



MITIGATED NEGATIVE DECLARATION

Pursuant to Division 6, Title 14, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations, the **City of Winters** does prepare, make, declare, publish, and cause to be filed with the County Clerk of Yolo County, State of California, this Negative Declaration for the Project, described as follows:

PROJECT TITLE: I-505/Grant Avenue Planning Area Land Use Modifications Project

PROJECT DESCRIPTION: This project is a proposal by the City of Winters to modify the land use designations within a project area totaling 140.1 to correct inconsistencies between general plan and zoning designations in the area, eliminate a duplicative and unnecessarily expensive requirement for "master plans" with individual project applications, rescind an outdated master plan, and promote economic development.

In general the proposal involves the following:

1. Convert 11.2 acres from planned industrial uses to highway-serving commercial uses along I-505 north of SR 128.
2. Convert 24.9 acres from a commercial designation that requires a master plan to a similar commercial designation which does not.
3. Convert 10.9 acres from a mixed use commercial/business park designation which allows a mix of highway serving commercial, offices, light industrial, and wholesale commercial with a master plan, to a designation which allows for highway-serving commercial only and does not require a master plan.
4. Convert 33.9 acres of mixed use commercial/business park designation to a mixed use business/industrial park designation which allows for offices, light industrial, and wholesale and limited commercial only and does not require a master plan.
5. Amendment of the citywide stormdrain master plan to move the conceptual alignment of the Putah Creek Diversion Channel to the west from the location where it is currently depicted (see Figure 5 of the Putah Creek/Dry Creek Subbasin Drainage Report) to a new alignment where it will fall on the easterly property line of the Skreedon Property (APN 038-050-16) (approximately 350 feet west of the currently depicted alignment) on the north side of SR-128 and fall on the westerly property line of the McClish Property (various APNs) (approximately 1,100 feet west of the currently depicted alignment) on the south side of SR 128.
6. Rescission of the 1993 Gateway Master Plan which covers the Jordan and McClish properties totaling approximately 51.1 acres.
7. Conditional Use Permit (CUP), site plan review, and height variance to allow construction of a three-story hotel (up to 100 rooms) on 6.6 acres (APN 038-050-60) in the Highway Service Commercial (C-H) zone. A maximum height of 30 feet is allowed in the C-H zone. The project requests a variance to allow a height of up to 40 feet.

Necessary approvals for the proposed project are as follows:

- Adoption of a Mitigated Negative Declaration;
- Various General Plan map and text amendments;
- Amendment of the 2008 Winters Storm Drainage Master Plan

- Rescission of the 1993 Gateway Master Plan
- Various rezoning
- Conditional use permit, site plan review, and height variance for a hotel
- Demolition of various structures

PROJECT LOCATION: Eastern side of Winters, on the north and south sides of State Route (SR) 128 (Grant Avenue), on the west side of and adjoining Interstate (I) 505. Multiple parcels totaling 140.1 acres Yolo County, California.

NAME OF PUBLIC AGENCY APPROVING PROJECT: City of Winters

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

NAME OF ENTITY OR AGENCY CARRYING OUT PROJECT: City of Winters

NEGATIVE DECLARATION: The City of Winters has determined that the subject project, further defined and discussed in the attached Environmental Checklist/Initial Study will not have any unmitigated significant effects on the environment. As a result thereof, the preparation of an environmental impact report pursuant to the California Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.

The attached Environmental Checklist/Initial Study has been prepared by the City of Winters in support of this Negative Declaration. Further information including the project file and supporting reports and studies may be reviewed at Winters City Hall, City Manager's Office, 318 1st Street Winters, CA 95694

MITIGATION MEASURES: Mitigation measures have been identified for the project.

A handwritten signature in blue ink, appearing to read "John Donlevy", is written over a horizontal line. To the right of the signature, the word "for" is written in a smaller, cursive script.

John Donlevy, City Manager
City of Winters

April 25, 2012

ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

(City of Winters, 4-23-12)

Project Title: I-505/Grant Avenue Planning Area
Land Use Modifications Project

Lead Agency: City of Winters
Community Development Department
318 First Street
Winters, CA 95694

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

Heidi Tschudin, Contract Planner
(916) 447-1809
htschudin@sbcglonbal.net

Project Location: Eastern side of Winters, on the north and south sides of State Route (SR) 128 (Grant Avenue), on the west side of and adjoining Interstate (I) 505. Multiple parcels totaling 140.1 acres (see Exhibit 1 and Table 1).

Project Applicant: City of Winters
Community Development Department
318 First Street
Winters, CA 95694

Property Owner: Winters Gateway Inc. (Ghai Property)
1904 Via Di Salerno,
Pleasanton CA 94566

Ashrat and Yasmin Ali (Ali Property)
5000 E. 2nd Street, Suite G
Benicia, CA 94570

Harold E. and Elizabeth M. Robben (Manas Property)
8057 Runge Road
Dixon, CA 95620

South Market Court, LP (Skreedan Property)
7700 College Town Drive, Suite 201
Sacramento, CA 95826

Jordan Family Partnership IV (Jordan Property)
1008 2nd Street, 2nd Floor
Sacramento, CA 95814

Newkom Family Living Trust (McClish Property)
1235 Stewart Road
Yuba City, CA 95991

John S. Robada (Robada Property)
22 Castlewood Drive
Pleasanton, CA 94566

Robert J. and Katherine L. Christie (Christie Property)
P.O. Box 683070
Park City, UT 84068

Land Use Designations: GENERAL PLAN -- The General Plan land use designations for the project area property are as follows (see Exhibit 2):

11.2 acres	Light Industrial (LI)
5.4 acres	Highway Service Commercial (HSC)
24.9 acres	Planned Commercial (PC)
44.8 acres	Planned Commercial/Business Park (PCB)
33.5 acres	Low Density Residential (LR)
<u>20.3 acres</u>	<u>Open Space (OS)</u>
140.1 acres	Total

These designations are described in the General Plan as follows:

Light Industrial (LI) -- This designation provides for industrial parks, warehouses, light manufacturing, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40.

Highway Service Commercial (HSC) -- This designation provides for restaurants, service stations, hotels and motels, and retail and amusement uses, which are oriented principally to highway and through traffic, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40.

Planned Commercial (PC) -- This designation provides for neighborhood- and locally-oriented retail and services uses, offices, restaurants, service stations, multi-family residential units, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40 for commercial uses, and residential densities shall be in the range of 6.1 to 10.0 units per gross acres.

All development under this designation shall be approved pursuant to an adopted master development plan (e.g., specific plan). As these master development plans are approved, the Planned Commercial designation shall be replaced through a general plan amendment with the Neighborhood Commercial, Office, Recreation and Parks, Open Space, or Public/Quasi-Public designations as the City deems appropriate based on the approved master development plan.

Planned Commercial/Business Park (PCB) -- This designation provides for restaurants, service stations, hotels and motels, retail and amusement uses, which are oriented principally to highway and through traffic, offices, light industrial, and wholesale commercial uses, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40.

All development under this designation shall be approved pursuant to an adopted master development plan (e.g., specific plan). As these master development plans are approved, the Planned Commercial/Business Park designation shall be replaced through a general plan amendment with the Highway Service Commercial, Business/Industrial Park, Open Space, or Public Quasi-Public designations as the City deems appropriate based on the approved master development plan.

Low Density Residential (LR) -- This designation provides for single-family detached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 1.1 to 4.0 units per gross acre

Open Space (OS) -- This designation provides for agricultural uses, recreational uses, riparian vegetation and wildlife habitat protection, water retention, public and quasi-public uses, and similar and compatible uses consistent with the open space purposes of this designation. The FAR shall not exceed 0.05. The precise location of the boundary of the Open Space designation along Putah and Dry Creeks shall be determined by the City in conjunction with individual project proposals based on creek setback requirements and site-specific conditions.

Non-residential land in the FOZ is subject to the following General Plan policies:

Policy I.A.9: No new development may occur within the flood-overlay area shown in Figure II-1 until a feasibility and design study for a comprehensive solution to the 100-year flooding problem has been completed and a fee schedule has been established or financing program adopted which includes all affected and contributing properties for financing the comprehensive flood control solution.

Policy I.A.12: At such time as the City Council determines that Policies I.A.9 and IV.D.4 have been satisfied, including approval of a fee schedule or financing program, the 964-acre FOZ area may only be developed as provided in Policies I.A.13 through I.A.15, and Policies IV.D.6 and IV.D.7.

Policy I.A.13: As a way to improve the citywide job/housing balance, new job-producing non-residential development may develop within the FOZ, consistent with General Plan and zoning land use designations.

Policy IV.D.4: The City, in cooperation with property owners, developers and the Yolo County Flood Control and Water Conservation District shall undertake feasibility and design study for a comprehensive solution to the flooding problems associated with Chichahominy and Moody Sloughs. The comprehensive solution may include such features as diversion to Putah Creek, diversion under I-505, detention ponds, changes in land use designations, elevating building pads, and structural flood proofing as deemed effective and cost effective. As a condition to any development entitlement approval, all development affected by or contributing to the 100-year flooding problem shall be required to contribute to the financing of the comprehensive flood control solution in an amount that reflects that property's relative contribution to the flooding problem or benefit from the program adopted.

Policy IV.D.6: All development allowed to proceed within the General Plan flood overlay zone, in advance of implementation of storm drainage improvements specified in the updated Storm Drainage Master Plan, must address interim drainage and flooding requirements in a manner found acceptable by the City Engineer, and in a manner that furthers and is not inconsistent with the updated Storm Drainage Master Plan. To the extent feasible as determined by the City, interim improvements shall implement logical component parts of the storm drainage improvements identified in the updated Storm Drainage Master Plan.

Interim drainage/flooding solutions that do not implement logical components parts of the storm drainage improvements identified in the updated Storm Drainage Master Plan, or would be otherwise inconsistent with implementation of the update Storm Drainage Master Plan, can only be approved if consistent with the water quality treatment/design criteria and standards criteria of the updated Storm Drainage Master Plan and the City shall provide no reimbursement or credit for said work.

Policy IV.D.7: Notwithstanding any interim improvements constructed pursuant to Policy IV.D.6, all projects citywide and within the FOZ shall pay a Storm Drainage Master Plan Implementation Fee that represents a fair share towards implementation of the improvements specified in the updated Storm Drainage Master Plan. This fee shall be due prior to issuance of the building permit. To the extent that all or a component part of the Storm Drainage Master Plan is constructed by a project approved to move forward, credit toward the fee will be provided.

ZONING - The zoning for the project area is as follows (see Exhibit 3):

11.2 acres	Light Industrial (M-1)
5.4 acres	Highway Service Commercial (C-H)
10.9 acres	Highway Service Commercial/Planned Development (C-H/PD)
24.9 acres	Neighborhood Commercial (C-1) ¹
33.9 acres	Industrial/Business Park /Planned Development (BID/PD)
33.5 acres	Single family (7000 square foot average minimum) (R-1) ²
<u>20.3 acres</u>	<u>Open Space (OS)</u>
140.1 acres	Total

These designations are described in the Zoning Code as follows:

Light Industrial (M-1) Zone, Section 17.44.120 -- A. Purpose. The purpose of the Light Industrial (M-1) zone is to provide areas for light industrial development in a manner which will not result in public nuisances related to the operations. These are typically enclosed within a structure or involve minimal outdoor storage. Finished good assembly, recycling center collection, communication equipment facility, and minor utility services are principally allowed uses in this zone.

Highway Service Commercial (C-H) Zone, Section 17.44.090 -- A. Purpose. The purpose of the Highway Service Commercial (C-H) Zone is to provide for commercial services and transient residential uses which are appropriate to highway locations and dependent upon highway travel. minor automobile repair, restaurants including drive-thrus, service stations, and minor utility services are principally permitted uses in this zone.

Neighborhood Commercial (C-1) Zone, Section 17.44.070 – A. Purpose. The purpose of the neighborhood commercial (C-1) zone is to provide a center for convenient shopping and services near residential neighborhoods.

Planned Development (PD) Overlay Zone, Section 17.48.010 – A. Purpose. In order to achieve the general plan goal “to promote the development of a cohesive and aesthetically pleasing urban structure for Winters,” the P-D overlay zone has been included within the scope of the zoning ordinance to allow for the maximum flexibility consistent with the minimum development standards within each underlying zone category.

Industrial/Business Park (BIP) Zone, Section 17.44.110 -- A. Purpose. The purpose of the business/industrial park (BIP) zone is to accommodate a group of business and manufacturing uses which have joint character and unique requirements for space which may not be suitable in either a strictly commercial or industrial setting. Minor automobile repair, business services, financial institutions, equipment sales/rental/repair, business and medical offices, service stations, finished good assembly, recycling center collection, and minor utility services are principally allowed uses in this zone.

Single Family, 7000 square foot average minimum (R-1) Zone, Section 17.44.030 – A. Purpose. The purpose of the single family, 7000 square foot average minimum (R-1) zone is to stabilize and protect the residential character of the zone and to promote and encourage a suitable environment for family life. It shall be the goal of the city to achieve a range of housing types to meet the housing needs of the community.

Public Open Space (O-S) Zone, Section 17.44.160 -- A. Purpose. The purpose of the public open space (O-S) zone is to preserve appropriate lands in open space uses for such purposes as habitat protection or enhancement, drainage/flood control, and mitigation zones between land uses as

¹ Records indicate that this property was zoned “Planned Commercial (C-1, C-2)” upon annexation into the City (Resolution No. 94-12 adopted May 3, 1994); however, at the time of this writing there is no such zone category. The closest category, and the one upon which this analysis is based, is Neighborhood Commercial (C-1).

² Records indicate that this property was zoned Medium Density Residential (R-2) upon annexation into the City (Resolution No. 94-12 adopted May 3, 1994). In February 2003, the City Council adopted Ordinance No. 2003-01, which amended the zoning map and rezoned the property Single Family (7000 square foot average minimum) (R-1).

defined and required in the general plan. Agricultural operation and minor utility services are principally allowed uses in this zone.

Description of Project: This project is a proposal of the City of Winters to modify the land use designations within a project area totaling 140.1 acres in the eastern area of town, on the north and south sides of State Route (SR) 128 (Grant Avenue), and on the west side of and adjoining Interstate (I) 505 (see Exhibit 1 And Table 1). The objectives of the project are to correct inconsistencies between general plan and zoning designations in the area, eliminate a duplicative and unnecessarily expensive requirement for “master plans” with individual project applications, rescind an outdated master plan, and promote economic development.

The potential net effect of the proposed land use changes is subtle. Overall it is likely to result in more highway commercial serving uses than light industrial uses on both the north and south sides of Grant Avenue. In addition the proposal is likely to result in more business oriented square footage than retail commercial square footage on the south. Finally, in recognition of the infrastructure master planning that has occurred since adoption of the General Plan in 1992 and the fact that the City now requires Design/Site Plan Review for all non-residential development; the proposal also eliminates the separate project-specific requirement for a master plan with each application, and rescinds the existing outdated Gateway Master Plan.

Lot development standards under existing land uses designations as compared to proposed land use designations would be essentially unchanged. Identical floor area ratios continue to apply. Development regulations would differ slightly for the 11 acres proposed to change from M-1 to C-H: the C-H height limit is 30 feet rather than 40 feet allowed under M-1; C-H has no side or rear setback compared to 10 feet and 15 feet respectively for M-1. All other lot development regulations would remain unchanged.

The project involves various map and text amendments to the City General Plan and changes to the City zoning map and regulations to modify the land uses currently allowed in the area. Of the 140.1 acre project area total the proposal would affect a total of 80.9 acres, with all 80.9 acres receiving a general plan amendment and 21.7 ac of the 80.9 acres receiving a zone change (see Table 1). In general the proposal involves the following:

1. Convert 11.2 acres from planned industrial uses to highway-serving commercial uses along I-505 north of SR 128.
2. Convert 24.9 acres from a commercial designation that requires a master plan to a similar commercial designation which does not.
3. Convert 10.9 acres from a mixed use commercial/business park designation which allows a mix of highway serving commercial, offices, light industrial, and wholesale commercial with a master plan, to a designation which allows for highway-serving commercial only and does not require a master plan.
4. Convert 33.9 acres of mixed use commercial/business park designation to a mixed use business/industrial park designation which allows for offices, light industrial, and wholesale and limited commercial only and does not require a master plan.
5. Amendment of the citywide stormdrain master plan to move the conceptual alignment of the Putah Creek Diversion Channel to the west from the location where it is currently depicted (see Figure 5 of the Putah Creek/Dry Creek Subbasin Drainage Report) to a new alignment where it will fall on the

easterly property line of the Skreeden Property (APN 038-050-16) (approximately 350 feet west of the currently depicted alignment) on the north side of SR-128 and fall on the westerly property line of the McClish Property (various APNs) (approximately 1,100 feet west of the currently depicted alignment) on the south side of SR 128.

6. Rescission of the 1993 Gateway Master Plan which covers the Jordan and McClish properties totaling approximately 51.1 acres.
7. Conditional Use Permit (CUP), site plan review, and height variance to allow construction of a three-story hotel (up to 100 rooms) on 6.6 acres (APN 038-050-60) in the Highway Service Commercial (C-H) zone. A maximum height of 30 feet is allowed in the C-H zone. The project requests a variance to allow a height of up to 40 feet.

The table below summarizes proposed land use changes by parcel:

TABLE 1: PROPOSED GATEWAY AREA LAND USE MODIFICATIONS

Property Owner	APN	Acreage	General Plan		Zoning	
			Existing	Proposed	Existing	Proposed
North of SR 128 (Grant Avenue)						
Ghai Property	038-050-63	1.4	LI	HSC	M-1	C-H
		0.9	HSC	No change	C-H	No change
	Subtotal	2.3				
Ali Property	038-050-57	0.9	HSC	No change	C-H	No change
	038-050-60	4.6	LI	HSC	M-1	C-H
		1.1	HSC	No change	C-H	No change
	Subtotal	6.6				
Manas Property	038-050-29	5.2	LI	HSC	M-1	C-H
		2.5	HSC	No change	C-H	No change
		Subtotal	7.7			
Skreeden Property	038-050-18	14.0	OS	No change	OS	No change
		14.4	PC	NC	C-1	No change
		33.5	LR	No change	R-1	No change
		Subtotal	61.9			
Subtotal North		78.5	GPA 25.6 ac		Rezone 11.2 ac	
South of SR 128 (Grant Avenue)						
Jordan Property	038-070-28	7.5	PCB	HSC	C-H/PD	No change
	038-070-29	0.9	PCB	HSC	C-H/PD	No change
	038-070-30	0.8	PCB	HSC	C-H/PD	No change
	038-070-31	0.9	PCB	HSC	C-H/PD	No change
	038-070-32	0.8	PCB	HSC	C-H/PD	No change
		Subtotal	10.9			
McClish Property	038-070-37	4.5	PCB	BIP	BIP/PD	No change
	038-070-38	5.9	PCB	BIP	BIP/PD	No change
	038-070-39	23.5	PCB	BIP	BIP/PD	No change
		6.3	OS	No change	OS	No change
	Subtotal	40.2				
Robada Property	038-070-35	4.5	PC	NC	PC	C-1
Christie Property	038-190-35	6.0	PC	NC	PC	C-1
Subtotal South		61.6	GPA 55.3 ac		Rezone 10.5 ac	
PROJECT TOTAL		140.1	GPA 80.9 ac		Rezone 21.7 ac	
Totals may be off slightly due to rounding. TSCHUDIN CONSULTING GROUP, August 28, 2011.						

Project Approvals: The following entitlements are necessary for implementation of the project:

- General Plan Map Amendments to change 11.2 acres from Light Industrial (LI) to Highway Service Commercial (HSC) (see Exhibit 2):
 - APN 038-050-63 (1.4 ac)
 - APN 038-050-60 (4.6 ac)
 - APN 038-050-29 (5.2 ac)
- General Plan Map Amendments to change 24.9 acres from Planned Commercial (PC) to Neighborhood Commercial (NC) (see Exhibit 2):
 - APN 038-050-18 (14.4 ac)
 - APN 038-070-35 (4.5 ac)
 - APN 038-190-36 (6.0 ac)
- General Plan Map Amendments to change 10.9 acres from Planned Commercial/Business Park (PCB) to Highway Service Commercial (HSC) (see Exhibit 2):
 - APN 038-070-28 (7.5 ac)
 - APN 038-070-29 (0.9 ac)
 - APN 038-070-30 (0.8 ac)
 - APN 038-070-31 (0.9 ac)
 - APN 038-070-32 (0.8 ac)
- General Plan Map Amendments to change 33.9 acres from Planned Commercial/Business Park (PCB) to Business/Industrial Park (BIP) (see Exhibit 2):
 - APN 038-070-37 (4.5 ac)
 - APN 038-070-38 (5.9 ac)
 - APN 038-070-39 (23.5 ac)
- General Plan Text Amendments to eliminate the Planned Commercial (PC) and Planned Commercial/Business Park (PCB).
- Amendment to 2008 Winters Storm Drainage Master Plan to move the conceptual alignment of the Putah Creek Diversion approximately to the west (see Exhibit 5).
- Rescission of the 1993 Gateway Master Plan.
- Rezoning to change 11.2 acres from Light Industrial (M1) to Highway Service Commercial (C-H) (see Exhibit 3):
 - APN 038-050-63 (1.4 ac)
 - APN 038-050-60 (4.6 ac)
 - APN 038-050-29 (5.2 ac)
- Rezoning to change 10.5 acres from Planned Commercial (PC) to Neighborhood Commercial (C-1) (see Exhibit 3):
 - APN 038-070-35 (4.5 ac)
 - APN 038-190-36 (6.0 ac)
- Conditional Use Permit, Site Plan Review (see Exhibit 4), and Height Variance for proposed three-story hotel (up to 100 rooms) on APN 038-050-60 (6.6 ac Ali property).
- Demolition permit for existing structures.

Surrounding Land Uses and Setting: The project area is currently primarily undeveloped. Existing developed uses include two rural residential compounds (Manas and McClish), a farmyard on the Skreedan property, and a Chevron gas station. The remainder of the acreage is in agricultural uses (orchards and crops) or fallow. The Ghai property (APN 038-050-63 totaling 2.3 acres) received approval in 2010 for a fast food restaurant (Burger King) with drive-through, gas station and convenience store (Arco AM PM), and truck fueling station; however construction has not begun. The Jordan property was remapped in 2010; however the property owner has not moved forward with development of the property.

Surrounding land uses are as follows:

North	Vacant Heavy Industrial, Open Space, and PQP acreage currently in agricultural use
East	Interstate 505
South	Residential uses and Putah Creek
West	Residential uses; vacant residential and CBD

Background: The current City General Plan was adopted in May of 1992. The area within the project that lies north of SR 128 (the Skreedan, Manas, Ali, and Ghai properties) was annexed into the City of Winters in 1993 (the Matz Annexation). The Jordan and McClish properties were contemplated for urban development in the 1993 Gateway Master Plan, and subsequently annexed into the City in 1995 (the North Grant Avenue Annexation). The history of the Robata and Christie properties was not researched but both properties were within the City limits prior to 1992.

The original Planned Commercial (PC) and Medium Density Residential (MR) zoning on the Skreedan and the Planned Industrial (MP) zoning on the McClish property reflect zones that no longer exist in the City Zoning Ordinance. In 2003, the City Council adopted Resolution 2003-13 and Ordinance 2003-01, which rezoned the Skreedan Property from Medium Density (MR) to Single Family (R-1). In January 2010 as part of staff analysis for re-mapping of the Jordan property a Planning Director interpretation was issued that the MP zoning on the property is equivalent to the BIP/PD zone. In September 2010, legal counsel for the City determined that the PC zoning is effectively Neighborhood Commercial (C-1).

State law requires that the General Plan land use designations and zoning districts for any given property be consistent; however, this was never fully accomplished for the entirety of the project acreage. Available records and maps suggest that various "planned development" General Plan land use designations (PC and PCB or what is sometimes shown as PC/BP) were misinterpreted as zoning districts, and intermingled and unclearly applied to properties within the project area. Similarly the PD zoning overlay appeared to have been inaccurately applied as a General Plan designation for several of the properties as well.

In order to clarify the land use and zoning designations of the subject properties, establish consistency between the City General Plan and zoning ordinance for the subject properties, eliminate unnecessary planning requirements, and also to facilitate economic development of the properties, the City is undertaking the subject land use modifications.

Previous Relevant Environmental Analysis: This analysis relies primarily on the City's 1992 General Plan EIR. The 1992 General Plan was the subject of a certified Environmental Impact Report (GP EIR) that examined the environmental impacts associated with adoption of the General Plan. On May 19, 1992 the City Council adopted Resolution No. 92-13 certifying the two-volume EIR (SCH#91073080) prepared for the City General Plan and adopting the City General Plan.

Based on the revised General Plan land use map (E&R-54, General Plan FEIR), the Planning Area Boundaries map (page 15, General Plan DEIR), and specified development assumptions (page E&R-55 and E&R-56, General Plan FEIR), the GP EIR examined the environmental impacts associated with just under a million square feet of industrial and commercial land uses on the acreage proposed for modification in this plan area.

North of SR 128, the General Plan EIR assumed 15.6 acres of PC, 10.9 acres of Light Industrial, 5.1 acres of HSC, and 33.5 acres of medium density residential. South of SR 128 the General Plan EIR assumed 12.9 acres of PC and 51.2 acres of PCB. The table below provides a summary of development assumptions used in the General Plan EIR for the project area. Other assumed residential and open space land uses are not analyzed herein as no changes to those designations or planned uses are proposed as a part of this project.

Other public agencies whose approval may be required:

- State Water Quality Control Board – water quality; discharge
- Caltrans – encroachment into right-of-way for highways
- Yolo-Solano Air Quality Management – air emissions
- Department of Fish and Game – impacts to special status species

Other Project Assumptions: The Initial Study assumes compliance with all applicable State, federal, and local codes and regulations.

Table 2: General Plan EIR Non-Residential Development Assumptions for Project Area

Property Owner	APN	Parcel Acreage by Designation	Total Acreage by Designation	GP EIR Assumed Acreage for Designation	GP EIR Gross Floor Area for Designation ²	GP EIR sf/ac by Designation ³
NORTH OF SR 128 (GP EIR Planning Area V¹)						
Light Industrial (LI)						
Ghai	038-050-63	1.4	11.2	10.9	101,000sf	9,266sf/ac
Ali	038-050-60	4.6				
Manas	038-050-29	5.2				
Highway Service Commercial (HSC)						
Ghai	038-050-63	0.9	5.4	5.1	47,000sf	9,216sf/ac
Ali	038-050-57	0.9				
	038-050-60	1.1				
Manas	038-050-29	2.5				
Planned Commercial (PC)						
Skreedeen	038-050-18	14.4	14.4	15.6	144,700sf	9,276sf/ac
Subtotal North (non-res)		31.0	31.0	31.6	292,700sf	n/a
SOUTH OF SR 128 (GP EIR Planning Area IV¹)						
Planned Commercial/Business Park (PCB)						
Jordan	038-070-28 to -32	10.9	44.8	51.2	568,800sf	11,109sf/ac
McClish	038-070-37 to -39	33.9				
Planned Commercial (PC)						
Robada	038-070-35	4.5	10.5	12.9	119,400sf	9,256sf/ac
Christie	038-190-35	6.0				
Subtotal South		55.3	55.3	64.1	688,200sf	n/a
Project Area Totals (North + South)		86.3	86.3	95.7	980,900sf	n/a
Notes:						
1/ GP EIR, Draft Volume, p. 15, October 21, 1991.						
2/ GP EIR, Final Volume, p. E&R 55, May 8, 1992.						
3/ GP EIR, Final Volume, p. E&R 56, May 8, 1992.						
Source: TSCHUDIN CONSULTING GROUP, August 28, 2011.						

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

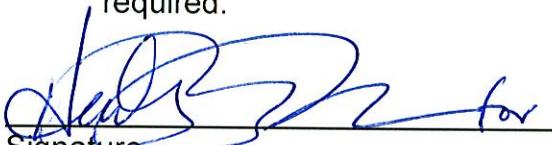
The environmental factors checked below potentially would be significantly affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | |
|--|--|
| <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Aesthetics <input type="checkbox"/> Agricultural and Forest Resources <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Biological Resources <input checked="" type="checkbox"/> Cultural Resources <input checked="" type="checkbox"/> Geology and Soils <input type="checkbox"/> Greenhouse Gas Emissions <input checked="" type="checkbox"/> Hazards and Hazardous Materials <input type="checkbox"/> Hydrology and Water Quality | <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Land Use and Planning <input type="checkbox"/> Mineral Resources <input type="checkbox"/> Noise <input type="checkbox"/> Population and Housing <input type="checkbox"/> Public Services <input type="checkbox"/> Recreation <input checked="" type="checkbox"/> Transportation and Traffic <input type="checkbox"/> Utilities and Service Systems <input type="checkbox"/> Mandatory Findings of Significance <input type="checkbox"/> None Identified |
|--|--|

DETERMINATION:

On the basis of this initial evaluation:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described in the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.



 Signature

5/1/12

 Date

John Donlevy, City Manager

 Printed Name

City of Winters

 Lead Agency

EVALUATION OF ENVIRONMENTAL IMPACTS:

Introduction

Following is the environmental checklist form (also known as an "Initial Study") presented in Appendix G of the State CEQA Guidelines. The checklist form is used to describe the impacts of the Proposed Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the Proposed Project.

For this checklist, the following designations are used:

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

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

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

No Impact: The project would not have any impact.

Instructions

1. A brief evaluation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, potentially significant unless mitigation is incorporated, or less than significant. “Potentially significant impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact”. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used – Identify and state where available for review.

- b. Impacts Adequately Addressed – Identify which effects from the above checklist were within the scope of and adequately addressed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures – For effects that are “Less Than Significant with Mitigation Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 7. Supporting Information Sources in the form of a source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
 9. The explanation of each issue area should identify: a) the significance criteria or threshold, if any, used to evaluate each question; and b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. <i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

The project area is currently primarily undeveloped. Existing uses include row crops on the majority of the Skeeden property, orchards on the majority of the Manas property, a rural residential compound (including associated homes and out buildings) on the Manas and McClish properties, and a Chevron gas station on the Ali property. The remainder of the acreage is undeveloped and fallow. The Ghai property (APN 038-050-63 totaling 2.3 acres) received approval in 2010 for a fast food restaurant (Burger King) with drive-through, gas station and convenience store (Arco AM PM), and truck fueling station; however construction has not begun. The Jordan property was remapped in 2010; however the property owner has not moved forward with development of the property.

Surrounding land uses are as follows:

North	Vacant Heavy Industrial, Open Space, and PQP acreage currently in agricultural use
East	Interstate 505
South	Residential uses and Putah Creek
West	Residential uses; vacant residential and CBD

Urban development has been planned on this acreage since at least 1992. For planning and environmental analysis purposes, the General Plan and General Plan EIR assumed about 980,900 square feet of industrial and commercial development within the 140.1 acre project area, plus residential uses over half of the western acreage of the Skreeden property (33.5 ac MR x 4.6s du/ac ave = 155 dus)³. The potential for aesthetic/visual impacts was found to be less than significant in the General Plan EIR assuming compliance with the General Plan policies and applicable regulations. The General Plan FEIR is hereby relied upon for this analysis.

The project would affect 80.9 acres within a 140.1 acre project area north and south of SR 128, adjoining the freeway (I-505). This development would change both the existing and planned visual characteristics of the area. Upon build-out, under existing or proposed conditions, the entire area will be developed in a variety of urban uses.

³ No change to the residential acreage is proposed as a part of this project.

From the standpoint of aesthetic and visual impacts, the same acreage will still be developed in the same manner but with a slightly different mix of uses. As described above in the project description, the potential net effect of the proposed changes is subtle. Overall it is likely to result in more highway commercial serving uses than light industrial uses on both the north and south sides of Grant Avenue. In addition the proposal is likely to result in more business oriented square footage than retail commercial square footage on the south. Finally, it eliminates the separate project-specific requirement for a master plan in this area.

As such the aesthetic impacts of future development of this area will be the same as what is described in the General Plan EIR, the only difference being the specific architectural style, colors, materials, etc that will be used for the future development. Since the City already has in place a mandatory design review requirement for all new non-residential development over 500 square feet (Zoning Code Section 17.36.020) which ensures a community voice in the design, this is considered to be less-than-significant impact.

- a. There are no General Plan designated scenic vistas that would be adversely affected by implementation of this project. The 1992 General Plan EIR discusses view corridors to the Vaca Mountains, and concludes that development consistent with the General Plan would have no unmitigated impacts. While this proposal does involve a general plan amendment on 80.9 acres, it is for the purposes of making very minor changes in the types of allowed commercial and industrial uses. For these reasons, the proposed project would not substantially or adversely affect views of a scenic vista, and this impact would be less than significant.
- b. The City has not designated any scenic resources in the project area. There are some trees within the project area. It is assumed for purposes of this analysis that they may be removed as development occurs. However, the potential for aesthetic resources associated with removal of these trees is considered less-than-significant. This is supported by the fact that they are not designated scenic resources, the city has landscaping requirements that will ensure their replacement at the time of development, and the City will require design review for all non-residential development in this area. The potential biological importance of trees in the area is discussed under Biological Resources.

There are no rock outcroppings in the area. There are two rural dwelling compounds in the area – one on the Manas property and one on the McClish property. These structures are not proposed for removal at this time though it is assumed for the purposes of this analysis that they may be demolished in the future as these properties develop. Their potential historical significance is discussed under Cultural Resources. At the time of removal they will be required to satisfy the mitigation measure identified under Cultural Resources. For these reasons, the potential for aesthetic impact is considered less than significant.

Putah Creek, which borders the McClish property on the south, is identified in the General Plan as a protected natural resource of the City. Policy VI.D.1 of the General Plan requires a structural setback of 100-feet from the top of bank. The General Plan map shows a strip of land along the creek designated as Open

Space. Section 17.56.020.D of the Zoning Ordinance contains the same requirement. The proposed project would comply with these requirements and therefore not adversely affect the creek from an aesthetic standpoint. As such, this impact would be less-than-significant.

- a. The proposed project would not result in significant degradation of the visual surroundings of the site or surrounding area. The General Plan designates this area for future development and the General Plan EIR concluded that there would be no unmitigated aesthetic or visual impacts.

Yolo County has designated SR 128/Grant Avenue, between I-505 and Lake Berryessa, as a local "scenic highway corridor". City General Plan Policy VIII.A.7 requires the City to establish Design Guidelines for new development along Grant Avenue. All development within the project area that fronts on SR 128 would be subject to these requirements which are contained in the adopted Grant Avenue Design Guidelines (August 2011). These guidelines address the I-505 Corridor and the Grant Avenue Corridor, and development within the area will be analyzed for consistency with these City requirements. Therefore, the potential for this aesthetic impact is considered less-than-significant.

- b. The proposed project would result in no new sources of light and/or glare in the area beyond what was anticipated/analyzed in the General Plan EIR. City General Plan Policy VIII.D.7 requires controls on new lighting to minimize spillover, glare, and impacts to the night sky. This is implemented through the design review process. Specific site and building plans for each project are analyzed to ensure that lighting does not exceed specified height limits and is shielded from spill over onto adjoining properties or into the sky. With implementation of the following mitigation measures, any potential for light and glare impacts would be reduced to a less-than-significant because light would be directed downward. Spillover light onto adjoining properties would not occur and the amount of light visible on other properties would be minimized.

Mitigation Measure #1

Outdoor light fixtures shall be low-intensity, shielded and/or directed away from adjacent areas and the night sky. All light fixtures shall be installed and shielded in such a manner that no light rays are emitted from the fixture at angles above the horizontal plane. High-intensity discharge lamps, such as mercury, metal halide and high-pressure sodium lamps shall be prohibited. Lighting plans shall be provided as part of facility improvement plans to the City with certification that adjacent areas will not be adversely affected and that offsite illumination will not exceed 2-foot candles.

Prior to issuance of a building permit, the applicant shall submit a photometric and proposed lighting plan for the project to the satisfaction of the Community Development Department to ensure no spillover light and glare onto adjoining properties.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. AGRICULTURE AND FOREST RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

Of the 140.1 acre total project area, and excluding lands that are not in agricultural use, are considered wildlife habitat, are designated as Open Space areas, or have recently approved projects, the project will result in conversion of 104.2 acres of land currently in agricultural use.

The State Department of Conservations Farmland Mapping and Monitoring Program (FMMP) data base shows the area as containing 16.6 acres of "Other Lands" comprised of the Manas, Ali, and Ghai properties, and 123.5 acres of "Prime" farmland comprised of all other properties within the project area on both the north and south sides of SR 128. The FMMP maps do not reflect the fact that all of this property was

annexed into the City in the early 1990's, that the City General Plan has identified it for development since that time, or that 25 to 30 percent of the 140 acre total are not in agricultural production at all.

The 1992 General Plan EIR found impacts to agriculture citywide to be significant and unavoidable due to loss of active agricultural land within the City planned for later conversion to urban uses. The City Council adopted a Statement of Overriding Considerations accepting these unavoidable impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for this analysis.

From the standpoint of impacts to agricultural and forestry resources, the proposed project would result in the same acreage being developed in the same manner as anticipated currently under the General Plan, but with a slightly different mix of uses. As such the agricultural impacts will be same. There are no forestry resources in or near the project area.

- a. The Manas, Ali, and Ghai properties are mapped as "Other Land" in the State Department of Conservation's Farmland Mapping and Monitoring Program (2008 Data) and therefore no project-specific impacts to protected farmland would occur as a result of this project. The remaining property within the project area is mapped as "Prime Farmland". As indicated above, impacts to agricultural land in general that could occur as a result of implementation of the City's General Plan have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable but acceptable. Implementation of the subject project will result in no new impacts not already analyzed in and mitigated for in the prior EIR and therefore, the impact in this category is considered less-than-significant as allowed under CEQA including Sections 15152(d) and 15153(c) of the State CEQA Guidelines and other sections that may apply.
- b. None of the project acreage is under a Williamson Act contract or zoned by the City for agricultural uses.
- c,d. None of the project acreage contains forest resources.
- e. There is no aspect of the project that would result in other known impacts to agricultural or loss of agricultural land.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 193 through 205 of the Draft EIR and pages E&R 30 through 32 of the Final EIR) and found air quality impacts to be significant and unavoidable. The City Council adopted a Statement of Overriding Considerations accepting these unavoidable impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for this analysis.

The General Plan and General Plan EIR assumed about 980,900 square feet of industrial and commercial development within the 140.1 acre project area, plus residential uses over half of the western acreage of the Skreeden property (33.5 ac MR x 4.6s du/ac ave = 155 dus)⁴. The project would affect 80.9 acres within a 140.1 acre project area north and south of SR 128, adjoining the freeway (I-505). The acreage will still be developed in the same manner but with a slightly different mix of uses. Overall the project is likely to result in more highway commercial serving uses than light industrial uses on both the north and south sides of Grant Avenue. In addition the proposal is likely to result in more business oriented square footage than retail commercial square footage on the south.

- a. The proposed project would not conflict with or obstruct implementation of applicable air quality plans, because the development that would result from implementation of this project is consistent with land uses planned for the site in the City General Plan since at least 1992. Build-out of the City's 1992 General Plan is included in the air emissions inventory for the Sacramento region which is

⁴ No change to the residential acreage is proposed as a part of this project.

included in applicable air quality plans. These impacts have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable but acceptable. The prior adopted Statement of Overriding Consideration is relied upon in this determination. Implementation of the subject project will result in the same air quality impacts analyzed in and mitigated for in the prior EIR at a program level, with the potential for significant emissions of NO_x at the project-level.

b, c, d. Yolo County is designated as non-attainment for ozone under both State and federal ambient air quality standards and non-attainment for respirable particulate matter (PM₁₀ under) State air quality standards (see table below).

POLLUTANT	ATTAINMENT FOR FEDERAL STANDARD	ATTAINMENT FOR STATE STANDARD
Ozone	No/Severe	No/Serious
NO _x	Yes	Yes
PM ₁₀	Yes	No
SO _x	Yes	Yes
CO	Yes	Yes

The proposed project would result in emissions of criteria air pollutants and precursors, including reactive organic gases (ROG), oxides of nitrogen (NO_x), PM₁₀, and fine particulate matter (PM_{2.5}) associated with construction (short-term) and operational (long-term) activities.

As described above, the acreage will still be developed in the same manner (e.g., same types of land uses and the same overall footprint), but with a slightly different mix of uses (e.g., more highway commercial land use than light industrial land use) in comparison the 1992 City General Plan. Construction-generated emissions are primarily driven by the overall amount of acreage disturbed and area source emissions (e.g., landscape maintenance equipment) by general land use types. Thus, because the land use types and the overall footprint will be the same as those analyzed in the 1992 City General Plan, construction-generated and area-source project-generated criteria air pollutant and precursor emissions would be anticipated to be similar in nature. However the increase in vehicle trips associated with the proposed land use modifications will result in a greater magnitude of impact at the project-level.

Implementation of the proposed project would result in a net increase of approximately 6,064 daily vehicle trips associated with the change in the mix of land use types. Mobile-source emissions of criteria air pollutants and precursors associated with these additional trips were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod allows land use selections that include project location specifics and trip generation rates. CalEEMod was used to estimate mobile-source emissions based on proposed land use types and project specific trip generation rates (Fehr & Peers, pers comm. 2012). The

modeling results are summarized below and described in more detail in Exhibit 7 (CalEEMod Appendix).

Modeled Net Change in Mobile-Source Emissions Between 1992 General Plan EIR and the Proposed Project				
	ROG (tons/yr)¹	NOx (tons/yr)¹	PM10 (lbs/day)²	PM2.5 (lbs/day)²
Mobile Source Emissions	+3.4	+11.1	+16.6	+1.7
YSAQMD Threshold	10	10	80	NA
<p>Notes: ROG=reactive organic gases; NO_x=oxides of nitrogen; PM₁₀=respirable particulate matter with an aerodynamic resistance diameter of 10 microns or less; PM_{2.5}=fine particulate matter with an aerodynamic resistance diameter of 2.5 microns or less; lbs/day=pounds per day; tons/yr=tons per year.</p> <p>Refer to discussion below and Exhibit 7 (CalEEMod Appendix) for detailed modeling input and output. The sum of the values presented may not match totals exactly due to rounding.</p> <p>¹ Values represent annual mobile-source emissions ² Values represent maximum daily emissions.</p>				
Source: Modeling conducted by Ascent Environmental, Inc., 2012				

As shown in the table above, implementation of the proposed project would result in a net increase in long-term operational emissions of 3.4 tons per year (tons/yr) of ROG, 11.1 tons/yr of NO_x, 16.6 pounds per day (lbs/day) of PM₁₀, 1.7 lbs/day of PM_{2.5}. The net increase of ROG, PM₁₀, and PM_{2.5} would not exceed YSAQMD's applicable thresholds of significance. However, implementation of the proposed project would result in the generation of NO_x emissions that is expected to exceed the applicable threshold of 10 tons/yr by approximately 1.1 tons/yr.

Impacts to air quality that could occur as a result of implementation of the City's General Plan have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable but acceptable. However, implementation of the subject project will result in greater emissions from development at the site than previously assumed, due to the proposed modifications to planned land uses. This impact is considered significant and additional project-level mitigations are required to reduce NO_x emissions to levels below the District's significance thresholds:

Implementation of the following mitigation measures will reduce potential impacts to a less-than-significant level:

Mitigation Measure #2

Pursuant to General Plan Policy VI.E.11, implement the following project Air Quality Mitigation Plan:

a) Maximize on-site job production – Implementation of this measure will result in improved jobs/housing balance. This mitigation is consistent with Policy VI.E.7 of the General Plan and is significantly achieved through implementation of this project. By correcting regulatory inconsistencies and eliminating unnecessary planning requirements affecting this property, long-planned important job producing development can finally occur in this area and provide local employment opportunities for existing housing already in place elsewhere in the City.

b) Local hire preference – Implementation of this measure will result in reduced commuting. Incoming businesses shall sign written agreements to hire local residents to the greatest attainable extent, with annual reporting to the City.

c) *Actively promoting ridesharing – Implementation of this measure will result in reduced vehicle trips. This mitigation is consistent with Policy VI.E.9 of the General Plan and is most likely to be achieved at the project site through programs to encourage car-pooling within and between employees of new businesses.*

d) *Reduce vehicle miles traveled by a minimum of 10% -- Implementation of this measure will reduce NO_x by 1.1 tons per year which will reduce project related emissions to a level below the significance threshold. This is considered to be reasonable and achievable (CAPCOA 2010⁵) and would reduce the net increase in project-generated mobile-source NO_x emissions to a level less than YSAQMD's threshold of significance. Actions to achieve this, could include, but are not limited to the following:*

- 1) *Design of development (3.0-21.3% reduction) (e.g., improved street network characteristics [average block size and number of intersections], sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments];*
- 2) *Site enhancements (0-2% reduction) (e.g., providing a pedestrian access network to that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site, minimize barriers to pedestrian access and interconnectivity).*
- 3) *Provide traffic calming measures (0.25-1.0% reduction).*
- 4) *Commute Trip Reduction Programs (1.0-21.0% reduction).*
- 5) *Transit accessibility (0.5-24.6% reduction) (e.g., a transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk [or roughly ¼ mile], a rail station located within a 20 minute walk [or roughly ½ mile].*
- 6) *Transit system improvements (0.02-8.2% reduction).*
- 7) *Parking policy/pricing (5.0-12.5% reduction).*

Implementation of the proposed project is not anticipated to result in an increase in the exposure of sensitive receptors to toxic air contaminants as the land use types are the same and located in the same footprint as contained in the 1992 City General Plan (e.g., the same types of receptors and sources are proposed and would not be located closer to any existing sources or receptors, respectively). In addition, the modeling demonstrates that the net change in vehicle trips would not result in a violation or contribute substantially to a violation of the carbon monoxide (CO) ambient air quality standard with respect to localized impacts.

- e. The potential for impacts due to objectionable odors is unlikely to be significant for development in the project area. The potential for impact was found to be less than significant in the General Plan EIR. Individual users are subject to local Air Quality Management District permitting requirements for exterior air emissions and County Health Department regulations for venting of interior areas. Odors are can be an issue where residential uses interface with other uses. The proposed Neighborhood Commercial (NC) General Plan land use category does allow mixed use multi-family residential with a use permit, which is similar to the requirement for a master plan under the existing Planned Commercial (PC) designation. As such there is no change in conditions now or in the future and the use permit can be

⁵ <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

relied upon to address compatibility issues for any future mixed use residential uses. This is considered to be a less-than-significant impact.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
a. Have a substantial adversely effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The 1992 General Plan EIR found impacts to biological resources to be significant and unavoidable. The City Council adopted a Statement of Overriding Considerations accepting these unavoidable impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for this analysis.

The General Plan and General Plan EIR assumed about 980,900 square feet of industrial and commercial development within the 140.1 acre project area, plus residential uses over half of the western acreage of the Skreeden property (33.5 ac MR x 4.6s du/ac ave = 155 dus)⁶. The project would affect 80.9 acres within a 140.1 acre project area north and south of SR 128, adjoining the freeway (I-505). The acreage will still be developed in the same manner but with a slightly different mix of uses. Overall the project is likely to result in more highway commercial serving uses than light industrial uses on both the north and south sides of Grant Avenue. In addition the proposal is likely to result in more business oriented square footage than retail commercial square footage on the south. From the standpoint of impacts to biological resources, the same acreage will still be developed in the same manner but with a slightly different mix of uses.

⁶ No change to the residential acreage is proposed as a part of this project.

A Biological Resources Assessment was prepared for the project (Estep Environmental Consulting, November 7, 2011) to describe the biological resources on site, and identify impacts and mitigation measures.

- a,d. The majority of the site is used for agriculture including wheat, alfalfa, and a small walnut orchard. There is considerable ruderal vegetation in fallow areas. Along the borders of fields, roads, canals, and around rural residences, there are trees and shrubs that provide edge habitats that are generally areas of higher wildlife occurrence and productivity. Along Putah Creek there is dense, mature, riparian forest.

Most of the project area is characteristic of Yolo County rural agricultural lands. While providing relatively low value habitat, some species are well-adapted to agricultural lands and occur regularly depending on the crop type and the availability of edge habitat. Agricultural lands are used for foraging and cover by a variety of birds and can also be used as nesting habitat by some bird species. During the survey, several common species were observed using the active and idle fields, including rock pigeon (*Columba livia*), American kestrel (*Falco sparverius*), killdeer (*Charadrius vociferous*), red-winged blackbird (*Agelaius phoeniceus*), cliff swallow (*Petrochelidon pyrrhonota*), western scrub jay (*Aphelocoma californica*), yellow-billed magpie (*Pica nuttalli*), mourning dove (*Zenaida macroura*), American crow (*Corvus brachyrhynchos*), and golden-crowned sparrow (*Zonotrichia atricapilla*).

The idle fields and grassy edges also provide nesting habitat for some ground-nesting birds, such as western meadowlark (*Sturnella neglecta*), and are home to several common reptiles such as gopher snake (*Pituophis catenifer*), valley garter snake (*Thamnophis sirtalis fitchi*), and western fence lizard (*Sceloporus occidentalis*).

The agricultural habitats are also essential to several breeding and wintering raptors, particularly as foraging habitat. Several important raptor prey species or their sign were detected during surveys, including pocket gopher (*Thomomys bottae*), meadow vole (*Microtus californicus*), and black-tailed jackrabbit (*Lepus californicus*). Agricultural lands provide essential foraging habitat for locally breeding or wintering raptors such as Swainson's Hawk (*Buteo swainsoni*), red-tailed Hawk (*Buteo jamaicensis*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus cyaneus*), and American kestrel.

The presence of edge habitats also contributes to the occurrence and abundance of wildlife in agricultural areas. The presence of trees, shrubs, grasses and other herbaceous vegetation in adjacent riparian habitats and along field borders and roadsides attracts birds and small and medium-sized mammals that may also use the agricultural lands for foraging and cover. Because they are less disturbed by cultivation or other management, edge habitat can be fairly productive wildlife habitat depending on the size (length and width) and vegetation composition.

The mature trees and shrubs, and the dense and structurally complex vegetation that occurs in riparian habitats, such as Putah Creek, and the mature roadside trees and shrubs along Grant Avenue and along field borders, particularly the northern border of Field E, support potential nesting habitat for many bird species, including nesting raptors. These habitats also provide denning and cover habitat for coyote (*Canis latrans*), gray fox (*Urocyon cinereoargenteus*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), opossum (*Didelphis virginianus*), western gray squirrel (*Sciurus griseus*) and many other small and medium-sized mammals; and important habitat for many reptiles, amphibians, and invertebrates.

As noted above, there are no unique or distinctive topographical features or biologically important habitat features in the project area. Thus, the project area does not support important wildlife movement corridors or habitats, such as wetlands, that would attract larger concentrations of wildlife. The most important wildlife movement corridor in the area is Putah Creek, which is outside of the project area. In general, the project area supports a combination of urban- and agricultural-associated wildlife.

The Biological Assessment identifies special status species with the potential to occur in the vicinity of the project area. Of those identified the following are known to occur: white-tailed kite, northern harrier, swainson's hawk, mountain plover, western burrowing owl, loggerhead shrike, tricolored blackbird, pallid bat, and townsend's big-eared bat.

There are no vernal pool or other seasonal wetland habitats in the project area and therefore no potential for these species to occur.

There are no elderberry shrubs present in the project area and therefore no potential for valley elderberry longhorn beetle (VELB) to occur in the project area. However, several elderberry shrubs were found along Putah Creek during the reconnaissance survey. These resources fall within the designated Open Space area along the southerly boundary of the McClish property.

There is no aquatic habitat present in the project area; however the western pond turtle is known to occur along Putah Creek. Nesting or overwintering turtles could occur along the slopes of the creek.. These resources would fall within the designated Open Space area along the southerly boundary of the McClish property.

The project area supports active and idle agricultural fields and edge habitats that consist of roadside and field border trees and shrubs, and trees around rural residences and farmyards. The project area does not support any unique or otherwise protected biological communities such as wetlands, riparian corridors, or vernal pools. However, Putah Creek, which is contiguous with the southeastern border of the project area supports a dense and diverse riparian forest and other edge habitats also support substantial trees and shrubs that provide nesting and cover habitat for a variety of wildlife species.

The presence of these edge habitats attracts wildlife species that also use the adjacent agricultural fields. The removal of trees and shrubs along roadsides and field borders within the project area will reduce opportunities for wildlife occurrence and the removal of the agricultural fields will reduce open foraging habitat and thereby reduce the value of remaining edge habitats on and adjacent to the project area.

Of the 140.1 acre project area, 35.9 acres are designated Open Space areas, have already been assessed and mitigation previously applied, or do not represent suitable wildlife habitat. Designated Open Space areas include a 6.3 acre band along Putah Creek along the southern edge of the McClish property and 14.0 acres in the northeast corner of the Skreeden property, neither of which are proposed for development of any kind at this time. The Ghai property totaling 2.3 acres was documented in a July 2010 Mitigated Negative Declaration (Burger King/AMPM Gas Station Minimart/Truck Fueling Facility CUP Project) as containing no significant biological resources and was approved for development in September 2010. The Jordan property totaling 10.9 acres was documented in a May 2010 Initial Study as containing biological resources for which mitigation had already been applied. The Ali property totaling 6.6 acres contains the 0.9 acre Chevron gas station and the Manas property totaling 7.7 acres, includes approximately 1.5 acres of rural residential buildings and landscaped areas. In summary, of the 140.1 acre total project area, and excluding lands that are not considered wildlife habitat, are designated as Open Space areas, or have already been subject to mitigation, the project will result in conversion of 104.2 acres of land currently in agricultural use.

The eventual removal of 104.2 acres of land in agricultural use will eliminate wildlife habitat and reduce the value of adjacent edge habitat. While this will negatively affect the wildlife use of the project area, because of the extent of this habitat in the vicinity of the project area and throughout Yolo County, it is not expected to substantially affect the distribution and abundance of general wildlife. Because the project is contiguous with existing development within the City of Winters and because there are no important movement corridors or use areas within the project area, it is also not expected to have a substantial affect on wildlife movement. Therefore, while removal of agricultural habitats will affect use of the area by local wildlife, this impact is not considered significant according to CEQA guidance.

Implementation of the following mitigation measures will reduce potential impacts on biological resources to a less-than-significant level:

Mitigation Measure #3

Contribute to the Yolo County Swainson's Hawk Interim Mitigation Program. The loss of approximately 98 acres of land in agricultural use will remove foraging habitat for the state-threatened Swainson's hawk and other agriculture-associated species. To address this loss of Swainson's hawk foraging habitat, development projects that occur within this region are generally subject to mitigation due to their contribution to a broader cumulative loss of agricultural foraging habitat. To address this impact in a more comprehensive and consistent manner, the Yolo County Swainson's Hawk Interim Mitigation Program has been established to offset this cumulative loss of habitat. This program, managed through the Joint Powers Authority of the Yolo County Natural Heritage Program, of which the City of Winters is a member, is available to this

project for purposes of mitigating impacts on Swainson's hawk foraging habitat. The standard mitigation procedure for projects that impact more than 40 acres includes providing mitigation lands at a 1:1 replacement ratio to offset loss of foraging habitat. A conservation easement would be placed on the conservation land that would allow for continued farming under restrictions that would also maintain Swainson's hawk foraging habitat.

Mitigation Measure #4

Avoid Disturbance to Occupied Raptor Nests. Conduct preconstruction breeding season surveys to determine presence of nesting Swainson's hawks, white-tailed kites, and northern harriers. These surveys should be conducted between approximately April and August and within 30 days of planned construction activity. If active nests are found, they should be protected by establishing the following no-disturbance set-backs until young have fledged.

- Swainson's hawk – 1,300 feet
- White-tailed kite – 1,300 feet
- Northern harrier – 500 feet
- Loggerhead shrike – 250 feet

Mitigation Measure #5

Avoid Disturbance to or Compensate for Impacts to Active Burrowing Owl Burrows. Surveys should be conducted prior to construction to ensure avoidance of occupied burrowing owl burrows that may occupy the site in subsequent years but prior to development. If active burrowing owl burrows are found, standard avoidance and mitigation measures recommended by DFG are available to offset impacts (California Department of Fish and Game 2012). They include the following:

- *Conduct preconstruction survey within 14 days prior to the start of construction activity to determine presence or absence of occupied burrows. If no burrowing owls are found, no further mitigation is required.*
- *If active burrows are found, do not disturb active site by establishing a 50 to 500 meter no-disturbance buffer around occupied burrows during the non-breeding season (September 1 to January 31) and a 200 to 500 meter buffer around occupied burrows during the nesting season (February 1 through August 31). Buffer size is determined through a review of site-specific conditions including the type and extent of the impact, the timing and duration of the impact, visibility to the impact, and other environmental factors.*
- *During the non-breeding season (September 1 through January 31), passive relocation (e.g., one-way doors) can be used to exclude owls from active winter burrows and potential burrows within the project area when no other avoidance alternatives are available. This will also require the installation of artificial burrows preferably within 100 meters of the impacted site and the preparation of a Burrowing Owl Exclusion Plan.*
- *Compensate for loss of active burrows and associated foraging habitat. The extent of occupied habitat removed and subject to compensation is determined through a site-specific assessment of burrowing owl use. Compensation can be accomplished through an approved mitigation bank.*

Mitigation Measure #6

Avoid Disturbance to Elderberry Shrubs. Avoidance of VELB is accomplished through avoidance of elderberry shrubs according to standard USFWS guidelines (USFWS 1999). To completely avoid elderberry shrubs, maintain an undisturbed buffer of at least 100 feet. Reducing this distance to a minimum of 20 feet is possible through coordination with the USFWS.

- b,c. The biological assessment confirmed that there are no wetlands, riparian vegetation, or other unique biological communities present on the project site other than along and within Putah Creek. Putah Creek is protected by the designated band or Open Space along the McClish property and the City's regulatory requirements that require all new development to be set back at least 100 feet from the top of the banks. Therefore there is no need for a wetland delineation or Streambed Alteration Agreement given the 100-foot structural

setback and protective buffer required under the General Plan and Zoning Ordinance. Thus impacts are less than significant.

- e. The City does not have a tree preservation ordinance. General Plan Policies VI.C.1 through VI.C.10, and VI.D.1 through VI.D.9, establish various requirements to protect and preserve the City's biological resources, and all development within the project area will be required through the design review process, and standard conditions of approval, to be consistent with these policies. The City of Winters has an adopted local Habitat Mitigation Program that provides the relevant legal/regulatory framework, policy framework, guiding values, mitigation strategy, and mitigation requirements for implementation of habitat mitigation requirements. Compliance with the following Mitigation Measure is required:

Mitigation Measure #7

All development within the project area shall demonstrate consistency with the requirements of the Winters Habitat Mitigation Program, prior issuance of building permits.

- f. No Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved regional or state habitat conservation plan has been adopted for the project site. The County and cities are in the process of developing a countywide HCP/NCCP plan, but it is not complete. The mitigation measures identified above ensure compliance with the countywide Swainson Hawk MOU and the City's own Habitat Mitigation Program.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. <i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of all 140 acres within the project area and found impacts to cultural resources to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis. For planning and environmental analysis purposes, the General Plan and General Plan EIR assumed about 980,900 square feet of industrial and commercial development within the 140.1 acre project area, plus residential uses over half of the western acreage of the Skreeden property (33.5 ac MR x 4.6s du/ac ave = 155 dus).

There are two existing rural residential compounds, including associated homes and out buildings, in the project area -- one on the Manas property and one on the McClish property. Development could also potentially adversely affect unknown cultural resources; however, the General Plan contains required measures to minimize the potential adverse effects of this impact.

- a. Development of the area may result in the demolition of two existing farmsteads and development of new planned land uses in their place. The final determination in this regard has not taken place at the time of this analysis. It will be necessary to fully analyze both sites for potential historical and/or architectural importance before demolition. Demolition may be precluded depending on the results of the analysis in which case preservation and/or adaptive reuse may be required. The following mitigation measure applies to the rural residential compounds on both the Manas and McClish properties:

Mitigation Measure #8

Prior to site disturbance, construction, or development within proximity of the two potential historic rural compounds, a cultural resources assessment shall be prepared that examines the historical and/or archeological importance of the properties and identifies appropriate actions to avoid or fully mitigate adverse impact. This may involve no further action, documentation and recording of the site, or preservation and adaptive reuse, depending on the relative historical or architectural importance of the facilities.

- b. General Plan Policies V.F.1 and V.F.2 address archeological resources and require that construction stop and appropriate mitigation through the State Archaeological Inventory occur if potential sub-surface resources are uncovered. The following mitigation measure addresses these requirements:

Mitigation Measure #9

If subsurface cultural resources (historic, archeological, paleontological, and/or human remains) are encountered during construction, workers shall not alter the materials or their context until an appropriately trained cultural resource consultant has evaluated the situation. Project personnel shall not collect cultural resources. Prehistoric resources include chert or obsidian flakes, projectile points, mortars, pestles, dark friable soil containing shell and bone dietary debris, heat-affected rock, fossils, or human burials. Historic resources include stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits often in old wells and privies. If the bone is uncovered and it appears to be human, California law mandates that the Yolo County coroner be contacted. If the bone is likely to be Native American in origin, the coroner must contact the Native American Heritage Commission in Sacramento to identify the most likely descendants.

Compliance with this requirement will ensure that impacts on unknown cultural resources are less than significant.

- c. No paleontological resources are known or suspected and no unique geologic features exist on the project site. However, the potential exists during construction to uncover previously unidentified resources. Implementation of the mitigation measure identified above will mitigate this concern to less-than-significant levels.
- d. No human remains are known or predicted to exist in the project area. However, the potential exists during construction to uncover previously unidentified resources. Section 7050.5 of the California Health and Safety Code states that, when human remains are discovered, no further site disturbance shall occur until the county coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. Implementation of the mitigation measure identified above will mitigate this concern to less-than-significant levels.

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

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 169 through 178 of the Draft EIR and page E&R 29 of the Final EIR) and found impacts to geological resources to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

ai, ii. The Concord-Green Fault is the closest known active fault, and is located approximately 22 miles west of Winters, according to the California Division of Mines and Geology.

The Alquist-Priolo Special Studies Zones Act of 1972 regulates development near active faults to mitigate the hazard of surface fault rupture and prohibits the development of structures for human occupancy across the traces of active

faults. There are no parts of the City located within an Alquist-Priolo Special Studies Zone.

According to the Seismic Risk Map of the United States, Winters is in Zone 3. Within Zone 3, the potential for earthquakes is low; however, there is the possibility for major damage (VIII to X on the Modified Mercalli Scale from a nearby earthquake). A rating of VIII to X on the Modified Mercalli Scale generally means the Richter scale magnitude would be between 6.0 to 7.9. Effects associated with this intensity range from difficulty standing to broken tree branches to damage to foundations and frame structures to destruction of most masonry and frame structures.

Any major earthquake damage within the City is likely to occur from ground shaking and seismically-related ground and structural failures. Local soil conditions, such as soil strength, thickness, density, water content, and firmness of underlying bedrock affect seismic response. Seismically-induced shaking and some damage should be expected to occur during an event, but damage should be no more severe in the project area than elsewhere in the region. Framed construction on proper foundations constructed in accordance with Uniform Building Code requirements is generally flexible enough to sustain only minor structural damage from ground shaking. Therefore, people and structures would not be exposed to potential substantial adverse effects involving strong seismic ground shaking, and this would be a less-than-significant impact.

General Plan Policies VII.A.1 through VII.A.3 address geological hazards and require compliance with applicable State codes and requirements.

The proposed project would not result in new geological impacts or exposure to new hazards beyond what was analyzed in the General Plan EIR. Impacts in these areas are considered less-than-significant.

- a.iii, c.d. Given conditions in the area and the success in developing other properties in the eastern area of the City with a variety of structures and uses, surface and near-surface soils on the project site are thought to be capable of supporting development of the type anticipated for the project. The City requires that a geotechnical investigation be prepared for the site to confirm onsite soil capabilities and geological conditions and make recommendations to be followed in subsequent home construction. Implementation of the following mitigation measure will reduce the potential for adverse impacts from geological hazards to a less-than-significant level.

Mitigation Measure #10

A Geotechnical Report shall be prepared by a qualified engineer to confirm onsite soil capabilities and geological conditions and make recommendations to be followed for development. Grading of the site, design of foundations for proposed structures and construction of other related facilities on the property shall follow the criteria identified in the report.

- a.iv, b. Topography on the project site is entirely flat. There are no discernable topographic features anywhere within the project area. Elevation ranges from approximately 120 to 130 feet above mean sea level with a gradual and indiscernible declining slope eastward. Putah Creek runs along the southerly

portion of the project area and instances of bank erosion associated with winter storm events could occur. However, the City imposes a 100-foot structural setback from the top of the banks of the creek. As such, the potential for impact is considered less-than-significant.

- e. The project would require the construction of sewer pipelines that connect to wastewater treatment facilities and would not involve the construction of septic tanks. Therefore, there would be no impact.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Assembly Bill 32 adopted in 2006 established the Global Warming Solutions Act of 2006 which requires the State to reduce greenhouse gases (GHGs) to 1990 levels by 2020. GHGs contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide. The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms). New development results in the direct and indirect release of GHGs.

“Climate change” as a specific or distinct topic was not mentioned in the 1992 General Plan; however, the related topics of pedestrian-friendly land use and design features, transportation and circulation, energy efficiency, air quality, and waste management were addressed and are prominent in the General Plan. The existing General Plan includes the following policies relevant to this topic:

- Urban limit line (Policy I.A.2)
- Jobs housing balance (Policy I.A.6, I.E.2)
- Pedestrian and bicycle orientation (I.A.8, III.G.1 – III.G.6, VIII.A.4, VIII.B.1 – VIII.B.3, VIII.C.3)
- Infill and reuse (Policy I.B.2, I.B.5, II.B.1 – II.B.6)
- Interconnected grid streets and alleys (Policy III.A.9, VIII.C.2)
- Transit (Policy III.B.1, III.B.2, III.B.3)
- Trip reduction (Policy III.C.1, III.C.2, III.C.3, III.C.4)
- Protection of habitat (Policy VI.C.1 – VI.C.10, VI.D.1 – VI.D.9)
- Protection of air quality (VI-E.1 – VI-E.11)
- Energy conservation (II.C.1, II.C.2, VI-F.2 – VI-F.5)
- Emergency response (VII.D.1 – VII.D.4)
- Open space (VIII.A.6)
- Tree canopy (VIII.D.1 – VIII.D.6)

These policies are effective in reducing GHGs and minimizing impacts from climate change. The subject project is consistent with the goals or land use designations of the General Plan and would result in no development beyond that already approved in 1992. Compliance with these policies will be effective in minimizing GHG emissions and climate change impacts from this already planned new development.

- a. The project area is currently primarily undeveloped. Existing uses include row crops on the majority of the Skeeden property, orchards on the majority of the

Manas property, a rural residential compound (including associated homes and out buildings) on the Manas and McClish properties, and a Chevron gas station on the Ali property. The remainder of the acreage is undeveloped and fallow. The Ghai property (APN 038-050-63 totaling 2.3 acres) received approval in 2010 for a fast food restaurant (Burger King) with drive-through, gas station and convenience store (Arco AM PM), and truck fueling station; however construction has not begun. The Jordan property was remapped in 2010; however the property owner has not moved forward with development of the property.

Urban development has been planned on this acreage since at least 1992. For planning and environmental analysis purposes, the General Plan and General Plan EIR assumed about 980,900 square feet of industrial and commercial development within the 140.1 acre project area, plus residential uses over half of the western acreage of the Skreedon property (33.5 ac MR x 4.6s du/ac ave = 155 dus)⁷.

The project would affect 80.9 acres within a 140.1 acre project area north and south of SR 128, adjoining the freeway (I-505). The acreage will still be developed in the same manner but with a slightly different mix of uses. Overall the project is likely to result in more highway commercial serving uses than light industrial uses on both the north and south sides of Grant Avenue. In addition the proposal is likely to result in more business oriented square footage than retail commercial square footage on the south.

Construction-generated emissions are primarily driven by the overall amount of acreage disturbed and area source emissions (e.g., landscape maintenance equipment) by general land use types. Thus, because the land use types and the overall footprint will be the same as those analyzed in the 1992 City General Plan, construction- and area-source project-generated GHGs would be anticipated to be similar in nature and magnitude.

However, implementation of the proposed project would result in a net increase of approximately 6,064 daily vehicle trips associated with the change in the mix of land use types. Changes in emissions associated with energy consumption, water usage, and waste disposal could also be affected by the change in the mix of land use types. The net change in GHG emissions was modeled using the California Emissions Estimator Model (CalEEMod), as shown in the table below.

Summary of Net Change in Modeled GHG Emissions from 1992 General Plan EIR	
Emission Source	Total CO2 MT/yr
Mobile	+2,831
Non-Mobile (energy consumption, water use, waste disposal)	-5,267
Total	-2,431

Notes: CO2 = carbon dioxide; GHG = greenhouse gas; MT/yr = metric tons per year.
 See Exhibit 7 (CalEEMod Appendix for detailed modeling results.
 Source: Modeling Conducted by Ascent Environmental 2012.

⁷ No change to the residential acreage is proposed as a part of this project.

As shown by the modeling conducted, the proposed project would result in an increase in mobile-source related emissions, a decrease in non-mobile source related GHG emissions, and an overall net decrease in GHG emissions in comparison to the land use development in the 1992 General Plan EIR. The modeling conducted showed that implementation of the proposed project in total would result in approximately 14,000 metric tons of carbon dioxide equivalent emissions per year.

The increase in mobile-source related GHG emissions is the result of the additional highway service commercial land use (e.g., gas stations, fast-food restaurants) associated with the proposed, which is projected to generate 6,064 additional daily trips compared to the assumptions for the 1992 General Plan EIR (Fehr & Peers 2012). The reduction in non-mobile GHG emissions is due primarily to the proposed increase in highway serving commercial land uses, which have relatively small building footprints in comparison to retail or office land uses. Consequently build-out of the proposed project would result in a smaller development footprint than was analyzed for the 1992 General Plan EIR.

- b. Given the projected overall net decrease in GHG emissions, the proposed project would not result in a conflict with the State's AB 32 goals. This impact is considered less than significant.

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

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the site (see pages 117 through 122 of the Draft EIR and page E&R 21 of the Final EIR) and found impacts to emergency facilities and services to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

The project would affect 80.9 acres within a 140.1 acre project area north and south of SR 128, adjoining the freeway (I-505). The acreage will still be developed in the same manner but with a slightly different mix of uses. Overall the project is likely to result in more highway commercial serving uses than light industrial uses on both the north and south sides of Grant Avenue. In addition the proposal is likely to result in more business oriented square footage than retail commercial square footage on the south.

- a-c. During construction, oil, diesel fuel, gasoline, hydraulic fluid, and other liquid hazardous materials would be used at the project site. Similarly, paints, solvents, and various architectural finishes would be used during construction. If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the City of Winters Fire Department is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials are highly regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. Both federal and State laws include special provisions/training for safe methods for handling any type of hazardous substance. The City currently complies with the City's Emergency Response Plan, and the Yolo County Hazardous Waste Management Plan.

During operation any one of the planned uses could involve the use, handling, transport or storage of materials considered hazardous. As a result of the proposed land use changes uses on approximately 11 acres on the north side of SR 128 will be more highway commercial than light industrial which may result in less use of hazardous materials as a part of any industrial land uses. Regardless of this however, a Business Emergency Response Plan and Hazardous Materials Inventory are required of any facility which generates any quantity of hazardous waste or which handles hazardous materials in amounts greater than: 55 gallons for liquids; 500 pounds for solids; and/or 200 cubic feet for compressed gases. This plan must be filed with the County Environmental Health Division. The Hazardous Materials Inventory must be certified annually by the County and the Business Emergency Response Plan must be certified tri-annually. The County makes the Inventory and Business Plan available to first responders in case of an emergency and to the public upon request. Businesses are inspected at least once every three years by a Certified Unified Program Agency inspector to verify compliance with the California Health & Safety Code and California Code of Regulations.

Based on compliance with these existing requirements, the potential for impact is considered less than significant

- d. The properties in the project area are not know or suspected to be listed on any of the data bases compiled pursuant to Government Code Section 65962.5. Prior to issuance of a building permit for any property within the project area, this shall be confirmed through preparation of a Phase 1 Environmental Site Assessment. Impacts in this area are considered less-than-significant.

Mitigation Measure #11

Prior to site disturbance, construction or development of any property in the project area, a Phase I Environmental Site Assessment shall be prepared and the recommendations of the report shall be followed.

- e,f. The City is not within two miles of any public or private airports or air strips, and is not within the runway clearance zones established to protect the adjoining land

uses in the vicinity from noise and safety hazards associated with aviation accidents. Therefore, there would be no impact.

- g. The proposed project would have no known effect on adopted emergency response plans or emergency evacuation plans. BY completing planned roadway connections in the area, access for emergency services and personal will be improved. This would be considered less-than-significant under CEQA.
- h. The project area does not qualify as "wildlands" where wildland fires are a risk; therefore, no adverse impact would occur in this category.

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

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 169 through 178 of the Draft EIR and page E&R 29 of the Final EIR; see also pages 105 through 113 of the Draft EIR and pages E&R 19 through 21) and found hydrology impacts to be less-than-significant, with the exception of water quality impacts from increased runoff into Putah Creek and Dry Creek which were found to be significant and unavoidable. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis. Included in those Findings was a Statement of Overriding Considerations accepting the unavoidable water quality impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for this analysis.

The General Plan and General Plan EIR assumed about 980,900 square feet of industrial and commercial development within the 140.1 acre project area, plus residential uses over half of the western acreage of the Skreeden property (33.5 ac LR x 3.08 du/ac ave = 103 dus)⁸. The project would affect 80.9 acres within a 140.1 acre project area north and south of SR 128, adjoining the freeway (I-505). The acreage will still be developed in the same manner but with a slightly different mix of uses. Overall the project is likely to result in more highway commercial serving uses than light industrial uses on both the north and south sides of Grant Avenue. In addition the proposal is likely to result in more business oriented square footage than retail commercial square footage on the south.

The hydrology and drainage impacts of development of the area pursuant to existing land uses designations as compared to proposed land use designations would be essentially unchanged. Identical floor area ratios apply. Development regulations differ slightly for the 11 acres proposed to change from M-1 to C-H – the C-H height limit is 30 feet rather than 40 feet allowed under M-1; C-H has no side or rear setback compared to 10 feet and 15 feet respectively for M-1. All other development regulations remain unchanged. Therefore drainage and run-off associated with site coverage could potentially be slightly higher; however, by assuming that the total development envelopes are not exceeded, this possibility is avoided. The analysis of Land Use includes a mitigation measure that holds development to the density/intensity assumed under the General Plan EIR.

a.f. Surface water quality can be adversely affected by erosion during project construction, or after the project is completed, if urban contaminants in stormwater runoff are allowed to reach a receiving water (e.g. Putah Creek and/or Dry Creek). Construction activities disturbing one or more acres are required by the Central Valley Regional Water Quality Control Board (CVRWQCB) to obtain a General Construction Activity Stormwater Permit and a National Discharge Elimination System (NPDES) permit. These permits are required to control both construction and operation activities that could adversely affect water quality. Permit applicants are required to prepare and retain at the construction site a Stormwater Pollution Prevention Plan (SWPPP) that describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

Compliance with these required permits would ensure that runoff during construction and occupation of the project site would ensure that runoff does not substantially degrade water quality. Therefore, this is a less-than-significant impact.

b. The proposed project would result in the construction of impervious surfaces over portions of the project site that are currently undeveloped. However, the site is not identified as a recharge area and has been planned for development since

⁸ No change to the residential acreage is proposed as a part of this project.

1992. The majority of groundwater recharge in Winters occurs along drainages. The project incorporates a 100-foot buffer from the high bank of Putah Creek thus ensuring protection of the creek drainage through the area. Therefore, it can be concluded that development of the project site would not substantially affect the aquifer.

Development in the area would receive potable water from the City's municipal well system. As discussed in more detail in Item 17(d), while the proposed project would contribute to an increase in municipal groundwater use over existing conditions, service to the site is assumed as a part of the City's water system. Furthermore, the project will be held to the same or less intensity than what was assumed for the subject location under the General Plan FEIR. Therefore, impacts on groundwater would be less than significant.

c,d,e. Drainage improvements proposed as a part of the proposed project would change absorption rates, drainage patterns, and the rate and amount of surface runoff as compared to existing conditions. The project would not alter the course of a river or stream. The City's storm drainage system has been planned to accommodate development of the General Plan, including the project site. Drainage and run-off from the proposed project is required to be addressed in a manner consistent with the City's recently updated Storm Drainage Master Plan (2008). Therefore the potential for impacts in these areas are considered less than significant.

g,h. The 78.5 acres within the project area that lie north of SR 128 fall within the City's General Plan Flood Overlay Area and therefore may only develop consistent with General Plan Policies I.A.12 through 15, and IV.D.6 and 7 related to financing of storm drain improvements, fees, restrictions on residential development, and interim storm drain improvements.

The site is located within a federally designated Special Flood Hazard Area (Flood Insurance Rate Map Community-Panels 06113C0562G and 06113C0564G, Revised June 18, 2010) that would be inundated should a "100-year" flood occur. Specifically it is designated Zone AO (Depth 2) which is defined as areas having flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); with average depth at 2 feet. As such, the proposed commercial building will be required to comply with flood elevation requirements applicable in the AO zone. All new construction or substantial improvement must have the lowest floor (including basement) elevated above the highest adjacent grade to a height equal to or exceeding the depth number specified in feet on the FIRM. Consistency with the applicable flood hazard requirements related to the federal floodplain designation will ensure that impacts in this category are less than significant.

i. The City 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 and loss of life. However, this occurrence, which is addressed in the Yolo County Emergency Plan, is not considered a likely or substantial risk. Therefore, the proposed project would not expose individuals to a substantial risk

from flooding as a result of the failure, and the impact would be less than significant.

- j. The project area is not located near any bodies of water that would pose a seiche or tsunami hazard. In addition, there are no physical or geologic features that would produce a mudflow hazard. Therefore, no impact would occur.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. <i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The General Plan EIR analyzed the potential impacts of development of site and found land use impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

The project area is currently primarily undeveloped. Existing uses include row crops on the majority of the Skeeden property, orchards on the majority of the Manas property, a rural residential compound (including associated homes and out buildings) on the Manas and McClish properties, and a Chevron gas station on the Ali property. The remainder of the acreage is undeveloped and fallow. The Ghai property (APN 038-050-63 totaling 2.3 acres) received approval in 2010 for a fast food restaurant (Burger King) with drive-through, gas station and convenience store (Arco AM PM), and truck fueling station; however construction has not begun. The Jordan property was remapped in 2010; however the property owner has not moved forward with development of the property.

Surrounding land uses are as follows:

North Vacant Heavy Industrial, Open Space, and PQP acreage currently in agricultural use
 East Interstate 505
 South Residential uses and Putah Creek
 West Residential uses; vacant residential and CBD

Urban development has been planned on this acreage since at least 1992. For planning and environmental analysis purposes, the General Plan and General Plan EIR assumed about 980,900 square feet of industrial and commercial development within the 140.1 acre project area, plus residential uses over half of the western acreage of the Skreeden property (33.5 ac LR x 3.08 du/ac ave = 103 dus)⁹.

a. Construction of the project is substantively consistent with the land uses assumed the 1992 General Plan. The proposal would fill in and connect existing

⁹ No change to the residential acreage is proposed as a part of this project.

parts of the community, and would not divide an established community. Therefore, no impact would occur.

- b. The project would affect 80.9 acres within a 140.1 acre project area north and south of SR 128, adjoining the freeway (I-505). Overall the proposed changes are likely to result in more highway commercial serving uses than light industrial uses on both the north and south sides of Grant Avenue. In addition the proposal is likely to result in more business oriented square footage than retail commercial square footage on the south. Finally, in recognition of the infrastructure master planning that has occurred since adoption of the General Plan in 1992 and the fact that the City now requires Design/Site Plan Review for all non-residential development; the proposal also eliminates the separate project-specific requirement for a master plan in this area.

Lot development standards under existing land uses designations as compared to proposed land use designations would be essentially unchanged. Identical floor area ratios apply. Development regulations differ slightly for the 11 acres proposed to change from M-1 to C-H – the C-H height limit is 30 feet rather than 40 feet allowed under M-1; C-H has no side or rear setback compared to 10 feet and 15 feet respectively for M-1. All other lot development regulations remain unchanged. Therefore site coverage could potentially be slightly higher; however, by requiring that the total development envelopes are not exceeded, this possibility is avoided.

The project corrects inconsistencies between general plan and zoning designations in the area, and eliminates a requirement for master plans with individual project applications. Currently development on approximately 70 acres in the project area cannot move forward without individual project-specific “master development plans” as specified in the General Plan land use designation. This is a duplicative and unnecessary requirement. Since the 1992 adoption of the General Plan, the City has adopted citywide infrastructure plans that address the provision of all backbone utilities throughout the City. A new traffic model that covers the entire City has been developed. The City has adopted a citywide Habitat Mitigation Program. New comprehensive requirements for submittal and processing of development applications have been established. A Noise Control Ordinance was adopted. The City has also adopted citywide and area specific design guidelines that address site plan, architecture, color, materials and other similar items. In light of all of these comprehensive citywide controls, there is no longer a need for additional master planning on a site-by-site basis.

The project includes proposed rescission of the 1993 Gateway Master Plan that covers 51 acres comprised of the Jordan and McClish properties. This plan is outdated in that the utility, infrastructure, land use, and design guidance and regulations it contains have all been updated or superseded by newer equivalent area specific or citywide documents and plans.

The project would not result in development in conflict with the General Plan or zoning as it contains all the necessary amendments to these plans and documents to prevent this from occurring or continuing. With implementation of

the following mitigation measure, the potential for impact in this category is less-than-significant:

Mitigation Measure #12

Maximum cumulative development within the 140.1 acre project area cannot exceed 980,900 square feet of industrial and commercial or 103 dus (on the Skreeden property only) without additional project review and environmental impact analysis.

- c. See response to Item 4(f).

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES.				
<i>Would the project:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The General Plan EIR analyzed the potential impacts of development of site and found mineral resource impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a,b. The project site is not designated as a mineral resource zone or locally important mineral resource recovery site. Implementation of the project, and resultant development that may occur would not result in the loss of any known mineral resources. Impacts would be less-than-significant.

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

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 179 through 192 of the Draft EIR and pages E&R 29 through 31 of the Final EIR) and found noise impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a-d. Development in this area will add noise during construction and will permanently add to ambient noise levels during operation; however, this area has been planned for these land uses since at least 1992. The Noise Element of the City of Winters General Plan establishes standards for the evaluation of noise compatibility (including land use compatibility standards, exterior noise levels limits, and interior noise level limits) and requirements for noise studies. The City has both a Noise Ordinance and Standard Specifications that regulate construction noise. These regulations restrict construction activities to 7:00am to 7:00 pm Monday through Friday only (holidays excluded). Implementation of the project would be subject to these policies and regulations.

The General Plan EIR examined the potential for impact from full development of the General Plan and determined that this impact was less-than-significant. There are no new noise impacts that would result from the proposed project. Impacts in these categories remain less-than-significant. The project site is

located at the northwest and southwest quadrants of I-505 and SR 128. Traffic noise from these two highways is dominant at this location and it is unlikely that temporary noise from project construction or permanent noise from the future planned land uses would be noticeable against the future expected ambient condition.

- e. The nearest public airport is over two miles from the City and no part of the City falls within an airport land use plan. There is no potential for exposure to excessive air traffic noise, so no impact would occur.
- f. The project area is not located near a private airstrip and would not be exposed to noise from the private airstrip, so no impact would occur.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. <i>Would the project:</i>				
a. Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Discussion

The 1992 General Plan EIR analyzed the potential impacts of build-out of the General Plan (see pages 43 through 70 of the Draft EIR and pages E&R 9 through 14 of the Final EIR) and found housing and population impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a. This development could not result in additional dwelling units or population. It would result in the development of commercial and industrial uses that would produce jobs and revenue generating opportunities for the City. These non-residential land uses are critical for balancing land uses overall in the City, providing local job opportunities as an alternative to commuting, and to generate general fund revenue to support operation of the City.

Infrastructure, services, and utilities proposed to serve this project are master planned to accommodate the proposed level of growth. The proposed project would extend roads and other infrastructure to the project site. However, this infrastructure would be extended within the City limits, and would not be sized to accommodate growth beyond the areas and levels assumed in the General Plan. Because all aspects of the project are substantively consistent with the planning assumptions of the General Plan, the project would not be considered growth inducing. This impact is less-than-significant.

b,c. The project involves no immediate displacement of housing or people. At some point in the future, the two existing rural residences may be demolished or adaptively reused. The loss of these two homes at some future time is consistent with planned growth in the area and is less than significant in terms of available housing in the City.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The proposed project could result in impacts to public services; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 117 through 134 of the Draft EIR and pages E&R 21 through 24 of the Final EIR) and found public services to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

- a,b. The City of Winters Fire Department provides fire protection services to the City. The City of Winters Police Department provides police protection services. The proposed project could increase demand for these fire and police protection services over existing levels by increasing the total amount of development, and number of employees and visitors within the City's service areas. This increase in development is consistent with the General Plan and therefore, would result in no new impacts beyond those examined in the 1992 General Plan EIR.
- c. The City is served by the Winters Joint Unified School District, which serves the City of Winters and surrounding unincorporated areas of Yolo and Solano Counties. The District is comprised of the John Clayton Kinder School, Waggoner Elementary School (grades 1-3), Shirley Rominger Intermediate School (grades 4-5), Winters Middle School (grades 6-8), Winters High School (grades 9-12) and Wolfskill Continuation High School.

Funding for schools and impacts for school facilities impacts is preempted by State law. Policies I.F.2, I.F.3, IV.H.5, and IV.H.6 of the General Plan related to funding and timing of school facilities have been superseded by State law (Proposition 1A/SB 50, 1998, Government Code Section 65996) which governs

the amount of fees that can be levied against new development. Payment of fees authorized by the statute is deemed "full and complete mitigation." These fees are used to construct new schools.

The proposed project makes no changes to planned residential uses that could develop in the project area. Under State law, all new development is required to pay applicable school fees. Because the amount of these fees is pre-empted by the State, the potential for impacts to schools is considered by law to be a less-than-significant impact.

- d. The City requires the development of parkland in conjunction with subdivision development at a ratio of 7 acres per 1,000 persons (General Plan Policy V.A.1). However, there is no change to planned residential uses that could develop as a part of this project. Therefore, impacts in this category would be less-than-significant.
- e. Development that could result from the proposed project would create incremental increases in demand for other services and facilities in the City of Winters. However, because this growth would be consistent with the General Plan, there would be no new impacts beyond what was already analyzed in the General Plan EIR. This impact is less-than-significant.

Issues	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 123 through 126 of the Draft EIR and pages E&R 21 through 23 of the Final EIR) and found recreation impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

a,b. There are no existing recreational facilities in the area. The project includes 20.3 acres of Open Space land for which there are no specific development plans at this time. As development in this project area moves forward all individual projects will be subject to mandatory design review (Zoning Code Section 17.36.020) which ensures consistency with applicable policies and regulations, and a community voice in the design. Therefore, this is considered to be less-than-significant impact.

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

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 71 through 96 of the Draft EIR and pages E&R 15 through 17 of the Final EIR) and found traffic impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

A Traffic Analysis was prepared for this project to examine the potential for impacts to circulation as a result of development as proposed (Fehr and Peers, March 2012). The study analyzes existing and future transportation and circulation impacts assuming development as proposed using the City's updated traffic model. As individual development applications are submitted to the City of Winters in the coming years, this traffic study and CEQA clearance provides an updated analysis of cumulative traffic impacts and mitigation needs for the I-505/Grant Avenue Planning Area as long as the total number of trips generated by the projects does not exceed the amount evaluated in this study. The study analyzes peak hour operations and traffic signal warrants at key intersections during weekday morning and evening peak hours. This approach captures the time periods when the combination of existing traffic and traffic generated

by the project are at their highest. An evaluation of intersection performance is provided for the following conditions:

- Existing Conditions
- Existing plus Project
- Existing plus Approved Developments
- Existing plus Approved Developments plus Project
- Cumulative No Project
- Cumulative plus Project

This study addresses conditions at the following five intersections along Grant Avenue:

1. Grant Avenue / East Main Street
2. Grant Avenue / Timber Crest Road (future intersection)
3. Grant Avenue / Matsumoto Road (formerly County Road 90)
4. Grant Avenue / Interstate 505 (I-505) Southbound Ramps
5. Grant Avenue / I-505 Northbound Ramps

The General Plan EIR assumed that the project parcels would generate a total of 14,468 daily vehicle trips. The General Plan EIR concluded that there would be no transportation impacts with implementation of the following transportation improvements identified in the circulation element.

- Grant Avenue– widen to four lanes
- East Main Street – extend East Main Street from Grant Avenue to the north and as part of a Main Street “loop” road
- Timber Crest Road – construction of a new roadway (i.e., Matsumoto Road realignment) extending north from Grant Avenue and connecting with Matsumoto Road and industrial development in the northeast portion of the city
- Baker Street – extend east from its present easterly terminus through the McClish parcel to the Jordan parcel
- New traffic signals along Grant Avenue at the East Main Street, Timber Crest Road, and I-505 southbound ramp intersections

a,b. The project parcels would generate a total of 20,532 daily vehicle trips based on the planned land use assumptions. This represents approximately 6,064 more daily trips than assumed in the General Plan EIR. This difference is the result of three main factors:

- 1,075 or 18 percent more non-residential trips north of SR 128 (Grant Avenue) associated with the increase of highway commercial uses verses industrial uses.
- 1,466 or 24 percent more residential trips north of Grant Avenue associated with the planned residential uses on the Skreeden property. The General

Plan EIR assumed 103 medium density single family units whereas this analysis assumes the maximum yield of 245 low density single family units, almost 2.5 times as many units.

- 3,521 or 58 percent more trips south of Grant Avenue associated with increase of highway commercial and office uses verses industrial uses.

It should be noted however, that these land use changes benefit the City overall by providing more jobs per developed non-residential acre, providing more higher paid jobs, and providing jobs more likely to be filled by local residents thus improving the local economy, local jobs/housing balance, and local vehicle miles traveled, which lowers greenhouse gas emissions.

The traffic analysis applies the goals and policies of the General Plan to evaluate the operations performance of the study intersections. The General Plan includes the following performance thresholds:

- Policy III.A.1: The City shall endeavor to maintain a Level of Service "C" or better as defined by the 1985 Highway Capacity Manual or subsequent revisions, on all streets and intersections within the City.
- Policy III.A.8: The City shall comply with and implement the program and policies of the Yolo County Congestion Management Plan (CMP).

The CMP identifies LOS D as the threshold for Grant Avenue. This study will assume LOS D to be the minimum acceptable operations performance of the study intersections. A level of service worse than LOS D will be considered unacceptable.

The results of the analysis are as follows:

Under Existing Plus Project Conditions, assuming installation of all improvements required of the Ghai Arco/Burger King project which are currently underway¹⁰, the installation of a traffic signal at the Grant Avenue/Timber Crest Road intersection would be triggered when development on the McClish, Manas or Jordan parcels occurs. The intersection would operate at LOS C conditions during both the AM and PM peak hour with the signal.

¹⁰ The analysis assumes transportation improvements identified as mitigations for the approved Arco/Burger King project are in place.:

- Installation of a traffic signal at Grant Avenue / Matsumoto Road
- Addition of a second westbound through lane on Grant Avenue from I-505 southbound ramps to just west of Matsumoto Road
- Addition of a southbound left-turn lane on Matsumoto Road at Grant Avenue
- Extension of the eastbound left-turn lane on Grant Avenue at Matsumoto Road to 300 feet
- Reconstruction of the Grant Avenue/I-505 Southbound Ramps intersection to convert the yield-controlled right turn lane to a stop-controlled right turn lane
- Construction of a new side-street stop controlled intersection at Grant Avenue / Timber Crest Road with a connection to the Jordan parcel (i.e., Timber Crest Road, East Baker Street, Gateway [Jordan parcel access])

The improvements also include reconstruction of the segment of Grant Avenue to eliminate the southbound yield controlled right-turn at the I-505 southbound off-ramp. Vehicles exiting the southbound off-ramp from I-505 will come to a complete stop at the terminus of the ramp before proceeding onto Grant Avenue.

Under Existing Plus Approved Development¹¹ Conditions, assuming installation of all improvements required of the Ghai Arco/Burger King project which are currently underway, the installation of a traffic signal at the Grant Avenue/Timber Crest Road intersection would be triggered when development on the McClish, Manas or Jordan parcels occurs. The intersection would operate at LOS C conditions during both the AM and PM peak hour with the mitigation measure.

Under Existing Plus Approved Development Plus Project Conditions, assuming installation of all improvements required of the Ghai Arco/Burger King project which are currently underway, the installation of the following improvements would be required in order to maintain acceptable roadway performance:

Grant Avenue (SR 128)/East Main Street

- Widen Grant Avenue from two lanes to four lanes from East Main Street to Timber Crest Road
- Install traffic signal
- Extend westbound left turn pocket to be approximately 300 feet in length
- Provide new eastbound left turn pocket approximately 300 feet in length

Grant Avenue (SR 128)/Timber Crest Road

- Widen Grant Avenue from two lanes to four lanes from Timber Crest Road to Matsumoto Road
- Install traffic signal (note: also required for Existing plus Project scenario)
- Provide new westbound left turn pocket 300 feet in length
- Provide new eastbound left turn pocket 300 feet in length

Grant Avenue (SR 128)/I-505 Southbound ramps

- Install traffic signal

Under Cumulative Plus Project Conditions¹², assuming installation of roadway improvements that are identified in the General Plan and included in the citywide traffic impact fee program as listed above, the installation of the following improvements would be required in order to maintain acceptable roadway performance:

Grant Avenue (SR 128)/I-505 Northbound ramps

- Widen the Grant Avenue (SR 128) overpass, from the I-505 southbound ramps to the I-505 northbound ramps, from two to four lanes
- Install a second northbound left turn lane at the intersection of Grant Avenue/I-505 northbound ramps

¹¹ The following approved developments are included in the "Existing plus Approved Developments" scenario. Trips generated by these developments are added to the existing traffic volumes:

- Highlands, Callahan Estates, Ogando-Hudson, and Creekside Estates
- Winters Commercial Center
- Orchard Village (former American Communities) Project
- Anderson Place (former Brzeski) Project
- Arco/Burger King Project
- Jordan Property (3 northerly parcels)

¹² The development assumptions for the Cumulative No Project scenario are based on a 20-year horizon as documented in the citywide travel model. This includes all of the approved developments included in the Existing plus Approved Developments scenario. The Cumulative No Project scenario assumes no development of the parcels within the I-505/Grant Avenue project area.

The trigger for these improvements is not precise. It will vary depending on the actual order and pace of development both within the project area and other cumulative development outside of the project area within the City and County. The Traffic Analysis contains a Phasing Analysis that identifies triggers for the traffic signals, new roadway connections, and highway improvements. In order to ensure the timely installation of all identified roadway improvements in order to avoid adverse traffic impacts from build-out in the project area, the following mitigation measure is necessary:

Mitigation Measure #13

Prior to issuance of a building permit, individual development projects within the project area boundaries shall submit project-specific traffic information (i.e. trip generation, traffic count data on Grant Avenue, etc) as determined by the City Engineer, to determine if the proposed project triggers the need for transportation improvements or measures identified in the Winters I-505/Grant Avenue Planning Area Traffic Analysis (March 2012). The timing for installation of triggered improvement shall ensure that applicable levels of service are not exceeded.

Implementation of this measure will ensure that traffic impacts from this project are less-than-significant.

- c. The project area is not located near an airport and it does not include any improvements to airports or change in air traffic patterns. No impact would occur.
- d,e. All new roadway construction would be built according to adopted City standards and specifications and would satisfy requirements for emergency access. For this reason, the potential for design hazards would be less-than-significant.
- f. Development that results from the proposed project would be required to satisfy policies, plans, and programs supporting all transportation modes, including appropriate transit, pedestrian, and bicycle route connections. Therefore, this impact would be less than significant.

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

Discussion

The 1992 General Plan EIR analyzed the potential impacts of development of the entire City (see pages 97 through 116, and 133 through 134 of the Draft EIR and pages E&R 17 through 21, and 24 of the Final EIR) and found utility and service impacts to be less-than-significant. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis.

The City requires individual applications for development to include a Preliminary Title Report, and site-specific and project-specific infrastructure analyses. The title report ensures that any easements or other encumbrances affecting the property are disclosed. The water, sewer, and drainage/flood plans enable the City Engineer to determine appropriate in-ground requirements for sizing and service hook-up.

- a. The proposed project would be required to connect to the City's sewage treatment plant for wastewater treatment. The City's plant is permitted by the State and must meet applicable water quality standards. Land uses proposed for the area are substantively the same in terms of wastewater generation and treatment as those assumed in the previous General Plan EIR and are not anticipated to generate wastewater that contains unusual types or levels of contaminants. Therefore, the project is not expected to inhibit the ability of the

Winters Wastewater Treatment Plant (WWTP) to meet State water quality standards. For these reasons, this would be a less-than-significant impact.

- b,e. All development within the City would receive sewer and water service from the City of Winters. The City of Winters Wastewater Treatment Plant (WWTP) currently has a capacity of 0.96 million gallons per day (mgd). The estimated number of new dwelling unit equivalents (DUEs) that could be served under current capacity is approximately 500 to 600 DUEs. Under City code, no project is allowed to build without available sewer and water service. Therefore, these impacts are considered less-than-significant.
- c. The construction of impervious surfaces on project acreage for proposed development would increase storm water runoff in the project vicinity over existing conditions. Total development in the project area will be restricted to the amount of development assumed in the General Plan EIR unless later approvals are granted subject to CEQA review and clearance. Stormwater drainage in the area will be conveyed in accordance with the Citywide Storm Drainage Master Plan. Please refer to the discussion of Items 9.c,d, and e. This is a less-than-significant impact.
- d. Development resulting from the proposed project would be served by the City's municipal water supply. This development would result in no new impacts to water supply and availability beyond those already anticipated under the General Plan and therefore there are no new impacts in this category. As development occurs, the City's water system is regularly re-examined to determine what, if any, new facilities are needed for adequate service. Pursuant to City code, no project is allowed to build without available water service. This is a less-than-significant impact.
- f, g. Solid waste from the project site will be collected by the City of Winters and disposed of at the Yolo County Central Landfill, a 722-acre facility. The landfill has a capacity of 11 million tons with capacity for planned growth through 2025. The City's General Plan build-out is part of the planned growth for which the landfill has been sized and therefore solid waste generated as a result of this project would not have unanticipated impacts on the life of the landfill. This impact is considered less than significant.

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

Discussion

a-c. The full range of impacts from this project were anticipated and examined in the 1992 General Plan EIR upon which this analysis relies. Impacts to biological resources, cumulative air quality, loss of agricultural land, and water quality were identified as significant and unavoidable and a Statement of Overriding Considerations was adopted by the City Council. This initial study relies on and incorporates General Plan mitigation in the form of ensuring consistency between the proposed project and General Plan policies and City development regulations. Additional mitigation measures identified herein will be applied to development in the project area. Impacts in all categories are therefore considered less-than-significant.

Cumulative greenhouse gas emissions and associated climate change impacts for the entire County were examined in the County's certified General Plan Final EIR (SCH# 2008102034 certified November 10, 2010) (pages 805-817, DEIR and pages 438-441, FEIR). Build-out of the Winters General Plan is clearly included in that cumulative analysis. To the extent necessary, pursuant to CEQA Guidelines 15152 (see also Section 15130(b)(1)(B)) this analysis tiers from the analysis of cumulative climate change impacts contained in the Yolo County Certified General Plan FEIR. This document can be viewed online at:

<http://www.yolocounty.org/Index.aspx?page=1683>

ATTACHMENTS:

Exhibit 1, Project Area

Exhibit 2, General Plan Designations (existing and proposed)

Exhibit 3, Zoning Designations (existing and proposed)

Exhibit 4, Proposed Hotel Site Plan

Exhibit 5, Proposed Storm Drainage Master Plan Modifications

Exhibit 6, Mitigation Monitoring Plan (MMP)

Exhibit 7, CalEEMod Appendix

Summary of Mitigation Measures

Mitigation Measure #1

Outdoor light fixtures shall be low-intensity, shielded and/or directed away from adjacent areas and the night sky. All light fixtures shall be installed and shielded in such a manner that no light rays are emitted from the fixture at angles above the horizontal plane. High-intensity discharge lamps, such as mercury, metal halide and high-pressure sodium lamps shall be prohibited. Lighting plans shall be provided as part of facility improvement plans to the City with certification that adjacent areas will not be adversely affected and that offsite illumination will not exceed 2-foot candles.

Prior to issuance of a building permit, the applicant shall submit a photometric and proposed lighting plan for the project to the satisfaction of the Community Development Department to ensure no spillover light and glare onto adjoining properties.

Mitigation Measure #2

Pursuant to General Plan Policy VI.E.11, implement the following project Air Quality Mitigation Plan:

a) Maximize on-site job production – Implementation of this measure will result in improved jobs/housing balance. This mitigation is consistent with Policy VI.E.7 of the General Plan and is significantly achieved through implementation of this project. By correcting regulatory inconsistencies and eliminating unnecessary planning requirements affecting this property, long-planned important job producing development can finally occur in this area and provide local employment opportunities for existing housing already in place elsewhere in the City.

b) Local hire preference – Implementation of this measure will result in reduced commuting. Incoming businesses shall sign written agreements to hire local residents to the greatest attainable extent, with annual reporting to the City.

c) Actively promoting ridesharing – Implementation of this measure will result in reduced vehicle trips. This mitigation is consistent with Policy VI.E.9 of the General Plan and is most likely to be achieved at the project site through programs to encourage car-pooling within and between employees of new businesses.

d) Reduce vehicle miles traveled by a minimum of 10% -- Implementation of this measure will reduce NO_x by 1.1 tons per year which will reduce project related emissions to a level below the significance threshold. This is considered to be reasonable and achievable (CAPCOA 2010¹³) and would reduce the net increase in project-generated mobile-source NO_x emissions to a level less than YSAQMD's threshold of significance. Actions to achieve this, could include, but are not limited to the following:

8) Design of development (3.0-21.3% reduction) (e.g., improved street network characteristics [average block size and number of intersections], sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a

¹³ <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments];

9) Site enhancements (0-2% reduction) (e.g., providing a pedestrian access network to that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site, minimize barriers to pedestrian access and interconnectivity).

10) Provide traffic calming measures (0.25-1.0% reduction).

11) Commute Trip Reduction Programs (1.0-21.0% reduction).

12) Transit accessibility (0.5-24.6% reduction) (e.g., a transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk [or roughly ¼ mile], a rail station located within a 20 minute walk [or roughly ½ mile].

13) Transit system improvements (0.02-8.2% reduction).

14) Parking policy/pricing (5.0-12.5% reduction).

Mitigation Measure #3

Contribute to the Yolo County Swainson's Hawk Interim Mitigation Program. The loss of approximately 98 acres of land in agricultural use will remove foraging habitat for the state-threatened Swainson's hawk and other agriculture-associated species. To address this loss of Swainson's hawk foraging habitat, development projects that occur within this region are generally subject to mitigation due to their contribution to a broader cumulative loss of agricultural foraging habitat. To address this impact in a more comprehensive and consistent manner, the Yolo County Swainson's Hawk Interim Mitigation Program has been established to offset this cumulative loss of habitat. This program, managed through the Joint Powers Authority of the Yolo County Natural Heritage Program, of which the City of Winters is a member, is available to this project for purposes of mitigating impacts on Swainson's hawk foraging habitat. The standard mitigation procedure for projects that impact more than 40 acres includes providing mitigation lands at a 1:1 replacement ratio to offset loss of foraging habitat. A conservation easement would be placed on the conservation land that would allow for continued farming under restrictions that would also maintain Swainson's hawk foraging habitat.

Mitigation Measure #4

Avoid Disturbance to Occupied Raptor Nests. Conduct preconstruction breeding season surveys to determine presence of nesting Swainson's hawks, white-tailed kites, and northern harriers. These surveys should be conducted between approximately April and August and within 30 days of planned construction activity. If active nests are found, they should be protected by establishing the following no-disturbance set-backs until young have fledged.

- Swainson's hawk – 1,300 feet
- White-tailed kite – 1,300 feet
- Northern harrier – 500 feet

- Loggerhead shrike – 250 feet

Mitigation Measure #5

Avoid Disturbance to or Compensate for Impacts to Active Burrowing Owl Burrows. Surveys should be conducted prior to construction to ensure avoidance of occupied burrowing owl burrows that may occupy the site in subsequent years but prior to development. If active burrowing owl burrows are found, standard avoidance and mitigation measures recommended by DFG are available to offset impacts (California Department of Fish and Game 2012). They include the following:

- Conduct preconstruction survey within 14 days prior to the start of construction activity to determine presence or absence of occupied burrows. If no burrowing owls are found, no further mitigation is required.
- If active burrows are found, do not disturb active site by establishing a 50 to 500 meter no-disturbance buffer around occupied burrows during the non-breeding season (September 1 to January 31) and a 200 to 500 meter buffer around occupied burrows during the nesting season (February 1 through August 31). Buffer size is determined through a review of site-specific conditions including the type and extent of the impact, the timing and duration of the impact, visibility to the impact, and other environmental factors.
- During the non-breeding season (September 1 through January 31), passive relocation (e.g., one-way doors) can be used to exclude owls from active winter burrows and potential burrows within the project area when no other avoidance alternatives are available. This will also require the installation of artificial burrows preferably within 100 meters of the impacted site and the preparation of a Burrowing Owl Exclusion Plan.
- Compensate for loss of active burrows and associated foraging habitat. The extent of occupied habitat removed and subject to compensation is determined through a site-specific assessment of burrowing owl use. Compensation can be accomplished through an approved mitigation bank.

Mitigation Measure #6

Avoid Disturbance to Elderberry Shrubs. Avoidance of VELB is accomplished through avoidance of elderberry shrubs according to standard USFWS guidelines (USFWS 1999). To completely avoid elderberry shrubs, maintain an undisturbed buffer of at least 100 feet. Reducing this distance to a minimum of 20 feet is possible through coordination with the USFWS.

Mitigation Measure #7

All development within the project area shall demonstrate consistency with the requirements of the Winters Habitat Mitigation Program, prior issuance of building permits.

Mitigation Measure #8

Prior to site disturbance, construction, or development within proximity of the two potential historic rural compounds, a cultural resources assessment shall be prepared that

examines the historical and/or archeological importance of the properties and identifies appropriate actions to avoid or fully mitigate adverse impact. This may involve no further action, documentation and recording of the site, or preservation and adaptive reuse, depending on the relative historical or architectural importance of the facilities.

Mitigation Measure #9

If subsurface cultural resources (historic, archeological, paleontological, and/or human remains) are encountered during construction, workers shall not alter the materials or their context until an appropriately trained cultural resource consultant has evaluated the situation. Project personnel shall not collect cultural resources. Prehistoric resources include chert or obsidian flakes, projectile points, mortars, pestles, dark friable soil containing shell and bone dietary debris, heat-affected rock, fossils, or human burials. Historic resources include stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits often in old wells and privies. If the bone is uncovered and it appears to be human, California law mandates that the Yolo County coroner be contacted. If the bone is likely to be Native American in origin, the coroner must contact the Native American Heritage Commission in Sacramento to identify the most likely descendants.

Mitigation Measure #10

A Geotechnical Report shall be prepared by a qualified engineer to confirm onsite soil capabilities and geological conditions and make recommendations to be followed for development. Grading of the site, design of foundations for proposed structures and construction of other related facilities on the property shall follow the criteria identified in the report.

Mitigation Measure #11

Prior to site disturbance, construction or development of any property in the project area, a Phase I Environmental Site Assessment shall be prepared and the recommendations of the report shall be followed.

Mitigation Measure #12

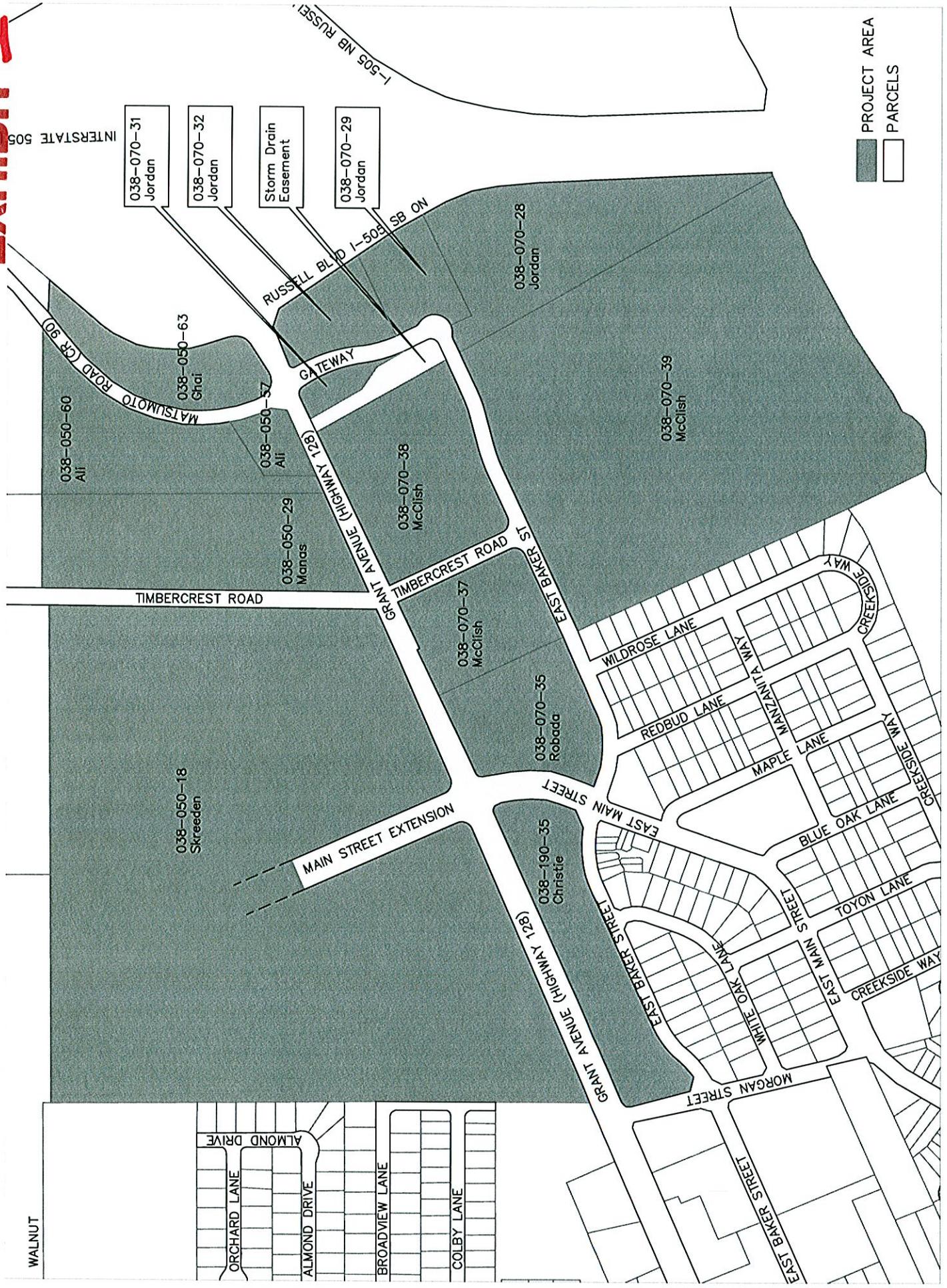
Maximum cumulative development within the 140.1 acre project area cannot exceed 980,900 square feet of industrial and commercial or 103 dus (on the Skreeden property only) without additional project review and environmental impact analysis.

Mitigation Measure #13

Prior to issuance of a building permit, individual development projects within the project area boundaries shall submit project-specific traffic information (i.e. trip generation, traffic count data on Grant Avenue, etc) as determined by the City Engineer, to determine if the proposed project triggers the need for transportation improvements or measures identified in the Winters I-505/Grant Avenue Planning Area Traffic Analysis (March 2012). The timing for installation of triggered improvement shall ensure that applicable levels of service are not exceeded.

EXHIBIT 1

WINTERS I-505/GRANT AVE PLANNING AREA

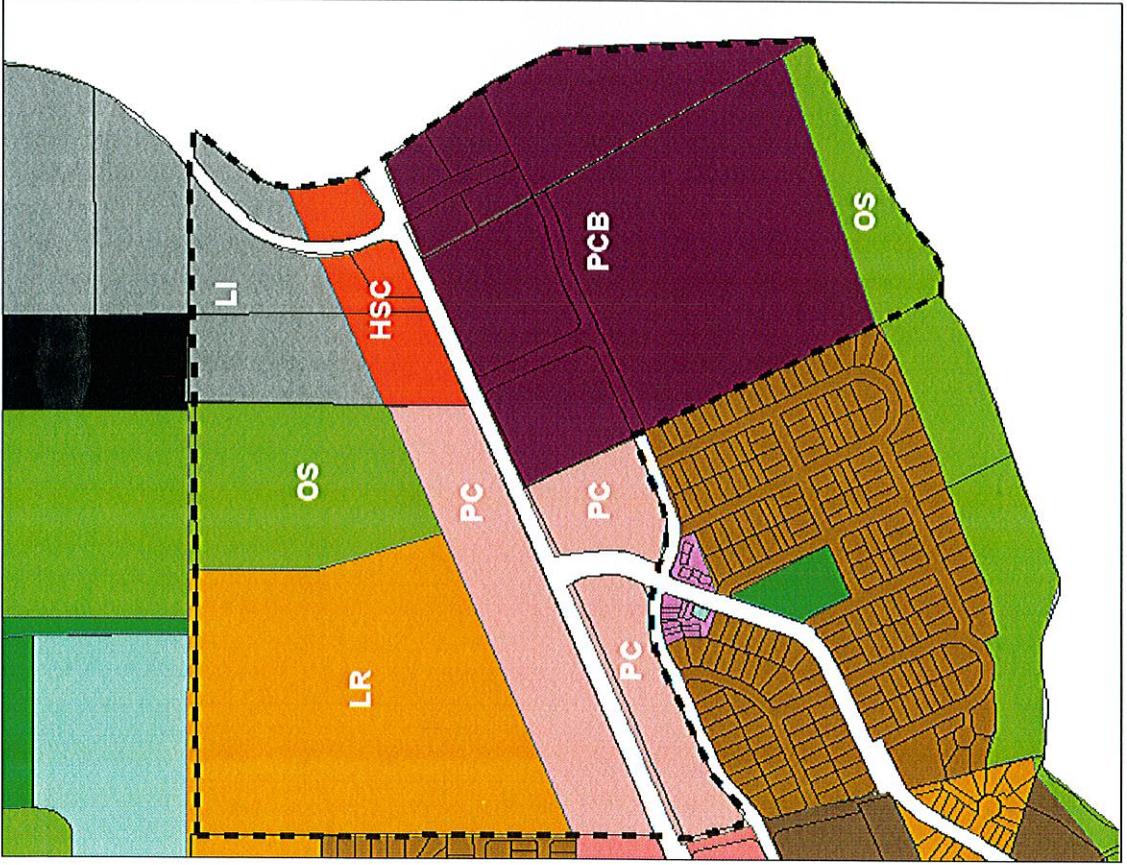


PROJECT AREA
PARCELS

EXHIBIT 2

Exhibit 2, General Plan Designations

Existing General Plan Designation



Proposed General Plan Designation

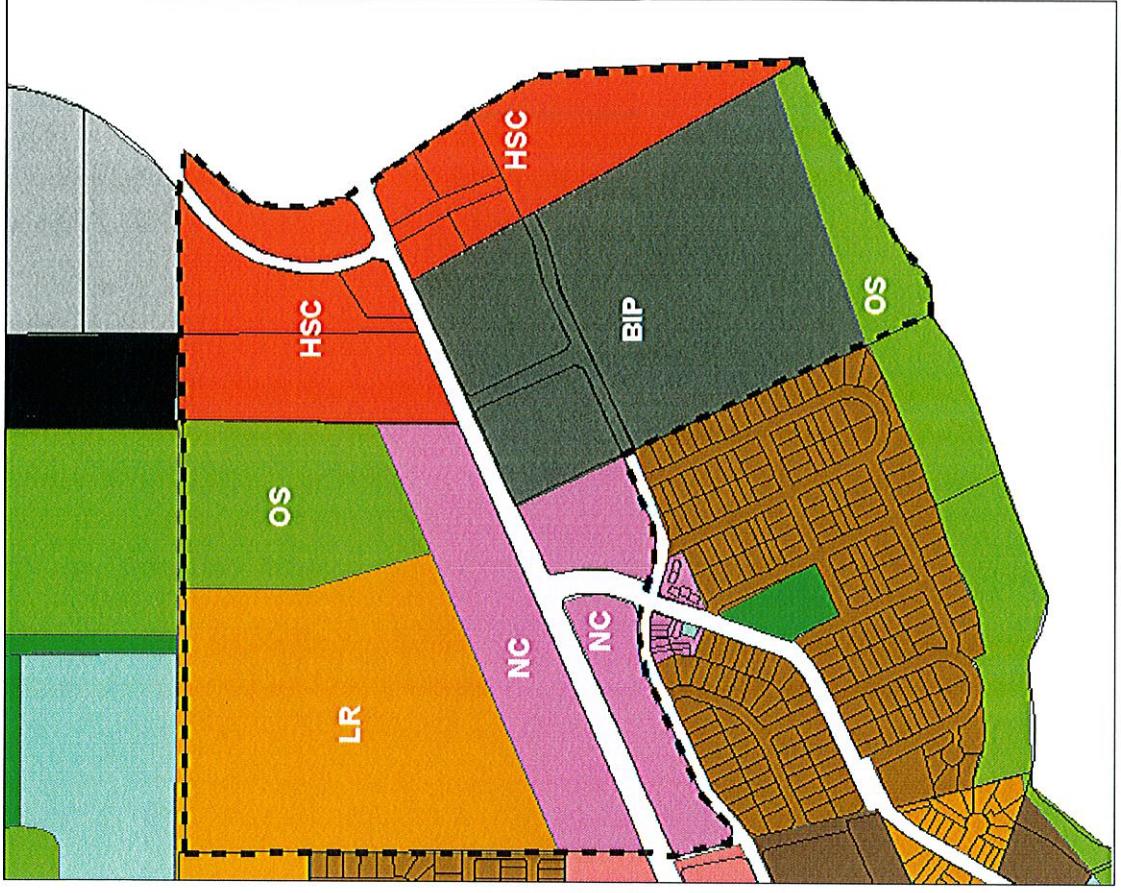
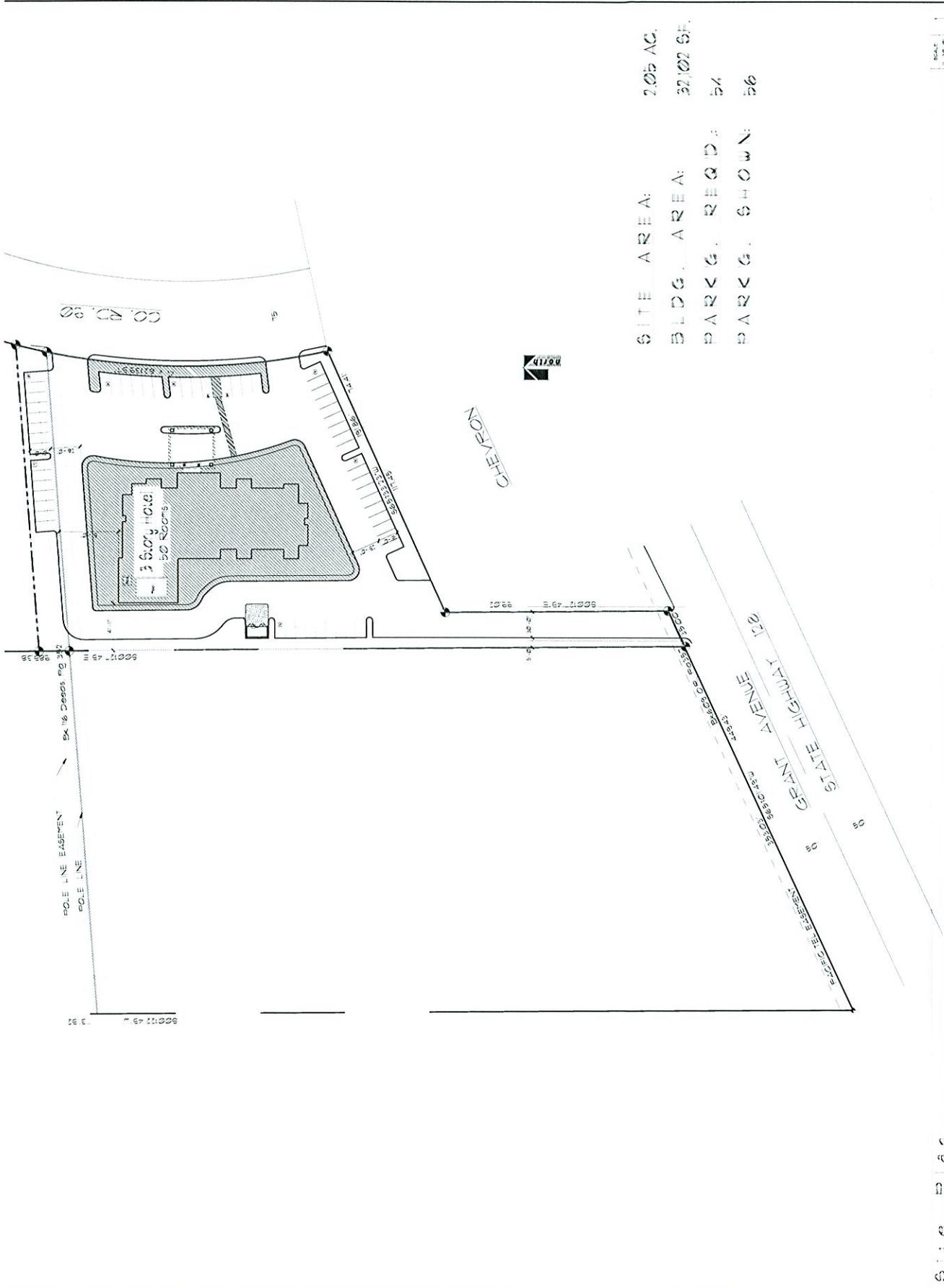


EXHIBIT 3

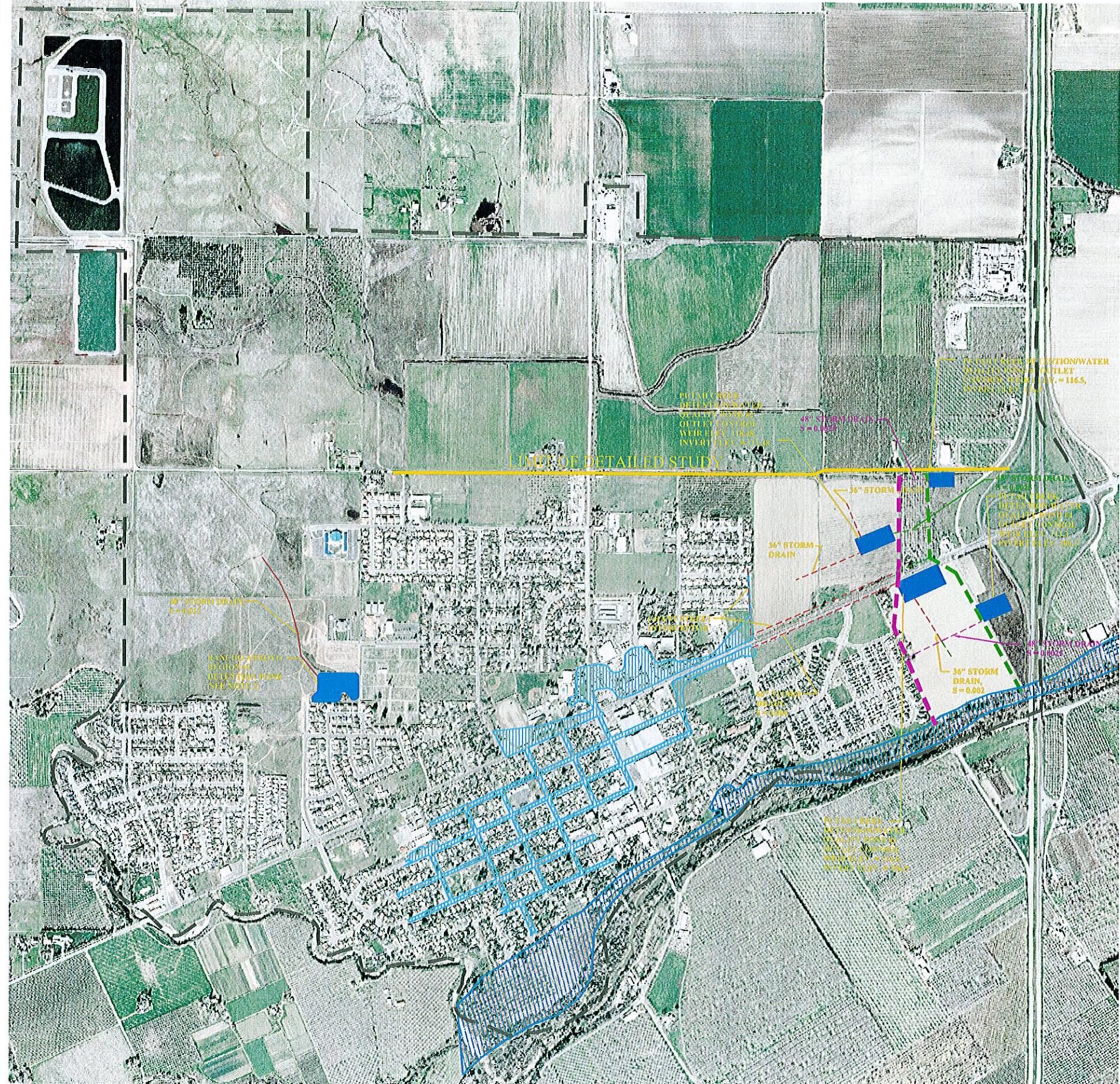
Exhibit 3, Zoning Designations



EXHIBIT 4



SITE AREA: 2.05 AC.
 BLDG. AREA: 32,102 SF.
 PARKG. REQ'D: 54
 PARKG. SHOWN: 56



LEGEND

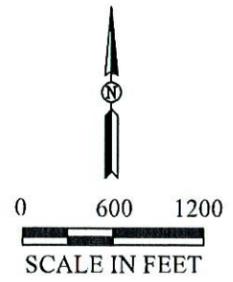
- DETENTION/WATER QUALITY POND (NO CHANGE)
- URBAN LIMIT
- PROPOSED PIPE (NO CHANGE)
- PROPOSED PIPE (OLD)
- PROPOSED PIPE (NEW)
- OPEN CHANNEL (OLD)
- OPEN CHANNEL (NEW)
- RESIDUAL 100-YEAR FLOODPLAIN ³
- FEMA 100-YEAR FLOODPLAIN BOUNDARY
- FEMA 100-YEAR FLOODPLAIN

NOTES:

1. The existing and proposed facilities presented on this plan are for illustrative purposes only.
2. A storm water quality treatment component is proposed to be added to the existing pond.
3. Residual 100-year floodplain indicated, detailed topographic mapping is required to determine the presence or extent of a residual floodplain.

SOURCE:

Topographic mapping is United States Geologic Survey Quadrangle Maps, National Geodetic Vertical Datum of 1929.



CITY OF WINTERS
PUTAH CREEK/DRY CREEK SUBBASINS
DRAINAGE REPORT

ULTIMATE CONDITIONS

WOOD RODGERS, INC.
SACRAMENTO, CALIFORNIA

**I-505/GRANT AVENUE PLANNING AREA
LAND USE MODIFICATIONS PROJECT
MITIGATION MONITORING PLAN**

INTRODUCTION

This Chapter constitutes the Mitigation Monitoring Plan (MMP) for the I-505/Grant Avenue Planning Area Land Use Modifications Project. The California Environmental Quality Act (CEQA) requires public agencies to report on and monitor measures adopted as part of the environmental review process (PRC Section 21081.6 and CEQA Guidelines Sections 15091.d and 15097). This Mitigation Monitoring Plan (MMP) is designed to fulfill that requirement.

This MMP is designed to ensure that the measures identified in the Mitigated Negative Declaration are fully implemented. The MMP describes the actions that must take place as a part of each measure, the timing of these actions, the entity responsible for implementation, and the agency responsible for enforcing each action.

The City of Winters has the ultimate responsibility to oversee implementation of this MMP. Designated staff at the City will serve as the Project Monitor responsible for assigning monitoring actions to responsible agencies where applicable. Because this is a public project, the City of Winters is responsible for all costs associated with implementation of this MMP.

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

In order to assist implementation of the mitigation measures, the MMP includes the following information:

Mitigation Measure: The mitigation measures are taken verbatim from the Negative Declaration.

Timing /Milestone: This section identifies the point by which the mitigation measure must be completed.

Responsibility for Oversight: The City of Winters has responsibility for implementation of most mitigation measures. This section indicates which entity will oversee implementation of the measure, conduct the actual monitoring and reporting, and take corrective actions when a measure has not been properly implemented.

Implementation of Mitigation Measure: This section identifies how actions will be implemented and verified.

Responsibility for Implementation: This section identifies the entity that will undertake the required action.

Checkoff Date/Initials: This verifies that mitigation measures have been implemented.

MITIGATION MONITORING PLAN

Mitigation Measure #1

Outdoor light fixtures shall be low-intensity, shielded and/or directed away from adjacent areas and the night sky. All light fixtures shall be installed and shielded in such a manner that no light rays are emitted from the fixture at angles above the horizontal plane. High-intensity discharge lamps, such as mercury, metal halide and high-pressure sodium lamps shall be prohibited. Lighting plans shall be provided as part of facility improvement plans to the City with certification that adjacent areas will not be adversely affected and that offsite illumination will not exceed 2-foot candles.

Prior to issuance of a building permit, the applicant shall submit a photometric and proposed lighting plan for the project to the satisfaction of the Community Development Department to ensure no spillover light and glare onto adjoining properties.

Timing/Milestone – Prior to issuance of building permits.

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – Prior to or concurrent with the submittal of building plans for each project developed within this planning area, the required lighting information shall be submitted for City review and approval to ensure no spillover light and glare onto adjoining properties. Lighting fixtures shall be as described in the measure.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #2

Pursuant to General Plan Policy VI.E.11, implement the following project Air Quality Mitigation Plan:

a) Maximize on-site job production – Implementation of this measure will result in improved jobs/housing balance. This mitigation is consistent with Policy VI.E.7 of the General Plan and is significantly achieved through implementation of this project. By correcting regulatory inconsistencies and eliminating unnecessary planning requirements affecting this property, long-planned important job producing development can finally occur in this area and provide local employment opportunities for existing housing already in place elsewhere in the City.

b) Local hire preference – Implementation of this measure will result in reduced commuting. Incoming businesses shall sign written agreements to hire local residents to the greatest attainable extent, with annual reporting to the City.

c) Actively promoting ridesharing – Implementation of this measure will result in reduced vehicle trips. This mitigation is consistent with Policy VI.E.9 of the General Plan and is most likely to be achieved at the project site through programs to encourage car-pooling within and between employees of new businesses.

d) Reduce vehicle miles traveled by a minimum of 10% -- Implementation of this measure will reduce NO_x by 1.1 tons per year which will reduce project related emissions to a level below the significance threshold. This is considered to be reasonable and achievable (CAPCOA 2010¹) and would reduce the net increase in project-generated mobile-source NO_x emissions to a level less than YSAQMD's threshold of significance. Actions to achieve this, could include, but are not limited to the following:

1) Design of development (3.0-21.3% reduction) (e.g., improved street network characteristics [average block size and number of intersections], sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments];

2) Site enhancements (0-2% reduction) (e.g., providing a pedestrian access network to that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site, minimize barriers to pedestrian access and interconnectivity).

3) Provide traffic calming measures (0.25-1.0% reduction).

4) Commute Trip Reduction Programs (1.0-21.0% reduction).

¹ <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

5) Transit accessibility (0.5-24.6% reduction) (e.g., a transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk [or roughly ¼ mile], a rail station located within a 20 minute walk [or roughly ½ mile].

6) Transit system improvements (0.02-8.2% reduction).

7) Parking policy/pricing (5.0-12.5% reduction).

Timing/Milestone – Ongoing.

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – Items d.1, d.2, d.3, d.5, and d.6 reflect physical design features that are required to be implemented throughout the entire project area. The other items are programmatic and must be implemented aggressively and ongoing throughout the life of the uses that are developed. The City shall ensure that there is an overall site design for the project area that implements these concepts. Each individual project within the area shall be required to implement these design features. The City shall also ensure that each occupant in the project area implements the programs identified in this measure. The City shall coordinate with owners and occupants in this area to monitor and annually report on trip reduction. Ongoing reduction of 10 percent over the assumption in the traffic analysis shall be achieved and maintained.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #3

Contribute to the Yolo County Swainson's Hawk Interim Mitigation Program. The loss of approximately 98 acres of land in agricultural use will remove foraging habitat for the state-threatened Swainson's hawk and other agriculture-associated species. To address this loss of Swainson's hawk foraging habitat, development projects that occur within this region are generally subject to mitigation due to their contribution to a broader cumulative loss of agricultural foraging habitat. To address this impact in a more comprehensive and consistent manner, the Yolo County Swainson's Hawk Interim Mitigation Program has been established to offset this cumulative loss of habitat. This program, managed through the Joint Powers Authority of the Yolo County Natural Heritage Program, of which the City of Winters is a member, is available to this project for purposes of mitigating impacts on Swainson's hawk foraging habitat. The standard mitigation procedure for projects that impact more than 40 acres includes providing mitigation lands at a 1:1 replacement ratio to offset loss of foraging habitat. A conservation easement would be placed on the conservation land that would allow for continued farming under restrictions that would also maintain Swainson's hawk foraging habitat.

Timing/Milestone – Prior to issuance of building permits.

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – The City shall coordinate with the Natural Heritage Program JPA to institute a mechanism to satisfy this mitigation as development within the project area occurs. Fair share mitigation by each project within the project area shall be implemented prior to issuance of building permits.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #4

Avoid Disturbance to Occupied Raptor Nests. Conduct preconstruction breeding season surveys to determine presence of nesting Swainson's hawks, white-tailed kites, and northern harriers. These surveys should be conducted between approximately April and August and within 30 days of planned construction activity. If active nests are found, they should be protected by establishing the following no-disturbance set-backs until young have fledged.

- Swainson's hawk – 1,300 feet
- White-tailed kite – 1,300 feet
- Northern harrier – 500 feet
- Loggerhead shrike – 250 feet

Timing/Milestone – Prior to commencement of site work.

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – If construction commences between April and August, the developer shall engage a qualified biologist to undertake the required survey. These surveys shall be conducted no more than 30 days prior to commencement of site work. Construction activity that commences earlier than April or later than August is not required to undertake a survey.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #5

Avoid Disturbance to or Compensate for Impacts to Active Burrowing Owl Burrows. Surveys should be conducted prior to construction to ensure avoidance of occupied burrowing owl burrows that may occupy the site in subsequent years but prior to development. If active burrowing owl burrows are found, standard avoidance and mitigation measures recommended by DFG are available to offset impacts (California Department of Fish and Game 2012). They include the following:

- Conduct preconstruction survey within 14 days prior to the start of construction activity to determine presence or absence of occupied burrows. If no burrowing owls are found, no further mitigation is required.
- If active burrows are found, do not disturb active site by establishing a 50 to 500 meter no-disturbance buffer around occupied burrows during the non-breeding season (September 1 to January 31) and a 200 to 500 meter buffer around occupied burrows during the nesting season (February 1 through August 31). Buffer size is determined through a review of site-specific conditions including the type and extent of the impact, the timing and duration of the impact, visibility to the impact, and other environmental factors.
- During the non-breeding season (September 1 through January 31), passive relocation (e.g., one-way doors) can be used to exclude owls from active winter burrows and potential burrows within the project area when no other avoidance alternatives are available. This will also require the installation of artificial burrows preferably within 100 meters of the impacted site and the preparation of a Burrowing Owl Exclusion Plan.
- Compensate for loss of active burrows and associated foraging habitat. The extent of occupied habitat removed and subject to compensation is determined through a site-specific assessment of burrowing owl use. Compensation can be accomplished through an approved mitigation bank.

Timing/Milestone – Prior to commencement of site work.

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – These surveys shall be conducted 14 days prior to commencement of site work. The developer shall engage a qualified biologist to undertake the required survey. Submit a letter of findings to the City to be placed in the project file.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #6

Avoid Disturbance to Elderberry Shrubs. Avoidance of VELB is accomplished through avoidance of elderberry shrubs according to standard USFWS guidelines (USFWS 1999). To completely avoid elderberry shrubs, maintain an undisturbed buffer of at least 100 feet. Reducing this distance to a minimum of 20 feet is possible through coordination with the USFWS.

Timing/Milestone – Prior to commencement of site work.

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – Prior to commencement of site work, determine whether site contains elderberry shrubs. Submit a letter of findings to the City to be placed in the project file. Maintain a buffer of 100 feet from any elderberry shrubs.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #7

All development within the project area shall demonstrate consistency with the requirements of the Winters Habitat Mitigation Program, prior issuance of building permits.

Timing/Milestone – Prior to issuance of building permits.

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – Implementation of Mitigation Measures 3, 4, 5, and/or 6 shall occur in a manner that is consistent with and satisfies the City's Habitat Mitigation Program.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #8

Prior to site disturbance, construction, or development within proximity of the two potential historic rural compounds, a cultural resources assessment shall be prepared that examines the historical and/or archeological importance of the properties and identifies appropriate actions to avoid or fully mitigate adverse impact. This may involve no further action, documentation and recording of the site, or preservation and adaptive reuse, depending on the relative historical or architectural importance of the facilities.

Timing/Milestone – Prior to commencement of site work within 100 feet of the rural compound on the Manas property or on the McClish property.

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – The developer shall engage a qualified architectural historian to undertake the required assessment as described in the measure. Submit a report of findings to the City to be placed in the project file.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #9

If subsurface cultural resources (historic, archeological, paleontological, and/or human remains) are encountered during construction, workers shall not alter the materials or their context until an appropriately trained cultural resource consultant has evaluated the situation. Project personnel shall not collect cultural resources. Prehistoric resources include chert or obsidian flakes, projectile points, mortars, pestles, dark friable soil containing shell and bone dietary debris, heat-affected rock, fossils, or human burials. Historic resources include stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits often in old wells and privies. If the bone is uncovered and it appears to be human, California law mandates that the Yolo County coroner be contacted. If the bone is likely to be Native American in origin, the coroner must contact the Native American Heritage Commission in Sacramento to identify the most likely descendents.

Timing/Milestone – During grading, construction of infrastructure, and construction of each building.

Responsibility for Oversight – City of Winters; Yolo County Coroner; State Native American Heritage Commission.

Implementation of Mitigation Measure – 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.

If other archeological or cultural resources are found, all grading and activity in the immediate area shall cease, the finds shall be left in place, and the project archeologist and the Community Development Department shall be contacted to assess the find and determine how to proceed.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #10

A Geotechnical Report shall be prepared by a qualified engineer to confirm onsite soil capabilities and geological conditions and make recommendations to be followed for development. Grading of the site, design of foundations for proposed structures and construction of other related facilities on the property shall follow the criteria identified in the report.

Timing/Milestone – Prior to issuance of each building permit.

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – This shall be documented on each set of building plans and verified during plan check.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #11

Prior to site disturbance, construction or development of any property in the project area, a Phase I Environmental Site Assessment shall be prepared and the recommendations of the report shall be followed.

Timing/Milestone – Prior to commencement of site work

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – This report shall be submitted to the City for review and approval prior to issuance of any building permits.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #12

Maximum cumulative development within the 140.1 acre project area cannot exceed 980,900 square feet of industrial and commercial or 103 dus (on the Skreeden property only) without additional project review and environmental impact analysis.

Timing/Milestone – Ongoing

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – The City shall maintain a record of development in the project area to ensure that these development thresholds are not improperly exceeded.

Responsibility for Implementation – Applicant and City of Winters

Checkoff Date/Initials/Notes --

Mitigation Measure #13

Prior to issuance of a building permit, individual development projects within the project area boundaries shall submit project-specific traffic information (i.e. trip generation, traffic count data on Grant Avenue, etc) as determined by the City Engineer, to determine if the proposed project triggers the need for transportation improvements or measures identified in the Winters I-505/Grant Avenue Planning Area Traffic Analysis (March 2012). The timing for installation of triggered improvement shall ensure that applicable levels of service are not exceeded.

Timing/Milestone – Prior to issuance of building permit

Responsibility for Oversight – City of Winters

Implementation of Mitigation Measure – As described in the measure.

Responsibility for Implementation – Applicant and City of Winters

Checkoff Date/Initials/Notes --

Proposed Project Land Use and Mobile Emissions Output
 Yolo/Solano AQMD Air District, Annual

Project Characteristics

Land Usage

Land Uses	Size	Metric
General Office Building	35	1000sqft
General Light Industry	55	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Hotel	50	Room
Hotel	50	Room
Hotel	50	Room
Single Family Housing	245	Dwelling Unit
Convenience Market With Gas Pumps	13	Pump
Convenience Market With Gas Pumps	4	Pump
Strip Mall	25	1000sqft
Strip Mall	15	1000sqft
Strip Mall	21.4	1000sqft
Strip Mall	28.6	1000sqft

Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	22	Utility Company	Pacific Gas & Electric Company
Climate Zone	4	Precipitation Freq (Days)	55		

User Entered Comments

Land Use - Land use for the proposed project were derived directly from the project description. Where square footage/specific building type was available it was used. In some instances (e.g., hotel) square footage was calculated automatically based on rooms since square footage was not available.
 Vehicle Trips - Total daily trips for the proposed project were provided by Fehr & Peers. Primary trips were assumed to be 30% of project total since a majority of the land uses would be serving highway traffic therefore resulting in 70% of diverted and pass-by trips.

Emissions Summary

Overall Operational

Unmitigated Operational

Category	tons/yr											M/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	4.55	0.02	1.93	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	3.01	3.01	0.00	0.00	3.08
Energy	0.14	1.23	0.95	0.01	0.00	0.00	0.10	0.00	0.00	0.10	0.00	3,200.67	3,200.67	0.11	0.06	3,220.43
Mobile	13.51	40.26	124.26	0.08	6.30	1.14	7.44	0.11	1.01	1.13	0.00	8,225.65	8,225.65	0.67	0.00	8,239.77
Waste					0.00	0.00	0.00	0.00	0.00	0.00	788.41	0.00	788.41	46.59	0.00	1,766.88
Water					0.00	0.00	0.00	0.00	0.00	0.00	508.37	0.00	508.37	9.44	0.24	781.75
Total	18.24	41.51	127.04	0.09	6.30	1.14	7.55	0.11	1.01	1.24	788.41	11,937.70	12,726.11	56.81	0.30	14,011.90

Mobile Detail

Trip Summary Information

Land Use	Average Daily Trip Rate				Unmitigated Annual VMT		Mitigated Annual VMT	
	Weekday	Saturday	Sunday	Average	Unmitigated	Mitigated	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,119.00	2,119.00	2,119.00	2,119.00	1,052,337	1,052,337	1,052,337	1,052,337
Convenience Market With Gas Pumps	652.00	652.00	652.00	652.00	323,796	323,796	323,796	323,796
Fast Food Restaurant with Drive Thru	1,736.42	2,527.11	1,899.52	1,899.52	930,007	930,007	930,007	930,007
Fast Food Restaurant with Drive Thru	1,736.42	2,527.11	1,899.52	1,899.52	930,007	930,007	930,007	930,007
Fast Food Restaurant with Drive Thru	1,736.42	2,527.11	1,899.52	1,899.52	930,007	930,007	930,007	930,007
Fast Food Restaurant with Drive Thru	1,736.42	2,527.11	1,899.52	1,899.52	930,007	930,007	930,007	930,007
General Light Industry	377.85	72.60	37.40	141.838	141,838	141,838	141,838	141,838
General Office Building	595.00	82.95	34.30	219.382	219,382	219,382	219,382	219,382
Hotel	446.00	446.00	446.00	446.00	221,492	221,492	221,492	221,492
Hotel	446.00	446.00	446.00	446.00	221,492	221,492	221,492	221,492
Hotel	446.00	446.00	446.00	446.00	221,492	221,492	221,492	221,492
Single Family Housing	2,450.00	2,450.00	2,450.00	2,450.00	3,669,777	3,669,777	3,669,777	3,669,777
Strip Mall	1,170.00	1,170.00	510.75	534.274	534,274	534,274	534,274	534,274
Strip Mall	702.00	702.00	306.45	320.565	320,565	320,565	320,565	320,565
Strip Mall	1,001.52	1,001.52	437.20	457.339	457,339	457,339	457,339	457,339
Strip Mall	1,338.48	1,338.48	584.30	611.210	611,210	611,210	611,210	611,210
Total	20,423.95	23,562.08	17,967.00	17,967.00	12,645,031	12,645,031	12,645,031	12,645,031

Trip Type Information

Land Use	Miles				Trip %				
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Convenience Market With Gas Pumps	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Convenience Market With Gas Pumps	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
General Light Industry	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
General Office Building	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Hotel	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Hotel	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Hotel	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Single Family Housing	18.00	6.60	6.60	42.60	21.00	36.40	42.60	21.00	36.40
Strip Mall	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Strip Mall	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Strip Mall	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00
Strip Mall	14.70	1.00	6.60	12.00	69.00	19.00	12.00	69.00	19.00

Energy Detail

Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use kBtu	ROG	NOx	CO	SO2	tons/yr					M ³ /yr					CO2e			
						Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bic-CO2	NBic-CO2	Total CO2	CH4		N2O		
Convenience Market With Gas Pumps	1406.1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Convenience Market With Gas Pumps	4569.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25
Fast Food Restaurant with General Light Industry	738640	0.02	0.18	0.15	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	197.08	197.08	0.00	0.00	198.28
General Office Building	1.50755e+006	0.01	0.07	0.06	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	80.45	80.45	0.00	0.00	80.94
Hotel	602700	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32.16	32.16	0.00	0.00	32.36
Single Family Housing	3.36719e+006	0.05	0.50	0.42	0.00	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	539.06	539.06	0.01	0.01	542.34
Strip Mall	9.45342e+006	0.05	0.44	0.19	0.00	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.00	0.00	504.47	504.47	0.01	0.01	507.54
Strip Mall	37550	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.99	1.99	0.00	0.00	2.01
Strip Mall	53286	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	2.84	0.00	0.00	2.86
Strip Mall	62250	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.32	3.32	0.00	0.00	3.34
Strip Mall	71214	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.80	3.80	0.00	0.00	3.82
Total		0.13	1.22	0.84	0.00	0.00	0.00	0.10	0.00	0.00	0.10	0.00	0.00	0.00	1,365.49	1,365.49	0.02	0.02	1,373.82

Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use MWh	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
M/yr									
Convenience Market	21454.3					6.24	0.00	0.00	6.28
Mini Gas Pumps	6601.34					1.92	0.00	0.00	1.93
Convenience Market									
Mini Gas Pumps	120015					174.57	0.01	0.00	175.55
Fast Food									
Restaurant with	496650					144.48	0.01	0.00	145.39
General Light									
Industry	689650					200.68	0.01	0.00	201.94
General Office									
Building	612744					534.76	0.02	0.01	538.11
Hotel									
Single Family	1.60335e+006					466.44	0.02	0.01	469.36
Housing									
Strip Mall	175350					51.01	0.00	0.00	51.33
Strip Mall	250766					72.78	0.00	0.00	73.23
Strip Mall	292250					85.02	0.00	0.00	85.55
Strip Mall	334334					97.26	0.00	0.00	97.87
Total						1,835.17	0.07	0.02	1,846.65

Area Detail

Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SO2-CO2	NO2-CO2	Total CO2	CH4	N2O	CO2e
M/yr																
tons/yr																
Architectural Coating	1.17					0.00	0.00		0.00	0.00			0.00	0.00		0.00
Consumer Products	3.35					0.00	0.00		0.00	0.00			0.00	0.00		0.00
Health	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00			0.00	0.00		0.00
Landscaping	0.07	0.02	1.93	0.00		0.00	0.01		0.00	0.01			3.01	0.00		3.08
Total	4.59	0.02	1.93	0.00		0.00	0.01		0.00	0.01			3.01	0.00		3.08

Water Detail

Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use Mgal	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Convenience Market	0.17772 /					0.39	0.01	0.00	0.55
Wash Gas Pumps	0.108957					8.77	0.16	0.00	13.47
Fast Food	5.31184 /					428.73	8.27	0.21	668.21
Restaurant with	0.359054								
General Light	270.43270					13.74	0.19	0.00	19.28
Industry	6.22068 /					6.46	0.12	0.00	9.83
General Office	3.81298					35.55	0.49	0.01	49.75
Building	3.80502 /					14.73	0.20	0.01	20.85
Hotel	0.422779					508.37	9.44	0.23	761.75
Single Family	15.9527 /								
Housing	10.0635								
Strip Mall	6.66653 /								
Total	4.08594								

Waste Detail

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Fast Food	201.58					40.92	2.42	0.00	91.70
Restaurant with	3195.53					649.54	38.39	0.00	1,455.65
General Light	32.55					6.61	0.39	0.00	14.81
Industry	82.13					16.67	0.99	0.00	37.36
General Office	273.39					55.50	3.28	0.00	124.37
Building	94.5					19.18	1.13	0.00	42.99
Hotel						788.42	46.60	0.00	1,766.88
Single Family									
Housing									
Strip Mall									
Total									

Proposed Project Land Use and Mobile Emissions Output
 Yolo/Solano AQMD Air District, Summer

Project Characteristics

Land Uses	Size	Metric
General Office Building	35	1000sqft
General Light Industry	55	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Fast Food Restaurant with Drive Thru	3.5	1000sqft
Hotel	50	Room
Hotel	50	Room
Hotel	50	Room
Single Family Housing	245	Dwelling Unit
Convenience Market With Gas Pumps	13	Pump
Convenience Market With Gas Pumps	4	Pump
Strip Mall	25	1000sqft
Strip Mall	15	1000sqft
Strip Mall	21.4	1000sqft
Strip Mall	28.6	1000sqft

Other Project Characteristics

Urbanization	Rural	Utility Company	Pacific Gas & Electric Company
Climate Zone	4	Wind Speed (m/s)	2.2
		Precipitation Freq (Days)	55

User Entered Comments

Project Characteristics -

Land Use - Land use for the proposed project were derived directly from the project description. Where square footage/specific building type was available it was used, in some instances (e.g., hotel) square footage was calculated automatically based on rooms since square footage was not available.

Vehicle Trips - Total daily trips for the proposed project were provided by Fehr & Peers. Primary trips were assumed to be 30% of project total since a majority of the land uses would be serving highway traffic therefore resulting in 70% of diverted and pass-by trips.

Emissions Summary

Overall Operational
Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Total CO2	CH4	N2O	CO2e
Area	25.55	0.76	21.92	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.00	36.84	0.04	0.00	37.74
Energy	0.76	6.72	4.66	0.04	0.00	0.00	0.52	0.00	0.00	0.52	8,247.71	0.16	0.15	0.15	8,257.80
Mobile	96.48	257.43	705.47	0.54	48.30	7.00	55.30	0.72	6.24	6.96	61,519.70	4.45	4.45	0.15	61,613.10
Total	122.79	264.41	731.65	0.58	48.30	7.00	55.83	0.72	6.24	7.58	0.00	95,804.25	4.65	0.15	95,946.74

Mobile Detail

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Total CO2	CH4	N2O	CO2e
Mitigated	96.48	257.43	705.47	0.54	48.30	7.00	55.30	0.72	6.24	6.96	61,519.70	4.45	4.45	0.15	61,613.10
Unmitigated	96.48	257.43	705.47	0.54	48.30	7.00	55.30	0.72	6.24	6.96	61,519.70	4.45	4.45	0.15	61,613.10
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Trip Summary Information

Land Use	Average Daily Trip Rate			Unmigrated Annual VMT	Migrated Annual VMT
	Weekday	Saturday	Sunday		
Convenience Market With Gas Pumps	2,119.00	2,119.00	2,119.00	1,052,337	1,052,337
Convenience Market With Gas Pumps	652.00	652.00	652.00	323,796	323,796
Fast Food Restaurant with Drive Thru	1,736.42	2,527.11	1,899.52	930,007	930,007
Fast Food Restaurant with Drive Thru	1,736.42	2,527.11	1,899.52	930,007	930,007
Fast Food Restaurant with Drive Thru	1,736.42	2,527.11	1,899.52	930,007	930,007
Fast Food Restaurant with Drive Thru	1,736.42	2,527.11	1,899.52	930,007	930,007
General Light Industry	377.85	72.60	37.40	141,838	141,838
General Office Building	595.00	82.85	34.30	219,382	219,382
Hotel	446.00	446.00	446.00	221,492	221,492
Hotel	446.00	446.00	446.00	221,492	221,492
Hotel	446.00	446.00	446.00	221,492	221,492
Simple Family Housing	2,450.00	2,450.00	2,450.00	3,669,777	3,669,777
Strip Mall	1,170.00	1,170.00	510.75	534,274	534,274
Strip Mall	702.00	702.00	306.45	320,565	320,565
Strip Mall	1,001.52	1,001.52	437.20	457,339	457,339
Strip Mall	1,338.48	1,338.48	584.30	611,210	611,210
Total	20,425.95	23,562.08	17,967.00	12,545,031	12,545,031

Trip Type Information

Land Use	Miles				Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	
Convenience Market With Gas Pumps	14.70	1.00	6.60	12.00	69.00	19.00	
Convenience Market With Gas Pumps	14.70	1.00	6.60	12.00	69.00	19.00	
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	
General Light Industry	14.70	1.00	6.60	12.00	69.00	19.00	
General Office Building	14.70	1.00	6.60	12.00	69.00	19.00	
Hotel	14.70	1.00	6.60	12.00	69.00	19.00	
Hotel	14.70	1.00	6.60	12.00	69.00	19.00	
Hotel	14.70	1.00	6.60	12.00	69.00	19.00	
Single Family Housing	18.00	6.60	6.60	42.60	21.00	36.40	
Strip Mall	14.70	1.00	6.60	12.00	69.00	19.00	
Strip Mall	14.70	1.00	6.60	12.00	69.00	19.00	
Strip Mall	14.70	1.00	6.60	12.00	69.00	19.00	
Strip Mall	14.70	1.00	6.60	12.00	69.00	19.00	

Energy Detail

Energy by Land Use - Natural Gas

Unmitigated

Land Use	Energy											Emissions				
	Natural Gas Use kBtu	CO	NOx	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NSR-CO2	Total CO2	CH4	N2O	CO2e
Convenience Store	12,520.1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.47	0.00	0.00	0.00	1.48
Mini-Grocery Store	3,582.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.46
Warehouse	2,023.67	0.11	0.89	0.01	0.00	0.00	0.00	0.00	0.00	0.00	1,190.35	0.02	0.02	0.00	0.00	1,197.64
Restaurant with General LPT	4,130.27	0.04	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	485.91	0.01	0.01	0.00	0.00	488.67
Industry General Office Building	1,857.23	0.02	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	194.26	0.00	0.00	0.00	0.00	195.44
Hotel	9,225.17	0.30	2.71	0.02	0.00	0.00	0.21	0.00	0.00	0.21	3,255.94	0.06	0.06	0.00	0.00	3,275.76
Single Family Household	2,589.6	0.28	2.39	0.02	0.00	0.00	0.19	0.00	0.00	0.19	3,047.03	0.06	0.06	0.00	0.00	3,065.56
Strip Mall	102,325	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.84	0.00	0.00	0.00	0.00	12.71
Strip Mall	145,865	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.18	0.00	0.00	0.00	0.00	17.28
Strip Mall	170,548	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	20.06	0.00	0.00	0.00	0.00	20.19
Strip Mall	195,107	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.95	0.00	0.00	0.00	0.00	23.09
Total	75	6.71	4.66	0.05	0.00	0.00	0.02	0.00	0.00	0.02	8,247.89	0.15	0.15	0.00	0.00	8,297.90

Area Detail

Area by SubCategory

Unmitigated

SubCategory	Energy											Emissions				
	Natural Gas Use kBtu	CO	NOx	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NSR-CO2	Total CO2	CH4	N2O	CO2e
Architectural Cooling	8.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	18.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Health	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	0.75	0.26	21.52	0.00	0.00	0.11	0.00	0.00	0.11	0.11	35.84	0.04	0.04	0.00	0.00	37.74
Total	25.56	0.26	21.52	0.00	0.00	0.11	0.00	0.00	0.11	0.11	35.84	0.04	0.04	0.00	0.00	37.74

Net Change in Mobile Emission between 1992 GP EIR and Proposed Project
 Yolo/Solano AQMD Air District, Annual

Project Characteristics

Land Usage

Land Uses	Size	Metric
Quality Restaurant	1	1000sqft
Single Family Housing	1	Dwelling Unit

Other Project Characteristics

Urbanization Rural Wind Speed (m/s) 2.2 Utility Company Pacific Gas & Electric Company

Climate Zone 4

Precipitation Freq (Days) 55

User Entered Comments

Project Characteristics - This output was used to determine increase in emissions from increased trip generation of proposed project (i.e., net increase)

Land Use - lot

Construction Phase - No construction was modeled

Vehicle Trips - Total daily trips for Proposed Project Scenario: 20,532. Trips from 1992 General Plan: 14,468. Primary trips were assumed to be 30% of project total since a majority of the land uses would be serving highway traffic therefore resulting in 70% of diverted and pass-by trips.

Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Area	0.08	0.00	0.08	0.00	0.00	0.00	0.01	0.00	0.00	0.01	1.03	1.31	2.34	0.00	0.00	2.40
Energy	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.20	25.20	0.00	0.00	25.36
Mobile	3.31	11.05	30.28	0.03	2.23	0.31	2.54	0.04	0.28	0.32	0.00	2,683.37	2,683.37	0.15	0.00	2,686.58
Waste						0.00	0.00		0.00	0.00	0.42	0.00	0.42	0.02	0.00	0.95
Water						0.00	0.00		0.00	0.00	0.00	0.65	0.65	0.01	0.00	0.97
Total	3.39	11.06	30.37	0.03	2.23	0.31	2.55	0.04	0.28	0.33	1.45	2,710.53	2,711.98	0.18	0.00	2,716.26

Mobile Detail

Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Quality Restaurant	4,598.00	4,598.00	4,598.00	2,283,458	2,283,458
Single Family Housing	1,466.00	1,466.00	1,466.00	2,195,874	2,195,874
Total	6,064.00	6,064.00	6,064.00	4,479,332	4,479,332

Trip Type Information

Land Use	Miles			H-S or C-C	H-W or C-W	H-O or C-NW	Trip %
	H-W or C-W	H-S or C-C	H-O or C-NW				
Quality Restaurant	14.70	1.00	6.60	12.00	69.00	19.00	
Single Family Housing	18.00	6.60	6.60	42.60	21.00	36.40	

**Net Change in Mobile Emissions between 1992 GP EIR and Proposed Project
Yolo/Solano AQMD Air District, Summer**

Emissions Summary

Overall Operational

Unmitigated Operational

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	0.61	0.01	0.86	0.00	0.00	0.00	0.11	0.00	0.00	0.11	12.88	11.80		0.03	0.00	25.49
Energy	0.01	0.07	0.05	0.00	0.00	0.00	0.01	0.00	0.00	0.01		80.46		0.00	0.00	80.95
Mobile	20.00	60.64	147.73	0.16	14.86	1.63	16.49	0.22	1.48	1.70		17,346.07		0.87		17,364.28
Total	20.62	60.72	148.64	0.16	14.86	1.63	16.61	0.22	1.48	1.82	12.88	17,438.33		0.90	0.00	17,470.70

Mobile Detail

Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Quality Restaurant	4,598.00	4,598.00	4,598.00	2,283,458	2,283,458
Single Family Housing	1,466.00	1,466.00	1,466.00	2,195,874	2,195,874
Total	6,064.00	6,064.00	6,064.00	4,479,332	4,479,332

Trip Type Information

Land Use	Miles				Trip %	
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Quality Restaurant	14.70	1.00	6.60	12.00	69.00	19.00
Single Family Housing	18.00	6.60	6.60	42.60	21.00	36.40

Winters General Plan Scenario Traffic Model
 Yolo/Solano AQMD Air District, Annual

Project Characteristics

Land Usage

Land Uses	Size	Metric
Fast Food Restaurant with Drive Thru	1	1000sqft
Single Family Housing	1	Dwelling Unit

Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	Pacific Gas & Electric Company
Climate Zone	4	2.2	
		Precipitation Freq (Days)	
		55	

User Entered Comments

Project Characteristics -

Land Use -Dummy land uses were used to estimate trip emissions based on trip rates provided for project (Fehr & Peers 2012)

Construction Phase - None

Vehicle Trips - Total daily trips for General Plan Scenario 14,468. Of which 984 are attributed to residential land uses. Primary trips were assumed to be 30% of project total since a majority of the land uses would be serving highway traffic therefore resulting in 70% of diverted and pass-by trips.

Emissions Summary

Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr						
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	0.08	0.00	0.09	0.00	0.00	0.00	0.01	0.00	0.00	0.01	1.03	1.31	2.34	0.00	0.00	2.40
Energy	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.20	25.20	0.00	0.00	25.36
Mobile	9.27	27.20	84.67	0.05	4.07	0.75	4.83	0.07	0.67	0.74	0.00	5,395.05	5,395.05	0.45	0.00	5,404.51
Waste						0.00	0.00		0.00	0.00	2.58	0.00	2.58	0.15	0.00	5.77
Water						0.00	0.00		0.00	0.00	0.00	0.65	0.65	0.01	0.00	0.97
Total	9.35	27.21	84.77	0.05	4.07	0.75	4.84	0.07	0.67	0.75	3.61	5,422.21	5,425.82	0.61	0.00	5,439.01

Mobile Detail

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr						
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	9.27	27.20	84.67	0.05	4.07	0.75	4.83	0.07	0.67	0.74	0.00	5,395.05	5,395.05	0.45	0.00	5,404.51
Unmitigated	9.27	27.20	84.67	0.05	4.07	0.75	4.83	0.07	0.67	0.74	0.00	5,395.05	5,395.05	0.45	0.00	5,404.51
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Fast Food Restaurant with Drive Thru	13,485.00	13,485.00	13485.00	6,696,917	6,696,917
Single Family Housing	984.00	984.00	984.00	1,473,902	1,473,902
Total	14,469.00	14,469.00	14,469.00	8,170,820	8,170,820

Trip Type Information

Land Use	Miles				Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00	19.00	
Single Family Housing	18.00	6.60	6.60	42.60	21.00	36.40	

Winters General Plan Scenario Traffic Model
Yolo/Solano AQMD Air District, Summer

Emissions Summary

Overall Operational

Unmitigated Operational

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	0.61	0.01	0.87	0.00		0.00	0.11		0.00	0.11	12.88	11.80		0.03	0.00	25.49
Energy	0.01	0.07	0.05	0.00		0.00	0.01		0.00	0.01		80.46		0.00	0.00	80.95
Mobile	56.40	148.74	407.34	0.30	27.10	3.98	31.08	0.40	3.55	3.95		34,851.52		2.55		34,905.15
Total	57.02	148.82	408.26	0.30	27.10	3.98	31.20	0.40	3.55	4.07	12.88	34,943.78		2.58	0.00	35,011.59

Mobile Detail

Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Fast Food Restaurant with Drive Thru	13,485.00	13,485.00	13,485.00	6,696,917	6,696,917
Single Family Housing	984.00	984.00	984.00	1,473,902	1,473,902
Total	14,469.00	14,469.00	14,469.00	8,170,820	8,170,820

Trip Type Information

Land Use	Miles				Trip %
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	
Fast Food Restaurant with Drive Thru	14.70	1.00	6.60	12.00	69.00
Single Family Housing	18.00	6.60	6.60	42.60	21.00
					19.00
					36.40

GHG Emissions Calculations Based on Modeling

Method: Proposed project was modeled using CalEEMod based on proposed land uses. Emission rates for each land use were derived from CalEEMod defaults and applied to equivalent land uses from the 1992 General Plan to estimate the change in emissions for the proposed project.

1. CalEEMod "Proposed Project Land Uses + Mobile"		MT/yr CO2e			
CalEEMod Land Use Label	Proposed Project Equivalent Land Use	Energy-Natural Gas	Energy-Electricity	Water	Waste
Convenience Market with gas (13)	HSC	0.08	6.28		
Convenience Market with gas (4)	HSC	0.25	1.93		
Convenience Market total		0.33	8.21	0.55	
Fast Food Restaurant	HSC	198.28	175.66	13.47	91.7
Hotel (50 rooms)	HSC	542.34	538.11	9.83	37.36
Retail-Strip Mall	NC	2.01	51.33		
Retail-Strip Mall	NC	2.86	73.23		
Retail-Strip Mall	NC	3.34	85.55		
Retail-Strip Mall	NC	3.82	97.87		
Retail total		12.03	307.98	20.66	49.99
Office	Office	32.36	201.94	19.28	14.81
Light Industry	LI	80.94	145.39	668.21	1,455.65
Single Family Residential	SFR	504.47	469.36	49.75	124.37

2a. Land Use Totals

Land Use	Total	Unit
HWY	235,864	sf
Retail	90,000	sf
Office	35,000	sf
Light Ind.	55,000	sf
SFH	441,000	sf

These total square footages are shown on the "Model Input Assumptions" page. They were used to calculate emission factors per square foot for each land use.

CalEEMod Land Use Label	Proposed Project Equivalent Land Use	Energy (Electricity + Natural Gas) (MT/CO2e)	Water (MT/CO2e)	Waste (MT/CO2e)	Total Emissions by Land Use (MT/CO2e)	
					Use	F of Land Use
Convenience Market with gas		8.54	0.55			
Fast Food Restaurant	HSC	373.94	13.47	91.7		
Hotel		1080.45	9.83	37.36		
Sum		1462.93	23.85	129.06	1,615.8	0.0069
Retail	NC	320.01	20.66	49.99	390.7	0.0043
Office	Office	234.3	19.28	14.81	268.4	0.0077
Light Industry	LI	226.33	668.21	1455.65	2,350.2	0.0427
SFR	SFR	973.83	49.75	124.37	1,148.0	0.0026
Total Non-Mobile (Energy, Water, Waste)					5773.03	

3. 1992 General Plan Scenario GHG Emission Estimates

GP Land Uses	Size (SF)	LU Energy Usage Factor	MT CO2/sf	MT/CO2e/yr
LI	101,000	LI	0.0427	4,316
HWY	47,000	HWY	0.0069	322
PC	264,100	Neighborhood Commercial	0.0077	2,025
PC/BP	568,800	HWY	0.0069	3,897
SFH	185,400	SFH	0.0026	483
Total Non-Mobile (Energy, Water, Waste)				11,042

4. Net Change in Emissions

	General Plan (MT/yr CO2e)	Proposed Project (MT/yr CO2e)	Change
Non-Mobile	11,043	5,773	-5,270.0
Mobile	5,404	8,239	2,835.0
Total	16,447	14,012	-2,435.0

Land Use Model Inputs

GP EIR		PROPOSED	
LAND USE DESIGNATION	GFA	LAND USE DESIGNATION	Size
			Unit
Light Industry	101,000	Light Industry	55,000 sf
HWY Service	47,000	HWY Service Commercial	
Planned Commercial	144,700	Fast food Restaurant	3,500 sf
Planned Commercial	119,400	Fast food Restaurant	3,500 sf
Planned Commercial/Business Park	568,800	Fast food Restaurant ¹	3,500 sf
		Fast food Restaurant	3,500 sf
		Fast food Restaurant	3,500 sf
INDUSTRY TOTAL	101,000	Fast food Restaurant	3,500 sf
COMMERCIAL TOTAL	879,900	service station (13 Pumps)	1,835 ² sf
RESIDENTIAL TOTAL	185,400	service station (4 Pumps)	564 sf
DEVELOPMENT TOTAL	1,166,300	Hotel (50 Rooms)	72,600 sf
		Hotel (50 Rooms)	72,600 sf
		Hotel (50 Rooms)	72,600 sf
		HWY Service Commercial Total	235,864 sf
		Neighborhood Commercial	
		a) Retail	25,000 sf
		b) Retail	15,000 sf
		c) Retail	21,400 sf
		d) Retail	28,600 sf
		Neighborhood Commercial Total	90,000 sf
		Office	35,000 sf
		INDUSTRY TOTAL	55,000 sf
		COMMERCIAL TOTAL	360,864 sf
		RESIDENTIAL TOTAL	441,000 sf
		DEVELOPMENT TOTAL	856,864 sf
		Change	(46,000)
			(519,036)
			255600
			(309,436)

Notes

1. Restaurant land use was assumed based on trip rates provide for other fast food restaurants.
2. Red text indicates values obtained from CalEEMod based on proposed land uses.
3. Orange text are land use assumptions based on land use designation.