty good until I drop it. I-505 East Grant. This is the southwest corner, 55 acres. So the primary component of this project is the development of a Gas Operation Training Center for Pacific Gas & Electric. And this site has more land than is needed for the training center, and so the training center component is shown right here. Again, this I-505 East Grant. We've got Putah Creek on the bottom here. The two properties are often referred to as the Jordan Property, which is the ownership currently of this piece, and the McClish Property, which is right here. And the McClish Property bleeds off of this graphic. I will actually pull this one up really quick. So the McClish Property goes all the way over to the back of the subdivision that's located over there.

As a part of this project, I mentioned several components. One is a development of the training center, which would result in about 106- 107,000 square feet of training center on about 30 acres. PG&E will also as part of this project be constructing a storm drainage channel, which goes from East Grant here along the side of the property all the way down and then curves over to an outlet next to the freeway. This

component of the drainage channel -- we'll be talking a little bit more about this later -- is an interim piece, where this is a permanent piece. Eventually this channel will outlet right into Putah Creek at a point in the future.

Also as a part of the project, the applicant, PG&E, will be constructing this piece of Timbercrest Road that allows access into the project. There will be a signal here and a signal here ultimately. Completion of all the improvements along East Grant, including sidewalk access over to existing Main Street. Part of the project includes providing landscaping and some recreational components and trail pieces along here that allow for a connection to the Putah upper creek -- the upper Putah Creek trail, which we'll be discussing in more detail, and then also allowing environmental clearance of a connection of the trail all the way over to where it ends right now behind the existing subdivision that is back there. Those are the components of the project.

In order to allow this project to move forward, the City has to make several approvals. They involve: Certification of the final EIR, which is a document that I mentioned early (Thanks, John); amendment to the City's general plan both for purposes of assigning the

land designations to the property and also for an interpretation of one of the policies; amendment of the zoning codes to assign zone code designations to the properties, and to amend the text of the zoning ordinance; approval of a conditional use permit; site plan and design review, which is one component that we discussed at the last workshop; approval of the parcel map; and then some additional mapping changes involved for approval of the property -- of the project.

Let me now just give you a brief overview of the EIR. I'm going to talk to you a little bit about what was analyzed and some of the conclusions, and then after that we'll go into a discussion about the Putah Creek interface.

I want to introduce Chris Mundhenk. Chris, if you could please raise your hand. He is with Ascent Environmental. His firm prepared this environmental document with the City team for use as part of analyzing the project. So we appreciate him attending tonight and he will help me with any questions that you may have about the EIR.

The purpose of an Environmental Impact Report is to discuss the potential for adverse environmental impact related to the development of a project. And each jurisdiction is required to have a document like

that prepared if there is a concern that there may be impact on the environment that potentially can't be mitigated or that can be mitigated but need additional analysis so that the citizenry has an opportunity to understand what's in the document and so that the decision makers can make informed decisions.

So an Environmental Impact Report was prepared for this project, and it looked at all of the issue areas that state law requires you to look at. So there's a list of about 15 issue areas that state law requires you to look at. It includes traffic and circulation, noise, biology, geology, hazards. The whole gamut. So all of those topics were analyzed in the EIR. And in analyzing the project for impacts in all of those areas, the conclusions were that in a few of the impact areas, there was a need for what's called mitigation measures or actions that would be required of the applicant in order to ensure that impacts won't occur. What this EIR also concluded, though, which is a good thing, is that with the application of those "mitigation measures," there's no impact that is left unmitigated. Sometimes with a project you attempt to mitigate impacts, but you're not able to mitigate all of the impacts and so you're left with what's called unavoidable impacts. But that's not the case with this

project. We were able to demonstrate in that document that with these mitigation measures you will be able to mitigate all of the impacts.

And so what I am going to do real briefly is just walk you through where the EIR identified that there was a potential for impact, and I am going to briefly summarize for you what the mitigation measure says. And I won't spend a lot of time. We can answer questions or we can refer directly to the document if you have more questions.

So one of the areas had to do with changes in visual character of the site, particularly -- where am I -- along Putah Creek, and it identified that behind the proposed sound wall in this area where the channel is going to be and where that matches up with the planned open space and trail back here, that there is a potential for visual impact. And so a mitigation measure was identified that required some changes in the proposed design for this drainage channel, particularly in this segment in the back. The mitigation measure also requires an increase in the amount of landscaping that was described and proposed for back here and an increase in the landscaping along the sound wall. It also required that there be a landscaping plan submitted and specifications for the

sound wall to be submitted. And so in a little while we are going to talk a little bit more about those items.

A second area where there were impacts identified had to do with biological resources, and this isn't unusual for Yolo County. There were potential for impacts identified for Swainson's hawk, burrowing owl and a beetle called the Valley Elderberry Longhorn Beetle. In all three cases there were mitigation measures identified that required there be specific site surveys before work begins on the project if it's approved, and then if the species is found, there's a requirement to do certain things to avoid impacts to nests, and there's also requirement for the applicant to buy into mitigation sites elsewhere to ensure that there's mitigation for loss of foraging habitat, particularly as related to the Swainson's Hawk.

In the area of culture resources, there were two impacts that were identified. And, again, these aren't unusual impacts. One is related to the possibility of discovering unknown archeological finds, and the other is the possibility of discovering unknown paleontological finds. So if either of those things happen in the course -- it usually happens during the

construction work for a site -- then the applicant would need to stop and follow certain procedures that are set in state and local law for mitigating that impact.

The next area where there was impact identified had to do with ambient noise that would be created both during construction of the project and operation of the project. The PG&E facility has certain uses in it that will generate noise, and so there was a real in-depth analysis of that as part of the EIR, and in fact that's one of the reasons why there is as part of the project a sound wall that will go around three sides of the site, basically, because of some of the activities that will take place on site. The EIR looked at the potential for impact from noise. There was an acoustical consultant that assisted with this by preparing a technical study and determined that with the mitigation measures that were identified and with the sound wall, that the noise that would come from the operations of the site would not exceed the requirements that the City -- or the threshold that the City has in their own noise regulations.

There was also a discussion of the potential for hazardous materials to be created during construction. There's a requirement that the applicant

1 itemize the types of materials that are used during
2 construction and coordinate with the County
3 Environmental Health Officer to make sure that they
4 follow the written procedures that address that kind of
5 issue for any construction site.
6 There were a couple impacts related to traffic
7 level of service. We had a technical traffic analysis
8 done to look at how trips coming to and from the site
9 would affect, for example, East Grant and other
10 facilities close to East Grant or coming off of East
11 Grant. And one of the mitigation measures that's
12 required is for the applicant to pay traffic impact
13 fees to pay for a program signal at the intersection of
14 I-505 and Grant. Is it right here, Alan?
15 MR. MITCHELL: Yes. Southbound.
16 MS. TSCHUDIN: Southbound right here. There's
17 also a mitigation measure for the applicant to install
18 a traffic signal at Timbercrest and East Grant.
19 And then right here, which is the opposite of
20 Matsumoto Lane which is where the proposal is for there
21 to be emergency vehicle access. There is a mitigation
22 measure to ensure that there's a portion of the signal
23 that you can see from this side so that the emergency
24 vehicles can get in and out of the site.
25 And then finally there's a requirement for

1 construction traffic management plan, which is a
2 typical requirement for a large construction project,
3 and that's part of the EIR as well.
4 That's in a nutshell what was identified in
5 EIR. And as I mentioned, all the other impacts that
6 were analyzed were either found to be less
7 insignificant, which means that they didn't even
8 trigger additional mitigation measures or conditions,
9 or they were found to be fully mitigated by the
10 mitigation measures that I just summarized for you.
11 That's pretty good. That's like 200 pages in ten
12 minutes.
13 I want to talk to you just a little bit about
14 the alternatives that are analyzed in the EIR. The
15 state law requires you to look at alternatives to the
16 project, even though the applicant isn't proposing
17 alternatives for the project, obviously. And the
18 reason for that is so that you, as the decision
19 maker -- the Planing Commission and the City Council --
20 have the opportunity to understand what's going on with
21 that project in the context with other policy decisions
22 that you might choose to make. So it is to give you
23 context for your decision.
24 And in this case in the EIR it looked at four
25 alternatives. A couple of these are actually dictated

by state law. One of them is called "No Project, No Development." So that assumes that the site stays exactly as it is today if you were to go out there right now and drive by it and what the implications of that are. That is one of the alternatives.

The second one is if the site developed consistent with the existing general plan. So right now the general plan identifies this area right in here for highway commercial, and this area bleeding off of this map over here, basically the McClish Property, for business industrial park. This proposal would be a slightly different use than that. Basically an industrial-type or -- I can't think of the right word -- but a training center for the gas operations. And so it involves changes to the general plan and the zoning code. But this second alternative development consistent with the general plan looks at it as if it develops exactly as it had been anticipated in the general plan when you adopted it in the early 90's.

The third alternative looks at a reduced project. So the idea behind that alternative is to see if by reducing the intensity or density of a given project, it changes mitigation measures and it changes impacts in the way that makes them better. So this looked at less square footage for the training center

also and less land, is that correct, Chris?

MR. MUNDHENK: Yes.

MS. TSCHUDIN: So the training center would be about 28 acres instead of the proposed -- so it's less square footage.

MR. MUNDHENK: It's actually, because of the drainage channel, it actually ends up being less acreage disturbed. So the total acreage including the drainage channel under alternative three is 20 acres.

MS. TSCHUDIN: Got it. So that is the reduced project alternative.

The fourth one is called the offsite alternative. Under certain circumstances the state law supports the idea of looking offsite to see if there's maybe a better location for a project. In this case -- actually I don't have a map -- but we looked at a site that was north on the frontage road. It's right below the Teichert Facility, basically. There's an old warehouse there, I think, and an orchard. And that property right there was looked at as an alternative. So taking this same project, basically, and putting it in another location.

The EIR looked at it in a comparative way, the impact of those four alternatives as compared to the impact of the project as proposed, and then state law

1 requires you to do one more thing. It requires you to
2 identify what's called the "environmentally superior
3 alternative," which is, which one of those alternatives
4 might result in fewer impacts than the project? Not
5 surprisingly, the idea of not developing at all was
6 environmentally superior, and when that happens...
7 state law says you have to look at another one. And so
8 the next environmentally superior alternative after
9 that was identified in the document as alternative
10 number three, which is that reduced project
11 alternative.
12 Now, one of the next steps in this exercise is
13 when that happens -- when you identify that
14 environmentally superior alternative -- you are also
15 obligated to look at whether or not it would achieve
16 the objectives of the project applicant. And there's
17 an analysis in the EIR that describes that in fact that
18 alternative would not achieve the objectives of the
19 project applicant.
20 And so at the end of this process, depending on
21 the decision that's made by, first, the Planning
22 Commission, and then the City Council, we will have to
23 produce another document, a legal document called
24 Findings of Fact. And that basically will support
25 whatever decision the City decides to make about this

1 project, including discussing why the alternatives were
2 dismissed if they are in favor of the project as
3 proposed, if that is in fact the action taken by the
4 City. So all those pieces will happen later.
5 With that, I am going to quit on the
6 environmental stuff. Are there any questions about
7 what I covered? Yeah?
8 A COMMENTER: In the noise sound wall part
9 where you found no impact, that noise sound wall will
10 work both to keep noise in your facility boundary. PH-1
11 What about freeway traffic? Won't it bounce that down
12 way or into other areas as well?
13 MS. TSCHUDIN: You know, Chris can help you
14 with this. I know when they did the analysis, they
15 took the freeway noise, the noise that is on East
16 Grant, the noise that's projected to occur from the
17 project all into account. They also did some
18 monitoring on site and on a similar physician that PG&E
19 has in a different location, and they factored that all
20 into the analysis in order to look at those issues.
21 And my understanding of the results is that was not
22 identified as a problem that would occur. But, Chris,
23 do you have any additional...?
24 MR. MUNDHENK: I can talk a little bit more.
25 So -- I will move up here. So if what you are

concerned about is the noise coming off I-505, the sound wall here would actually probably help to reduce noise coming this way towards the residential neighborhood over here. If you are concerned about any sort of noise reflection here, the vegetation along Putah Creek actually will -- it's a noise sort of a line of sight analysis. And so the vegetation here is thick enough that it will likely attenuate the potential for any noise to reflect off of the wall, and so that there really shouldn't be any increase in noise. If anything, the noise wall will pull those noise levels down for anything west of the site from the freeway.

A COMMENTER: What about east of the site? PH-2

MR. MUNDHENK: East of the site. It's based on the noise levels that come off the freeway. Any reflection here would be less and imperceptible, pretty much, compared to what you hear just from the freeway being there in and of itself. The potential for noise reflection is minimal.

THE COURT REPORTER: Do you want their names on the record?

MS. TSCHUDIN: Do you have a preference?

MAYOR AGUIAR-CURRY: Whatever people are comfortable with.

MS. TSCHUDIN: If you would like to have your name in the record and want to state it right now, we are happy to accept that. If you are happy, I am happy.

A COMMENTER: Jeff (Inaudible). Erin Hasbrook.

A COMMENTER: (Jeff)

My question is about one of the identified impacts was change the visual character of the site, and the identified mitigation was redesign the channel cross-section and increase native landscaping along Putah Creek. PH-3

Can you describe what that mitigation -- the redesign the channel cross-section?

MS. TSCHUDIN: Again, I should pay you $20 because that is a perfect segway into the next part of our discussion. Thank you.

A COMMENTER: (Jeff) I will take it.

MS. TSCHUDIN: What I would like to do is invite our engineers to talk about that very issue. We will walk through it a little bit, and then as we mentioned earlier, more towards the end of the process after we finish our overview, to the extent that you want to give even more formal comments or make any statements or comments, we will go to that part as well. So if you let me know at that part of the

presentation, I think it will help. Alan, Jaysen.

MR. FRIDAE: So when the analysis was done regarding the no project versus the reduced project and then the total project. When -- Okay. So the no project was judged to be environmentally superior. And then so a second alternative project was developed, which was the reduced project. And then the goals of the project could not be met. Was that based on the environmental work that would be needed could not -- they could not afford to do it in a reduced project? I am just curious how that determination was made that the goals were not met -- could not be met.

PH-4

MS. TSCHUDIN: When you write a project description for purposes of the California Environmental Quality Act, one of the things that you do is you ask the applicant to define for you their objectives for the project. And there's actually a section, which I can refer to it if there's more detailed questions -- that's in the EIR documents. And there's a dozen or so objectives that we receive from PG&E that are really kind of an opportunity for the applicant to state their problematic objective to what they're pursuing. If it was a public project, we would do the same thing in terms of our goals and policies. So it's that kind of a thing. And then what you do is

that that listing of objectives carries through to the alternative section. And when you do the alternative analysis, you do the environmental impact piece, which is what we were just talking about, and then you do this second part of the analysis where you then compare how well can those objectives that the applicant has stated be achieved by the project. And I would have to open up the book to read for you what the exact conclusions were for alternative three. But that's the method that we use.

MR. FRIDAE: So it's described in there? If you can get me a page number later, that would be great.

PH-5

MS. TSCHUDIN: You bet.

MR. MUNDHENK: 6-19.

MR. FRIDAE: Thank you.

MS. TSCHUDIN: One more question. Yes?

MR. BIASI: You talked about the impact on the traffic, and Impact 4.11-2 about the signal, about paying the fees where the southbound offramp comes off of 505. So is that saying that there's going to be a signal there? Are they going to pay fees for -- I want to be quite clear on what that's called.

PH-6

MS. TSCHUDIN: Both. And Alan is the man to talk about the timing. So both. Would you like me to

have him answer that part right now?

MR. BIASI: Sure.

MR. MITCHELL: Alan Mitchell, City Engineer. The project itself does not trigger a signal at the southbound offramp of I-505, but it's in the City's AB1600. It's basically identified as a need at some point in the future. So the City's collecting impact fees over time. And when that's triggered, the City has a pool of money they can use to build that or reimburse someone that will. And so that's -- their mitigation is to pay impact fees just like Burger King was and AM/PM and Taco Bell. They paid impact fees for a future signal there.

MR. BIASI: It just seems awfully close to the one on Matsumoto landing and highway --

MR. MITCHELL: Yes. Absolutely. The traffic study identified that those signals are all needed, and even down, you know, to the west we're going to do some roundabouts and more signals and --

MR. BIASI: It doesn't seem like that much room between the two for staging.

MR. MITCHELL: Correct. We talked about that last week with why can't Matsumoto be extended to the south. It's because Caltrans says no way. There's not enough room to stack left turns, but Caltrans has

approved that, yeah, there is a plan for future signals at that southbound offramp, just like there is on northbound.

MS. FRAZIER: I am having a hard time grasping the traffic signal as well. So we have mitigation, but it seems like it's all hinged on Caltrans, but we don't really get to decide. Caltrans says that -- decided it wants lights if the traffic gets to a certain --

PH-7

MR. MITCHELL: No. It's actually a city-generated circulation Master Plan. The only thing Caltrans has scrutiny over how their highways are developed. So what are the City's plans? But the City installs the signals. Caltrans maintains them, but we, (Inaudible) based on our general plan and development, what will mitigate those traffic impacts? We identify those. Caltrans looks at that. They work with us on the complete streets concept that showed the, you know, the pictures of the pretty center median and the landscape strips and stuff, and we decided we don't need a four-lane thoroughfare all the way through town. We just need it until East Main Street, right? Caltrans said, "Yeah, we agree with that." And so they are behind us on that. But as projects move forward, they will review. They will review this project for sure. They will review the findings, and say, you,

1 know we agree with that or we don't, just like anyone
2 else in the public or another agency can. City
3 basically plans the future of that highway. Caltrans,
4 as the owner of that highway, reviews it and rubber
5 stamps it and says move forward and here's your
6 encroachment permit to construct the improvements. So
7 they would probably relinquish all rights to it if we
8 asked them to. Then we would have to maintain it and,
9 of course, they don't necessary maintain it either.
10 That's another story.
11 MS. TSCHUDIN: We can move into the next
12 segment and answer more questions later or keeping
13 answering them now.
14 MAYOR AGUIAR-CURRY: I would like to continue
15 with the presentation and we can have a better idea of
16 questions.
17 MR. LONG: I am Jaysen Long with BKF Engineers.
18 We are the project civil engineer working for PG&E.
19 MR. MITCHELL: He is going to describe what is
20 proposed and this is in the actual EIR, and then I will
21 talk a little bit about how we're looking to massage
22 some things to address some concerns with aesthetics
23 and circulation, those kind of things.
24 MR. LONG: So our discussion here tonight is
25 focused on the channel and the open face area along the

1 creek.
2 The project is proposing to -- well, PG&E is --
3 they are going to acquire the land you see here that's
4 colored in from -- a portion of it from Jordan -- or
5 all of Jordan and a portion from McClish, and then PG&E
6 is going to dedicate this area here to the City of
7 Winters for two purposes: One is the open space area
8 along Putah Creek; the other is for a storm drainage
9 channel that is described in the City's Storm Drain
10 Master Plan. The location of the channel has moved
11 over the years couple different times. And right now
12 it's proposed to go in this location here. Ultimately
13 what this channel is going to serve is hundreds of
14 acres that's north of Grant Avenue. There's a lot of
15 flood plain throughout this area. This channel in the
16 Storm Drain Master Plan serves a lot of that area and
17 will convey a lot of that flood flow directly to Putah
18 Creek. The Master Plan contemplates an outfall
19 directly into Putah Creek at this location here. That
20 outfall is not part of this project. That's a future
21 project when a lot of this development occurs will be
22 additional improvements through this corridor including
23 that outfall.
24 With PG&E's project, what we are proposing is
25 to construct the permanent corridor here, but in the

1 interim condition, to take the channel and take it on
2 here and discharge it into the existing channel that is
3 along I-505. That channel on 505 has a lot of
4 capacity. It already handles all the flow currently
5 and then that discharges into Putah Creek at an
6 existing concrete outfall at this location here.
7 The reason PG&E is proposing to construct the
8 portion of the Master Plan channel is that currently,
9 with the way the drainage works, you have all of this
10 drainage area up here, and when you get a large storm
11 with the flood plain, that water comes down and it
12 actually will overtop Highway 128 in certain portions,
13 comes into the drainage ditch that's along Grant
14 Avenue -- there's some culverts also -- and basically
15 it overwhelms this 36-inch pipe that connects these two
16 channels, and that water that can't go through the
17 channel here, ends up flowing overland and into the
18 I-505 channel and down to Putah Creek. So what the
19 project is proposing is to capture all that and divert
20 some of that flow that currently goes overland through
21 this channel. Some of it will continue to go this way,
22 but we give it two routes to go instead of just the
23 one, and by doing that we take the project area out of
24 the flood plain.
25 The cross-sections for the channel are shown up

1 on the screen there. This, again, is right out of the
2 City's Master Plan. It's a hundred foot corridor. The
3 channel itself is about 60 feet from top to top. And
4 that reserves 20 feet on either side for maintenance
5 roads. And this section here that's in the EIR shows
6 16 foot maintenance roads on either side. The channel
7 depicted here is about a little over six feet deep.
8 The side slopes are three to one, again, per the Master
9 Plan. So three to one. You imagine, you go one foot
10 up and three feet horizontal. So something like that.
11 So the area along here that's being
12 dedicated -- the property line is actually out, you
13 know, toward the middle of Putah Creek. So PG&E is
14 acquiring all the land. They are dedicating anywhere
15 between, I think, 230 to 300 feet of land to the City.
16 And then the distance from the existing top of bank,
17 which is also where the riparian and the vegetation
18 that you see out there that's not being -- that wasn't
19 being cultivated. That distance is a minimum of 130
20 feet. And then it actually increases to about 170 feet
21 at the east end here. So that's the improvement to
22 construct with the project is a minimum of 30 feet from
23 the top of bank. So nothing will happen within 30 feet
24 of top of bank as a buffer to the existing vegetation,
25 the Valley Elderberry Longhorn Beetle. Those sort of

things.

MR. FRIDAE: Didn't you also say that the pipe that will discharge -- that is being enlarged to 60 inches? PH-8

MR. LONG: So the existing crops that were out there, they had a couple of connection points at various locations, small diameter types that if water -- irrigation water or otherwise ended up -- if enough of it ended up, they would discharge into ditches. With an existing 15-inch corrugated metal pipe (that's been there forever) discharges right now.

In order to convey the flow that we're diverting from the overland flow through this channel, we're putting in a 60-inch diameter pipe at the end of the channel that dumps into the I-505 channel.

MR. NEU: Isn't the channel profile on the back section different than on what appears to be the vertical section? PH-9

MR. MITCHELL: That is what comes next. We'll talk about.

MS. TSCHUDIN: Just for clarity, it's not in the EIR. So as a result of the EIR mitigation measure, which was a question that the gentleman in the back was asking, we are looking at a modified cross-section for the back.

MR. NEU: Thank you.

MR. MITCHELL: Good segway. So ready to move onto that. As Heidi talked about -- let's go north/south. This segment here from Grant Avenue to the back. So this shows my age as an engineer. Because it's not in CAD. I have no idea how to use CAD and never will. This is old school, hand-drawn. All right. But it sure looks good, doesn't it? This is the north/south. So we look for opportunities to address concerns with aesthetics. Here we've got the sound wall. We've got some connectivity concern with moving people from Grant Avenue back to our wonderful amenity, Putah Creek we looked at, you know, how can we address that, but keeping in mind that this isn't an open checkbook. PG&E has a budget, and we need to be cognizant of that.

So with that said, we looked at how can we, you know, address those concerns while also trying not to break the bank. So you'll see -- this is the PG&E site. So this is the north/south channel looking north. Okay. So on the right-hand side, the PG&E facility is over here; town is over here. Okay. So in the Master Plan it shows the 16-foot gravel road. We have to maintain this channel in perpetuity. Eventually this channel is going to be 1000 cfs high

flow when all the north area develops in however many years that is. So we need to anticipate that. And, we worked with the City as to what are you really going to need along there to provide access and for maintenance, and they feel that a rock aggregate base 14-foot wide with two-foot shoulders would suffice. And what the two-foot on the PG&E side does is it provides an opportunity, add that two feet plus one foot from the property line to the sound wall. That's three feet to plant vines and maybe some other shrubbery to hide that wall. The wall is going to be aesthetically pleasing, we believe, but still we don't want to look at a wall, right? You want to look at some green foliage in relation to the wall. So that provides an opportunity for that.

Then the channel is the channel. It's the same as what Jaysen talked about at this point, and it's 60-feet wide. We need to maintain that. In the future that will be dug deeper. That's how we will collect that north flow and then it will shoot right out into Putah Creek. What do you think?

On the left side, this is that opportunity we talked about is how can we get people to and from Grant Avenue back to Putah Creek Trail. Do we need a 16-foot wide gravel road? What do we really want? And, you

know, we have that 10-foot paved path along the upper Putah Creek, and that's what we want to carry through. And so along this side, we show that 10-foot (inaudible) path. The City -- we talked to the City about maintaining it. They feel the one side with the AB Road is sufficient to really get in there. Quite frankly in the future, the channel is not going to be full of water all the time. There's going to be opportunities to get down in it and work, if it's necessary, but we think it's probably just going to be a channel that's left alone and things are going to grow in it and it's going to look nice all the time. So what this provides is within that 100-foot corridor Jaysen talked about -- is it us a 10-foot space between the actual channel and the path.

We as engineers are concerned with, okay, in the future, there's going to be water roaring through this thing and people are going to want to walk along it. We want to keep people away from it, right? So a 10-foot separation is agreeable in our minds. The City is okay with it. They've talked about some type of fence, possibly, but that may not happen. But, if there's the opportunity to do some planting along there, that's a great buffer between the path and the channel, and I think it's an opportunity for it to look

nice. So this is what we've drawn up. Nobody has agreed to anything yet. These are just sketches that I put together that we're trying -- we are working with PG&E on to see if there's some middle ground somewhere we can agree on. Something that addresses their needs, doesn't break their bank but still gives us and the City what we want.

MR. LONG: Just one thing there. The roaring through, that's the future flow, not the interim condition. The interim condition, those are so little that only in a 100-year event are you really going to see that thing full like the cross-section that we showed. That's a 100-year event. That water is going to be moving at, you know, one to two feet per second. I mean very, very gradual. Not the -- the roaring flows are -- that's the future when and if that ever happens.

MS. TSCHUDIN: Two more things before you move on. One is just to -- I am going to slide in here. One is just to point out that on this side of that graphic, which is this line right here, this is the McClish -- what we call the McClish remainder properties. There is a parcel here and a parcel here. As those two parcels develop, there's additional opportunity to expand on the landscaping on this side

to really emphasize and create a nice corridor that allows people to get back from East Grant all the way back here to this piece, which Alan is going to be talking about in a minute. And then the other thing I wanted to mention is, I did receive from PG&E today -- I appreciate that, Nate -- there's an exhibit here of their proposal for the sound wall. So we are starting to have the discussions with them about what the sound wall would look like, and I unfortunately only have one with me, but I am happy to pass it around and you can look at it. We will be looking at it closer as part of this process getting -- moving up towards the hearing.

MR. DAVIS: Eric Davis. I have a few questions. The north/south portion of the channel, isn't that relatively a flat area at the moment? Would the result of that being flat, if I'm correct, what sort of fall has been worked into that channel to allow the flow -- the water to flow to the depth you need it to eventually get into the I-505 channel?

PH-10

MR. LONG: I think we're at 0.03 percent. It's in the interim condition, it's more like a linear plan, if you want to think of it that way. So only in really high flow events you're going to have water in it in the first place. Most of the time the channel is going to be empty. In a high flow event, eventually you are

1 going to get water, you know, starts at the upstream
2 end and slowly fills the channel and the channel is
3 going to, you know, slowly rise up to that maximum
4 amount, and then all the time it's going to be
5 discharging, but the water is coming in and exceeding
6 what is going out, and so it fills up, and then as the
7 storm abates and the water drops back down. So it's in
8 the interim condition, it's very flat. Yes.
9 MR. DAVIS: Is that the later condition it will PH-11
10 be considerably deeper?
11 MR. LONG: Yes. That is what Alan was
12 mentioning is that there are future improvements that
13 will have to occur along the corridor and including the
14 new outfall into Putah Creek to increase the capacity
15 to --
16 MR. MITCHELL: How much deeper? Do you
17 remember? Was it three more feet, or do you remember PH-12
18 how much deeper it was?
19 MR. LONG: We didn't study that future
20 cross-section, but it's a significant increase in flow.
21 Again, that's what is identified in the City's Master
22 Plan.
23 MR. DAVIS: I guess I take it what you are
24 saying in the current plan condition, there really is PH-13
25 not that much drop in the depth of the creek -- or

1 depth of the channel. Excuse me. PH-13 cont.
2 MR. LONG: Are you -- is your question directed
3 at more like topography, like how are we matching the
4 existing conditions?
5 MR. DAVIS: I just know from looking at it as
6 best I could -- the EIR -- that it's flat, that PH-14
7 north/south is fairly flat from front to back.
8 MR. LONG: Yeah. The general topography,
9 there's a little bit of a -- little bit of a hump. I
10 mean you can't see it. It's imperceptible, but here,
11 so then everything kind of wants to go that way. But
12 it is, you know, relatively flat. The grading design
13 for the channel, we are on this side of the channel
14 we're matching into existing condition without, you
15 know, any significant grade differences. We are able
16 to have the channel fall. There's enough of -- there
17 is enough of a difference in the existing elevation
18 from this corner to this corner, but the channel is
19 able to fall with that consistent slope. Back here,
20 again, once we turn the corner, the natural topography
21 is that way, so the channel actually is dropping less
22 than the natural topography. So it ties in. There's
23 no abrupt changes really anywhere. No daylight slopes
24 of any sort.
25 MR. DAVIS: Thank you.

MS. FRAZIER: You are talking on the city side, there's a trail then you got your 10-foot buffer. You quickly mentioned a fence or something. Kind of crazy. Don't people have trails next to water all the time? PH-15

MR. DONLEVY: It will probably get to the idea posting cable type of similar what he have done along the creek.

MS. FRAZIER: If necessary. Usually you see drop offs. There's tons of bike trails by the ocean.

MR. DONLEVY: And the idea is minimal impact. It's not like we're going to have a chain-link fence or anything. It will be -- just think North Bank Trail.

MS. FRAZIER: You could always put something at that 100-year flood.

MR. MITCHELL: Right. We talked about in the future if there's high flows, you do like we did with the bridge several years ago. We closed it, right. Because there were concerns with some safety issues, so there's always that opportunity if that ever happened in 20 or 30 years.

MR. COWAN: I definitely like this alternative better than the gravel roads both sides with the smaller paved path from north to south, because I think it's important for our whole connectivity thing and being able to bike on it and walk on it better than PH-16

just a gravel. I like that alternative a lot.

And then just to clarify, we talked about this channel lots of times over the years, and I just wanted to be sure it is not concrete, right? It's still just going to be natural grasses, correct? PH-16 cont.

MR. MITCHELL: Right. Woody?

MR. FRIDAE: This is designed to carry a 100-year event, so it's not going to have water very often. And with that kind of thing in mind over at the cannery project in Davis, they've designed a really beautiful landscape in their waterway that's -- I think it's probably a little bigger than this, but I would like to think that maybe when we acquire -- when the adjacent property develops, we could maybe look at something like that where we make use of the open space and not just up on the top, but, you know, have gravel walkways or something that go through it. That's what they have done, with the idea that it's only going see water occasionally, and if it's not paved it would be okay.

MR. MITCHELL: Right. Okay. Back in the back?

A COMMENTER: Could you describe what the vegetation would be then on the bottom on the sides of the channel? Is it limited to only grass? PH-17

MR. LONG: The entire area will be seeded with

native grasses as a starting point. There's a further topic of additional landscape treatments, both possibly with the project and as future projects.

A COMMENTER: But the channel -- the bottom of the channel and sides, my understanding is the corps of engineers design the channel, I think, following the channel design and they use a .03, which assumes a bare grass -- a grass channel and nothing more in there, not a shrub or a tree in it.

PH-18

MR. LONG: So we've been using .06.

A COMMENTER: So would we be able to have any trees, any bush, any bushes in the channel?

MR. LONG: Well -- you want to go to the next. Not in the north/south channel. That is the ultimate high flow channel we talked about. We are not planning to landscape that area other than the native grasses. The temporary east/west channel, which we'll talk about now, is in the interim with their project to carry the lower flows. We've talked to the -- Wood Rogers is the City's hydraulic engineer, and the use of the manning equation, and they feel that the low flow can be handled with some landscaping down into the channel to a certain point. They have been very conservative, so. But the north/south will be maintained with the native grasses.

A COMMENTER: No trees?

PH-19

MR. LONG: That's not what we're planning yet.

MS. TSCHUDIN: Not in the channel bottom.

MR. MITCHELL: Just up on it. You had a question in the back.

A COMMENTER: What are you going to implement to keep kids out, for instance, on four-wheelers or that kind of thing? Kind of a barrier at Grant Avenue. And also, I guess, to allow maintenance vehicles and so forth in.

PH-20

MR. MITCHELL: That is a design detail we really haven't gotten into, but our thought is we obviously want to keep people out of the area because there's the sound wall. Sound wall stops here. So people come in here. They can jump right on there, right? So we are talking about some type of decorative fence to keep people out of there. Obviously you want them to be along the west side. Keep them out of east side with a decorative fence. We haven't worked out the details on that yet. So that is a concern. We don't want people in there. But, I guess, at some point, I don't know if they drive along Putah Creek along the back on the trail in their ATV's and stuff, they can get back there. Eventually that's tied in. But that is a policing issue, I guess.

MAYOR AGUIAR-CURRY: Are there security cameras on site? We have talked about security cameras would be on site on the PG&E side. I don't know if that is still -- I would imagine there's still being talked about. PH-21

MS. TSCHUDIN: I am not sure that those would extend, though, past their sound wall into this area. I think that those security cameras are the focus on the operations of the site, correct?

MR. DONLEVY: Invariably, if you think North Bank Trail, we've used bollards that have gone in key entrance points and the posting cable. One of the goals for this, is this is going to be a nice place for people to walk and ride their bikes bike and do those types of things. And we have been pretty successful on the North Bank Trail. It looks good, and you really don't see that posting cable fence at all, and that will be the goal. If you're thinking about design things, think that way, because essentially that's what we'll implement.

A COMMENTER: I am just thinking we're going to have that sound wall facing between there and the creek, that's a very good hiding place for trouble in the evening, you know. Something has to be considered in terms of monitoring that for the safety of young PH-22

people who don't usually use their heads, personally. PH-22 cont.

MR. DONLEVY: The reality is that for a lot of what we view right now, good or bad, the trail goes behind all the residences. There are Neighborhood Watch and things. The reason why we have the 10-foot wide path is so that we can drive back there if we have to. And let's just be real, for this portion we will be driving back there.

A COMMENTER: Just a simple solution could be adequate lighting, but I don't know if that's in the plan at all. PH-23

MR. DONLEVY: No, lighting is not. Simply we're trying to keep the creek natural. You are right. Lighting would help, but there's got to be people to see it, and usually if you put lights there, they really break out and everything. So I think it will kind of be on us a little bit. The thing that is really nice about the North Bank Trail is that we have a lot of people that are back there. Lots of eyes, and it's dramatic. If, you know, 10 or more years ago, I can tell you there was a lot more going on in the creek that wasn't so great, but now that we have all the people that are there, it will work. But the thing, just think North Bank Trail.

MR. BIASI: I have a question about the two PH-24

1 remainder pieces that are there. Will those have any
2 drainage coming into the channel also until they are
3 developed? And what effect will that channel have on
4 those?
5 MR. LONG: Yeah. So the general topography is
6 toward the channel. The west side is slightly elevated
7 for the most part within six inches of existing
8 conditions. We do have a couple points where we are
9 putting in a -- just an area inlet with a pipe that
10 will allow that to -- any water that does collect there
11 will be able to dump in. One of the things to say is
12 the soils out here are really great for drainage. So
13 quite a different than a lot of other areas, so that's
14 one of the reasons why you want to only see water in
15 the channel and you won't see any water ponding up,
16 because most of it is just going to infiltrate right
17 into the ground.
18 MR. MITCHELL: Let's talk about the east/west
19 corridor, which is down here where we touch Putah Creek
20 and that amenity. So I have drawn up a different
21 cross-section. And so this is the looking west, so
22 towards town. PG&E is on the right. There's the sound
23 wall right there to scale, of course, and then the
24 creek is over here. So we thought about, you know,
25 we're touching the creek. This is our nature area.

PH-24 cont.

1 It's very important to the City. How can we maintain
2 that after the project and future development? Also
3 this portion of the channel is temporary. It's, you
4 know, at this point just to get the water that they are
5 diverting around their project out to the existing
6 system and 505. We're not ready to approach the corps
7 and everyone else involved with punching into Putah
8 Creek with the future drainage solution that's in the
9 Master Plan. So we looked at this as a temporary. In
10 the future when that's punched through, this is no
11 longer needed. So do we really want to come back and
12 fill this thing in, or can we massage it a little bit
13 to make it an amenity that in the future can just be
14 incorporated into the nature park. So with that, we
15 maintained the gravel road and the three to one slope
16 on the PG&E side. You know, that's important that we
17 keep that. But we still have that two foot plus one
18 foot for landscaping against that wall, which will help
19 mitigate that aesthetics from -- you're back there
20 walking along the creek and you won't to look at that
21 wall, right? You want to see some greenery. So that
22 will help with that situation. But we laid back the --
23 we're proposing -- we're still working this out with
24 PG&E. We're proposing to lay this back on the south
25 side. So in essence, six to one. So we're doubling

the distance that that six feet is going to be realized. So it lays it back. It's a very gradual slope, quite frankly, that, you know, once there's plantings and stuff, it really won't be as drastic as you would imagine. So we lay that back and then we incorporate in this area of setback from the creek that 10-foot AC path, which is consistent with what we have before. So we remove the 16-foot gravel roadway from that south side, and we're proposing a meandering path, which is very consistent with what we have along the creek now.

What we are talking about, PG&E, as part of the mitigation, will agree to pay the City's Putah Creek Committee a certain amount of money that can be used to landscape and buy recreational amenities, like benches and tables and those types of things. It's basically, they are going to write a check and give it to the City, and the City's group can decide how to make this what they want it to be. And Carol can probably come up and talk a little bit about what she and the committee's ideas are of what they see this future area being. But we're talking about being able to plant at the bottom right here to the creek. We're still maintaining the bottom of the channel at this point and the slope on the PG&E side. Like he talked about, the

flow is very minimal. In the future, it won't be here at all. So in the future they can then take and soften that whole side and landscape the rest of it and make that instead of a 100-foot wide slot, it would be 170, 200 feet up against the creek. It would be a great amenity.

So that's what we are proposing. Like I say, we're still working with PG&E on, you know, how to make that work, but those are the ideas at this point.

A COMMENTER: So at this point is it imagine that that 10-foot wide path is going to be paved? PH-25

MR. MITCHELL: Yes. And remember that it will dead end at McClish, right? So it stops here. When McClish developed, they too will dedicate the hundred foot setback and we will work with them to make that connection to our existing trail. And it's part of the EIR, so it's being studied. And so when it comes to that point, we can just build it. But at this point we're showing paved, yes. The EIR shows the two 16-foot gravel roads.

MR. MYER: So it has to -- we have to wait until the remaining McClish Property develops before that will be connected to the north? There's no way to do that ahead of time or for the City -- PH-26

MR. DONLEVY: There is a way to do it, but we

don't have anything firm right now. But we're focusing on this and we will also focus on that.

MS. TSCHUDIN: But it's important to note that anticipating that option, this EIR provides the environmental clearance for that segment as well.

MR. MYER: It would seem to me it would be really important that once this is done, if the City has it within its ability that ties in immediately and not some future development.

PH-27

MR. MITCHELL: And even if it doesn't, that really accentuates the importance of making this connection out here, right? You imagine this is back here by itself. Nobody is going to use it, but by providing this opportunity, this connectivity, you folks are going to be able to get into here. Baker Street is over here. So eventually we imagine all these employees are going to come back here and enjoy it. You are going to want to walk to town. You know, there is a vision to all of this, and it's not an engineering vision, I'll tell you that. But we think it's a good plan. We're corroborating with PG&E and we hope it all comes out and we can hug and sing Kumbaya.

MS. TSCHUDIN: That concludes the work shop presentation in terms of our information. We recommend that you open it up for more general discussion, and

then whatever time you feel is appropriate, we can do the more formal piece of the oral comments on the EIR. Thank you very much.

MAYOR AGUIAR-CURRY: Thank you very much. Thank you for all the cooperation so far. I would like to open it up to Council and Planning Commission first, and then if it's okay with the Planning Commission, we'll have a public hearing and we will step back. Does that work? You can ask the public their questions. Is everybody okay with that? Okay.

PH-28

MR. FRIDAE: I understood we were going to have some council discussions?

MAYOR AGUIAR-CURRY: Yes. Right now. So, Woody, would you like to begin?

MR. FRIDAE: I just wondered... there was a quantity of money, which you did not disclose, but that PG&E will give the City to take care of the amenities, and does that -- does that include or is it the paving of that section of the meandering path part of that money or not?

PH-29

MS. TSCHUDIN: That's really what we're working on with PG&E right now. They have a certain obligation under the EIR to do certain mitigation, and we're trying to find a perfect solution between what we would like to accomplish on behalf of the City, and what

their obligations are as an applicant. They have been very good about working with us, but it is not quite soup yet. The beauty of this workshop is to give us an opportunity to talk about it more, to allow people to weigh in on it. But we'll certainly have this resolved and bring it to forward to you in time for the hearing.

MAYOR AGUIAR-CURRY: Any other questions?

MS. FRAZIER: I have a question -- also goes back to last week. I was wondering about the portion -- the future development part of the training area, that bottom peach colored area. What is happening there until things are developed?

PH-30

MS. TSCHUDIN: There's two future parts on here. And I may actually ask the applicant to help me with this, depending on how detailed your questions are. But there's a future commercial driving area and then there is a future building. So one thing to make sure that you understand is that the future development of both of these is addressed as part of the EIR. So when the applicant is ready, they can come in for whatever building permits might be necessary to allow those to move forward. In the interim, this area won't be used, and so I believe this would just be all training, is that right, Tom? And what about the

surface of the future building area? Is that just grasses for now, right? So basically unused portions of the property in anticipation of that future development.

MAYOR AGUIAR-CURRY: I have a couple I would just like to address. First, I would like to address the noise that you have -- generally -- sometimes can be an issue on a projects such as this. I was concerned mainly about the flexibility that PG&E would like for the hours of working hours. I noticed that they have requested to work holidays, and I would like to see us have a discussion about holidays are off the map, unless it was an emergency of some sort that they had to have some kind of training on a holiday, maybe even on a Sunday -- and if there was -- maybe we could have some kind of agreement that there would be an exception to the rule if they had to on those particular days. So although that they -- I agree that they have moved the project farther to the east, there's going to be other buildings and possibly other businesses along there, so they will also protect the sound. I appreciate that they have hours of work and I think it is a campus of a learning campus almost like a college, so 10:00 o'clock doesn't bother me as much as maybe a holiday or a Sunday, which would bother me,

PH-31

1 particularly for the neighbors and just the community
2 as a whole. So I don't know if there's anything that
3 we can have a discussion and we can continue that
4 discussion at all.
5 MS. TSCHUDIN: Yeah, I actually think that
6 that's a perfectly fine topic for you to wade into, if
7 you care to. I can give you some context. So in the
8 staff report and in the EIR, we've described the hours
9 that the applicant is requesting to operate. And
10 essentially from every day of the week from 7:00 to
11 7:00, they will be operating indoors. So that would
12 include holidays --
13 MS. FRAZIER: Outdoors?
14 MS. TSCHUDIN: Outdoors. Sorry. Every day of
15 the week from 7:00 to 7:00 they will be operating
16 outdoors. And from 7:00 to 10:00 they will be
17 operating indoors Monday through Friday only, though,
18 right? Not 10:00 o'clock on weekends. Help me out.
19 TOM CROWLEY: I believe the project description
20 says 7:00 to 7:00, seven days a week both inside and
21 outside, and 7:00 to 10:00, inside only, seven days a
22 week. So the premise is seven days a week inside and
23 outside, 7:00 to 7:00, and 7:00 to 10:00 inside only.
24 We added a 7:00 to 10:00 on inside.
25 MS. TSCHUDIN: Sorry, Tom. Introduce yourself.

PH-31 cont.

1 TOM CROWLEY: Tom Crowley, Program Manager for
2 PG&E. The project description described their
3 operating hours 7:00 a.m. to 7:00 p.m. both inside and
4 outside with our students having combined classes using
5 the classrooms and using training venues outside. We
6 added the 7:00 to 10:00 inside to allow for future
7 potential users from the community inside the
8 institution. Our base needs are 7:00 to 7:00 inside
9 outside. Our general premise is that we will not be
10 operating 7:00 to 7:00, but our requirements of that
11 because PG&E has some instances where we need to either
12 train or modify procedures on almost unnoticed, we need
13 to ramp up training. We need the flexibility to be
14 able to operate.
15 MS. FRAZIER: Could that be what you're saying,
16 though, is that if there is a need, you know, if you
17 have an emergency or a stand down thing that that's
18 where, it would already be in our -- we actually have
19 fewer hours, what it says unless there's some sort of
20 prearranged parameters, then it's okay. And then the
21 same thing, if you are planning to have it open until
22 10:00 p.m. inside, only if you do have a contract with
23 a college or the school is here, but otherwise it
24 closes at 7:00. If you can get those things
25 implemented, that's -- I mean those are really late

PH-32

hours seven days a week. PH-32 cont.

MAYOR AGUIAR-CURRY: I would just like to address somewhere maybe some kind of prior notification. Holidays I just think is kind of stepping over a little bit. I understand the classroom period of time is not going to be disruptive on the outside, but -- and I agree with Tom that there are times that they may have to work additional hours, if there's an emergency or mandatory training that had to be done, and there's only limited time to do some things. I think with prior notification -- I can't imagine pointing the finger at John Donlevy and telling him, "You go tell him no." But so along with noise, I PH-33

think one of the things I think I hear from the public the most is back to aesthetics. And I think a good landscaping plan -- and I know we are not there yet -- but I think a really good example of the greenery that goes on the wall is over at Yolo El Rio Villa. It really makes the building look -- the site look nice, and inviting. So I think once some of these things PH-34

will also help take down some of the sound.

But anyway, I know you haven't even designed that yet. I am hoping that will be taken into consideration. It helps by having additional greenery. I think Ms. Hasbrook in the back of the room has PH-35

commented on the noise. She lives down stream, or east of this, and I think the farming community. But, you know, they do have issues that they can hear the highway and we don't need to add to that particular neighborhood as well. So I think once we got some landscaping -- it's not going to happen overnight, but hopefully it will take some time for doing that. PH-35 cont.

Let's see. What else? The path. I think we would be amiss not to complete it. I mean put the asphalt in, and I'm hoping we can give some direction not to just stop the path because we're waiting for, you know, whatever miracle that John is going to pull. But I think it's just the public's waiting for that and that's a really nice amenity. I hate to have someone say that PG&E didn't hold up their part of it because now that piece of pathway is not complete. So I think as a good neighbor for all of us, including us, to work with them to figure out a way to have that paved all the way through. I would really appreciate that if you guys could work something out that that could happen as well. But I like the paving. I think, you know, we had some discussion in the past. We have a world class trail there. We are getting awards for that trail, I think. How many years, Carol, have you worked on that trail? PH-36

CAROL: Ten.

MAYOR AGUIAR-CURRY: So I hate to see all the years that we've worked on this to have a little spot not completed. So I think with all due respect for the Putah Creek Council and Lower Creek Council and all the people who worked on that, I think it will be really nice to complete it. And I think that's it that I have.

PH-36 cont.

Anybody else have any questions?

MR. FRIDAE: I just want to make sure that my comments from last week are recorded that I think the building looks flat. I would like to see something done with the eaves or something to give it a little more depth.

PH-37

MAYOR AGUIAR-CURRY: Any other comments? With that being said, I think the Council should close the workshop. Fair enough?

MR. DONLEVY: I think the Planning Commission needs to have the official --

MAYOR AGUIAR-CURRY: We are going to move away so they can do their things.

MR. BIASI: It's 7:48. I will open the public hearing and the workshop for public comments on -- oral comments on the draft EIR. Any comments from the public? Nobody would like to speak on the record?

SALLY BROWN: Sally Brown, 24 East Main Street. I would like to echo what Woody said in terms of trying to think about the north/south drainage ditch to be an amenity as opposed to something that, you know, we aren't going to be proud of in future years. So if we can think about that. I am also in complete agreement that we should have the 10-foot wide paved path starting at Grant and then continuing all the way. I don't know how to make this happen, but I think that that's -- it's the public. I mean what people understands to be how things occur and what the public thinks are two separate things, has been my experience. And whether it's PG&E's responsibility to get that done or it's the City's responsibility, I don't know. I just know that people are going to feel resentful if that doesn't happen. And I think that we should make it happen for another reason too. That is that we want to eliminate the car trips from the PG&E facility into town at night. Because all those little short trips are bad for the environment. So if we can make the connectivity with the trail and maybe convince PG&E to have a, you know, a corral of bicycles or something. We should be encouraging people to either walk or bike into town as opposed to cars. Thank you.

PH-38

MR. BIASI: Can you make sure to say your name.

SALLY BROWN: Sally Brown. 24 East Main street.

MR. BIASI: Thank you.

MR. DAVIS: My name is Eric Davis. I'm a -- although I'm a member of the Putah Creek Council, I'm not here on that -- in that role. I am speaking as an individual only.

One of the concerns I have, and I am not a scientist, I may be out of line here, but is if I understand with the use of the channel, it picks up about 90 cfs of about a total 200 cfs previously ending up eventually going into the creek. And my concern is that the 90 cfs that's coming down the new proposed channel, which previously, I believe, was sheet flow across overland, across the property is not going to get the same filtering effect that it did by virtue of that process. And I'm concerned about water quality impacts that might occur to Putah Creek as a result of this more direct channel flow not across this wider property, and I would appreciate if some discussion was found its way into the EIR to dispose of that suggestion or implication. I may be just totally wrong, but I just -- I'm concerned about water quality for the creek. I'm not concerned about water going into the creek, obviously, but I am a concerned about

PH-39

this project not having any adverse water quality impacts. I do recognize that the detention pond was grounds for that very purpose on the site to deal with water qualities, allowing water to settle out -- any contaminates to settle out. I just don't know how that principle is addressed with the channel itself, and if that could be addressed in some fashion, I would be grateful. Thank you.

PH-39 cont.

JEFF TEMPEST: Jeff Tempest. I guess I would like to echo the comments on the north/south drainage channel. Right now we seem to be looking at a channel that is not much of an amenity of bare grass, and it needs to stay that way according to the design, probably, to meet the flow requirements. On the other hand, if we think about what the alternative might be, if we would like, you know, just two or three or four large oak trees maybe with a bench under them, it requires a slightly wider channel. Not that much, but then you can have a shade tree and a bench, and that channel could be something besides just, you know, what it is around here, mud and dead dry grass for a channel there. And so I would say I would ask them to look at the alternative of putting in a few trees or whatever other people would propose as landscaping for that channel and look at that and ask the engineers to look

PH-40

at just a couple of feet more of width that would take to do that would be worth or investment. PH-40 cont.

MR. BIASI: Thank you. Any more comments?

MS. VICKERY: My name is Devin Vickery.

Do you want me to address --

MS. TSCHUDIN: Just your name is fine.

MS. VICKERY: So one more time talking about landscaping. I know Sally said there is not a plan yet in place, but I would like to see, going with the current drought, something that is aesthetically pleasing but also helps with the drought. So less grass, more native pretty mulch, nice pathways in terms of the campus itself. Thank you. PH-41

MR. BIASI: Anybody else like to speak? Okay. At this point I will go ahead and close the public hearing. Thank you.

MS. TSCHUDIN: There's a of couple of things. First of all, I do want to mention that as part of the process for Environmental Impact Reports, the formal comments that we receive, either these oral ones that we got tonight, or any that we receive in a written form by, I think, it's 4:00 o'clock on April 13th, is that right? We are required to provide responses to those that will be in the second document that usually referred to as the final EIR. And, that document will

be coming out just prior to the hearings that are scheduled for June and July. And so that's something to look forward to. And then in addition, as we continue the process of working with the applicant over these next couple of months to develop conditions of approval, and staff will be writing a staff report that will go to the Planning Commission and Council for consideration of the project in your final decisions, we will bringing that information forward. So there's lots of things that we'll still be doing. We really appreciate everybody coming out and giving us comments both at the last workshop and at this one, and we really have nothing else to add this evening.

Chair and Mayor, thank you, again, on behalf of staff for this opportunity.

MR. BIASI: Thank you. We will adjourn the meeting at 7:55.

(The hearing concluded at 7:55 p.m.)

C E R T I F I C A T I O N

I, STEFANIE EASTMAN, a Shorthand Reporter, within and for the State of California, do hereby certify:

That I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 4th day of April 2015.

Stefanie Eastman, CSR 9177

PH-1 The masonry wall that is proposed for the GOTTC would be approximately 7 feet in height and would extend from the terminus of Timbercrest Road southward, eastward along the GOTTC's southern boundary, and then northward along the project site's eastern boundary. The noise wall may serve to attenuate (i.e., reduce) noise levels from Interstate 505 (I-505) within the City of Winters. The noise wall would block line of sight between the residential neighborhood west of the project site and I-505 which would reduce noise levels at those residences. The presence of dense vegetation along Putah Creek would prevent noise reflection along the southern wall extension from reflecting back towards users of the Upper Putah Creek Trail and nearby residences.

PH-2 The distance between the I-505 centerline and the proposed noise wall would range between 150 to 600 feet. Therefore, noise reflected by the proposed seven-foot wall back to I-505 would travel between 300 and 1,200 feet before reaching the I-505 centerline over which distance it would reduce between 7.5 and 10.5 decibels. It should be noted that, in general, noise levels that differ by 10 decibels are not considered additive. Based solely on attenuation over distance and the characteristics of combined noise, the potential increase in freeway noise as a result of the proposed wall would be 0.7 decibels or less. Consistent with Winters General Plan Noise Element Policy VII.E.6, increases in noise levels that do not exceed 3 decibels are considered less than substantial and unperceivable by the human ear. Vegetation and topographic variations between the project site, I-505, and nearby receptors east of I-505 would further attenuate noise levels such that potential increases in noise levels east of I-505 resulting from the proposed masonry wall would be minimal and imperceptible.

PH-3 Mitigation Measure 4.1-2 from the Draft EIR requires changes in the proposed cross-sections for the drainage channel and revisions to proposed landscaping within the channel corridor. Draft revised cross-sections for the channel are provided in Appendix A of this Final EIR. These exhibits are still in the process of being refined by the applicant and the City but they are illustrative of how the mitigation would be implemented. The east/west segment of the channel would be 100 feet or greater in width. There would also be a three-foot planter behind the sound wall, planted with vines and other vegetation to soften the aesthetics of the wall. South of the three-foot planter would be a 14-foot gravel maintenance road. South of the road would be a 2-foot shoulder and the modified channel with 3:1 slopes on the north side and 6:1 slopes on the south side. South of the channel would be a 30 to 70 foot open space area within which a 10-foot meandering asphalt path will be constructed. The channel and opens space area would be planted in native grasses. In addition, native vegetation, funded by the applicant and planted by the City and volunteers, would be planted on the 6:1 slope of the channel and within the open space area.

The north/south segment of the channel would be approximately 100 feet in width. There would be a three foot planter behind the sound wall planted with vines and other vegetation to soften the aesthetics of the wall. South of the three-foot planter would be a 14-foot gravel maintenance road. South of the road would be a 2-foot shoulder and the 60-foot channel with 3:1 slopes on each side. South of the channel would be a 10-foot planter, 10-foot asphalt path, and 2-foot shoulder. The channel and planter areas would be planted with native grasses. The 10-foot planter would not be further vegetated until development occurs on the property to the west.

The segment of the channel adjacent to the extension of Timbercrest would receive a slightly different treatment as depicted in the draft exhibits shown in Appendix A of this Final EIR. PGE would provide landscaping within the area between the channel and the back of curb, the area south of the cul-de-sac, and the area between Grant Avenue and the beginning of the channel (north end).

PH-4 A full discussion of alternatives is provided in Chapter 6 of the Draft EIR. Alternative 3, Reduced Project Alternative would reduce some impacts of the project but would not achieve the project objectives to the same extent as the proposed project. As stated on page 6-19 of the Draft EIR, "Alternative 3 would not be able to serve the same student population on an annual basis and, therefore, would not meet long-term training throughput goals for PG&E." This would conflict with the primary goal of the project of centralizing all primary gas training by PG&E within one campus.

PH-5 Statements pertaining to how Alternative 3 would achieve the project objectives compared to the proposed project are presented on page 6-19 of the Draft EIR.

PH-6 A traffic signal at the intersection of East Grand Avenue/SR 128 and I-505 Southbound Ramps is part of the Complete Streets Plan for SR 128/Grant Avenue/Russell Boulevard that was developed by the City of Winters and Caltrans and approved by the Winters City Council in February 2011. Mitigation Measure 4.11-2 of the Draft EIR requires PG&E to contribute traffic impact fees towards the approved intersection improvement. Because the signalization of this intersection is already part of an approved traffic improvement program, a fair-share contribution towards the improvement serves as adequate mitigation for the project's contribution to cumulative impacts.

PH-7 The City would install the signal pending Caltrans review and approval as a responsible agency because the signal would be located within State right-of-way. Caltrans could require the City to install a signal when warrants are met and if triggered by new development. However, the primary decision as to whether or not to install a signal rests with the City because it would be located within city limits.

PH-8 As noted on page 3-21 of Chapter 3, "Project Description" of the Draft EIR, a 60-inch culvert would be located in the southwest portion of the project site and would discharge to the existing I-505 drainage channel, which connects to Putah Creek.

PH-9 The design of the on-site drainage channel that was presented as part of the public hearing reflects work in progress towards implementation of Mitigation Measure 4.1-2, whereas Exhibit 3-9 on page 3-15 of the Draft EIR reflects the cross section design of the channel originally proposed by the applicant. Please see Response to Comment PH-3.

PH-10 This comment requests clarification as to the slope of the proposed drainage channel. As stated in the public hearing and per the City Engineer, the slope of the drainage channel towards the I-505 channel is relatively flat with an approximate slope of 0.03 percent slope. The proposed drainage channel would be grass-lined and exhibit a roughness coefficient of 0.060, based on Manning's "n" values. The drainage channel would function like a linear detention pond. Based on the measured percolation rate of the existing, on-site soils, the majority of storms would not likely generate flow through the channel. When flowing full, the drainage channel would have an average flow velocity of 1 foot per second (fps). This comment does not address the adequacy of the analysis of the EIR, and no further response is required.

PH-11 This comment requests clarification as to the final depth of the proposed drainage channel, which will be modified upon development of areas north of SR 128. As stated in the public hearing and per the City Engineer, the proposed drainage channel would be deepened consistent with the City's master plan efforts pertaining to storm drainage. The ultimate depth of the proposed drainage channel has yet to be determined and would be determined as part of the future evaluation of potential development north of SR 128. The design capacity of the proposed drainage channel is intended to accommodate the potential flows associated with development of the project site as currently proposed.

PH-12 Refer to Response to Comment PH-11.

PH-13 This comment requests clarification as to modifications in slopes on-site. Refer to Response to Comment PH-10.

PH-14 This comment states the commenter's understanding of the topography at the project site as being generally flat. Refer to Response to Comment PH-10..

PH-15 This comment reflects the commenter's preference to not have a fence adjacent to the proposed drainage channel. As noted in the public hearing, additional preventive measures, such as post-and-cable fencing, may be provided along the drainage channel to discourage non-permitted recreational use. However, these will be determined during development and consideration of the landscaping plan for the drainage channel.

PH-16 This comment reflects the commenter's preference for the currently anticipated design of the on-site drainage channel (as depicted in Appendix A of this Final EIR and described in Response to Comment PH-13) versus the initial design reflected in Exhibit 3-9 on page 3-15 of the Draft EIR. The commenter asked for clarification whether the channel would be concrete. The drainage channel would be not be concrete or lined with any impervious surface. It would be vegetated with native grasses plus some additional native landscaping along the east/west segment.

PH-17 This comment requests clarification regarding the vegetation within the proposed drainage channel. Please refer to Response to Comments PH-13 and PH-17.

PH-18 The comment requests clarification as to whether additional vegetation beyond grasses would be allowable based on the intended slope of the drainage channel. As noted by the commenter, a slope of 0.03 percent assumes minimal vegetation for erosion control purposes. The City is anticipating that the roughness coefficient of the drainage channel would be approximately 0.06, based on Manning's "n" values. As noted above, the channel would function primarily like a linear detention basin and would only flow during heavy rain periods with an approximate flow velocity of 1 fps. The City will determine how much additional landscaping (beyond proposed native grasses) could occur within the channel while maintaining necessary flow direction consistent with applicable requirements.

PH-19 Under the mitigated channel design discussed in Response to Comment PH-13, trees are expected to be planted in the open space area south of the east/west segment of the channel and possibly along the upper area of the south channel bank. Trees are also anticipated as part of the landscaping along the Timbercrest extension and the Grant Avenue frontage. No trees are proposed along the north/south segment of the channel. Expanded landscaping along this segment will be considered when development to the west occurs

PH-20 The proposed drainage channel and recreational opportunities provided at the project site would be maintained in a manner similar to the existing Upper Putah Creek Trail. Signage would be provided on-site that would identify permissible recreational use and illegal or inappropriate use of the facilities would be addressed through the City's Police Department. As noted in the public hearing, additional preventive measures, such as post-and-cable fencing, may be provided along the drainage channel to discourage non-permitted recreational use. As noted in Section 4.10, "Public Services," the project site is currently located within the service areas of both the Winters Fire Department and the Winters Police Department, which would continue to provide security and emergency services to the site in the event of a security or emergency issue.

PH-21 PG&E would provide security cameras within the proposed GOTTC. Installation of security cameras and/or lighting within the extension of the Upper Putah Creek Trail and drainage channel are not part of the proposed project nor determined to be necessary by the Police Department.

PH-22 Policing and security of the proposed drainage channel and Upper Putah Creek Trail extension would be conducted in a manner similar to current policing and security provisions along the existing Upper Putah Creek Trail. The width of the proposed trail allows for vehicular access by emergency vehicles.

PH-23 Lighting along the drainage channel and extension of the Upper Putah Creek Trail is not proposed. There is no lighting along the existing trail, and based on the City's existing crime reports, security and enforcement to date has not been a problem.

PH-24 As stated on page 4.12-3 of the Draft EIR, the project site generally drains towards the existing I-505 channel and Putah Creek. This condition will not substantively change after development of the proposed project. Runoff from the two remainder parcels would be accommodated by the proposed drainage channel with flows running towards the I-505 ditch into the existing point of discharge into Putah Creek, similar to existing conditions. Pursuant to the adopted Storm Drain Master Plan, the drainage channel will be modified at some point in the future to accommodate additional flows from north of SR 128, as well as development on the remainder parcels, pending receipt of applications for development of those areas. Any development proposed within those areas would be subject to further review by the City and pursuant to CEQA.

PH-25 The proposed extension of the Upper Putah Creek Trail would be designed and constructed in a manner similar to the existing trail located west of the project site. Because the existing trail is paved, the trail extension along the southern portion of the project site will also be paved.

PH-26 Refer to Response to Comment 4-2.

PH-27 This comment expresses a preference for timing of completion of the Upper Putah Creek Trail. Refer to Response to Comment 4-2.

PH-28 The comment identifies the close of the presentation and initiation of City Council and Planning Commission discussion regarding the project. This comment does not address the adequacy of the analysis of the EIR, and no further response is required.

PH-29 The comment requests further information regarding funding of landscaping and paving associated with the proposed drainage channel and Upper Putah Creek Trail. As part of the project, and based on subsequently clarification with City staff regarding implementation of Mitigation Measure 4.1-2, the applicant will build the entire drainage channel facility including the sound wall, landscaping

behind the sound wall, the maintenance road and paved trail, native grass seeding, and necessary irrigation. PG&E is also responsible for additional landscaping along the east/west segment of the channel, focusing on the southern bank and adjoining open space area. PG&E and the City are finalizing an agreement wherein the applicant would provide a maximum sum of money to be used towards this additional landscaping, and the City and creek volunteers would purchase and install the landscaping. This comment does not address the adequacy of the analysis of the EIR, and no further response is required.

PH-30 The comment requests clarification regarding the southern portion of the proposed GOTTC property and what would occur in that area in the interim. This portion of the project site, which is listed as the future commercial driver license certification area on Figure 3-8 on page 3-13 of the Draft EIR, would serve as additional area for large equipment certification until it is converted to the aforementioned use. In the interim period, it would remain unpaved and be maintained in a natural condition and maintained to prevent erosion and control dust. This comment does not address the adequacy of the analysis of the EIR, and no further response is required.

PH-31 The comment requests discussion of the proposed hours and days during which the proposed GOTTC would operate. As noted in the public hearing by PG&E, the proposed GOTTC is requesting approval to operate outdoors between the hours of 7 a.m. and 7 p.m. every day, and indoors between the hours 7 a.m. to 10 p.m. every day. The noise analysis provided in Section 4.9, "Noise" of the Draft EIR concluded that the project would not exceed the noise standards established in the City's General Plan and Noise Ordinance This comment will be reviewed and considered by the City during consideration of project approval.

PH-32 The comment expresses a concern regarding the hours of operation. Please refer to Response to Comment PH-31. The City may consider inclusion of additional conditions regarding operation of the proposed GOTTC between the hours of 7 p.m. and 10 p.m. every day as part of the conditions of approval for the project.

PH-33 Refer to Responses to Comments PH-31 and -32.

PH-34 The comment identifies a concern regarding lack of landscaping along the sound wall. Please refer to Response to Comment PH-3.

PH-35 This comment reiterates concerns regarding noise east of I-505. Refer to Response to Comment PH-2.

PH-36 The comment reiterates concerns regarding completion of the extension of the Upper Putah Creek Trail. Refer to Response to Comment 4-2.

PH-37 The comment expresses concerns regarding the appearance of the proposed GOTTC structures. This comment does not address the adequacy of the analysis of the EIR. This comment addressed in the staff report for Planning Commission and City Council.

PH-38 The comment reiterates concerns regarding completion of the extension of the Upper Putah Creek Trail. Please refer to Response to Comment 4-2.

PH-39 The comment raises concerns regarding potential water quality impacts as a result of changing hydrology on-site, specifically routing on-site runoff into the proposed drainage channel where it may not receive the same filtering effect as overland flow under existing conditions. As noted on page 4.12-17 of the Draft EIR, federal and state storm water management regulations require new

construction to maintain pre-development hydrology, to incorporate pollutant source controls, and to treat storm water runoff through proper best management practices. Water flowing to Putah Creek would be treated as it flows along the grassy channel. Runoff from the developed area of the site would be conveyed to the on-site pond. Vegetated bio-retention areas would provide pretreatment.

As noted above in Response to Comment PH-10, the on-site drainage channel would function largely as a linear detention pond with only minimal flows (approximately 1 fps) leaving the site via the proposed culvert during heavy rain periods. Based on an evaluation of percolation rates of on-site soils, it is anticipated that the majority of stormwater volumes would infiltrate into the ground. As a result, potential impacts to water quality, including within Putah Creek, are considered less than significant. For further details regarding modifications to drainage within the site as a result of project development, please refer to Appendix F of the Draft EIR, which presents a technical evaluation of runoff conditions including peak flow calculations.

PH-40 This comment reiterates a desire to include recreational and aesthetic amenities within the proposed drainage channel. Refer to Response to Comment 4-1.

PH-41 The comment expresses a preference for drought tolerant landscaping at the project site. This comment does not address the adequacy of the analysis of the EIR. This comment will be reviewed and considered by the City during consideration of project approval.

General notes on the transcript: Line 25 on page 27 should read: "focused on the channel and the open **space** area along the …" Line 21 on page 36 should read: "… in the interim condition, it's more like a linear **pond** …"

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3 CORRECTIONS AND REVISIONS TO THE DRAFT EIR

This section contains changes to the text of the Draft Environmental Impact Report (Draft EIR) that are being made to correct minor text errors. The changes are presented in the order in which they appear in the Draft EIR and are identified by Draft EIR page number. Text deletions are shown in strikeout (~~strikeout~~) and additions are shown in double underline (double underline). The changes identified below do not alter the conclusions of the EIR.

Chapter 2, Summary

Please see revised summary table provided in Appendix B.

Section 4.3, Biological Resources

Mitigation Measure 4.4-2b has been clarified to state:

> *Mitigation Measure 4.4-2b*
>
> The project applicant shall implement the following measures to avoid or minimize impacts to burrowing owl nest sites and foraging habitat.
>
> a. The project applicant shall retain a qualified biologist to conduct preconstruction surveys on and within 500 feet of the project site no ~~less~~more than 30 days prior to ground-disturbing activities. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to CDFW and no further mitigation shall be required.

Section 4.6, Geology, Soils, and Hazards

The second paragraph on page 4.6-21 has been amended as follows:

> Operation of the proposed GOTTC would involve certain controlled releases of uncombusted natural gas within the proposed Utility Village and Gas Transmission Training Area. These would involve small volumes of approximately 2.5 cubic feet of natural gas per hour during classes. Detection equipment would be installed to monitor the presence of natural gas levels and would include automated shutoffs, an emergency shutdown system, and gas monitoring and detection alarms. Fire suppression equipment would also be provided in accordance with Cal OSHA regulations and standards. As noted above, Cal OSHA enforces hazard communication program regulations that contain training and information requirements, including procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparing health and safety plans to protect workers and employees. Students/trainees would also be required to wear standard protective gear when operating in the vicinity of a controlled release. PG&E also intends to provide emergency responder training as part of the proposed GOTTC's curriculum. This would assist local emergency responders in more effectively responding to natural gas emergencies, including at the project site. Through installation of appropriate detection and control devices and compliance with federal and state laws setting occupational safety standards, the potential for the proposed project to result in a significant hazard to the public or environment as a result of the controlled release of natural gas during training would be **less than significant (LTS)**.

Section 4.11, Transportation and Circulation

Mitigation Measure 4.11-2 has been clarified as follows:

Prior to operation of the proposed project, the applicant shall contribute traffic impacts fees consistent with the City's Traffic Impact Fee Program for the installation of a traffic signal at the East Grant Avenue (SR 128)/I-505 Southbound Ramps. The installation of a traffic signal at this intersection is included in the City's Impact Fee Program as well as the adopted Complete Streets Concept Plan for SR 128/Grant Avenue/Russell Boulevard (December 2010) that was prepared for Caltrans and the City of Winters, and adopted by the Winters City Council in February 2011. Further, sufficient right of way is available for the improvement. The installation of a traffic signal at this location will be triggered by a combination of new development activity in the I-505/Grant Avenue planning area and/or the addition of through trips generated by other cumulative development. The signal shall be triggered by 50 percent of approved developments plus a total of 630 p.m. peak hour trips generated by development within the I-505/Grant Avenue planning area. When these future volume triggers are met, a formal traffic signal warrant analysis shall be prepared to evaluate all the designated criteria and determine if sufficient warrants are met, or if additional growth can occur. When it is determined that the installation of a traffic signal is warranted, the analysis shall be submitted to Caltrans for review.

Section 4.12, Utilities, Hydrology, and Water Quality

The third paragraph on page 4.12-7 has been amended to include the following text:

> The project site is located approximately 10 miles east of the Monticello Dam on Lake Berryessa. Failure or overtopping of the dam could result in severe flooding of the Winters' area including potential loss of life. However, this occurrence, the response to which is addressed in the Yolo County Emergency Operations Plan and City of Winters Emergency Plan, is not considered a likely or substantial risk given the low risk of large seismic events in the area, and therefore is considered unlikely to occur. The Monticello Dam has been designed and is maintained to prevent dam failure.

Chapter 5, Cumulative Impacts

The first paragraph on page 5-2 has been amended as follows:

> As noted in Table 5-1, the potential geographic scope of certain issue areas is more localized than others. In order to account for localized cumulative effects in addition to regional and global effects identified in Table 5-1, the projects listed in Table 5-~~1~~2 (correlated with their locations in Figure 5-1) are not intended to be an all-inclusive list of projects in the region, but rather an identification of projects constructed, approved, or under review in the vicinity of the project site that have some relation to the environmental impacts of construction and operation of the proposed project. The list of projects used in this cumulative analysis is based on information for approved and pending projects obtained from the City of Winters, Yolo County, and Solano County. Per Yolo and Solano counties, there are no related projects within their jurisdiction in the vicinity (one-mile radius) of the project site.

4 MITIGATION MONITORING AND REPORTING PROGRAM

In accordance with the California Environmental Quality Act (CEQA) Public Resources Code Section 21000 et seq.), the City of Winters (City) prepared an Environmental Impact Report (EIR) SCH 2014032005 that identified potentially significant impacts related to: Aesthetics; Biological Resources; Cultural Resources; Geology, Soils, and Hazards; and Traffic and Circulation. The EIR also identifies mitigation measures that would reduce the identified impacts to a less-than-significant level, or that would eliminate these impacts all together.

CEQA and the CEQA Guidelines (PRC Section 21081.6 and CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the EIR identifies potential significant adverse impacts related to the project implementation, and mitigation measure have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the project.

4.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation. The MMRP may be modified by the City during project implementation, as necessary, in response to changing conditions or other refinements; however modifications to the mitigation measures may not occur without subsequent environment impact assessment.

The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies individual mitigation measures, monitoring/mitigation timing, person/agency responsible for implementing each measure, monitoring and reporting procedures, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the EIR.

4.2 ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. [*The areas in grey shading indicate that enforcement is required by an agency other than the City, and therefore no verification is required*.]

As required by Section 21081.6 of the Public Resources Code, the City Manager or his/her designee is the "custodian of documents and other material" which constitutes the "record of proceedings" upon which the action on the project was based.

Inquiries should be directed to:

John Donlevy, City Manager
(530) 795-4910 x110
John.donlevy@cityofwinters.org

The location of this information is:

Winters City Hall
City Manager's Office
318 1st Street
Winters, CA 95694

The City is responsible for overall administration of the MRRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure. The City may designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

- ensure routine inspections of the construction site are conducted by appropriate City staff; check plans, reports, and other documents required by the MMRP; and conduct report activities;
- serve as a liaison between the City and the contractor or project applicant regarding mitigation monitoring issues;
- complete forms and maintain reports and other records and documents generated for the MMRP; and
- coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The responsible party for implementation of each item will identify the staff members responsible for coordinating with the City on the MMRP.

4.3 REPORTING

The City shall, or may require the developer to, prepare a monitoring report upon completion of the project describing the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The report shall be presented to the City Council.

4.4 MITIGATION MONITORING AND REPORTING PLAN TABLE

The categories identified in the attached MMRP table are described below.

- Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure
- Timing – This column identifies the time frame in which the mitigation will be implemented.
- Implementing Party/Agency – This column identified the party responsible for implementation of the mitigation.
- Enforcement/Monitoring Party/Agency – This column identifies the party responsible for enforcing compliance with the requirements of the mitigation measure.
- Implementation of Mitigation Measure – This column identifies how actions will be implemented and verified.
- Monitoring Frequency – This column identifies the frequency of monitoring of mitigation measure implementation that should be undertaken by the enforcement/monitoring party/agency.
- Dated Signature for Verification of Compliance – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
4.1 Aesthetics						
Mitigation Measure 4.1-2 In coordination with the City, and subject to the approval of the City Engineer and City Planner, the applicant shall redesign the proposed 100-foot channel design to free up adequate space for additional landscaping and irrigation of the sound wall and along the east/west portion of the drainage channel along the Putah Creek corridor. The width of the maintenance roads and channel shall be modified to free up a minimum of two-feet against the proposed sound wall for landscaping and irrigation, and maximize additional area on the south side of the channel for native landscaping, the trail connection, and recreational amenities consistent with the Putah Creek Nature Park Master Plan. One intent of the redesign is to result in a design that would not require future modification of the channel for it to continue to be functional as public open space at such time as the interim channel is abandoned. The applicant shall design and install the revised channel cross-section and provide a revised landscaping plan that includes additional native landscaping throughout the entire east/west segment consistent with the City's open space goals and the creek master plan. The revised design must include the segment of the Upper Putah Creek trail extending from I-505 west between the channel and Putah Creek (approximately 600 linear feet) and connect north along the channel to intersect with East Grant Avenue. The project applicant shall fund the installation of the described expanded native landscaping, including vines and other landscaping to soften and hide the sound wall. Vegetation near the sound wall shall be selected based on its ability to screen the proposed wall associated with the GOTTC. Vegetation in the area between the drainage channel and existing Putah Creek riparian corridor shall be selected based on ability to provide an appropriate transition from the drainage facility to the existing Putah Creek habitat. Landscaping shall include native vegetation within the redesigned channel and open space area south of the drainage channel. The City of Winters shall review/approve the proposed landscaping prior to implementation.	Revised cross-sections and landscaping plans must be finalized and accepted by the City prior to issuance of grading permits. Construction of the channel, installation of applicant installed landscaping and improvements, and payment of in-lieu fees to City for additional landscaping along Putah Creek corridor shall occur prior to occupancy.	PG&E	City of Winters	Prior to or concurrent with the submittal of building plans for the project, the required landscaping plan (including planting and irrigation design) and revised channel cross-section information shall be submitted by PG&E for City review and approval. The revised cross-sections for the channel shall distinguish between the east/west segment of the channel, the north/south segment of the channel, and the area adjacent to the extension of Timbercrest. The design for the east/west segment shall be subject to Mitigation Measure 4.4-4g below. The revised landscaping plans shall identify the required vines, other landscaping and irrigation along the exterior of the sound wall. The revised landscaping plans shall identify the native plantings (trees and shrubs) and initial irrigation to be installed in and south of the channel along the east/west segment of the channel. PG&E is coordinating with the City to pay a lump sum to the City and the City would assume responsibility to	Monitoring will occur at key points of implementation including submission of the revised cross-sections and landscape plans; grading and construction of the channel and adjoining areas; installation of landscaping, and acceptance of improvement and landscaping.	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
				purchase, install, and maintain the additional channel and open space landscaping required by this mitigation measure, along the existing Putah Creek riparian corridor. The revised landscaping plans shall identify the landscaping and irrigation to be installed adjacent to Timbercrest and between Grant Avenue and where the channel undergrounds.		
4.4 Biological Resources						
Mitigation Measure 4.4-2a The project applicant shall implement the following measures to avoid or minimize potential loss of migratory bird nests:						
a. For construction activities occurring between February 15 and August 31, the project applicant shall retain a qualified biologist to conduct preconstruction surveys for nesting migratory birds (including raptors) and to identify active nests on and within 0.25 mile of the project site. The surveys shall be conducted no more than 14 days before the beginning of ground disturbing activities.	Within two weeks of initiation of construction	PG&E	City of Winters	If construction commences between February 15 and August 31, PG&E shall engage a qualified biologist to undertake the required survey. This survey shall be conducted no more than 14 days prior to commencement of site work and can be performed in conjunction with the survey required by Mitigation Measure 4.4-2b. Construction activity that commences earlier than February 15 or later than August 31 is not required to undertake a survey.	One time	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
b. If active nests are found, the qualified biologist shall determine an adequate buffer for the species and nest by referring to PG&E's Avian Conservation Strategy (ICF International and H. T. Harvey and Associates, 2013). No project activity shall commence within the buffer area until the qualified biologist confirms that any young have fledged and the nest is no longer active. If this is not feasible, consultation with CDFW or USFWS (depending on species) shall be required. Monitoring of the nest by a qualified biologist shall be required if the activity has potential to adversely affect the nest.	During construction	PG&E	City of Winters, in consultation with CDFW or USFWS as necessary	If an active nest is found, PG&E shall establish a buffer appropriate to the species in question. In general, no buffer less than 50 feet shall be considered. If a nest establishes after the start of construction, construction activities can only approach up to the appropriate buffer distance unless such activities are already occurring proximate to the nest. Under such conditions, construction activities shall not approach the nest further but are not required to retreat to the recommended buffer distance.	As needed/ upon observance	
Mitigation Measure 4.4-2b The project applicant shall implement the following measures to avoid or minimize impacts to burrowing owl nest sites and foraging habitat.						
a. The project applicant shall retain a qualified biologist to conduct preconstruction surveys on and within 500 feet of the project site no more than 30 days prior to ground-disturbing activities. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to CDFW and no further mitigation shall be required.	No less than 30 days prior to initiation of construction	PG&E	CDFW	PG&E shall engage a qualified biologist to undertake the required survey. This survey shall be conducted no more than 30 days prior to ground-disturbing activities. If no active burrows are found, PG&E shall submit a report documenting the survey methods and results to CDFW and provide a copy of the submittal to the City.	One time	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
b. If an active burrow is found during the nonbreeding season, (September 1 through January 31), the project applicant shall consult with CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout construction activities.	During construction	PG&E	CDFW	If an active burrow is found during the nonbreeding season, PG&E shall establish a buffer upon coordination with CDFW. If a nest establishes after the start of construction, construction activities can only approach up to the appropriate buffer distance unless such activities are already occurring proximate to the nest. Under such conditions, construction activities shall not approach the nest further but are not required to retreat to the recommended buffer distance.	As needed/ upon observance	
c. If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The 1,500-foot buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented to ensure burrowing owls are not detrimentally affected. Once the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed by the project proponent.	During construction	PG&E	CDFW	If an active burrow is found during breeding season, PG&E shall establish a 1,500-foot buffer. The buffer may be reduced if, through PG&E's coordination with CDFW, evidence can be provided that the owls would not be detrimentally affected. Any exclusion of non-breeding/rearing owls shall be performed in accordance with PG&E's burrowing owl exclusion plan.	As needed/ upon observance	
d. If active burrowing owl nests are found on the project site and are destroyed by project implementation, the project applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the City's Habitat Mitigation Program and the CDFW 2012 Staff Report, which states that permanent impacts to	During construction	PG&E	City of Winters	Should an active burrow be destroyed during project construction, PG&E shall coordinate directly with CDFW regarding the preparation of a	As needed/ upon observance	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
nesting, occupied and satellite burrows, and burrowing owl habitat shall be mitigated such that habitat acreage, number of burrows, and burrowing owls impacted are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The project applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards: i. Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species range wide. ii. If feasible, mitigation lands shall be provided adjacent or proximate to the project site so that displaced owls can relocate with lowered risk of take. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient suitable habitat to support displaced owls that may be preserved in perpetuity. iii. If suitable habitat is not available for conservation adjacent or proximate to the Project site, mitigation lands shall be focused on consolidating and enlarging conservation areas outside of urban and planned growth areas and within foraging distance of other conservation lands. Mitigation may be accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. If mitigation credits are not available from an approved bank and mitigation lands are not available adjacent to other conservation lands, alternative mitigation sites and acreage shall be determined in consultation with CDFW. iv. If mitigation is not available through an approved mitigation bank and shall be completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and				burrowing owl mitigation and management plan, consistent with the City's Habitat Mitigation Program and 2012 Staff Report. A copy of the plan shall be provided to the City upon completion by PG&E and approval by CDFW.		

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.						
Mitigation Measure 4.4-4 The project applicant shall implement the following measures to avoid, minimize, and mitigate impacts on valley elderberry longhorn beetle:						
a. Prior to construction, a minimum setback of at least 20 feet from the dripline of each elderberry plant with stems greater than one-inch diameter at ground level shall be maintained to avoid direct impacts. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and shall be maintained for the duration of construction activities. No seating or impermeable features shall be placed within the 20-foot buffer. Planting of native riparian vegetation may occur within the 20-foot buffer as long as it does not impact the elderberry shrubs.	Prior to initiation of construction	PG&E	City of Winters	Prior to initiation of construction, PG&E shall provide an updated elderberry plant survey to the City that identifies all shrubs with stems greater than one inch in diameter. PG&E shall erect and maintain high visibility flagging or fencing (no less than 24 inches above ground surface) to demarcate the minimum 20-foot buffer. PG&E shall provide photodocumentation of the flagging/fencing on a monthly basis.	As needed/ upon observance	
b. Prior to construction, erect signs every 50 feet along the edge of the avoidance area with the following information: "This area is habitat for the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." The signs should be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction.	Prior to initiation of construction	PG&E	City of Winters	Prior to initiation of construction, PG&E shall erect signage adjacent to the 20-foot buffer. Signs shall be placed no more than 50 feet apart and shall include the text identified in this measure.	As needed/ upon observance	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
c. Prior to construction, instruct work crews about the status of the beetle and the need to protect the elderberry plant.	Prior to initiation of construction	PG&E	City of Winters	PG&E shall include specific instructions related to elderberry shrubs and valley elderberry longhorn beetle as part of its safety/environmental awareness training to be provided for all construction workers. Evidence of these instructions and training shall be submitted to the City.	As needed/ upon observance	
d. Project activities, such as truck traffic or other use of machinery, shall not create excessive dust on the project site, such that the growth or vigor of elderberry shrubs is adversely affected.	During construction	PG&E	City of Winters	PG&E shall require the contractor to maintain vehicle speeds within the area south of the GOTTC to no more than 10 miles per hour.	As needed/ upon observance	
e. Areas that are disturbed temporarily shall be restored to pre-disturbance conditions. Erosion control measures shall be implemented to restore areas disturbed within 100 feet of elderberry shrubs.	During construction	PG&E	City of Winters	Upon completion of construction, PG&E shall restore temporarily disturbed areas to pre-project conditions within 14 days of completion of construction within a given area.	As needed/ upon observance	
f. Herbaceous vegetation trimming may occur from July through April to reduce fire hazard. No mowing shall occur within five feet of elderberry plant stems. Mowing must be done in a manner that avoids damaging plants (i.e., stripping away bark through careless use of mowing/trimming equipment).	During construction	PG&E	City of Winters	During construction, PG&E may trim existing herbaceous vegetation, including within the 20-foot buffer. However, no mowing shall be permitted within five feet of elderberry plant stems. PG&E shall provide advanced notification of the need for trimming to the City, who may elect to provide a daily monitor of trimming activities within the 20-foot buffer.	As needed/ upon observance	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
g. Upon final design of the extension of Upper Putah Creek Trail, a qualified biologist shall review final design plans and construction methods. Should the final design of recreational improvements (i.e. trails) be proposed within the 20-foot buffer, the City shall contact USFWS to determine appropriate conservation measures such that no net loss of elderberry shrubs would occur.	Prior to issuance of grading permits for the Upper Putah Creek Trail Extension	PG&E/ City of Winters	City of Winters USFWS, if necessary	The City shall engage a qualified biologist to review the final design plan for the Upper Putah Creek Trail extension (see Mitigation Measure 4.1-2 above). Should recreational improvements be proposed within 20 feet of an elderberry shrub with stems exceeding one inch in diameter, the City shall coordinate with USFWS to ensure that implementation of the trail extension does not detrimentally affect the elderberry shrub in question.	As needed/ upon observance	
4.5 Cultural Resources						
Mitigation Measure 4.5-1 1. In the event that any prehistoric or historic-era subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, are discovered during construction or on-site training activities within the equipment training area, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained by the project applicant to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist (i.e., because it is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.	During construction	PG&E	City of Winters	In the event of an incidental find PG&E's contractor shall halt construction activities until such time as an archaeologist can assess and implement appropriate treatment procedures as identified in this measure. PG&E shall retain a qualified archaeologist that will be available to assess incidental finds of potential cultural resources.	As needed/ upon observance	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
2. If the archaeologist determines that some or all of the affected property qualifies as a Native American Cultural Place, including a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (Public Resources Code Section 5097.9) or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Public Resources Code Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (Public Resources Code Section 5097.993), the archaeologist shall recommend to the applicant potentially feasible procedures that would preserve the integrity of the site or minimize impacts on it.	During construction	PG&E	City of Winters	Should the archaeologist retained by PG&E identify the incidental discovery as potentially Native American, PG&E shall coordinate with the Native American Heritage Commission regarding the find and appropriate treatment procedures. The City shall be provided with a copy of the final procedures and documentation of implementation by PG&E.	As needed/ upon observance	
3. In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the contractor shall immediately halt potentially damaging excavation in the area of the burial and notify the County Coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). Following the coroner's findings, the archaeologist, and the NAHC-designated Most Likely Descendent shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94.	During construction	PG&E	City of Winters	If human remains are found, all grading and activity in the immediate area shall cease, the find shall be left in place, and the applicant shall immediately notify the Yolo County Coroner at (530) 666-8282 and the Community Development Department at (530) 795-4910 x114 to assess the find and determine how to proceed. If the remains are found to be of Native American descent, the Native American Heritage Commission shall also be notified at (916) 653-4082, pursuant to the terms of the measure. Upon designation of a Most Likely Descendant, PG&E shall coordinate directly with the tribe and provide documentation of the approved treatment procedures and documentation of implementation to the City.	As needed/ upon observance	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
Mitigation Measure 4.5-2 1. The project applicant shall retain a qualified paleontologist to conduct an on-site training that will alert all construction personnel and operational staff involved in equipment training about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel shall be trained about the proper notification procedures should fossils be encountered.	Prior to initiation of construction	PG&E	City of Winters	A qualified paleontologist shall conduct on-site training of all construction personnel. This training can be recorded and included as part of the overall safety training to be performed for all construction personnel. Evidence of this training shall be submitted to the City.	One time	
2. If paleontological resources are discovered during earthmoving activities, including on-site training activities, the project applicant shall immediately halt operations within 100 feet of the find and notify the applicant. The applicant shall retain a qualified paleontologist for identification and salvage of fossils so that construction delays can be minimized. If large specimens are discovered, the paleontologist shall have the authority to halt or divert grading and construction equipment while the finds are removed. The paleontologist shall be responsible for implementing all tasks summarized below. ◢ In the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits. ◢ Recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic section, and photographic documentation of the geologic setting. ◢ Laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens. ◢ Cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database.	During construction	PG&E	City of Winters	PG&E shall retain a qualified paleontologist that will be available to assess incidental finds of potential paleontological resources. PG&E's contractor shall halt construction activities in the event of an incidental find until such time as a paleontologist can assess and implement appropriate treatment procedures as identified in this measure.	As needed/ upon observance	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
◢ Preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection.						
4.6 Geology, Soils, and Hazards						
Mitigation Measure 4.6-7 In the event that a previously unknown or unidentified UST, soils and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction of the proposed project, construction activities in the immediate vicinity of the contamination shall cease immediately. The project applicant shall coordinate with the Yolo County Environmental Health Division and conduct on-site sampling to determine the potential for contamination on-site. If contamination is determined to be present, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Winters Fire Department or Yolo County Division of Environmental Health). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	During construction	PG&E	Yolo County Environmental Health Division City of Winters Fire Department, if necessary	In the event that a previously unknown or unidentified UST is discovered on-site, PG&E shall coordinate directly with the City and Yolo County regarding the preparation and implementation of a site-specific risk management plan. A copy of the plan and documentation of implementation shall be provided to the City.	As needed/ upon observance	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
4.9 Noise						
Mitigation Measure 4.9-4a High-pressure air releases through the roof of the indoor flow lab to be located within the M&C Tech Center shall be fitted with silencers shown to provide 20 dB of noise reduction prior to operation.	Prior to initiation of operation	PG&E	City of Winters	During construction, PG&E shall install silencers that achieve 20 dB of noise reduction at the indoor flow lab. Prior to operation, PG&E shall provide documentation of installation of the silencers as well as manufacturer specifications.	Ongoing – this requirement applies throughout the life of the facility.	
Mitigation Measure 4.9-4b Jack hammer training activities shall be conducted only within the T&D area as proposed.	During operation	PG&E	City of Winters	PG&E shall provide notification to all instructors and personnel during training that jack hammer training activities may only be conducted within the T&D area of the GOTTC.	Ongoing – this requirement applies throughout the life of the facility.	
Mitigation Measure 4.9-4c Prior to opening day, the project applicant shall construct a secondary solid noise barrier a minimum of six feet in height adjacent to the north side of the northern T&D training pad and along the south side of the southern T&D training pad at the locations shown on Figure 4.9-2. Because of the proximity of these barriers to the noise source, and the low height of the jackhammer noise source, the noise reduction of this measure is estimated to be 8 dB.	Prior to initiation of operation	PG&E	City of Winters	PG&E shall construct a secondary wall for the purposes of noise reduction within the T&D area, as noted on Figure 4.9-2 of the EIR. This wall shall be designed to reduce noise levels originating from within the T&D area by 8 dB. PG&E shall conduct noise monitoring to demonstrate compliance with this measure, and the results of the monitoring shall be provided to the City.	One time. However, this barrier must remain in place during operations at the facility.	
Mitigation Measure 4.9-5 All project construction activities shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday, excluding holidays unless the project applicant obtains a variance from the City.	During construction	PG&E	City of Winters	No heavy equipment, including haul trucks, shall operate on-site outside of the allowable hours identified in this measure.	Weekly during construction of the facility	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
4.11 Transportation and Circulation						
Mitigation Measure 4.11-2 Prior to operation of the proposed project, the applicant shall contribute traffic impacts fees consistent with the City's Traffic Impact Fee Program for the installation of a traffic signal at the East Grant Avenue (SR 128)/I-505 Southbound Ramps. The installation of a traffic signal at this intersection is included in the City's Impact Fee Program as well as the adopted Complete Streets Concept Plan for SR 128/Grant Avenue/Russell Boulevard (December 2010) that was prepared for Caltrans and the City of Winters, and adopted by the Winters City Council in February 2011. Further, sufficient right of way is available for the improvement. The installation of a traffic signal at this location will be triggered by a combination of new development activity in the I-505/Grant Avenue planning area and/or the addition of through trips generated by other cumulative development. The signal shall be triggered by 50 percent of approved developments plus a total of 630 p.m. peak hour trips generated by development within the I-505/Grant Avenue planning area. When these future volume triggers are met, a formal traffic signal warrant analysis shall be prepared to evaluate all the designated criteria and determine if sufficient warrants are met, or if additional growth can occur. When it is determined that the installation of a traffic signal is warranted, the analysis shall be submitted to Caltrans for review.	Prior to issuance of Certificate of Occupancy	PG&E	City	PG&E shall provide funds consistent with the City's Traffic Impact Fee Program for the improvement of East Grant Avenue at the I-505 Southbound Ramp. The City shall be responsible (through tracking other local/regional development) for identifying when installation of the signal, consistent with the Impact Fee Program and Complete Streets Concept Plan, is required.	One time	
Mitigation Measure 4.11-3 The project applicant shall install a traffic signal at the East Grant Avenue/Timbercrest Road intersection prior to building occupancy.	Prior to issuance of occupancy permit	PG&E	Caltrans	PG&E shall design and construct a traffic signal at East Grant Avenue and Timbercrest Road. Design of the signal shall be subject to review and approval by the City and Caltrans. PG&E shall be solely responsible for the acquisition of and compliance with encroachment permits from Caltrans. The City shall be notified of and invited to any coordination meetings with Caltrans.	One time	

Table 4-1 Winters Gas Operations Technical Training Center Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Timing	Implementing Party/Agency	Enforcement/ Monitoring Party/Agency	Implementation of Mitigation Measure	Monitoring Frequency	Dated Signature for Verification of Compliance
Mitigation Measure 4.11-7: Install signal indications at the East Grant Avenue/Matsumoto Lane intersection (northbound approach). The project applicant shall install traffic signal poles, mast arms, and signal indications at the East Grant Avenue/Matsumoto Lane intersection (northbound approach) prior to building occupancy. Sufficient right-of-way is available for this improvement.	Prior to issuance of occupancy permit	PG&E	Caltrans	PG&E shall design and install northbound signal improvements at East Grant Avenue and Matsumoto Lane. Design of the improvements shall be subject to review and approval by the City and Caltrans. PG&E shall be solely responsible for the acquisition of and compliance with encroachment permits from Caltrans, if required. The City shall be notified of and invited to any coordination meetings with Caltrans.	One time	
Mitigation Measure 4.11-8: Develop and implement a Construction Traffic Management Plan. The project applicant shall develop and implement a Construction Traffic Management Plan to the satisfaction of the City of Winters Department of Public Works. The plan shall be submitted to the City of Winters Public Works Department and Caltrans for review/approval prior to initiation of site disturbance. The plan shall include the following performance standards: ◢ guidance on the number and size of trucks per day entering and leaving the project site; ◢ identification of arrival/departure times that would minimize traffic impacts; ◢ approved truck circulation patterns; ◢ locations of employee parking and methods to encourage carpooling and use of alternative transportation; ◢ methods for partial/complete street closures (e.g., timing, signage, location and duration restrictions); ◢ criteria for use of flaggers and other traffic controls; ◢ preservation of safe and convenient passage for bicyclists and pedestrians through/around construction areas; ◢ monitoring for roadbed damage and timing for completing repairs; and ◢ preservation of emergency vehicle access.	30 days prior to initiation of construction	PG&E	City of Winters Department of Public Works Caltrans	As described in this measure.	Ongoing during construction.	

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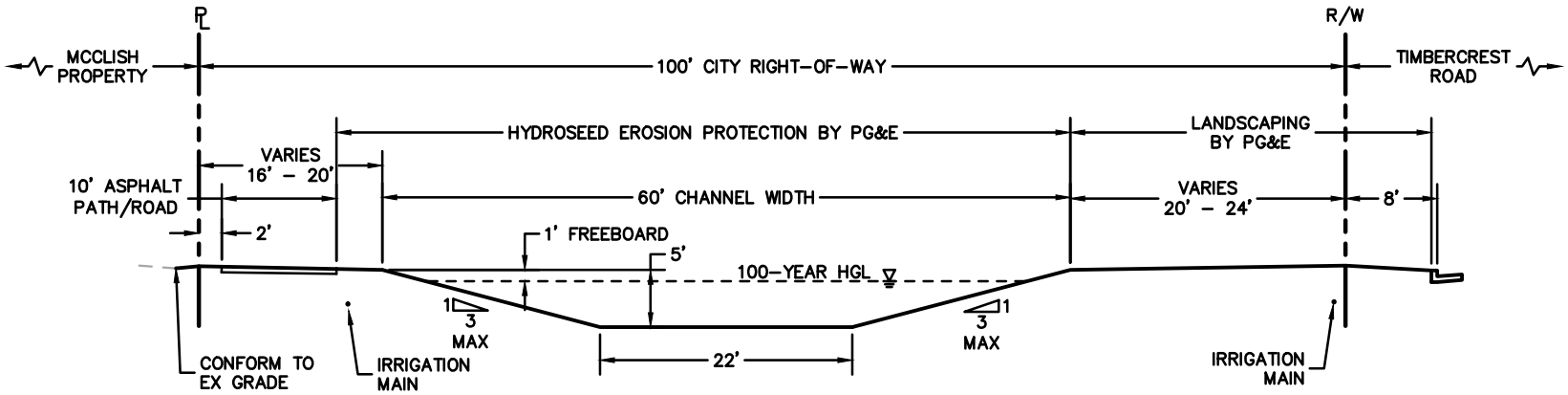
Appendix A

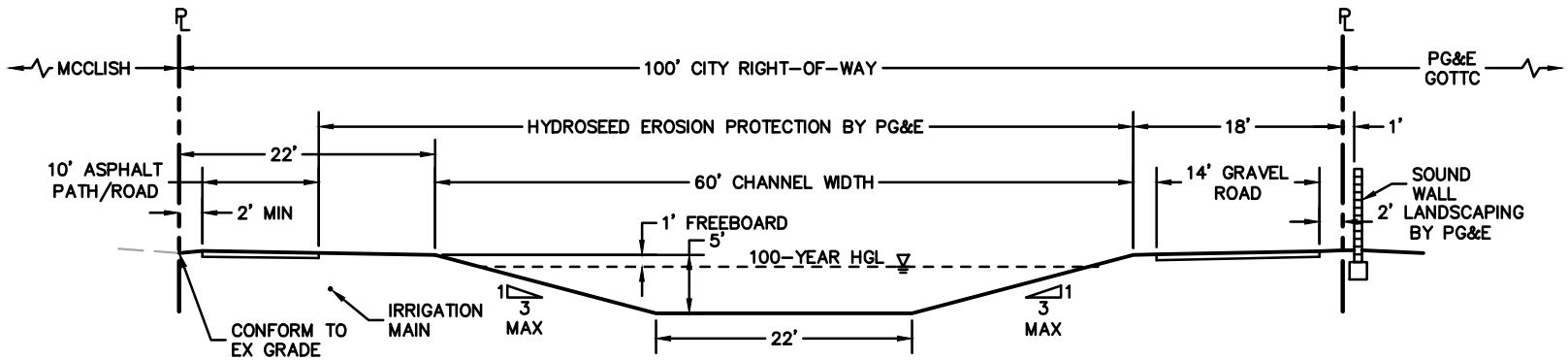
Revised Drainage Channel Cross-Sections



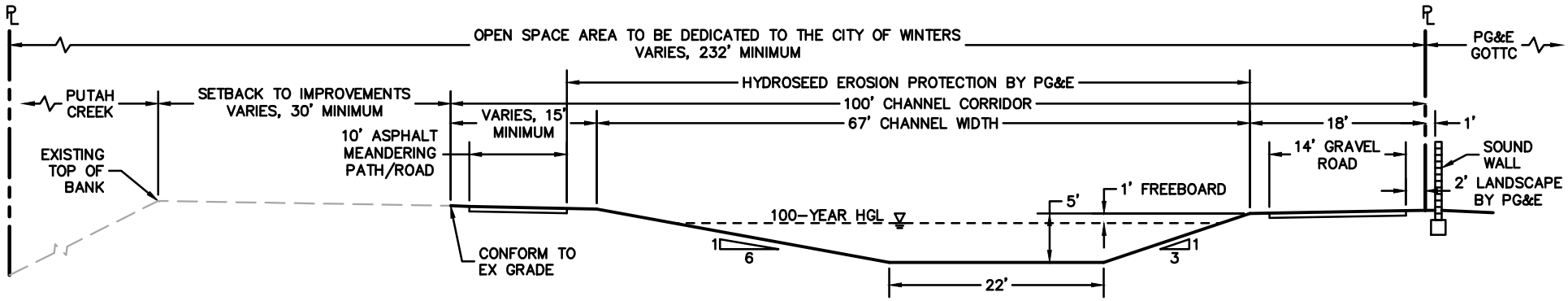
CROSS SECTION F-F

NORTH-SOUTH DIVERSION CHANNEL (ADJACENT TO TIMBERCREST RD, LOOKING NORTH)

SCALE: 1" = 16'



CROSS SECTION G-G
NORTH-SOUTH DIVERSION CHANNEL (SOUTH OF TIMBERCREST, LOOKING NORTH)
SCALE: 1" = 16'



CROSS SECTION H–H
EAST–WEST DIVERSION CHANNEL (LOOKING WEST)
SCALE: 1" = 16'

Appendix B

Revised Summary Table

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.1 Aesthetics			
Impact 4.1-1: Substantially damage resources within a designated scenic corridor. The portion of SR 128 adjacent to the project site is designated as a local scenic corridor by Yolo County and the City of Winters. However, no resources within this scenic corridor would be damaged by implementation of the proposed project.	LTS	No mitigation measures are required.	LTS
Impact 4.1-2: Changes in visual character of the site. The project would result in changes to the visual character of the site. Visual character along the existing riparian corridor, the planned public open space, planned trail, and other passive recreational opportunities along Putah Creek would change significantly with the proposed project. Views would be of an unscreened seven-foot-high concrete block wall, and generally barren engineered interim channel facility. The applicant proposes grasses to stabilize the channel soils but no additional landscaping, naturalized design features, or other aesthetically softening features are proposed. The proposal would utilize a 100-foot band of the planned open space along Putah Creek for the proposed interim drainage channel cross-section; moreover there is no proposed plan for reclamation of that facility at the point in the future in which it is no longer needed. This would be inconsistent with the City-adopted Putah Creek Nature Park Master Plan and create a substantial adverse change in visual character within the southern portion of the site.	S	**Mitigation Measure 4.1-2** In coordination with the City, and subject to the approval of the City Engineer and City Planner, the applicant shall redesign the proposed 100-foot channel design to free up adequate space for additional landscaping and irrigation of the sound wall and along the east/west portion of the drainage channel along the Putah Creek corridor. The width of the maintenance roads and channel shall be modified to free up a minimum of two-feet against the proposed sound wall for landscaping and irrigation, and maximize additional area on the south side of the channel for native landscaping, the trail connection, and recreational amenities consistent with the Putah Creek Nature Park Master Plan. One intent of the redesign is to result in a design that would not require future modification of the channel for it to continue to be functional as public open space at such time as the interim channel is abandoned. The applicant shall design and install the revised channel cross-section and provide a revised landscaping plan that includes additional native landscaping throughout the entire east/west segment consistent with the City's open space goals and the creek master plan. The revised design must include the segment of the Upper Putah Creek trail extending from I-505 west between the channel and Putah Creek (approximately 600 linear feet) and connect north along the channel to intersect with East Grant Avenue. The project applicant shall fund the installation of the described expanded native landscaping, including vines and other landscaping to soften and hide the sound wall. Vegetation near the sound wall shall be selected based on its ability to screen the proposed wall associated with the GOTTC. Vegetation in the area between the drainage channel and existing Putah Creek riparian corridor shall be selected based on ability to provide an appropriate transition from the drainage facility to the existing Putah Creek habitat. Landscaping shall include native vegetation within the redesigned channel and open space area south of the drainage channel. The City of Winters shall review/approve the proposed landscaping prior to implementation.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact 4.1-3: Light and glare. While the proposed project would include security lighting associated with the buildings and parking areas and would introduce nighttime lighting in an area that was formerly dark, the photometric plan prepared for the proposed project demonstrates that all lighting installed at the site would conform to state and local building code requirements to minimize glare, skyglow, and spillover light onto adjacent properties.	LTS	No mitigation measures are required.	LTS
Impact 4.1-4: Conflict with applicable local plans and policies related to aesthetics. The proposed project would be consistent with the applicable City of Winter's General Plan policies pertaining to aesthetics because it would comply with City design guidelines and minimize light spillover associated with development.	LTS	No mitigation measures are required.	LTS
4.2 Agricultural and Forestry Resources			
Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use in conflict with the City's General Plan or Zoning Code. The project site is located on land classified as Prime Farmland. However, the project site was converted from agriculture when it was redesignated and rezoned for urban uses in 1985/86. The loss of agricultural land was considered by the City at that time and subsequently in the EIR prepared for the 1992 General Plan. While the site has remained in agricultural use, the agricultural use has been an interim use until urban development consistent with the City's General Plan and Zoning Code was proposed. The proposed project would not result in new significant impacts beyond those already analyzed.	LTS	No mitigation measures are required.	LTS
Impact 4.2-2: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use. Implementation of the proposed project would not involve changes in the existing environment which could result in conversion of farmland to non-agricultural use.	LTS	No mitigation measures are required.	LTS
Impact 4.2-3: Conflict with applicable local plans and policies related to agricultural resources. Implementation of the proposed project would be consistent with the policies of the City of Winters General Plan pertaining to agricultural resources.	LTS	No mitigation measures are required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.3 Air Quality			
Impact 4.3-1: Generation of temporary and short-term construction-related emissions of criteria air pollutants and precursors. During project construction, daily air quality emissions would not exceed any of the applicable YSAQMD annual (i.e., ROG and NO_X) or daily (i.e., PM_{10}) thresholds of significance. Thus, project-generated construction emissions would not conflict with or obstruct implementation of air quality planning efforts, or violate or contribute substantially to an existing or projected air quality violation.	LTS	No mitigation measures are required.	LTS
Impact 4.3-2: Generation of long-term operational emissions of criteria pollutants and precursors. Long-term operational emissions associated with the project's day to day activities would not exceed any of the YSAQMD thresholds of significance. Thus, project generated, operation-related emissions of criteria air pollutants and precursors would not violate or contribute substantially to an existing or projected air quality violation.	LTS	No mitigation measures are required.	LTS
Impact 4.3-3: Generation of local mobile-source CO emissions. Because operation of the proposed project would not result in or substantially contribute to CO concentrations that exceed the California 1-hour ambient-air quality standard of 20 ppm or the 8-hour standard of 9.0 ppm.	LTS	No mitigation measures are required.	LTS
Impact 4.3-4: Exposure of sensitive receptors to toxic-air-contaminant emissions. Because neither the short-term construction nor the long-term operation of the proposed project would result in the exposure of sensitive receptors to substantial concentrations of TAC emissions for an extended period of time.	LTS	No mitigation measures are required.	LTS
Impact 4.3-5: Exposure of sensitive receptors to objectionable odors. The proposed project would include typical construction activities and some long-term operational activities that operate diesel-fueled vehicles and equipment for training, which could be odor sources to nearby residents. However, given that those activities are located approximately 500 feet from residents, construction would be temporary, the operational activities would be intermittent nature, and diesel particulate matter dissipates rapidly from the source, the proposed project would not result in the generation of odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to a substantial number of people.	LTS	No mitigation measures are required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact 4.3-6: Conflict with applicable local plans and policies related to air quality. The design and purpose of the proposed project would be consistent with the applicable City of Winter's General Plan policies pertaining to the protection of air quality because it would be consistent with local and regional air quality planning efforts and would not introduce a substantial source of pollutants.	LTS	No mitigation measures are required.	LTS
4.4 Biological Resources			
Impact 4.4-1: Impacts on raptors. Implementation of the proposed project would result in the loss of Swainson's hawk and other raptor foraging habitat as a result of conversion of the project site from undeveloped/agricultural use to developed uses and could result in the disturbance of nesting raptors, including Swainson's Hawk.	S	**Mitigation Measure 4.4-1a** If construction is proposed during breeding season (March-August), the project proponent shall conduct a pre-construction raptor nest survey no less than 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests in the project site vicinity. The results of the survey shall be submitted to CDFW and the City of Winters Planning Department. If no active nests are found during the pre-construction survey, no further mitigation for nesting raptor impacts is required. If active nests are found, a quarter-mile (1,320 feet) initial temporary nest disturbance buffer shall be established by the project proponent. If project-related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season (approximately March 1 and September 1), then an on-site biologist/monitor experienced with raptor behavior shall be retained by the project proponent to monitor the nest, and shall along with the project proponent, consult with the CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. The buffer distance may be adjusted in consultation with CDFW depending on the behavior of the raptors and construction activity. The designated on-site biologist/monitor shall be on-site daily while construction related activities are taking place and shall have the authority to stop work if raptors are exhibiting agitated behavior. In consultation with CDFW and depending on the behavior of the raptors, over time it may be determined that the on-site biologist/monitor may no longer be necessary due to the raptors' acclimation to construction-related activities. **Mitigation Measure 4.4-1b** The project applicant shall permanently protect 38 acres of Swainson's hawk foraging habitat by either (1) purchasing a DFW-approved conservation	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		easement of like acreage or (2) paying the requisite mitigation fee to the Yolo Habitat JPA pursuant to the Swainson's Hawk Interim Mitigation Fee Program or purchasing mitigation credits from an approved mitigation credit holder. Purchase of a conservation easement of like acreage or payment of the mitigation fee shall be made to the Yolo Habitat JPA and shall be confirmed by the City prior to the issuance of the first grading permit. This mitigation shall be implemented consistent with any local habitat mitigation program in effect at the time.	
Impact 4.4-2: Impacts on nesting birds. Impacts on migratory birds (including, but not limited to, white-tailed kite, northern harrier, loggerhead shrike and burrowing owl) during ground-disturbing activities, and shrub removal if these activities are scheduled during the breeding season, could result in avian mortality of eggs or young. Construction activities adjacent to active nests could also result in nest abandonment.	PS	**Mitigation Measure 4.4-2a** The project applicant shall implement the following measures to avoid or minimize loss of migratory bird nests: a. For construction activities occurring between February 15 and August 31, the project applicant shall retain a qualified biologist to conduct preconstruction surveys for nesting migratory birds (including raptors) and to identify active nests on and within 0.25 mile of the project site. The surveys shall be conducted no more than 14 days before the beginning of ground disturbing activities. b. If active nests are found, the qualified biologist shall determine an adequate buffer for the species and nest by referring to PG&E's the Avian Conservation Strategy (ICF International and H. T. Harvey and Associates, 2013). No project activity shall commence within the buffer area until the qualified biologist confirms that any young have fledged and the nest is no longer active. If this is not feasible, consultation with CDFW or USFWS (depending on species) shall be required. Monitoring of the nest by a qualified biologist shall be required if the activity has potential to adversely affect the nest. **Mitigation Measure 4.4-2b** The project applicant shall implement the following measures to avoid or minimize impacts to burrowing owl nest sites and foraging habitat. a. The project applicant shall retain a qualified biologist to conduct preconstruction surveys on and within 500 feet of the project site no more than 30 days prior to ground-disturbing activities. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to CDFW and no further mitigation shall be required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		b. If an active burrow is found during the nonbreeding season, (September 1 through January 31), the project applicant shall consult with CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout construction activities. c. If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The 1,500-foot buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented to ensure burrowing owls are not detrimentally affected. Once the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed by the project proponent. d. If active burrowing owl nests are found on the project site and are destroyed by project implementation, the project applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the City's Habitat Mitigation Program and the CDFW 2012 Staff Report, which states that permanent impacts to nesting, occupied and satellite burrows, and burrowing owl habitat shall be mitigated such that habitat acreage, number of burrows, and burrowing owls impacted are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The project applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards: i. Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species range wide. ii. If feasible, mitigation lands shall be provided adjacent or proximate to	

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		the project site so that displaced owls can relocate with lowered risk of take. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient suitable habitat to support displaced owls that may be preserved in perpetuity. iii. If suitable habitat is not available for conservation adjacent or proximate to the Project site, mitigation lands shall be focused on consolidating and enlarging conservation areas outside of urban and planned growth areas and within foraging distance of other conservation lands. Mitigation may be accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. If mitigation credits are not available from an approved bank and mitigation lands are not available adjacent to other conservation lands, alternative mitigation sites and acreage shall be determined in consultation with CDFW. iv. If mitigation is not available through an approved mitigation bank and shall be completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.	
Impact 4.4-3: Impacts on foraging habitat of special-status birds. Implementation of the proposed project would not result in the substantial loss of foraging habitat for special-status birds including tricolored blackbird and mountain plover.	LTS	No mitigation measures are required.	LTS
Impact 4.4-4: Impacts on valley elderberry longhorn beetle. Implementation of the proposed project could result in indirect impacts through construction and operational activities to VELB because of the presence of elderberry shrubs within Putah Creek.	PS	**Mitigation Measure 4.4-4** The project applicant shall implement the following measures to avoid, minimize, and mitigate impacts on valley elderberry longhorn beetle:	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		a. Prior to construction, a minimum setback of at least 20 feet from the dripline of each elderberry plant with stems greater than one-inch diameter at ground level shall be maintained to avoid direct impacts. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and shall be maintained for the duration of construction activities. No seating or impermeable features shall be placed within the 20-foot buffer. Planting of native riparian vegetation may occur within the 20-foot buffer as long as it does not impact the elderberry shrubs. b. Prior to construction, erect signs every 50 feet along the edge of the avoidance area with the following information: "This area is habitat for the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." The signs should be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction. c. Prior to construction, instruct work crews about the status of the beetle and the need to protect the elderberry plant. d. Project activities, such as truck traffic or other use of machinery, shall not create excessive dust on the project site, such that the growth or vigor of elderberry shrubs is adversely affected. e. Areas that are disturbed temporarily shall be restored to pre-disturbance conditions. Erosion control measures shall be implemented to restore areas disturbed within 100 feet of elderberry shrubs. f. Herbaceous vegetation trimming may occur from July through April to reduce fire hazard. No mowing shall occur within five feet of elderberry plant stems. Mowing must be done in a manner that avoids damaging plants (i.e., stripping away bark through careless use of mowing/trimming equipment). g. Upon final design of the extension of Upper Putah Creek Trail, a qualified biologist shall review final design plans and construction methods. Should the final design of recreational improvements (i.e. trails) be proposed within the 20-foot buffer, the City shall contact USFWS to determine appropriate conservation measures such that no net loss of elderberry shrubs would occur.	

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact 4.4-5: Impacts to roosting bats. Implementation of the proposed project would not result in the disturbance of special-status bat species through disturbance of active roosts along Putah Creek and would not result in a substantial loss of potential foraging habitat based on the abundance of suitable foraging habitat in the area.	LTS	No mitigation measures are required.	LTS
Impact 4.4-6: Impacts to western pond turtle. Because aquatic and riparian habitats would not be disturbed as part of the proposed project and because the proposed project would involve the dedication of additional open space areas with native vegetation that may enhance the integrity of Putah Creek and upland habitat for the western pond turtle.	LTS	No mitigation measures are required.	LTS
Impact 4.4-7: Conflict with applicable local plans and policies related to biological resources. Implementation of the proposed project would be consistent with the policies of the City of Winters General Plan related to biological resources.	LTS	No mitigation measures are required.	LTS
4.5 Cultural Resources			
Impact 4.5-1: Disturb archaeological resources or human remains. Based on the results of the archaeological records search and survey, there are no known archaeological resources on the project site. Ground-disturbing activities could result in discovery or damage of as yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5, or disturb previously unknown human remains, including those interred outside of formal cemeteries.	PS	**Mitigation Measure 4.5-1** 1. In the event that any prehistoric or historic-era subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, are discovered during construction or on-site training activities within the equipment training area, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained by the project applicant to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist (i.e., because it is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery. 2. If the archaeologist determines that some or all of the affected property qualifies as a Native American Cultural Place, including a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (Public Resources Code Section 5097.9) or a Native	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Public Resources Code Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (Public Resources Code Section 5097.993), the archaeologist shall recommend to the applicant potentially feasible procedures that would preserve the integrity of the site or minimize impacts on it. 3. In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the contractor shall immediately halt potentially damaging excavation in the area of the burial and notify the County Coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). Following the coroner's findings, the archaeologist, and the NAHC-designated Most Likely Descendent shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94.	
Impact 4.5-2: Disturb a unique paleontological resource. No paleontological resources are known to occur within the project site or a one-mile radius of the site. However, similar Pleistocene sediments in the project area, including the banks of Putah Creek, and throughout the Sacramento Valley have produced significant paleontological resources. Earth-disturbing activities could potentially damage previously unknown paleontological resources.	PS	**Mitigation Measure 4.5-2** 1. The project applicant shall retain a qualified paleontologist to conduct an on-site training that will alert all construction personnel and operational staff involved in equipment training about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel shall be trained about the proper notification procedures should fossils be encountered. 2. If paleontological resources are discovered during earthmoving activities, including on-site training activities, the project applicant shall immediately halt operations within 100 feet of the find and notify the	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		applicant. The applicant shall retain a qualified paleontologist for identification and salvage of fossils so that construction delays can be minimized. If large specimens are discovered, the paleontologist shall have the authority to halt or divert grading and construction equipment while the finds are removed. The paleontologist shall be responsible for implementing all tasks summarized below. ◢ In the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits. ◢ Recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic section, and photographic documentation of the geologic setting. ◢ Laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens. ◢ Cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database. ◢ Preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection.	
Impact 4.5-3: Conflict with applicable local plans and policies related to cultural resources. Implementation of the proposed project would be consistent with the policies of the City of Winters General Plan.	LTS	No mitigation measures are required.	LTS
4.6 Geology, Soils, and Hazards			
Impact 4.6-1: Expose people or structures to strong seismic ground shaking. Implementation of the proposed project could expose people or structures to strong seismic groundshaking as a result of earthquakes that could occur along nearby faults. However, a site-specific geotechnical	LTS	No mitigation measures are required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
report was prepared for the project, and consistent with the City's standard building requirements, the project would be required to implement the design-specific recommendations included in this report for seismic stability. In addition, the City would also require compliance with the requirements of the CBC, which incorporate seismic safety recommendation.			
Impact 4.6-2: Expose people or structures to liquefaction. Implementation of the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction.	LTS	No mitigation measures are required.	LTS
Impact 4.6-3: Result in substantial soil erosion or the loss of topsoil. Implementation of the proposed project could result in soil erosion and the loss of topsoil.	LTS	No mitigation measures are required.	LTS
Impact 4.6-4: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. Implementation of the proposed project would not subject people and structures to hazards associated with lateral spreading, subsidence, or collapse. On-site soils would be compacted in accordance with CBC requirements to ensure soil stability.	LTS	No mitigation measures are required.	LTS
Impact 4.6-5: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property. Soils in the project site have low expansion potential, and development of the project site would not result in substantial risk to life or property.	LTS	No mitigation measures are required.	LTS
Impact 4.6-6: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Implementation of the proposed project would not result in a significant hazard to the public or the environment through future development's routine transport, use, or disposal of hazardous materials because the proposed project would adhere to applicable federal and state requirements.	LTS	No mitigation measures are required.	LTS
Impact 4.6-7: Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment during construction. Construction activities associated with implementation of the proposed project could result in the release of	S	**Mitigation Measure 4.6-7** In the event that a previously unknown or unidentified UST, soils and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction of the proposed project, construction activities in the immediate vicinity of the contamination shall cease	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
hazardous materials to the environment through reasonably foreseeable upset and accident conditions.		immediately. The project applicant shall coordinate with the Yolo County Environmental Health Division and conduct on-site sampling to determine the potential for contamination on-site. If contamination is determined to be present, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Winters Fire Department or Yolo County Division of Environmental Health). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	
Impact 4.6-8: Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment during operation. Operation of the proposed project would increase the use and transport of hazardous materials to the project site. Additionally, ongoing ground disturbance during training activities could encounter previously undiscovered hazardous materials. Increased operations at the project site could result in an increased risk of upset and/or accident conditions involving hazardous materials.	S	Implement Mitigation Measure 4.6-7.	LTS
Impact 4.6-9: Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the use of natural gas during training activities. Operation of the proposed project would involve the use of uncombusted natural gas during training activities. The use of on-site controls and emergency controls would prevent/control accident conditions such that on-site activities would not represent a significant hazard to the public or the environment.	LTS	No mitigation measures are required.	LTS
Impact 4.6-10: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would involve the extension of Timbercrest Road and	LTS	No mitigation measures are required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
would provide on-site emergency access via upgrades at the intersection of Masumoto/Grant Avenue, in addition to maintaining existing right-of-way within Grant Avenue. As a result, the proposed project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan.			
Impact 4.6-11: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The project would not introduce new people or structures into an area with high wildfire risk.	LTS	No mitigation measures are required.	LTS
Impact 4.6-12: Conflict with applicable local plans and policies related to geology, soils, and hazards. Implementation of the project would not conflict with existing City of Winters General Plan policies pertaining to geotechnical and hazard issues.	LTS	No mitigation measures are required.	LTS
4.7 Greenhouse Gas Emissions			
Impact 4.7-1: Generation of greenhouse gas emissions during construction and operation. While the proposed project would generate GHG emissions as a result of construction and long-term operations at the site, the total contribution of GHG emissions generated by the project would not be considered substantial in light of applicable thresholds and would not result in a significant GHG impact.	LTS	No mitigation measures are required.	LTS
Impact 4.7-2: Conflict with an applicable GHG emissions reduction plan. While the City of Winters has not adopted a Climate Action Plan, this project is consistent with AB32 and the State's Scoping Plan because it would not generate substantial emissions such that it would be considered cumulatively considerable and thereby conflict with applicable GHG reduction efforts.	LTS	No mitigation measures are required.	LTS
Impact 4.7-3: Conflict with applicable local plans and policies related to GHG emissions. The design and purpose of the proposed project would be consistent with the applicable City of Winter's General Plan policies related to GHG emissions because it would include energy efficient and transportation demand management features.	LTS	No mitigation measures are required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.8 Land Use, Planning, Population, and Housing			
Impact 4.8-1: Conflict with land use plans, policies, or existing zoning. The proposed project would include redesignation and rezoning of the project site to ensure the proposed land uses would be consistent with the land use and zoning designations. The project would also be consistent with land use policies in the General Plan. Therefore, the proposed project would not conflict with land use plans, policies, or existing zoning.	LTS	No mitigation measures are required.	LTS
Impact 4.8-2: Induce substantial population or housing growth in the project vicinity. Construction and operation of the proposed project would result in an increase in employment in the project vicinity. However, construction-related employment would be temporary and neither construction- nor operation-related employment is expected to result in a substantial increase in population or housing.	LTS	No mitigation measures are required.	LTS
4.9 Noise			
Impact 4.9-1: Result in a permanent increase in ambient noise levels as a result of increased traffic on local/regional roadways. During operation of the proposed project, additional vehicles would travel to and from the project site each day, which would increase noise levels along local roadways. However, project-related increases in roadway noise levels would not exceed the 3 dB threshold identified in the General Plan Noise Element.	LTS	No mitigation measures are required.	LTS
Impact 4.9-2: Result in noise levels at the project site in excess of standards established in the local general plan. Vehicular noise on local roadways represents the majority of noise experienced in the project area. While traffic along SR 128 and I-505 would generate noise levels at the project site, these roadway noise levels would not exceed standards identified in the General Plan Noise Element.	LTS	No mitigation measures are required.	LTS
Impact 4.9-3: Exposure to construction-related and operational vibration. While operation of heavy equipment during construction and operational activities at the project site would result in vibration, vibration levels would not exceed the City's threshold of 0.1 in/sec PPV at nearby uses.	LTS	No mitigation measures are required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact 4.9-4: Exposure to increased ambient noise levels during operation. Equipment used during operation of the proposed project would cause an increase in ambient noise levels affecting adjoining existing and planned land uses in excess of standards established in the City's General Plan or noise ordinance.	S	**Mitigation Measure 4.9-4a** High-pressure air releases through the roof of the indoor flow lab to be located within the M&C Tech Center shall be fitted with silencers shown to provide 20 dB of noise reduction prior to operation. **Mitigation Measure 4.9-4b** Jack hammer training activities shall be conducted only within the T&D area as proposed. **Mitigation Measure 4.9-4c** Prior to opening day, the project applicant shall construct a secondary solid noise barrier a minimum of six feet in height adjacent to the north side of the northern T&D training pad and along the south side of the southern T&D training pad at the locations shown on Figure 4.9-2. Because of the proximity of these barriers to the noise source, and the low height of the jackhammer noise source, the noise reduction of this measure is estimated to be 8 dB.	LTS
Impact 4.9-5: Exposure to increased ambient noise levels during construction. Equipment used during construction of the proposed project would cause an increase in ambient noise levels that may exceed noise standards established in the general plan or noise ordinance.	S	**Mitigation Measure 4.9-5** All project construction activities shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday, excluding holidays unless the project applicant obtains a variance from the City.	LTS
Impact 4.9-6: Conflict with applicable local plans and policies related to noise. While implementation of the proposed project would result in an increase in the ambient noise environment during construction and operation, the proposed project would include mitigation measures to reduce the project's contributions to the ambient noise environment such that the City's noise standards, as established in the General Plan and Noise Ordinance would not be exceeded. As a result, the proposed project would be consistent with the policies of the City's General Plan.	LTS	No mitigation measures are required.	LTS
4.10 Public Services and Recreation			
Impact 4.10-1: Increased demand for police protection. While the proposed project could result in a minor increase in the number of residents that could relocate to the City of Winters, this increase in population would not be substantial in relation to projected population growth within the City and existing infrastructure and service levels for police protection.	LTS	No mitigation measures are required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact 4.10-2: Increased demand for fire protection facilities. While the proposed project would result in new facilities and employees and student commuting to the site on a daily basis, the City of Winters Fire Department has adequate resources to serve the project site. In addition, the proposed project would be required to comply with applicable Fire Code and building standards. There would be no additional need for the expansion or construction of new fire facilities.	LTS	No mitigation measures are required.	LTS
Impact 4.10-3: Increased demand for emergency response services. The City of Winters has adequate capacity to respond to the project site and has appropriate plans and procedures in place to request additional aid if needed. Further, the project would not result in any conflicts with the City's Emergency Plan.	LTS	No mitigation measures are required.	LTS
Impact 4.10-4: Demand for new or expanded recreational facilities. The proposed project would not include the development of land use that would trigger the need for unplanned parks/recreational facilities. However, the proposed project would include a multipurpose trail/maintenance road and recreational improvements along Putah Creek. While the proposed project would not result in any physical deterioration of existing parks, it would create a demand for new facilities along Putah Creek.	LTS	No mitigation measures are required.	LTS
Impact 4.10-5: Conflict with applicable local plans and policies related to public services and recreation. The project would comply with applicable plans and policies that pertain to public services and recreation.	LTS	No mitigation measures are required.	LTS
4.11 Transportation and Circulation			
Impact 4.11-1: Intersection level of service impacts (existing plus project). Under the existing plus project scenario, traffic volumes at the five study intersections would increase; however, all of the study intersections would operate at LOS D or better which is acceptable under the City's significance criteria.	LTS	No mitigation measures are required.	LTS
Impact 4.11-2: Intersection level of service impacts (existing plus approved plus project). Under the existing plus approved plus project scenario, traffic conditions would degrade from LOS D to unacceptable LOS E conditions at the East Grant Avenue (SR 128)/I-505 Southbound Ramps (during the p.m. peak hour). All other intersection would operate acceptably.	S	**Mitigation Measure 4.11-2** Prior to operation of the proposed project, the applicant shall contribute traffic impacts fees consistent with the City's Traffic Impact Fee Program for the installation of a traffic signal at the East Grant Avenue (SR 128)/I-505 Southbound Ramps. The installation of a traffic signal at this intersection is	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		included in the City's Impact Fee Program as well as the adopted Complete Streets Concept Plan for SR 128/Grant Avenue/Russell Boulevard (December 2010) that was prepared for Caltrans and the City of Winters, and adopted by the Winters City Council in February 2011. Further, sufficient right of way is available for the improvement. The installation of a traffic signal at this location will be triggered by a combination of new development activity in the I-505/Grant Avenue planning area and/or the addition of through trips generated by other cumulative development. The signal shall be triggered by 50 percent of approved developments plus a total of 630 p.m. peak hour trips generated by development within the I-505/Grant Avenue planning area. When these future volume triggers are met, a formal traffic signal warrant analysis shall be prepared to evaluate all the designated criteria and determine if sufficient warrants are met, or if additional growth can occur. When it is determined that the installation of a traffic signal is warranted, the analysis shall be submitted to Caltrans for review.	
Impact 4.11-3: Intersection level of service impacts (cumulative). Under the cumulative plus project scenario, the East Grant Avenue/Timbercrest Road intersection would operate unacceptably during both the a.m. and p.m. peak periods, with the project exacerbating the delays at this intersection by more than five seconds. All other intersections would operate acceptably.	S	**Mitigation Measure 4.11-3** The project applicant shall install a traffic signal at the East Grant Avenue/Timbercrest Road intersection prior to building occupancy.	LTS
Impact 4.11-4: Transit facility impacts. The proposed project would not conflict with any of the City's plans to implement transit improvements in the project area. Further, the proposed project includes construction of a transit bus stop along East Grant Avenue along the frontage of the proposed GOTTC, which would ensure that the proposed project's increased demand for transit service is met.	LTS	No mitigation measures are required.	LTS
Impact 4.11-5: Bicycle facility impacts. The project includes the construction of a Class I path along the project site's East Grant Avenue frontage. As such, there would be no gap in bicycle facilities to and from the project site, and implementation of the proposed project would not conflict with adopted policies, plans or programs regarding bicycle facilities.	LTS	No mitigation measures are required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact 4.11-6: Pedestrian facilities impacts. The project includes the construction of sidewalks and a bicycle path along East Grant Avenue, which would provide adequate pedestrian facilities to and from the project site, consistent with existing and draft plans, policies, and programs related to pedestrian facilities.	LTS	No mitigation measures are required.	LTS
Impact 4.11-7: Emergency vehicle access impacts. The internal service/fire road would provide adequate emergency vehicle access throughout the project site. For emergency vehicles entering/exiting the project site, two access points would be provided: at a new intersection at East Grant Avenue and Timbercrest Road (to be constructed as part of the project) and at the existing East Grant Avenue/Matsumoto Lane intersection; however, the existing traffic signal at the East Grant Avenue/Matsumoto Lane intersection does not currently have signal indications for northbound traffic.	S	**Mitigation Measure 4.11-7: Install signal indications at the East Grant Avenue/Matsumoto Lane intersection (northbound approach).** The project applicant shall install traffic signal poles, mast arms, and signal indications at the East Grant Avenue/Matsumoto Lane intersection (northbound approach) prior to building occupancy. Sufficient right-of-way is available for this improvement	LTS
Impact 4.11-8: Construction-related traffic impacts. Project construction would generate temporary construction worker truck trips, which would use local roadways and may cause lane closures, damage to roadways, and increased conflicts with bicyclists and pedestrians.	PS	**Mitigation Measure 4.11-8: Develop and implement a Construction Traffic Management Plan.** The project applicant shall develop and implement a Construction Traffic Management Plan to the satisfaction of the City of Winters Department of Public Works. The plan shall be submitted to the City of Winters Public Works Department and Caltrans for review/approval prior to initiation of site disturbance. The plan shall include the following performance standards: ◢ guidance on the number and size of trucks per day entering and leaving the project site; ◢ identification of arrival/departure times that would minimize traffic impacts; ◢ approved truck circulation patterns; ◢ locations of employee parking and methods to encourage carpooling and use of alternative transportation; ◢ methods for partial/complete street closures (e.g., timing, signage, location and duration restrictions); ◢ criteria for use of flaggers and other traffic controls; ◢ preservation of safe and convenient passage for bicyclists and pedestrians through/around construction areas; ◢ monitoring for roadbed damage and timing for completing repairs; and ◢ preservation of emergency vehicle access.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact 4.11-9: Conflict with applicable local plans and policies related to transportation and circulation. While implementation of the proposed project would result in an increase in the use of transportation facilities in the project area, the proposed project has prepared a project-specific traffic analysis that identifies improvements that the proposed project would either include or contribute funds for future improvement, consistent with City General Plan policies. Implementation of the improvements identified in the site-specific traffic study would be consistent with the citywide LOS standard established in the General Plan, thereby ensuring that the proposed project would be consistent with the City's General Plan.	LTS	No mitigation measures are required.	LTS
4.12 Utilities, Hydrology, and Water Quality			
Impact 4.12-1: Impacts on water supply and infrastructure. The proposed project would increase water demands within the City; however, sufficient water supplies and infrastructure capacity are available to meet the demands of the project in addition to existing service area demand and no new water infrastructure would be required.	LTS	No mitigation measures are required.	LTS
Impact 4.12-2: Impacts to sewer collection and treatment facilities. The proposed project would increase sewer generation within the City, however, sufficient collection and treatment capacity is available for the proposed project without necessitating the construction of expanded or new infrastructure.	LTS	No mitigation measures are required.	LTS
Impact 4.12-3: Impacts to electricity and natural gas facilities and energy. Electrical power would be provided to the project site through an existing underground distribution power line adjacent to the project site. A distribution natural gas line would also be extended to the project site from East Grant Avenue. PG&E as the applicant and utility provider would meet gas and electricity demands associated with the project, and the project would not result in the inefficient or wasteful use of energy.	LTS	No mitigation measures are required.	LTS
Impact 4.12-4: Impacts to solid waste facilities. The proposed project would increase solid waste generation in the project area, which is served by the Yolo County Central Landfill. However, adequate capacity is available at the existing landfill to accommodate the solid waste generation demands of the proposed project. Further, PG&E would comply with all applicable federal, state, and local statutes and regulations related to solid waste and solid waste reduction.	LTS	No mitigation measures are required.	LTS

Table 2-1 Summary of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Impact 4.12-5: Short-term, construction-related water quality impacts. Construction of the proposed project would include ground-disturbing activities and would include earth removal, grading, trenching, and restoration, which could result in decreased water quality should sediment travel off-site. However, the proposed project would be implemented in compliance with applicable federal, state and local requirements. As part of that compliance, the applicant would implement measures to control on-site storm water and protect water quality, including sediment controls, stabilization of exposed soils, and revegetation of completed areas.	LTS	No mitigation measures are required.	LTS
Impact 4.12-6: Impacts to stormwater systems and flooding. Development of the project site would result in an increase in impervious surfaces in the local vicinity. The proposed project includes an on-site storm water collection and treatment system to collect and convey storm water runoff from the project site per City standards.	LTS	No mitigation measures are required.	LTS
Impact 4.12-7: Long-term water quality impacts. While development of the proposed project would result in an increase in impervious surfaces in the local area, the proposed project would include on-site measures to collect and convey storm water runoff from the project site per applicable federal, state, and City standards.	LTS	No mitigation measures are required.	LTS
Impact 4.12-8: Conflict with applicable local plans and policies related to utilities, hydrology, and water quality. The proposed project would be consistent with the applicable City of Winter's General Plan policies pertaining to utilities, hydrology, and water quality because the proposed project would have adequate utility capacity and would provide on-site detention and water quality control features consistent with the City's design requirements.	LTS	No mitigation measures are required.	LTS

Notes: NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant, SU = Significant and unavoidable

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