

CITY OF WOODLAND
COMMUNITY DEVELOPMENT DEPARTMENT



Woodland Storage
INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION

December 2019

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Air Quality and GHG Modeling Results

INITIAL STUDY

December 2019

A. BACKGROUND

1. Project Title: Woodland Storage Project
2. Lead Agency Name and Address: City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695
3. Contact Person and Phone Number: Megan Meier
Associate Planner
(530) 661-5814
4. Project Location: 1424 East Main Street
Woodland, CA 95776
Assessor Parcel Numbers (APNs) 066-030-019, -021, and -033
5. Project Sponsor's Name and Address: Roy and Dan Rubin
591 Colusa Highway
Yuba City, CA 95991
6. Existing General Plan Designation: Community Commercial (CC)
7. Existing Zoning Designation: Service Commercial (C-3)
8. Required Approvals from Other Public Agencies: None
9. Surrounding Land Uses and Setting:

The project site consists of approximately 6.7 acres located at 1424 East Main Street in the City of Woodland, California. The site is identified by Assessor's Parcel Numbers (APN) 066-030-019, -021, and -033. The majority of the site is currently vacant and regularly disked. The northwestern portion of the site includes a paved building pad with gravel driveways providing access from East Main Street. The site is bordered by East Main Street to the north, Matmor Road to the west, and State Route (SR) 113 to the east. Surrounding land uses include a veterinary hospital and auto body shop to the west, vacant land to the east, and apartment complexes to the south. The project site is designated Community Commercial by the General Plan and zoned Service Commercial.

10. Project Description Summary:

The Woodland Storage Project (proposed project) would include development of the project site with a 5,121-square-foot (sf) office building and 11 self-storage buildings totaling 116,475 sf. Access to the site would be provided from East Main Street. In addition to the foregoing improvements, the proposed project would include construction of drive aisles within the project site and associated improvements.

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

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the Miwok Maidu United Auburn Indian Community of the Auburn Rancheria, Ione Band of Miwok Indians, Desert Cahuilla Indians, Cortina Band of Indians, Rumsey Indian Rancheria of Wintun, and Yocha Dehe Wintun Nation. The letters were distributed on October 10, 2018. The Yocha Dehe Wintun Nation submitted a request for consult on December 3, 2018. Consultation with the Yocha Dehe Wintun Nation was initiated and is ongoing.

B. SOURCES

All the technical reports and modeling results used for the purposes of this analysis are available upon request at the City of Woodland Community Development Department, located at 300 First Street, Woodland, California, Monday through Friday between 8:00 AM–5:00 PM. The following documents are referenced information sources utilized by this analysis:

1. Bargas Environmental Consulting. *Draft Reconnaissance-level Biological Resources Evaluation for the Proposed Woodland Storage Project, Woodland, Yolo County*. December 3, 2018.
2. CalFire Fire Resource Assessment Program. *Yolo County*. October 5, 2007.
3. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. January 20, 2017.
4. California Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed February 2019.
5. California Department of Conservation. *Yolo County Important Farmland 2016*. July 2017.
6. California Department of Forestry and Fire Protection. *Yolo County, Draft Fire Hazard Severity Zones in LRA*. October 5, 2007.
7. California Department of Resources Recycling and Recovery (CalRecycle). *Solid Waste Information System*. Available at: <https://www2.calrecycle.ca.gov/swfacilities/directory>. Accessed April 2019.
8. California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/>. Accessed February 2019.

9. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed January 10, 2019.
10. City of Woodland. *City of Woodland General Plan 2035*. May 2017.
11. Federal Emergency Management Agency. *Flood Insurance Rate Maps 06113C0445H*. May 16, 2012.
12. Gularte & Associates, Inc. *Geotechnical Report Woodland Self-Storage*. October 18, 2018.
13. Gularte & Associates, Inc. *Phase I Environmental Site Assessment*. October 2, 2018.
14. Institute of Transportation Engineers. *Trip Generation Handbook – 10th Edition*. September 2012.
15. Native American Heritage Commission. *Woodland Storage Project, Woodland, Yolo County*. January 22, 2019.
16. Northwest Information Center. *Record search results for the proposed 1424 East Main Street Project (APNs: 066-030-019, -021, and -033)*. January 31, 2019.
17. Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007. Available at: <http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf>. Accessed April 2019.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forest Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

D. DETERMINATION

On the basis of this initial study:

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

Signature

Cindy Norris, Principal Planner
Printed Name

Date

City of Woodland
For

E. BACKGROUND AND INTRODUCTION

This Initial Study identifies and analyzes the potential environmental impacts of the Woodland Storage Project (proposed project). The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed.

The mitigation measures prescribed for environmental effects described in this Initial Study will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the project through project conditions of approval. The City will adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with approval of the project.

The City of Woodland adopted the 2035 General Plan and certified the General Plan Environmental Impact Report (EIR) on May 16, 2017. The General Plan EIR was prepared for the as a program-level EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 *et seq.*). The Woodland General Plan EIR analyzed the proposed General Plan and Alternatives. Additionally, the City of Woodland adopted the 2035 Climate Action Plan in May 2017, which presented a set of community-generated strategies to guide the City of Woodland, residents, and local businesses in reducing greenhouse gas emissions consistent with the State goals for addressing California's contribution to climate change. Information for the environmental setting discussions for each section of this Initial Study is largely based on information on the City of Woodland General Plan, General Plan EIR, and Climate Action Plan.

Per Section 15152 of the CEQA Guidelines, a project which is consistent with the General Plan and zoning of the City may tier from the analysis contained in the General Plan EIR, incorporating by reference the general discussions from the broader EIR. The proposed project would be consistent with the General Plan and zoning designations for the project site; therefore, in accordance with Section 15152 of the CEQA Guidelines, the analysis within this Initial Study will rely on analysis previously prepared in the General Plan EIR.

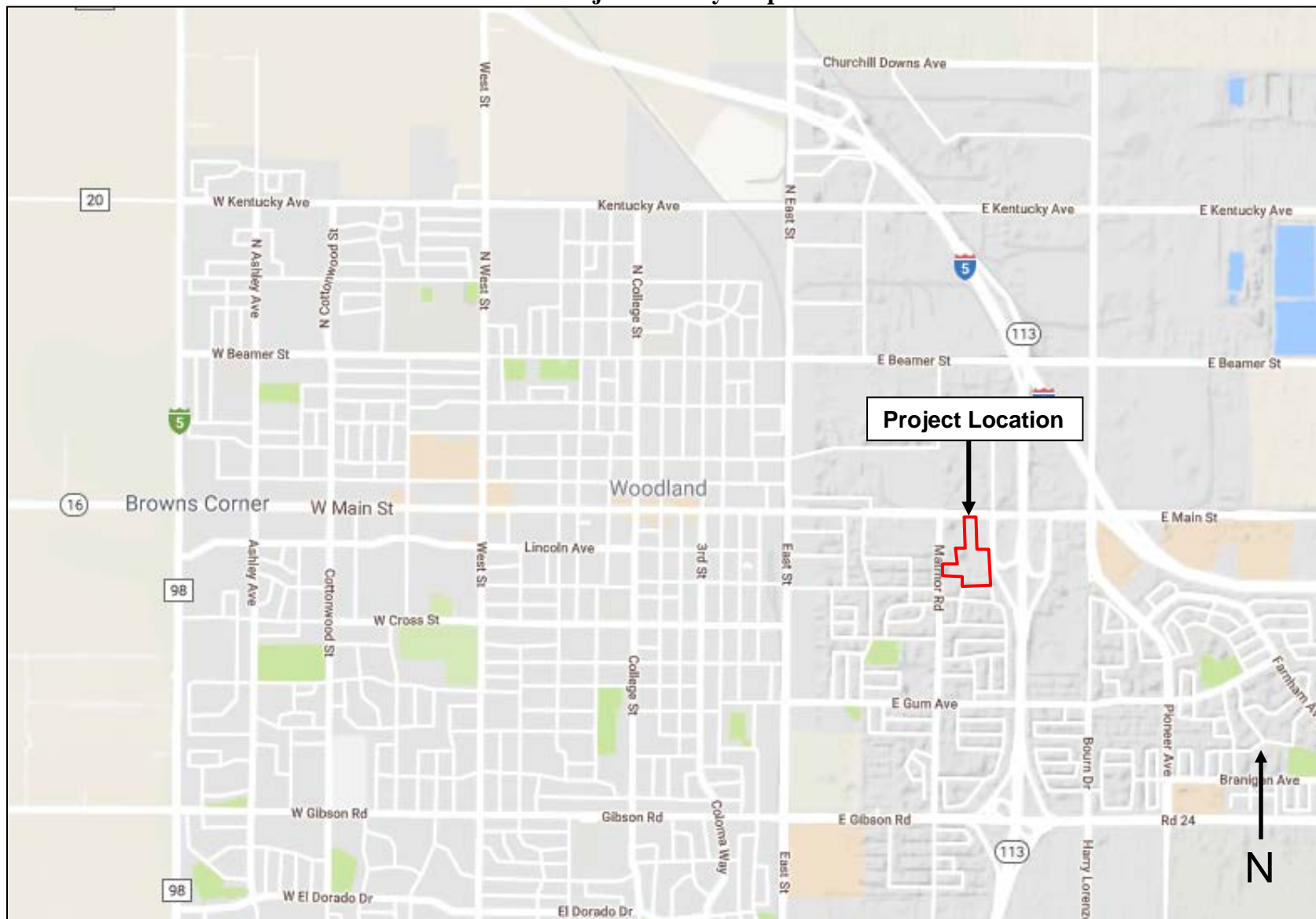
F. PROJECT DESCRIPTION

The following section includes a description of the proposed project location and surrounding land uses, as well as a discussion of the project components and necessary discretionary actions.

Project Location and Setting

The project site is located at 1424 Main Street, between Matmor Road and the California State SR 113 on-ramp, in Woodland, California (see Figure 1). The northernmost portion of the site includes a paved building pad with gravel driveways providing access to the site from Main Street.

Figure 1
Project Vicinity Map



Surrounding land uses include an existing vehicle storage yard and auto repair shop, a veterinary hospital and dog training facility, and a gravel parking lot to the northwest, a vacant structure to the northeast and the on-ramp to SR 113 to the east, and an apartment complex to the south (see Figure 2). Currently the project site is vacant and regularly disked. The site is identified by Assessor's Parcel Numbers (APNs) 066-030-019, -021, and -033.

Project Components

The proposed project includes the construction of a self-storage facility on approximately 6.7 acres of vacant land. The facility would consist of eleven self-storage buildings, totaling 116,475 sf, located in the southern portion of the project site. An office/manager's unit totaling 5,121 sf over two stories would be located at the entrance to the project site off of East Main Street. Finally, remainder parcels for up to 12,000 sf of future commercial use would be located both west and north of the storage buildings (see Figure 3).

Construction of the proposed project would be conducted in three phases. Phase 1 of the project would include construction of Buildings 1,2,4,6,7,9,10, and 11 and the office/managers building, as well as utility improvements. Frontage improvements constructed as part of Phase 1 would include a four-foot-wide walkway for entrance to the office building from the sidewalk, as well as a ten-foot-wide sidewalk with relocation of the driveway. Phase 2 would include development of Building 2, and Phase 3 would include development of Buildings 5 and 8.

The following sections further describe the proposed project's access, parking, utilities, and energy efficiency features.

Access and Parking

The project site would pave a 35-foot-wide driveway entrance from East Main Street, in the same location of the existing gravel driveway. A second entrance would be provided on Matmor Road with entrance to the western side of the project site and connection to a 24-foot wide drive aisle. On-site emergency vehicle access would be provided throughout the project site with drive aisles accommodating turn radiuses of up to 40 feet. Entrance gates to the storage unit areas would be 20 feet wide.

One parking space per 50 storage units plus two spaces at the manager's unit would be included at the northern area of the project site, before reaching the storage buildings. Additionally, covered loading/unloading parking will be placed at Building 2.

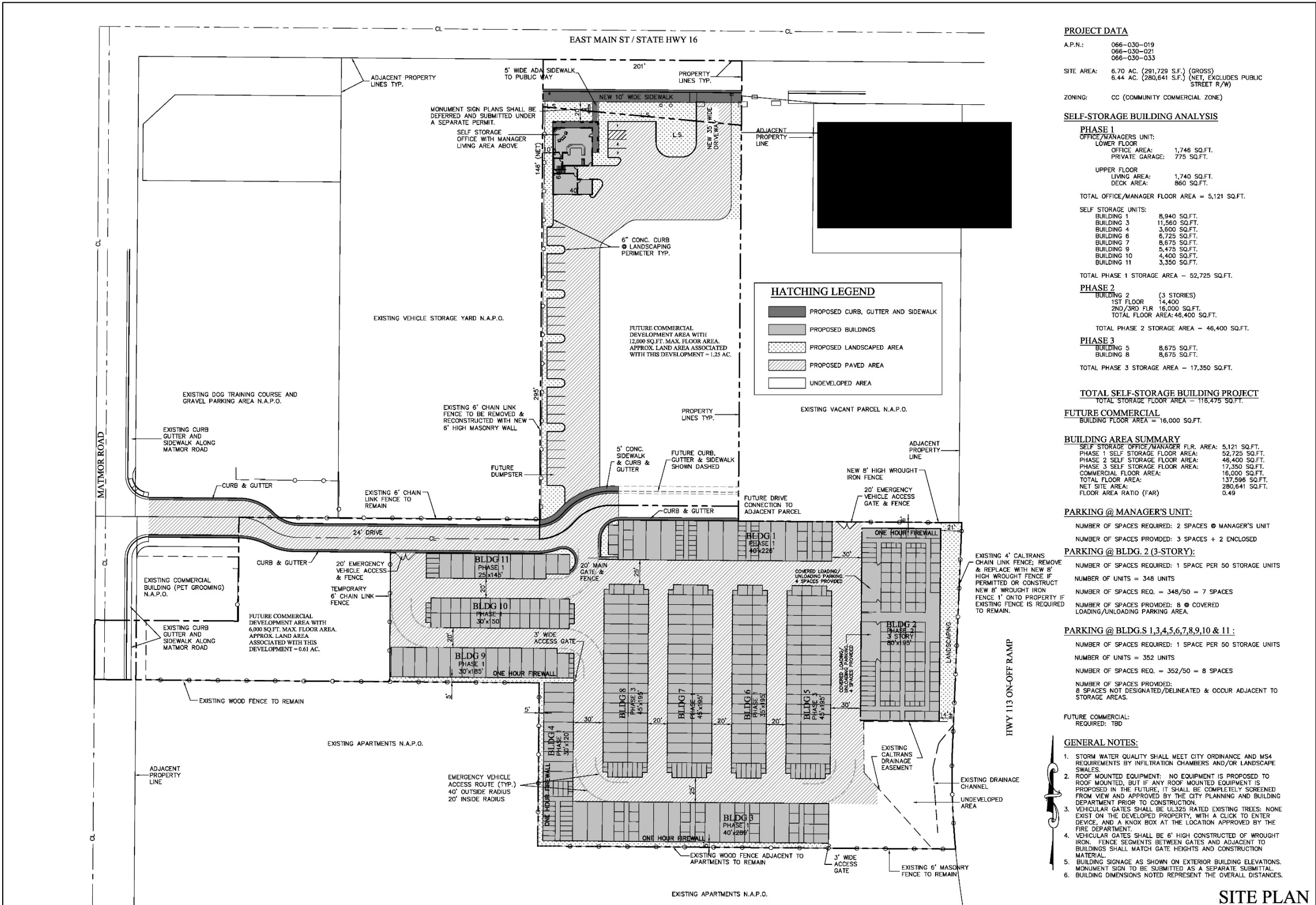
Utilities

The proposed project would include construction of a water line throughout the project site with connection to an existing 12-inch water main at Matmor Road and East Main Street. A sanitary sewer line would be constructed in East Main Street and extended approximately 1,400 feet east from the office/manager's unit to an existing sanitary sewer manhole at Pioneer Avenue. Both water and sewer connections would be placed in the manager's living space.

Figure 2
Project Location



Figure 3 Site Plan



Stormwater that falls on the project site would be collected on-site and directed through new underground pipes to the existing storm drain system on the north side of East Main Street. Runoff water would be treated through underground filtration trenches on-site prior to discharge into the City's storm drain system.

Energy Efficiency

The proposed project would implement measures which would increase energy efficiency on-site, and contribute to the overall goals of the City to reduce greenhouse gas emissions. The proposed project would exceed the requirements set forth by the California Building Efficiency Standards by two percent. Additionally, 100 percent of the electricity used by the proposed project would be generated by on-site renewable energy sources.

Discretionary Actions

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

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

G. ENVIRONMENTAL CHECKLIST

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

For this checklist, the following designations are used:

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

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

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

No Impact: The project would not have any impact.

I. AESTHETICS. <i>Would the project:</i>		Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input 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 type="checkbox"/>
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input 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 type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

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

Furthermore, according to the California Scenic Highway Mapping System, the nearest eligible State Scenic Highway is a portion of State Route 16 (SR 16) beginning west of Highway 505. The eligible portion of SR 16 is located approximately 18 miles west of the site.¹ SR 16 does not have views of the project site. Therefore, the project site is not located within the vicinity of any scenic vistas, as described by the General Plan, or a State Scenic Highway. As a result, construction of the proposed would not have an adverse effect on any scenic vista and impacts related to such would be *less than significant*.

- c. The project site is located within an urbanized area of the City and is surrounded by existing commercial and residential uses. Currently, the northern portion of the project site contains a concrete building pad and a gravel driveway. Given that the proposed project is consistent with the General Plan land use designation, buildout of the project site and associated

¹ California Department of Transportation. *California Scenic Highway Mapping System*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed January 10, 2019.

changes to the visual character and quality of the site have been anticipated by the City and analyzed in the General Plan EIR. Additionally, during the CUP review period, the City would review the building design and ensure that the plans are compatible with the surrounding land uses. Section 17.80.050 of the Municipal Code establishes performance standards with which the proposed project must comply, including the installment of fencing and landscaping for adequate screening from adjacent residential zones along property lines. As such, the proposed project would be required to comply with all applicable regulations and would be subject to review and approval by the City, which would ensure the project would not degrade the visual character of the existing setting. Thus, a *less-than-significant* impact would occur regarding the creation of a conflict with applicable zoning and other regulations governing scenic quality.

- d. As noted previously, the project site is currently vacant and undeveloped. As such, the site does not currently contain any sources of existing light or glare. However, the project site is bordered by existing commercial uses to the west, the on-ramp to SR 113 to the east, and residential units to the south, separated by an existing fence. To the north, the project is bordered by East Main Street, which includes streetlights. Thus, the project vicinity contains numerous existing sources of light and glare.

The proposed project would introduce new sources of light from exterior lighting on the storage units, light spillage through the office/manager's building, and vehicles visiting the site. However, the proposed project is consistent with the type and intensity of commercial development within the surrounding area. Additionally, the residences to the south of the project site are separated from the project site by a fence, trees, and heavy foliage, which would shield some of the light and glare. Consistency with the surrounding development and shielding of the residences with vegetation would ensure that the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and a *less-than-significant* impact would occur.

II. AGRICULTURE AND FOREST RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input 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"/>	✗
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"/>	✗
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"/>	✗
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a,e. The project site is currently designated as “Urban and Built-Up Land” per the California Department of Conservation Farmland Mapping and Monitoring Program.² Furthermore, the site is not zoned or designated in the General Plan for agriculture uses and would be consistent with the General Plan land use and zoning designations. Given the Urban and Built-Up Land designation of the site, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use. Therefore, a ***less-than-significant*** would occur.
- b. Currently the project site is designated Community Commercial per the City’s General Plan and is zoned Service Commercial. The project site is not under any Williamson Act contract and the area is not designated or zoned for agricultural uses. In addition, the project area is surrounded by development. Because buildout of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, ***no impact*** would occur.
- c,d. The project area is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project, including the off-site sewer improvement, would have ***no***

² California Department of Conservation. *Yolo County Important Farmland* 2016. July 2017.

impact with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

III. AIR QUALITY. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
a,b.	The City of Woodland is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require that federal and State ambient air quality standards (AAQS) be established, respectively, for six common air pollutants, known as criteria pollutants. The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM _{2.5}) and the State particulate matter 10 microns in diameter (PM ₁₀) standards, as well as for both the federal and State ozone standards.				

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

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

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013

Ozone Attainment Plan, the PM_{2.5} Implementation/Maintenance Plan, and the 2012 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. Thus, by exceeding the YSAQMD's mass emission thresholds for operational or construction emissions of ROG, NO_x, or PM₁₀, a project would be considered to conflict with or obstruct implementation of the YSAQMD's air quality planning efforts. The YSAQMD mass emission thresholds for operational and construction emissions are shown in Table 1 below.

Table 1		
YSAQMD Thresholds of Significance		
Pollutant	Construction Thresholds	Operational Thresholds
ROG	10 tons/yr	10 tons/yr
NO _x	10 tons/yr	10 tons/yr
PM ₁₀	80 lbs/day	80 lbs/day
<i>Source: YSAQMD. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.</i>		

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

- Construction would begin in July of 2019;
- Construction would occur over an approximately 12-month period;
- A total of 6.58 acres of land would be disturbed;
- The project site would be located within 0.1-mile of a transit stop;
- The proposed project would exceed Title 24 standards by two percent; and
- The proposed project would generate 100 percent of energy use through on-site renewable sources.

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

Construction Emissions

The proposed project's estimated construction-related emissions are presented in Table 2. As shown in the table, the proposed project's construction emissions of ROG, NO_x, and PM₁₀ would be below the applicable YSAQMD thresholds of significance.

Table 2		
Maximum Project Construction-Related Emissions		
Pollutant	Project Emissions	YSAQMD Thresholds of Significance
ROG	0.80 tons/yr	10 tons/yr
NO _x	1.68 tons/yr	10 tons/yr
PM ₁₀	17.0 lbs/day	80 lbs/day
<i>Source: CalEEMod, April 2019 (see Appendix).</i>		

Therefore, the proposed project's construction-related emissions would not result in a contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Operational Emissions

Based on the modeling parameters presented above, the proposed project's estimated operational-related emissions are presented in Table 3. As shown in the table, the proposed project's operational emissions of ROG, NO_x, and PM₁₀ would be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's operational-related emissions would not result in a contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Table 3		
Maximum Project Operational Emissions		
Pollutant	Project Emissions	YSAQMD Thresholds of Significance
ROG	0.75 tons/yr	10 tons/yr
NO _x	0.78 tons/yr	10 tons/yr
PM ₁₀	1.54 lbs/day	80 lbs/day
<i>Source: CalEEMod, April 2019 (see Appendix).</i>		

Cumulative Emissions

The proposed project site is within an area currently designated as nonattainment for Ozone, PM₁₀, and PM_{2.5}. By nature, air pollution is largely a cumulative impact. Thus, the proposed project, in combination with other proposed and pending projects in the region would significantly contribute to air quality effects within the SVAB, resulting in an overall significant cumulative impact. However, any single project is not sufficient enough in size to, alone, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's incremental impact on air quality would be considered significant. In developing thresholds of significance for

air pollutants, YSAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds that project's emissions would be cumulatively considerable, resulting in a significant adverse air quality impact to the region's existing air quality conditions. As discussed above, implementation of the proposed project would result in construction-related and operational emissions below YSAQMD's thresholds of significance. Therefore, based on the project's consistency with YSAQMD's thresholds of significance, the proposed project would not be anticipated to result in an incrementally significant contribution to the cumulatively significant impact.

Conclusion

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

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

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

Localized CO Emissions

Localized concentrations of carbon monoxide (CO) are related to the levels of traffic and congestion along streets and at intersections. The YSAQMD recommends the use of screening thresholds to assess a project's potential to create an impact through the creation of CO hotspots. A violation of the CO standard could occur if a proposed project would reduce the peak-hour level of service (LOS) of any street or intersections from an acceptable LOS to an unacceptable LOS, or significantly increase traffic delay at an intersection currently operating at an unacceptable LOS. The proposed project would not be anticipated to result in impacts to the circulation network, nor would the project be anticipated to result in degradation of peak-hour LOS at any intersections or roadway

segments in the project area. Therefore, the proposed project is not anticipated to generate localized CO emissions that would contribute to an exceedance of AAQS nor would the project expose sensitive receptors to substantial concentrations of localized CO.

Toxic Air Contaminants

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

The proposed project would not involve any land uses or operations that would be considered major sources of TACs, including DPM. As such, the proposed project would not generate any substantial pollutant concentrations during operations. However, short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Specifically, as noted above, construction would occur over an approximately 12-month period. Grading activities, when emissions would be most intensive, would occur over the period of approximately six days. The exposure period typically analyzed in health risk assessments is 30 years or greater, which is substantially longer than the 12-month construction period associated with the proposed project.

During construction, only portions of the proposed project site would be disturbed at a time. Operation of construction equipment would occur intermittently throughout the course of a day over the overall construction period. In addition, per the City's Noise Ordinance, construction activities would be limited to the hours of 7:00 AM and 6:00 PM Monday through Saturday and 9:00 AM through 6:00 PM Sunday. Because construction equipment on-site would not operate for any long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the sensitive receptors located at the apartment complex south of the project site would not be exposed to substantial pollutant concentrations for a permanent or substantially extended period of time.

Conclusion

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

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

According to the YSAQMD, common types of facilities that are known to produce odors include, but are not limited to, wastewater treatment facilities, chemical or fiberglass manufacturing, landfills, composting facilities, food processing facilities, refineries, dairies, and asphalt or rendering plants.³ The project site is not located in the vicinity of any such uses. Commercial land uses, such as the proposed project, are not typically associated with the creation of substantial objectionable odors. As a result, the proposed project operations would not create any objectionable odors that would affect a substantial number of people.

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

The YSAQMD regulates objectionable odors through Rule 2.5 (Nuisance), which prohibits any person or source from emitting air contaminants or other material that result in any of the following: cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; endanger the comfort, repose, health, or safety of any such persons or the public; or have a natural tendency to cause injury or damage to business or property. Rule 2.5 is enforced based on complaints. If complaints are received, the YSAQMD is required to investigate the complaint, as well as determine and ensure a

3 Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [pg. 14]. July 11, 2007. Available at: <http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf>. Accessed February 2015.

solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made during construction or operation of the project, the YSAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

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

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

IV. BIOLOGICAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input 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, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input 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 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 type="checkbox"/>

Discussion

- a. A Biological Resources Assessment (BRA) has been prepared for the proposed project by Bargas Environmental Consulting which included a site survey and review of results from a California Natural Diversity Database (CNDDDB) search of special-status species. The CNDDDB data was drawn from the project site quadrangle and seven surrounding USGS 7.5-minute quadrangles, an area covering approximately a 10-mile radius around the project site. The intent of the database review was to identify documented occurrences of special-status species in the vicinity of the project area, to determine their locations relative to the project site, and for use in the field assessment of habitats suitable for special-status species within the site. The results of the database searches and field surveys are discussed below.

Special-status species queried in the CNDDDB search included plant and wildlife species that are formally listed, are proposed as endangered or threatened, or are candidates for

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

Currently the site is vacant and undeveloped, with the exception of a building pad and gravel driveway at the north end of the project site. The project site is regularly disked for weed and fire abatement. The majority of the project site is composed of interspersed wild oats grassland and yellow starthistle fields. The northern portion of the project site, from East Main Street to approximately 270 feet south, contains ruderal/disturbed areas around the pre-existing concrete slab foundations and graveled driveway/parking from a previous development.

Special-Status Plants

Special-status plants generally occur in relatively undisturbed areas within vegetation communities such as vernal pools, marshes and swamps, chenopod scrub, seasonal wetlands, riparian scrub, and areas with unusual soil characteristics. The grassland habitat within the project site has been disturbed by past use, development of areas adjacent to the project site, and periodic disking of the site. Due to the history of intensive disturbance of the site and the adjacent area, Bargas Environmental concluded that although 13 special-status plant species occur or have been recorded within the project region, the project site does not provide suitable habitat for any special-status plant species. In addition, special-status plants were not identified during field observations of the project site conducted by Bargas Environmental.

Therefore, due to the disturbed nature of the site and because special-status plants do not currently occur on the project site, and are not anticipated to be present on the site upon commencement of construction, construction activities associated with the proposed project would not result in adverse effects to special-status plant species.

Special-Status Wildlife

According to the BRA, 37 special-status wildlife species are known to occur, have occurred, or have the potential to occur within the vicinity of the project. However, special-status wildlife species were not observed on the project site during the site survey. As noted previously, the project site has been disturbed and developed during past activities. The

grassland habitat that exists within the project site lacks open water, rocky outcroppings, marshes or creeks, chaparral vegetation, aquatic vegetation, or other types of high quality habitat that could provide for special-status wildlife species. Additionally, the project site is predominately surrounded by developed land. Despite the low quality habitat within the project site, the project site has moderate to high potential to provide habitat for the following three special-status species: Swainson's hawk (*Buteo swainsonii*), white-tailed kite (*Elanus leucurus*), and loggerhead shrike (*Lanius ludovicianus*). In addition, trees, shrubs and grasslands on the site and on adjacent parcels may be used by other raptors and migratory birds protected by the MBTA.

Swainson's hawk

Swainson's hawk is listed as threatened in California by CDFW. The species typically nests in tall cottonwoods, valley oaks, or willows associated with riparian corridors, grasslands, irrigated pasture, and cropland with a high density of small rodents.

The nearest recorded nest to the project site is approximately 1,000 feet from the project site. Thus, the surrounding trees in the project vicinity would continue to provide nesting habitat for the Swainson's hawk. The species is considered to have a high potential to occur on or near the project site, and thus, could be impacted by construction and operation of the proposed project.

White-tailed kite

White-tailed kite is a CDFW fully protected species. The species is typically found in the foothills and valleys in California with scattered oaks and river bottomlands or marshes near deciduous forests or woodlands. Kites require open grasslands, meadows, marshes, or agricultural fields for foraging. Kites typically nest in dense-topped trees along rivers and streams or near wetlands. In addition, the species nests in suburban areas and farmyards.

Grasslands on and in close proximity to the site provide potential foraging habitat for the species. Additionally, relatively large trees in the surrounding area are considered suitable for nesting. The nearest occurrence of the species is approximately 2.5 miles southeast of the project site. Thus, given the potentially suitable nesting habitat surrounding the project site, the proposed project could have an adverse impact on the white-tailed kite during construction and operation.

Loggerhead shrike

The loggerhead shrike is listed as a species of special concern by the CDFW and is known to inhabit open spaces with short vegetation and agricultural areas throughout the Central Valley. The species typically nests in trees and shrubs.

The surrounding grassland and trees in the vicinity of the project site could provide potential nesting and foraging habitat for the species. The nearest occurrence of the species was approximately three miles southeast of the site. Thus, given the potentially suitable

foraging habitat and proximity of the species, the potential exists for the project to adversely impact the species during construction or operation.

Nesting Raptors and Migratory Birds

As noted above, trees, shrubs and grasslands on the site and on adjacent parcels may be used by other raptors and migratory birds protected by the MBTA. Construction activities that adversely affect the nesting success of raptors and migratory birds (i.e., lead to the abandonment of active nests) or result in mortality of individual birds constitute a violation of State and federal laws. Thus, project-related activities that would occur during the breeding season could be result in an adverse effect to species protected under the MBTA, should such species be present.

Off-site Sewer

The proposed project would include a 1,400-foot extension of a sanitary sewer line to an existing sanitary sewer manhole at Pioneer Avenue. While the extension would require disturbance within East Main Street, the area is highly disturbed and has been previously developed. As such, the extension would not displace or disturb any special-status species or habitats.

Conclusion

Based on the above, although the BRA did not observe any special-status species within the project site during the field survey, implementation of the proposed project could potentially affect Swainson's hawk, white-tailed kite, loggerhead shrike, and migratory birds protected by the MBTA and considered covered species by the HCP/NCCP. Thus, the proposed project could have an adverse effect, either directly or through habitat modifications, on species identified as special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS. Therefore, a *potentially significant* impact could result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level. Mitigation Measures IV-1 and IV-2 are adopted from the standard avoidance and minimization measures (AMMs) included in the Yolo HCP/NCCP.

Swainson's Hawk, White-Tailed Kite, and Loggerhead Shrike

IV-1. The project proponent shall retain a qualified biologist to conduct planning-level surveys and identify any nesting or foraging habitat present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership shall be surveyed only if access is granted or if the parcels are visible from publicly accessible areas.

The results of the survey shall be submitted to the Conservancy and CDFW. If nesting or foraging habitat are not present within the project area, no further mitigation would be necessary. If active nests are found during the preconstruction survey, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist shall monitor the nest and shall, along with the project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk, white-tailed kite, or loggerhead shrike are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities, including tree pruning or removal, are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior.

If this project involves pruning or removal of a potential Swainson's hawk, white-tailed kite, or loggerhead shrike nest tree, the project proponent shall conduct a preconstruction survey that is consistent with the guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000). If active nests are found during the preconstruction survey, no tree pruning or removal of the nest tree shall occur during the period between March 1 and August 30, unless a qualified biologist determines that the young have fledged and the nest is no longer active.

All findings and results of the preconstruction surveys shall be submitted to the Community Development Department for review and approval.

Nesting Raptors and Migratory Birds

IV-2. The project applicant shall implement the following measures to avoid or minimize impacts to raptors and federally-protected nesting raptors and migratory birds:

- If any site disturbance or construction activity for any phase of development begins outside the February 1 to August 31 breeding season, a preconstruction survey for active nests shall not be required.*
- If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active nests from publicly accessible areas within 14 days prior to site disturbance or construction activity for any phase of development. The survey area shall cover the construction site and*

the area surrounding the construction site, including a 100-foot radius for MBTA birds, and a 500-foot radius for birds of prey. If an active nest of a bird of prey, MBTA bird, or other protected bird is not found, then further mitigation measures are not necessary. The preconstruction survey shall be submitted to the City of Woodland Community Development Department for review.

- *If an active nest of a bird of prey, MBTA bird, or other protected bird is discovered that may be adversely affected by any site disturbance or construction or an injured or killed bird is found, the project applicant shall immediately:*
 - *Stop all work within a 100-foot radius of the discovery.*
 - *Notify the City of Woodland Community Development Department.*
 - *Do not resume work within the 100-foot radius until authorized by the biologist.*
 - *The biologist shall establish a minimum 500-foot Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-foot ESA around the nest if the nest is of an MBTA bird other than a bird of prey. The ESA may be reduced if the biologist determines that a smaller ESA would still adequately protect the active nest. Further work may not occur within the ESA until the biologist determines that the nest is no longer active.*

Results of the preconstruction survey shall be submitted for review and approval by the Community Development Department.

- b,c. The project site consists of annual non-native grasses, ruderal vegetation, and disturbed areas. According to the BRA, a man-made drainage swale is present in the southeast corner of the project site. At the south end of the drainage swale is a 24-inch diameter concrete culvert that emerges from under the cinderblock wall of the adjacent apartment complex. The culvert likely transmits irrigation and stormwater runoff. The culvert did not contain any hydrophytic plants or indicators of wetland hydrology at the time of the site visit, and thus, is unlikely to be considered a jurisdictional water of the United States or California. Furthermore, evidence of a defined bed, bank, and ordinary high water mark were absent. Thus, because the drainage swale lacks hydrophytic vegetation and evidence of wetland hydrology, the ditch in the southeast corner of the site is unlikely to be considered a jurisdictional water of the United States, and the proposed project would have a ***less-than-significant*** impact related to adverse effects on any riparian habitat or other sensitive community or on state or federally protected wetlands through direct removal, filling, or other means.
- d. The project site is located in an urbanized area and is bordered by an existing roadway to the north, an apartment complex to the south, commercial and industrial developments to the west, and vacant land and the SR 113 on-ramp to the east. Thus, the surrounding area does not support any wildlife movement corridors. As such, the project would not interfere

substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Thus, a *less-than-significant* impact would occur.

- e. As required by Section 12.48.090 of the City's Municipal Code, an application for a development project must be accompanied by a tree plan containing a map of all existing trees on the project site as well as a program for replacement of any trees proposed to be removed, as required by Section 12.48.100. However, the project site is clear of trees and the proposed project would not require removal of any trees prior to construction. While the project site does contain overhang of trees from the adjacent property to the south, such trees would not be removed or damaged as a result of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and a *less-than-significant* impact would occur.
- f. The proposed project is located within the boundaries of the Yolo Habitat Conservation Plan/Natural Conservation Community Plan (HCP/NCCP). In order to determine whether any special-status plant or wildlife species could be adversely affected by the proposed development, a Yolo HCP/NCCP Evaluation (HCP/NCCP Evaluation) was prepared for the proposed project as part of the BRA. Per the HCP/NCCP, the land cover type on the project site is best described as "Developed" because the site contains urban and built up, ruderal, and vegetated corridor land cover types. Developed areas may include areas dominated by pavement and building structures, as well as urban vegetation and all areas with graded lots, road and highway medians, and various other disturbed areas. Per the HCP/NCCP, "Developed" land cover types are not subject to payment of land cover or wetland fees. Furthermore, the proposed project would implement and adhere to the applicable AMMs from the HCP/NCCP. Therefore, a *less-than-significant* impact would occur related to conflict with an adopted habitat conservation plan.

V. CULTURAL RESOURCES. <i>Would the project:</i>		Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
b.	Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
c.	Disturb any human remains, including those interred outside of dedicated cemeteries.	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

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

Currently, the project site is vacant and disturbed. The project site does not contain any structures which are listed or eligible for listing as a historical landmark or point of interest. The project site is also not located in the Downtown Woodland Historic District.

A records search of the California Historic Information System (CHRIS) was performed by the Northwest Information Center (NWIC) for cultural resource site records and survey reports within the proposed project area.⁴ The NWIC concluded that the project site does not contain any recorded archaeological resources nor historic buildings or structures included in any lists of historic resources. Based on review of historical literature and maps, the NWIC determined a moderate potential for unrecorded historic-period archaeological resources to occur within the project site.

In addition, a search of the Native American Heritage Commission (NAHC) Sacred Lands File did not yield any information regarding the presence of Tribal Cultural resources within the project site.⁵ Per the results of the CHRIS record search, based on the environmental setting of the site and the dissimilarity with environmental factors associated with known known Native American sites, the potential for unrecorded Native American resources to occur in the project area is low.

⁴ Northwest Information Center. *Record search results for the proposed 1424 East Main Street Project (APNs: 066-030-019, -021, and -033.* January 31, 2019.

⁵ Native American Heritage Commission. *Woodland Storage Project, Woodland, Yolo County.* January 22, 2019.

While the proposed project includes off-site sewer improvements within East Main Street, ground disturbance would occur in a paved, previously developed area. Because East Main Street has been previously disturbed through roadway development, cultural resources are not likely to be found in the proposed alignment of the off-site sewer improvements.

Nonetheless, the City's General Plan EIR notes that future projects within the City have a moderate potential for previously unrecorded historic or archaeological resources to be present. Therefore, while the project site has been subject to moderate disturbance associated with prior development, the potential exists that unknown archaeological resources could occur within the project area. Considering that unknown archaeological resources, including human remains, have the potential to exist on-site, ground-disturbing activity related to project construction could encounter such resources. Therefore, the proposed project could cause a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of formal cemeteries during construction. Consequently, impacts could be considered ***potentially significant***.

Mitigation Measure(s)

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

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

Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.

V-2.

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

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

VI. ENERGY.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2016 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2016 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which became effective with the rest of the CBSC on January 1, 2017. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

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

Building Energy Efficiency Standards

The 2016 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2013 Building Energy Efficiency Standards resulting in a five percent reduction in energy consumption from the 2013 standards for commercial structures. Energy reductions relative to previous Building Energy Efficiency Standards are achieved through various regulations including requirements for the use of high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. The newest 2019 Building Energy Efficiency Standards will be implemented as the new standard for all development starting January 1, 2020. New nonresidential building standards will enable the use of highly efficient air filters and improve ventilation systems, requiring about 30 percent less energy than those built under the 2016 standards.

Construction Energy Use

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

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

The CARB has recently prepared the *2017 Climate Change Scoping Plan Update* (2017 Scoping Plan),⁶ which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support

⁶ California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. January 20, 2017.

the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The regulation described above, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

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

Operational Energy Use

Energy use associated with operation of the proposed project would be typical of storage unit uses, requiring electricity and natural gas for interior and exterior building lighting, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by employee commutes and the movement of goods.

The proposed storage project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structure would consume energy efficiently through the incorporation of such features as door and window interlocks, direct digital controls for HVAC systems, and high efficiency outdoor lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary.

The City's CAP encourages commercial developments to use innovative site designs and building orientations that incorporate passive and active solar designs and natural cooling techniques. The proposed project would implement features that would be compliant with the CAP's goals, including exceedance of Title 24 and generation of 100 percent of electricity needed on-site with a renewable energy source.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this Initial Study, the project site is located within close proximity to existing residences, other industrial uses, bicycle infrastructure, and transit infrastructure.

Conclusion

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

VII. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input 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 type="checkbox"/>	✗	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input 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"/>	✗
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

The following is based on a Geotechnical Report prepared for the proposed project by Gularte & Associates, Inc.⁷

ai-aii. According to the California Geological Survey Alquist-Priolo Earthquake Fault Zone Maps, the proposed project site is not located within the vicinity of an Alquist-Priolo Earthquake Fault Zone.⁸ In addition, while the City is surrounded by several faults in the

⁷ Gularte & Associates, Inc. *Geotechnical Report Woodland Self Storage*. October 18, 2018.

⁸ California Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed February 2019.

San Andreas Fault system to the west, the Eastern Sierra fault system to the east, and a series of faults at the eastern base of the foothills west of the City, faults do not run directly through the City's planning area. According to the Geotechnical Report, the nearest fault to the project site is the Dunnigan Hills Fault, located 10 miles northwest of the site. Therefore, the potential for fault rupture on-site or within off-site improvement areas does not exist.

Additionally, the proposed buildings would be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Proper engineering of the proposed project would ensure that seismic-related effects would not cause adverse impacts. Therefore, a *less-than-significant* impact would occur related to directly or indirectly causing substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking.

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

Liquefaction

During an earthquake, shaking of granular loose soil saturated with water can lead to liquefaction, a condition in which sediments below the water table lose strength and become fluid. Liquefaction typically occurs in loose, non-cohesive sands below the groundwater table.

The project site is located within a low seismic and liquefaction zone. Furthermore, the site is underlain with medium dense to dense sands, which are considered low potential for liquefaction. Thus, due to the conditions of the area and the relatively flat topography of the site, the Geotechnical Report concluded that the liquefaction potential of the site is low.

Landslides and Lateral Spreading

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

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years. Based on the findings of the

Geotechnical Report, total settlement beneath the project site would not exceed one-inch. As such, the risk of subsidence/settlement would be low.

Conclusion

Based on the above, the distance of the project site from the nearest active fault, the level ground on the project site, and the acceptable subsurface conditions would ensure that the proposed project would not be susceptible to liquefaction, landslides, lateral spreading, or subsidence on-site or within off-site improvement areas. Thus, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or landslides, and would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Thus, a *less-than-significant* impact would occur.

- b. The proposed project would include grading and development of the project site with eleven storage units, an office building, parking areas, and associated improvements. During early stages of construction, and prior to overlaying the ground surface with structures and impervious surfaces, the potential exists for wind erosion to occur, which could affect the project area and potentially inadvertently transport eroded soils to downstream drainage facilities. However, the General Plan states that rates of erosion can vary depending on the soil material and structure, and the placement and level of human activity. As stated by the General Plan, the City is generally level and the erosion potential for soils is generally low. Additionally, Section 23D-4-10 of the Municipal Code requires an erosion and sediment control plan be submitted prior to issuance of a grading or building permit. The Municipal Code Section 23D-4-20 also requires any industrial or commercial facility first obtain and comply with any required National Pollution Discharge Elimination System (NPDES) requirements, which regulates sites over one acre. Given that the project site would disturb approximately 6.6 acres, the project would be subject to NPDES regulations.

In accordance with NPDES regulations, in order to minimize the potential effects of construction runoff on receiving water quality, any construction activity affecting one acre or more must obtain a General Construction Activity Stormwater Permit. Permit applicants are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement best management practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures.

Additionally, because the project site is relatively flat and is not located near bodies of water, the project site would not be likely to experience heavy erosion. Thus, with implementation of the erosion and sediment control plan, as well as the SWPPP, and based on-site conditions, construction both on-and off-site would not be likely to result in substantial soil erosion or loss of topsoil, and a *less-than-significant* impact would occur.

- d. Expansive soils can greatly increase in volume when saturated with water and shrink when dried. Because of the shrink-swell effect, structural foundations may change. The

Geotechnical Report evaluated the expansion potential of site soil sampled during exploratory borings and determined that the soil on-site has a moderate expansion potential. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. Design of the proposed structure without incorporation of such features could expose the proposed structure to potential risks due to expansive soils, should such soils exist within the project site.

Off-site sewer improvements would occur within areas previously developed for East Main Street and would be subject to the design and construction standards listed in Chapter 13.12 of the Municipal Code. Design and construction of the sewer line extension would be reviewed and approved by the City. Thus, conditions of the site within the public right-of-way would be evaluated by the City and City Engineer at the time of utility design review and approval.

Considering the above, without implementation of appropriate design measures, a ***potentially significant*** impact could occur related to being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code, creating substantial direct or indirect risks to life or property.

Mitigation Measure(s)

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

VII-1. Prior to issuance of a grading permit, the applicant/developer shall incorporate the recommendations of a design-level geotechnical report into the Improvement Plans for approval by the City Engineer. Should expansive, or otherwise unstable soils be found within the project site, the design-level geotechnical report shall include measures necessary to ensure that such on-site conditions are fully mitigated. Methods of mitigating potential on-site expansive soils may include, but are not limited to the following measures:

- *Remove and replace potentially expansive soils;*
- *Strengthen foundations (e.g., post-tensioned slab, reinforced mat or grid foundation, or other similar system) to resist excessive differential settlement associated with soil expansion; and/or*
- *Support the proposed structures on an engineered fill pad, of sufficient thickness, in order to reduce differential settlement resulting from post-seismic pore pressure dissipation.*

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

- f. The General Plan EIR indicates that unique paleontological resources or sites are found in levees, channels, and basin deposits. Prehistoric resources have not been recorded in the City.

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

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

Mitigation Measure(s)

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

VII-2. *Implement Mitigation Measure V-2.*

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
a,b. Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.				

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO_{2e}/yr).

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

The proposed project's GHG emissions for both construction and operation were quantified with CalEEMod using the same assumptions as presented in the Air Quality section of this Initial Study, and compared to the applicable thresholds of significance. The proposed project's required compliance with the current California Building Energy Efficiency

Standards Code was assumed in the modeling. In addition, the CO₂ intensity factor within the model was adjusted to reflect the Pacific Gas & Electric Company's anticipated progress towards statewide renewable portfolio standard goals. All CalEEMod results are included in an appendix to this Initial Study.

The YSAQMD, in their *Handbook for Assessing and Mitigating Air Quality Impacts*, acknowledges that new emissions generated by development projects could potentially conflict with existing GHG emissions reductions targets, and thus, a need for development of GHG emissions thresholds exists. However, the YSAQMD has not yet established or adopted any such thresholds. The YSAQMD is currently recommending GHG analysis consistent with the SMAQMD adopted thresholds of significance. While SMAQMD recognizes that emissions from a single project cannot be determined to substantially impact overall GHG emissions levels in the atmosphere, an emissions threshold is useful to trigger further project review and assess mitigation. As such, SMAQMD designed emissions thresholds to ensure that 90 percent of new GHG emissions related to land use projects would be reviewed and assessed for mitigation. Thus, projects exceeding SMAQMD's thresholds would constitute the vast majority of GHG emissions, and exceedance of the thresholds would allow for further project review contributing to the emissions reductions goals of AB 32, SB 32, the Scoping Plan, and relevant Executive Orders. SMAQMD has established a threshold for both construction and operational GHG emissions of 1,100 MTCO_{2e}/yr. It should be noted that the nearby Placer County Air Pollution Control District has independently adopted an operational threshold of 1,100 MTCO_{2e}/yr, for use in project GHG analysis, while the El Dorado County Air Pollution Control District similarly recommends use of SMAQMD's 1,100 MTCO_{2e}/yr threshold.

Construction-Related GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, construction-related GHG emissions have been estimated for implementation of the project and such emissions have been compared to the applicable threshold of significance, as presented below in Table 4. Construction-related emissions were modeled using CalEEMod under the assumptions described in Section III, Air Quality, of this Initial Study.

Table 4	
Unmitigated Construction-Related GHG Emissions (MTCO_{2e}/yr)	
Construction Year	Project Emissions
2019	238.40
2020	103.83
Maximum	238.40
Applicable Threshold of Significance	1,100
<i>Source: CalEEMod, April 2019 (see Appendix).</i>	

As shown in the table, the proposed project's maximum annual construction emissions of 238.40 MTCO_{2e}/yr would be below the YSAQMD-recommended 1,100 MTCO_{2e}/yr

threshold. In addition, adding emissions from both years of construction, the project's total construction-related GHG emissions would be 342.23, which is also below the 1,100 MTCO₂e/yr threshold.

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

Operational GHG Emissions

According to the City's CAP, if a project is consistent with the General Plan, is not exempt from CEQA, falls within the assumptions of the General Plan EIR, and is consistent with the CAP, GHG-related impacts associated with the project are determined to be less than significant, and further CEQA analysis for the area of impact is generally not required.

To be determined consistent with the CAP, a project must demonstrate that development of the site has been anticipated and is within the growth estimates projected for the CAP. The proposed project is a commercial land use and is consistent with the existing land use designations for the project site. Development of the proposed project would not induce population growth that has not been previously analyzed in the General Plan EIR. Additionally, the proposed project would implement goals of the CAP which would reduce the impacts on GHG emissions. For example, exceedance of the Title 24 standards and use of on-site renewable energy would help meet Objectives 1 and 2 of the Energy chapter of the CAP. Thus, because the proposed project would be consistent with land use assumptions of the General Plan EIR and would work towards objectives listed in the CAP, the proposed project would not conflict with the objectives of the City to reduce GHG emissions.

Based on the above, the proposed project is consistent with the City's CAP. Furthermore, per CalEEMod, operational GHG emissions associated with the project would be 581.07 MTCO₂e/yr during normal operations. Thus, project operational emissions would not exceed the applicable YSAQMD threshold of 1,100 MTCO₂e/yr.

Conclusion

Because implementation of the proposed project would result in construction-related GHG emissions below the applicable threshold of significance of 1,100 MTCO₂e/yr and would be consistent with the City's CAP, the project would not be considered to generate GHG emissions, directly or indirectly, that would have a significant impact on the environment.

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

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input 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 likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input 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 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 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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a. Projects that involve the routine transport, use, or disposal of hazardous materials are typically industrial in nature. Self-storage facilities do not typically involve the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. Construction activities would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. However, the project contractor would be required to comply with all California Health and Safety Codes and local ordinances regulating the handling, storage, and transportation of hazardous and toxic materials, as overseen by the California EPA and California Department of Toxic Substance Control. As such, impacts related to the routine transport, use, or disposal of hazardous materials would be *less-than-significant*.

- b. A *Phase I Environmental Site Assessment* (Phase I ESA) was performed for the site by Gularte and Associates, Inc. in October 2018.⁹ The Phase I ESA included a survey of the site, a review of historical aerial photographic coverage and USGS topographic maps of the site and surrounding properties, as well as records review for indications of use, misuse, or storage of hazardous materials on or near the site.

According to the Phase I ESA, the project site was predominately undeveloped in 1937, with small storage-type buildings present on the northern edge of the site. The majority of the land was used for agricultural purposes. By 1968, the northern portion of the site appeared to have been improved with a 100-foot by 50-foot concrete pad, and an adjacent small building. The remainder of the site appeared to be used for agricultural purposes. By 1993, the surrounding area had been developed with commercial and residential uses, and the project site appeared to be vacant and unused. A small building had been constructed and abandoned on the concrete pad at the northern end of the site. From 2006 to 2016 the site remained undeveloped and vacant.

During the site visit performed as part of the Phase I ESA, the concrete pad at the northern portion of the site was still present, and structures were not observed. The site was vacant and covered in grasses. The Phase I ESA noted that several commercial businesses that could use hazardous materials are present in the vicinity of the project site. Obvious indications of hazardous materials, soil staining, or other indications of deleterious materials were not observed, nor were any indications of hazardous materials storage, disposal, or spills. However, two spills have been documented 350 feet west of the project site as well as 500 feet northeast, where underground storage tanks had leaked. The sites underwent remediation and the leaking tanks and contaminated soils were removed. Ground water was pumped, and the case files were subsequently closed by the local water quality control board.

While the off-site sewer improvements were not evaluated as part of the site visit, improvements to the sewer system and connection to the City's existing system on Pioneer Avenue would be subject to the applicable design, construction, and maintenance regulations set forth in Section 13.12 of the Municipal Code. Additionally, all plans for sewer construction would be evaluated by the City Engineer. Given that the area for sewer extension is developed and paved, the area has been previously disturbed and hazardous materials are not present.

Overall, the project site appears to have been historically occupied by agricultural use and subsequent storage and staging of agricultural equipment. The site abandoned agricultural uses and became vacant by 1984. While agricultural uses may have included pesticides and herbicides, the site has been vacant for nearly 30 years and any potential chemicals have most likely biologically degraded. Additionally, hazardous materials and landfilling were not observed on the site. As such, environmentally hazardous conditions were not recognized throughout analysis of the Phase I ESA, and the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable

⁹ Gularte & Associates, Inc. *Phase I Environmental Site Assessment*. October 2, 2018.

upset and accident conditions involving the likely release of hazardous materials into the environment. Thus, a ***less-than-significant*** impact would occur.

- c. The proposed project site is not located within one-quarter mile of an existing or proposed school. The nearest existing school to the site, Woodland Prairie Elementary School, is located approximately 0.7 mile south of the site. Furthermore, hazardous materials would not be emitted as part of the construction or operation of the proposed site. Therefore, the project would have a ***less-than-significant*** impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. The project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.¹⁰ Therefore, the project would not create a significant hazard to the public or the environment, and ***no impact*** associated with such would occur.
- e. The project site is not located within the vicinity of a public airport or private airstrip as the nearest airstrip to the site is the Medlock Field airport, located approximately four miles south of the site, and the Sacramento Airport, located approximately eight miles east of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur.
- f. The proposed project would be consistent with the land use and zoning designations determined by the General Plan and Zoning Ordinance. Additionally, the proposed project would not involve any changes to roadways or circulation, or increase hazards in the area in a way which would conflict with the County of Yolo Emergency Operations Plan. Thus, the proposed project would not impair implementation or physically interfere with an adopted emergency response plan, and a ***less-than-significant*** impact would occur.
- g. The proposed project site consists of ruderal vegetation and is surrounded by existing commercial development on three sides and a main roadway to the north. Dry, potentially-flammable, vegetation currently exists on the site; however, the existing vegetation would be removed as part of the proposed project. Due to the nature of self-storage facilities, the project would not be expected to attract many people for any extended period of time. According to the CalFire, the project site is not located in a Fire Hazard Severity Zone.¹¹ Thus the proposed project would not expose people or structures, either directly or indirectly, to the risk of loss, injury, or death involving wildland fires, and a ***less-than-significant*** impact would occur.

¹⁰ California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Accessed February, 2019.

¹¹ CalFire Fire Resource Assessment Program. *Yolo County*. October 5, 2007.

X. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>		Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input 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 or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
i.	Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
ii.	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
iii.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
iv.	Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

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

Construction

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

The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. The City's NPDES permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater and must address both grading and erosion impacts and non-point source pollution impacts of the development project. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit.

In addition, the proposed project would comply with the City of Woodland Municipal Code Chapter 8.08, Urban Stormwater Quality Management and Discharge Control, which establishes requirements for commercial facilities to comply with the NPDES permit and waste discharge requirements. Because the proposed project would obtain an NPDES permit, create a SWPPP, and adhere to all applicable City permits and regulations, construction activities both on- and off-site would not result in substantial erosion or violate any water quality standards or waste water discharge requirements.

Operation

Following completion of the proposed project, the project site would be largely covered with impervious surfaces and topsoil would not be exposed. As such, erosion would not be likely to occur during operation. However, the project would include several vehicle trips to and from the storage units. Vehicles could release contaminants onto the impervious surfaces, such as pollutants from oil and grease, metals, organics, pesticides, sediment, trash, and other debris due to leaks and maintenance activities. Thus, water quality degradation could result if runoff containing such contaminants entered receiving waters in sufficient quantities to exceed water quality objectives.

All projects within the City of Woodland are required to comply with the conditions of the NPDES Phase II MS4 permit, adopted by the City in 2003. Under the MS4 permit, the City is required to develop, administer, implement, and enforce a Comprehensive Stormwater Management Program (CSWMP) to reduce pollutants in urban runoff to the maximum extent practicable. To obtain coverage under the MS4 Permit, projects within the City are required to comply with the City's *Post Construction Standard Plan* to treat runoff through the incorporation of BMPs, Low Impact Development, and hydromodification management techniques.

The proposed project would include underground filtration trenches on-site, where stormwater would be treated per MS4 standards. Treated stormwater would flow to the City's existing storm drain system on the north side of East Main Street.

In addition, Chapter 8.08 of the City's Municipal Code requires operation of commercial and industrial facilities to comply with any required NPDES permit or waste discharge requirements and demonstrate coverage through creation of a SWPPP. The SWPPP would

ensure best management practices are implemented for any water being discharged into the drainage system.

Conclusion

Based on the above, the proposed project would adhere to all applicable permits and regulations mandated by the City and State. Thus, the proposed project would not result in any substantial erosion or siltation, violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality during construction or operation, and a *less-than-significant* impact would occur.

- b,e. The City water service area encompass an area of approximately 14.5 square miles. The City serves the entire area encompassed by the City Limits including residential, commercial, industrial, and fire use. Water demands in 2015 totaled 8,650 acre-feet per year (AF/yr). The City anticipates 2020 demands to reach 15,911 AF/yr. The City maintains an Urban Water Management Plan (UWMP) that is updated every five years and describes the current and future water uses, sources of supply, reliability, and existing and planned conservation measures within the City. The 2015 UWMP was adopted by the City Council in June 2016.

Per the UWMP, until 2016, the City relied entirely on groundwater to meet all system water demands. However, the City currently is in the process of transferring to surface water as the primary water supply. Historically, groundwater elevations in the region have ranged from roughly -20 feet to -60 feet mean sea level. By 2020, the City is expected to produce 20,160 AF/yr of surface water and 800 acre-feet per year of recycled water. The supply is anticipated to meet the demands of the City through a new recycled water system, a new surface water treatment facility, and implementation of Water Supply Programs. The City plans to use groundwater as an emergency supply in the future and plans to maintain and replace groundwater wells as needed to meet all future demands for the near-term.

Because the proposed project is consistent with the General Plan land use designation, the General Plan and the UWMP have accounted for development of the proposed project in future water requirement projections. In addition, the proposed self-storage use would be anticipated to require relatively low water demand, as water would be used primarily for irrigation, employee restrooms, and the manager's unit. Thus, the proposed project would not decrease groundwater supplies such that the project may impede sustainable groundwater management of the basin or conflict with or obstruct implementation of a water quality control plan, and a *less-than-significant* impact would occur.

- cii,ciii. Upon completion of the proposed project, the site would be primarily covered by impervious surfaces. Some vegetation would be planted at the project site frontage. Per the Phase II MS4 Permit requirements, developments must minimize the area of impervious surfaces and infiltrate or reuse runoff from the project site so that the project does not create in an increase in flow volume compared to pre-project conditions. As discussed above, the proposed project would comply with the City's *Post Construction Standard Plan*, in order to reduce post-runoff in compliance with the MS4 Permit. Furthermore, Policy 5.1.4 of the

General Plan requires new development incorporate site design and low impact development runoff requirements in accordance with the Municipal Code to reduce runoff rates, filter out pollutants, and facilitate groundwater infiltration. Adherence to the NPDES standards, as well as applicable City regulations, would ensure that despite an increase in impervious surface area, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding or exceed the capacity of the existing or planned stormwater drainage systems. Thus, a ***less-than-significant*** impact would occur.

- civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06113C0445H, the project site is located within Zone X.¹² FEMA defines Zone X as an area not within a 100-year or 500-year floodplain. Therefore, the proposed project would not impede or redirect flood flows, and a ***less-than-significant*** impact would occur.
- d. As discussed above, the project site is not located within a flood hazard zone. The project area is located over 80 miles from the Pacific Ocean and tsunamis typically affect coastlines and areas up to one-quarter mile inland. Therefore, due to the project site's distance from the coast, potential impacts related to a tsunami are minimal. Additionally, the project site is not susceptible to impacts resulting from a seiche because of the site's distance from any enclosed bodies of water. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and ***no impact*** would occur.

¹² Federal Emergency Management Agency. *Flood Insurance Rate Maps 06113C0445H*. May 16, 2012.

XI. LAND USE AND PLANNING. <i>Would the project:</i>		Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a. The project site is currently vacant and surrounded by commercial uses. The site is designated Community Commercial by the General Plan and zoned Service Commercial. Given that the site has already been planned for development and the site is surrounded by existing commercial and residential uses, the project would have a ***less-than-significant*** impact related to the physical division of an established community.
- b. According to the City's General Plan, the 6.7-acre project site is designated Community Commercial and zoned Service Commercial. As defined in Section 25-13-10 of the Municipal Code, mini storage units are a permitted use in the Service Commercial zone upon approval of a conditional use permit. Additionally, the General Plan Community Commercial designation is intended to provide for commercial development that serves local neighborhoods, but does not regularly attract regional, visitor, or pass-through traffic. The proposed project would adhere to the goals of the Community Commercial designation which include convenient pedestrian connections, landscaping, and shaded walkways and parking areas. Thus, the proposed project would be consistent with the General Plan and zoning designation, and would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and thus, a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. <i>Would the project:</i>		Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input 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 type="checkbox"/>	✗

Discussion

- a,b. According to the City's General Plan, Cache Creek and its floodplain is a source of aggregate resources and six aggregate mines are currently in operation along Cache Creek.¹³ However, the project site is located in the Planning Area of the General Plan and would be located over three miles from the nearest mine. Given the developed setting of the project site and the distance from the nearest mine and Cache Creek, the proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site, and ***no impact*** would occur.

¹³ City of Woodland. *City of Woodland General Plan 2035* [pg. 7-27]. May 2017.

XIII. NOISE.

Would the project result in:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

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

Existing Noise Environment

The existing noise environment at the project site is primarily vehicle noise from traffic along East Main Street and SR 113. The General Plan EIR predicts the noise from surrounding roadways would be approximately 60 dB at the project site. The site is surrounded by commercial uses to the north, east, and west. An apartment complex borders the project site to the south. The General Plan establishes a threshold of 70 dB for residential land uses.

Construction Noise

During the construction of the proposed project, heavy equipment would be used for grading, excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and trucks, would be used on-site.

Table 5 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 85 dB at a distance of 50 feet.

Table 5	
Construction Equipment Noise	
Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Pneumatic Tools	85
<i>Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.</i>	

As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source will decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. The nearest sensitive receptor to the project site is the multi-family apartment complex located approximately 80 feet south of the project site. Thus, noise levels experienced at the nearest residences would likely be reduced from the levels depicted in Table 5 to approximately 75 dB.

Construction of the off-site sewer extension would take place at the north end of the project site and would occur within East Main Street. Thus, off-site sewer improvements would take place further from the apartment complex than construction of the storage units on the site and noise would be reduced further from the noise levels discussed above.

Per General Plan Policy 8.G.11, temporary construction noise is an acceptable impact that is an expected byproduct of planned growth, so long as the land use is consistent with the General Plan, and noise levels are consistent with the General Plan and Construction Noise Ordinance. Per the Noise Ordinance, construction is limited to the hours of 7:00 AM to 6:00 PM Monday through Saturday, and 9:00 AM to 6:00 PM on Sundays. Should project construction occur during the prohibited time periods listed above, construction activity would be considered to result in a potentially significant impact related to the creation of temporary increases in ambient noise.

Operational Noise

Noise generated by the proposed project would primarily be associated with vehicle trips to and from the storage units. As discussed in the Transportation Section of this Initial Study, the proposed project would generate 12 trips during the AM peak hour and 20 trips in the PM peak hour. Such a relatively modest increase in traffic volumes would not cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Additionally, a fence and associated vegetation separate the apartment complex from the project site, which would shield noise from vehicles on the project site. Furthermore, the design of the site would include buildings adjacent to the

apartment complex, which would further reduce vehicle and operational noise. Because the existing noise environment of the project site has been analyzed and buildout of the General Plan has anticipated development of the site with a commercial use, the proposed project would not create noise in the vicinity that would conflict with any applicable City standards.

Conclusion

Based on the above, operation of the proposed project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and the Municipal Code. However, compliance with the standard construction hours established by the City's Noise Ordinance is necessary to ensure that the project does not result in adverse effects related to construction noise. Thus, the proposed project could result in a ***potentially significant*** impact related to causing a temporary increase in ambient noise levels in the project area.

Mitigation Measure(s)

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

XIII-1. During construction and demolition activities associated with the proposed project, the following noise abatement measures shall be implemented:

- *Construction activities shall be limited to the hours from 7:00 AM to 6:00 PM Monday through Saturday and from 9:00 AM to 6:00 PM on Saturday. (Construction is prohibited on Sundays and City-observed holidays.) The City of Woodland shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete).*
- *The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.*
- *The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of five minutes) is prohibited.*
- *The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.*
- *At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from the nearest residential land uses.*
- *The construction contractor shall designate a noise disturbance coordinator who would be responsible for responding to any local*

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

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

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

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 6, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

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

The primary vibration-generating activities associated with the proposed project would occur during grading, placement of utilities, and construction of foundations. Table 7 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors.

Table 6 Effects of Vibration on People and Buildings			
PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage
<i>Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.</i>			

Table 7 Vibration Levels for Various Construction Equipment		
Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.029
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
Jackhammer	0.035	0.011
Vibratory Hammer	0.070	0.023
Vibratory Compactor/roller	0.210	0.070
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</i>		

Operation of vibratory compactors/rollers used for construction of the proposed parking areas would operate at a distance of 80 feet or further from the nearest existing residential structure. Thus, per the vibration levels shown in Table 7, groundborne vibrations would be less than 0.070 in/sec PPV, which would be below both the 0.20 and 0.10 in/sec PPV threshold established by Caltrans for potential damage to buildings and human annoyance, respectively.

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

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

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

Discussion

- a. The proposed project would include the development of 11 storage units and an associated office building across 6.7 acres of space, as well as off-site sewer improvements. Development of the project site for commercial and storage purposes would not result in direct population growth. The office/manager's building on the project site would provide 1,740 sf of living space which could induce population growth. However, the single unit would not be considered a substantial inducement of population growth. Furthermore, because the proposed project is consistent with the General Plan and zoning designations, the City has anticipated the expected development within the City. Therefore, the proposed project would not induce substantial unplanned population growth either directly or indirectly, and a *less-than-significant* impact would occur.
- b. The project site is currently vacant and does not include existing housing or other habitable structures. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, *no impact* would occur.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗

Discussion

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

Law enforcement services are provided by the City of Woodland Police Department. The Police Department has a staff of 79 paid employees, including 64 sworn patrol officers and 15 non-sworn support personnel. The Police Department is located at 1000 Lincoln Avenue. The City currently staffs four full time beats and one daytime only beat. Upon buildout of the General Plan land uses, the City will create seven full time beats. The General Plan does not have service standards but determines staffing needs based on the amount of uncommitted time per officer per day, and number of major crimes assigned to detectives per day. Currently, the patrol officers average 15 percent unobligated patrol time per shift. As the City continues to develop, the average should not drop below 15 percent. Additionally, because the proposed project is consistent with the General Plan and Zoning Ordinance, the City has accounted for development of the proposed project and would not require additional policing services. Furthermore, the proposed project would adhere to Chapter 9, Fire Prevention and Emergency Services, of the Municipal Code, which dictates the requirements of development to install automatic sprinkler systems and comply with the provisions of Sections 12500 to 12726 of the Health and Safety Code of the state and

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

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

XVI. RECREATION.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	✗

Discussion

- a,b. The proposed project would include development of a self-storage facility and would not include park facilities. While the project would include a single residence on the property for a manager's quarters, development of one residence would not result in substantial population growth such that degradation of local park facilities would occur. Because the project would not directly or indirectly result in substantial unplanned population growth, the project would not increase the use of any existing parks or require the construction of new recreational facilities which might have an adverse physical effect on the environment. Therefore, ***no impact*** to park facilities would occur.

XVII. TRANSPORTATION.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. The following is a discussion of the transportation impacts of the proposed project based on information from the *ITE Trip Generation Handbook*¹⁴ as well as the General Plan and General Plan EIR.

Roadway Traffic

Based on 116,475 sf of storage unit land coverage, the proposed project could create a weekday total of 160 Average Daily Trips (ADT), with 12 trips occurring during the AM peak hour and 20 trips occurring during the PM peak hour.

Level of Service (LOS) is a qualitative description of intersection performance based on the average delay that vehicles experience during peak travel hours. LOS can range from “A” representing free flow conditions to “F” representing congestion conditions. The General Plan strives to maintain LOS D or better on all roadways, except within one-half mile of state or federal highways. Because the project site is located within one-half mile of SR 113, the General Plan designates the East Main Street and Industrial Way intersection as exempt from the LOS C standard.

Alternative Transportation

The City operates and supports many forms of alternative transportation. The Yolo County Transportation District runs the Yobus system, which includes a series of bus routes throughout the City. Several stops are situated along East Main Street and other portions of the City.

Due to the nature of storage facilities, development of the proposed project would not be expected to generate very much alternative transportation traffic. Nonetheless, lines 212 and 214 of the Yobus system include service along the segment of East Main Street and

¹⁴ Institute of Transportation Engineers. *Trip Generation Handbook – 10th Edition*. September 2012.

Industrial Way adjacent to the project site. The nearest YoloBus Transit bus stop is located 0.1 mile away on the corner of East Main Street and Industrial Way.

Additionally, the proposed project would include extension and improvements of the sidewalk along the project site frontage which would promote pedestrian traffic. The project site is also accessible by a bike lane along both sides of East Main Street.

Conclusion

Due to the low number of project-generated trips and because the proposed project is consistent with the General Plan, the impacts of increased traffic have been anticipated by the City. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Thus, a *less-than-significant* impact would occur.

- b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in Section 15064.3 (b)(2) regarding roadway capacity, a project's effect on automobile delay does not constitute a significant environmental impact under CEQA. It should be noted that currently, the provisions of Section 15064.3 apply only prospectively; determination of impacts based on VTM is not required Statewide until July 1, 2020.

Per Section 15064.3(3), a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. The General Plan includes discussion of and programs acting towards reducing VMT. The City plans to use a combination of LOS and VMT metrics to ensure the efficient movement of people and goods as well as a reduction in GHG emissions. Reducing VMT is consistent with the City's desire to promote biking, walking, and transit usage as viable transportation alternatives to driving. Additionally, the City's CAP includes Policy 3.A.4, which requires projects achieve a 10 percent reduction in VMT per capita compared to the 2035 VMT performance. Thus, consistency with the City's General Plan and CAP would ensure that the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a *less-than-significant* impact would occur.

- c,d. The proposed project does not include changes to existing roadways or the introduction of an incompatible use or any design features that would be considered hazardous. Site access would be provided by way of a 35-foot wide driveway with entrance from East Main Street, as well as an entrance from Matmor Road which would connect to a 24-foot wide drive aisle on the west side of the site. The driveways would include improvements to the sidewalks of the project site. While East Main Street is a principal arterial in the City, the driveway entrance and exit would not be obstructed from view from any vantage point.

The driveway would be capable of accommodating emergency vehicles in and out of the site. Furthermore, the proposed project would include 20-foot gates between the parking and office area and the storage sheds. The drive aisles between storage units would be between 20 and 30 feet. The turning radius at the southernmost portion of the project site would be 40 feet. Thus, the proposed project would be able to accommodate emergency vehicles throughout the site. Based on the site design, the proposed project would not substantially increase hazards due to design features or incompatible uses, and emergency access to the site would be adequate.

Construction of the project, including site preparation, construction, and off-site improvements would generate employee trips and a variety of construction-related vehicles. Construction activities would include disruptions to the transportation network near the project site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Bicycle and transit access may also be disrupted. The above activities could result in degraded roadway conditions. Therefore, a ***potentially significant*** impact could occur related to substantially increasing hazards due to geometric design features or result in inadequate emergency access.

XVII-1. Prior to any construction activities for the project site, the project applicant shall prepare a detailed Construction Traffic Control Plan and submit it for review and approval by the City Department of Public Works. The applicant and the City shall consult with Caltrans, Unitrans, Yolobus, and local emergency service providers for their input prior to approving the Plan. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained during construction. At a minimum, the plan shall include:

- *The number of truck trips, time, and day of street closures*
- *Time of day of arrival and departure of trucks*
- *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting*
- *Provision of a truck circulation pattern*
- *Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas)*
- *Maintain safe and efficient access routes for emergency vehicles*
- *Manual traffic control when necessary*
- *Proper advance warning and posted signage concerning street closures*
- *Provisions for pedestrian safety*

A copy of the construction traffic control plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b. As discussed in Section V, Cultural Resources, of this Initial Study, the project site is currently vacant and disturbed. The project site does not contain any structures which would be considered a historical resource by City or State standards. A search of the NAHC Sacred Lands File did not yield any information regarding the presence of Tribal Cultural Resources within the project site or the immediate area. Furthermore, a search of the CHRIS by the NWIC did not identify any known cultural resources within the project site.

In compliance with AB 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to tribes which submitted requests for consultation to the City. The letters were distributed on October 10, 2018 and a request to consult was received by the Yocha Dehe Wintun Nation. Consultation was initiated and is ongoing.

Based on the location and lack of identified cultural resources at the site, known Tribal Cultural Resources do not exist within the proposed project site. Nevertheless, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of a Tribal Cultural Resource if previously unknown cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact to tribal cultural resources could occur.

Mitigation Measure(s)

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

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

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

Discussion

- a,c. The proposed project would include development of a storage facility, office/manager's building, and associated improvements. The City of Woodland Public Works Department provides wastewater treatment service to the City. The proposed project would be required to pay all applicable operational and maintenance fees to the Public Works Department. The City diverts wastewater to the City's Water Pollution Control Facility (WPCF). The treatment plant is located east of the project site and is connected to a sanitary sewer system which conveys wastewater to the WPCF. Water is treated and then eventually drained to the Tule Canal on the east side of the Yolo Bypass. Future average flow to WPCF is expected to be about 8.3 mgd while the project future capacity of the WPCF is about 9.2 mgd. Thus, the City will be able to accommodate projected wastewater within the Planning Area and the proposed project would not require expansion of the wastewater treatment facility.

Off-site sewer connections included as part of the proposed project would involve extension of a sanitary sewer line 1,400 feet east to an existing sanitary sewer manhole at Pioneer Avenue. The construction and connection of the sanitary sewer line would adhere to regulations and requirements set forth in Chapter 13.12 of the Municipal Code. Furthermore, the design and construction of the extension would be in accordance with the

City standards and the latest revision of the Uniform Plumbing Code adopted by the City. All plans would be subject to approval by the City Engineer.

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

Given that the proposed project is consistent with the General Plan land use and zoning designations, wastewater treatment needs have been anticipated by the City and would adequately serve the project site. While the proposed project would require the construction of off-site sewer improvements, all such plans would be required to adhere to the City's standards as well as undergo review and approval by the City Engineer. The General Plan EIR concluded that the policies within the General Plan would be sufficient to ensure that buildout of the General Plan would result in a less-than-significant impact related to standard utility improvements associated with buildout of the City. Moreover, because development of the project site and area has been planned for within the General Plan, the utility infrastructure within the project vicinity has been designed with adequate capacity to accommodate demand from development of the project site. Thus, a ***less-than-significant*** impact related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

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

Landscaping on the project site as well as water supply to the manager's living space would constitute the primary water demand. All landscaping installed within the City is required to adhere to the California Water Code as well as Chapter 17.112 of the City Municipal Code, which regulate water usage and reduce water waste. Per the Municipal Code, landscape irrigation is required to use recycled water. Additionally, the manager's office would not require a significant amount of water, as the space would only accommodate one housing unit, which would generate relatively minimal water demand. As determined by the City's UWMP, the City will have adequate water supply to serve buildout of the City.

The General Plan EIR concluded that with the applicable policies and regulations set forth by the City, water supply will be sufficient through the year 2035 based on land uses set

forth by the General Plan. Considering the above, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a ***less-than-significant*** impact would occur.

- d,e. Solid waste services are provided by the City through an agreement with Waste Management. Solid waste and yard waste are disposed of at the Yolo County Central Landfill. According to the Yolo County Integrated Waste Management Plan, as of 2012 the landfill had approximately 79 years of disposal capacity, and 49,035,200 cubic yards of permitted waste.¹⁵

Because the proposed project is consistent with the project site's current General Plan land use and zoning designations, construction and operation of the proposed project would not result in increased solid waste generation beyond what has been previously anticipated for the site by the City and analyzed in the General Plan EIR. The General Plan EIR concluded that although buildout of the General Plan would result in increased solid waste disposal at the Yolo County Central Landfill, adequate capacity exists at the landfill to continue to serve the City of Woodland's solid waste disposal needs. Buildout of the project site and solid waste generation from project construction and operations would be consistent with the growth projections analyzed in the General Plan EIR. Therefore, a ***less-than-significant*** impact related to solid waste would occur as a result of the proposed project.

¹⁵ California Department of Resources Recycling and Recovery (CalRecycle). *Solid Waste Information System*. Available at: <https://www2.calrecycle.ca.gov/swfacilities/directory>. Accessed April 2019.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗

Discussion

- a-d. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the proposed project site is not located within a Very High Fire Hazard Severity Zone nor are very high severity hazard zones located in close proximity to the project site.¹⁶ Therefore, the proposed project would not be subject to risks related to wildfires, and ***no impact*** would occur.

¹⁶ California Department of Forestry and Fire Protection. *Yolo County, Draft Fire Hazard Severity Zones in LRA*. October 5, 2007.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<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. As described throughout this Initial Study, while implementation of the proposed project would have the potential to adversely impact the environment by reducing available habitat for Swainson's hawk, white-tailed kite, loggerhead shrike, and migratory birds, Mitigation Measures IV-1 and IV-2 would ensure that impacts to special-status species would be less-than-significant. The project site is predominantly undeveloped, has been previously disturbed, and does not contain any known historic or prehistoric resources. Thus, implementation of the proposed project is not anticipated to have the potential to result in impacts related to historic or prehistoric resources. Nevertheless, Mitigation Measures V-1 and V-2 would ensure that in the event that historic or prehistoric resources are discovered within the project site, such resources are protected in compliance with the requirements of CEQA. The proposed project would implement and comply with applicable City of Woodland General Plan and Municipal Code policies, as discussed throughout this Initial Study. With implementation of the mitigation measures required by this Initial Study, compliance with General Plan policies, Municipal Code sections, and application of standard Best Management Practices during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, a *less than significant* would occur.

- b. The proposed project in conjunction with other development within the City of Woodland could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this Initial Study, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this Initial Study, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations. In addition, the project would be consistent with the site's existing land use and zoning designations. The project site is surrounded by existing development and is located in an urbanized setting. Accordingly, buildout of the site for commercial uses was generally considered in the cumulative analysis of buildout of the General Plan within the General Plan EIR.

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

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

Appendix A

Air Quality and GHG Modeling

Woodland Self Storage - Yolo/Solano AQMD Air District, Annual

Woodland Self Storage
Yolo/Solano AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	122.53	1000sqft	2.81	122,535.00	0
Parking Lot	25.00	Space	0.32	10,000.00	0
Single Family Housing	1.00	Dwelling Unit	0.32	1,740.00	3
General Office Building	16.00	1000sqft	0.37	16,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	55
Climate Zone	3			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	281.31	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Woodland Self Storage - Yolo/Solano AQMD Air District, Annual

Project Characteristics - PG&E rps

Land Use - applicant provided

Construction Phase - applicant provided

On-road Fugitive Dust - yolo requirements

Grading - applicant provided

Vehicle Trips - ITE trip generation edition 10

Road Dust - yolo requirements

Woodstoves - aq questionnaire

Energy Use -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Trips and VMT -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	175.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	8.00	6.00
tblConstructionPhase	NumDays	18.00	6.00
tblConstructionPhase	PhaseEndDate	7/16/2020	3/31/2020
tblConstructionPhase	PhaseEndDate	5/27/2020	3/17/2020
tblConstructionPhase	PhaseEndDate	7/10/2019	7/8/2019
tblConstructionPhase	PhaseEndDate	6/22/2020	7/16/2019
tblConstructionPhase	PhaseStartDate	6/23/2020	7/31/2019
tblConstructionPhase	PhaseStartDate	7/11/2019	7/17/2019
tblConstructionPhase	PhaseStartDate	5/28/2020	7/9/2019
tblFireplaces	FireplaceWoodMass	520.00	0.00

Woodland Self Storage - Yolo/Solano AQMD Air District, Annual

tblFireplaces	NumberGas	0.00	1.00
tblFireplaces	NumberWood	0.31	0.00
tblGrading	AcresOfGrading	3.00	6.58
tblLandUse	LandUseSquareFeet	122,530.00	122,535.00
tblLandUse	LandUseSquareFeet	1,800.00	1,740.00
tblLandUse	LotAcreage	0.22	0.32
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	281.31
tblRoadDust	RoadPercentPave	94	100
tblVehicleTrips	ST_TR	1.68	1.35
tblVehicleTrips	SU_TR	1.68	1.35
tblVehicleTrips	WD_TR	1.68	1.35
tblWoodstoves	WoodstoveWoodMass	3,120.00	0.00

2.0 Emissions Summary

Woodland Self Storage - Yolo/Solano AQMD Air District, Annual

2.1 Overall Construction

Unmitigated Construction

	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
Year	tons/yr										MT/yr					
2019	0.8048	1.6780	1.3729	2.6700e-003	0.8188	0.0921	0.9109	0.0969	0.0869	0.1838	0.0000	237.3287	237.3287	0.0430	0.0000	238.4046
2020	0.4383	0.6628	0.5876	1.1700e-003	0.3657	0.0348	0.4004	0.0398	0.0329	0.0727	0.0000	103.3935	103.3935	0.0176	0.0000	103.8337
Maximum	0.8048	1.6780	1.3729	2.6700e-003	0.8188	0.0921	0.9109	0.0969	0.0869	0.1838	0.0000	237.3287	237.3287	0.0430	0.0000	238.4046

Mitigated Construction

	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
Year	tons/yr										MT/yr					
2019	0.8048	1.6780	1.3729	2.6700e-003	0.8188	0.0921	0.9109	0.0969	0.0869	0.1838	0.0000	237.3285	237.3285	0.0430	0.0000	238.4044
2020	0.4383	0.6628	0.5876	1.1700e-003	0.3657	0.0348	0.4004	0.0398	0.0329	0.0727	0.0000	103.3934	103.3934	0.0176	0.0000	103.8336
Maximum	0.8048	1.6780	1.3729	2.6700e-003	0.8188	0.0921	0.9109	0.0969	0.0869	0.1838	0.0000	237.3285	237.3285	0.0430	0.0000	238.4044

[illegible]

Woodland Self Storage - Yolo/Solano AQMD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2019	9-30-2019	1.1537	1.1537
2	10-1-2019	12-31-2019	1.3231	1.3231
3	1-1-2020	3-31-2020	1.1021	1.1021
		Highest	1.3231	1.3231

2.2 Overall Operational

Unmitigated Operational

	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
Category	tons/yr										MT/yr					
Area	0.6466	7.8000e-004	9.2400e-003	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.8027	0.8027	3.0000e-005	1.0000e-005	0.8079
Energy	0.0132	0.1200	0.1003	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	297.7625	297.7625	0.0197	5.9600e-003	300.0314
Mobile	0.1027	0.7424	1.0875	4.3400e-003	0.3012	3.8600e-003	0.3050	0.0811	3.6300e-003	0.0847	0.0000	400.6270	400.6270	0.0211	0.0000	401.1554
Waste						0.0000	0.0000		0.0000	0.0000	26.6385	0.0000	26.6385	1.5743	0.0000	65.9958
Water						0.0000	0.0000		0.0000	0.0000	9.9123	22.3689	32.2812	1.0204	0.0245	65.0968
Total	0.7625	0.8633	1.1970	5.0600e-003	0.3012	0.0131	0.3143	0.0811	0.0129	0.0939	36.5508	721.5611	758.1119	2.6356	0.0305	833.0873

Woodland Self Storage - Yolo/Solano AQMD Air District, Annual

2.2 Overall Operational**Mitigated Operational**

	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
Category	tons/yr										MT/yr					
Area	0.6466	7.8000e-004	9.2400e-003	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.8027	0.8027	3.0000e-005	1.0000e-005	0.8079
Energy	0.0130	0.1178	0.0984	7.1000e-004		8.9600e-003	8.9600e-003		8.9600e-003	8.9600e-003	0.0000	128.2924	128.2924	2.4600e-003	2.3500e-003	129.0547
Mobile	0.0934	0.6635	0.9033	3.4600e-003	0.2325	3.0900e-003	0.2356	0.0626	2.9100e-003	0.0655	0.0000	319.6549	319.6549	0.0186	0.0000	320.1192
Waste						0.0000	0.0000		0.0000	0.0000	26.6385	0.0000	26.6385	1.5743	0.0000	65.9958
Water						0.0000	0.0000		0.0000	0.0000	9.9123	22.3689	32.2812	1.0204	0.0245	65.0968
Total	0.7529	0.7820	1.0110	4.1700e-003	0.2325	0.0122	0.2446	0.0626	0.0120	0.0745	36.5508	471.1189	507.6696	2.6157	0.0269	581.0744

	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
Percent Reduction	1.26	9.41	15.54	17.59	22.81	7.18	22.16	22.82	6.92	20.64	0.00	34.71	33.04	0.75	11.84	30.25

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	7/1/2019	7/8/2019	5	6	
2	Building Construction	Building Construction	7/17/2019	3/17/2020	5	175	
3	Paving	Paving	7/9/2019	7/16/2019	5	6	
4	Architectural Coating	Architectural Coating	7/31/2019	3/31/2020	5	175	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6.58

Acres of Paving: 0.32

Residential Indoor: 3,524; Residential Outdoor: 1,175; Non-Residential Indoor: 207,803; Non-Residential Outdoor: 69,268; Striped Parking Area: 600 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	61.00	24.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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3.2 Grading - 2019**Unmitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Fugitive Dust					0.0216	0.0000	0.0216	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7400e-003	0.0850	0.0489	9.0000e-005		4.1900e-003	4.1900e-003		3.8600e-003	3.8600e-003	0.0000	7.9927	7.9927	2.5300e-003	0.0000	8.0559
Total	7.7400e-003	0.0850	0.0489	9.0000e-005	0.0216	4.1900e-003	0.0258	0.0103	3.8600e-003	0.0142	0.0000	7.9927	7.9927	2.5300e-003	0.0000	8.0559

Unmitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.2000e-004	1.2100e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3117	0.3117	1.0000e-005	0.0000	0.3119
Total	1.7000e-004	1.2000e-004	1.2100e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3117	0.3117	1.0000e-005	0.0000	0.3119

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3.2 Grading - 2019**Mitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Fugitive Dust					0.0216	0.0000	0.0216	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7400e-003	0.0850	0.0489	9.0000e-005		4.1900e-003	4.1900e-003		3.8600e-003	3.8600e-003	0.0000	7.9927	7.9927	2.5300e-003	0.0000	8.0559
Total	7.7400e-003	0.0850	0.0489	9.0000e-005	0.0216	4.1900e-003	0.0258	0.0103	3.8600e-003	0.0142	0.0000	7.9927	7.9927	2.5300e-003	0.0000	8.0559

Mitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.2000e-004	1.2100e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3117	0.3117	1.0000e-005	0.0000	0.3119
Total	1.7000e-004	1.2000e-004	1.2100e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3117	0.3117	1.0000e-005	0.0000	0.3119

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3.3 Building Construction - 2019**Unmitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Off-Road	0.1417	1.2647	1.0298	1.6100e-003		0.0774	0.0774		0.0728	0.0728	0.0000	141.0625	141.0625	0.0344	0.0000	141.9216
Total	0.1417	1.2647	1.0298	1.6100e-003		0.0774	0.0774		0.0728	0.0728	0.0000	141.0625	141.0625	0.0344	0.0000	141.9216

Unmitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0700e-003	0.1772	0.0369	4.1000e-004	0.7647	1.0300e-003	0.7657	0.0780	9.9000e-004	0.0790	0.0000	38.5639	38.5639	2.5600e-003	0.0000	38.6279
Worker	0.0140	9.7700e-003	0.0985	2.8000e-004	0.0269	1.9000e-004	0.0271	7.1600e-003	1.8000e-004	7.3400e-003	0.0000	25.3512	25.3512	7.1000e-004	0.0000	25.3689
Total	0.0200	0.1870	0.1354	6.9000e-004	0.7916	1.2200e-003	0.7928	0.0851	1.1700e-003	0.0863	0.0000	63.9151	63.9151	3.2700e-003	0.0000	63.9967

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3.3 Building Construction - 2019**Mitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Off-Road	0.1417	1.2647	1.0298	1.6100e-003		0.0774	0.0774		0.0728	0.0728	0.0000	141.0624	141.0624	0.0344	0.0000	141.9215
Total	0.1417	1.2647	1.0298	1.6100e-003		0.0774	0.0774		0.0728	0.0728	0.0000	141.0624	141.0624	0.0344	0.0000	141.9215

Mitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0700e-003	0.1772	0.0369	4.1000e-004	0.7647	1.0300e-003	0.7657	0.0780	9.9000e-004	0.0790	0.0000	38.5639	38.5639	2.5600e-003	0.0000	38.6279
Worker	0.0140	9.7700e-003	0.0985	2.8000e-004	0.0269	1.9000e-004	0.0271	7.1600e-003	1.8000e-004	7.3400e-003	0.0000	25.3512	25.3512	7.1000e-004	0.0000	25.3689
Total	0.0200	0.1870	0.1354	6.9000e-004	0.7916	1.2200e-003	0.7928	0.0851	1.1700e-003	0.0863	0.0000	63.9151	63.9151	3.2700e-003	0.0000	63.9967

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3.3 Building Construction - 2020**Unmitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Off-Road	0.0583	0.5276	0.4633	7.4000e-004		0.0307	0.0307		0.0289	0.0289	0.0000	63.6928	63.6928	0.0155	0.0000	64.0812
Total	0.0583	0.5276	0.4633	7.4000e-004		0.0307	0.0307		0.0289	0.0289	0.0000	63.6928	63.6928	0.0155	0.0000	64.0812

Unmitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3500e-003	0.0755	0.0149	1.8000e-004	0.3505	3.3000e-004	0.3508	0.0357	3.2000e-004	0.0361	0.0000	17.5324	17.5324	1.0800e-003	0.0000	17.5593
Worker	5.8600e-003	3.9600e-003	0.0404	1.2000e-004	0.0123	9.0000e-005	0.0124	3.2800e-003	8.0000e-005	3.3600e-003	0.0000	11.2539	11.2539	2.8000e-004	0.0000	11.2610
Total	8.2100e-003	0.0795	0.0553	3.0000e-004	0.3628	4.2000e-004	0.3632	0.0390	4.0000e-004	0.0394	0.0000	28.7863	28.7863	1.3600e-003	0.0000	28.8203

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3.3 Building Construction - 2020**Mitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Off-Road	0.0583	0.5276	0.4633	7.4000e-004		0.0307	0.0307		0.0289	0.0289	0.0000	63.6927	63.6927	0.0155	0.0000	64.0811
Total	0.0583	0.5276	0.4633	7.4000e-004		0.0307	0.0307		0.0289	0.0289	0.0000	63.6927	63.6927	0.0155	0.0000	64.0811

Mitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3500e-003	0.0755	0.0149	1.8000e-004	0.3505	3.3000e-004	0.3508	0.0357	3.2000e-004	0.0361	0.0000	17.5324	17.5324	1.0800e-003	0.0000	17.5593
Worker	5.8600e-003	3.9600e-003	0.0404	1.2000e-004	0.0123	9.0000e-005	0.0124	3.2800e-003	8.0000e-005	3.3600e-003	0.0000	11.2539	11.2539	2.8000e-004	0.0000	11.2610
Total	8.2100e-003	0.0795	0.0553	3.0000e-004	0.3628	4.2000e-004	0.3632	0.0390	4.0000e-004	0.0394	0.0000	28.7863	28.7863	1.3600e-003	0.0000	28.8203

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3.4 Paving - 2019**Unmitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Off-Road	3.8000e-003	0.0383	0.0369	6.0000e-005		2.1600e-003	2.1600e-003		1.9900e-003	1.9900e-003	0.0000	5.0167	5.0167	1.5400e-003	0.0000	5.0553
Paving	4.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.2200e-003	0.0383	0.0369	6.0000e-005		2.1600e-003	2.1600e-003		1.9900e-003	1.9900e-003	0.0000	5.0167	5.0167	1.5400e-003	0.0000	5.0553

Unmitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.6000e-004	1.6100e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4156	0.4156	1.0000e-005	0.0000	0.4159
Total	2.3000e-004	1.6000e-004	1.6100e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4156	0.4156	1.0000e-005	0.0000	0.4159

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3.4 Paving - 2019**Mitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Off-Road	3.8000e-003	0.0383	0.0369	6.0000e-005		2.1600e-003	2.1600e-003		1.9900e-003	1.9900e-003	0.0000	5.0167	5.0167	1.5400e-003	0.0000	5.0553
Paving	4.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.2200e-003	0.0383	0.0369	6.0000e-005		2.1600e-003	2.1600e-003		1.9900e-003	1.9900e-003	0.0000	5.0167	5.0167	1.5400e-003	0.0000	5.0553

Mitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.6000e-004	1.6100e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4156	0.4156	1.0000e-005	0.0000	0.4159
Total	2.3000e-004	1.6000e-004	1.6100e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4156	0.4156	1.0000e-005	0.0000	0.4159

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3.5 Architectural Coating - 2019**Unmitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Archit. Coating	0.6136					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1010	0.1013	1.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	14.0429	14.0429	1.1900e-003	0.0000	14.0726
Total	0.6282	0.1010	0.1013	1.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	14.0429	14.0429	1.1900e-003	0.0000	14.0726

Unmitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5200e-003	1.7600e-003	0.0178	5.0000e-005	4.8600e-003	4.0000e-005	4.8900e-003	1.2900e-003	3.0000e-005	1.3200e-003	0.0000	4.5715	4.5715	1.3000e-004	0.0000	4.5747
Total	2.5200e-003	1.7600e-003	0.0178	5.0000e-005	4.8600e-003	4.0000e-005	4.8900e-003	1.2900e-003	3.0000e-005	1.3200e-003	0.0000	4.5715	4.5715	1.3000e-004	0.0000	4.5747

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3.5 Architectural Coating - 2019**Mitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Archit. Coating	0.6136					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1010	0.1013	1.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	14.0429	14.0429	1.1900e-003	0.0000	14.0725
Total	0.6282	0.1010	0.1013	1.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	14.0429	14.0429	1.1900e-003	0.0000	14.0725

Mitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5200e-003	1.7600e-003	0.0178	5.0000e-005	4.8600e-003	4.0000e-005	4.8900e-003	1.2900e-003	3.0000e-005	1.3200e-003	0.0000	4.5715	4.5715	1.3000e-004	0.0000	4.5747
Total	2.5200e-003	1.7600e-003	0.0178	5.0000e-005	4.8600e-003	4.0000e-005	4.8900e-003	1.2900e-003	3.0000e-005	1.3200e-003	0.0000	4.5715	4.5715	1.3000e-004	0.0000	4.5747

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3.5 Architectural Coating - 2020**Unmitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Archit. Coating	0.3626					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8700e-003	0.0547	0.0595	1.0000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141
Total	0.3704	0.0547	0.0595	1.0000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141

Unmitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	9.2000e-004	9.4000e-003	3.0000e-005	2.8700e-003	2.0000e-005	2.8900e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.6164	2.6164	7.0000e-005	0.0000	2.6181
Total	1.3600e-003	9.2000e-004	9.4000e-003	3.0000e-005	2.8700e-003	2.0000e-005	2.8900e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.6164	2.6164	7.0000e-005	0.0000	2.6181

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3.5 Architectural Coating - 2020**Mitigated Construction On-Site**

	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
Category	tons/yr										MT/yr					
Archit. Coating	0.3626					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8700e-003	0.0547	0.0595	1.0000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141
Total	0.3704	0.0547	0.0595	1.0000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141

Mitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	9.2000e-004	9.4000e-003	3.0000e-005	2.8700e-003	2.0000e-005	2.8900e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.6164	2.6164	7.0000e-005	0.0000	2.6181
Total	1.3600e-003	9.2000e-004	9.4000e-003	3.0000e-005	2.8700e-003	2.0000e-005	2.8900e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.6164	2.6164	7.0000e-005	0.0000	2.6181

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	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
Category	tons/yr										MT/yr					
Mitigated	0.0934	0.6635	0.9033	3.4600e-003	0.2325	3.0900e-003	0.2356	0.0626	2.9100e-003	0.0655	0.0000	319.6549	319.6549	0.0186	0.0000	320.1192
Unmitigated	0.1027	0.7424	1.0875	4.3400e-003	0.3012	3.8600e-003	0.3050	0.0811	3.6300e-003	0.0847	0.0000	400.6270	400.6270	0.0211	0.0000	401.1554

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Single Family Housing	9.52	9.91	8.62	24,792	19,136
Unrefrigerated Warehouse-No Rail	165.42	165.42	165.42	492,590	380,209
General Office Building	176.48	39.36	16.80	280,679	216,645
Total	351.42	214.69	190.84	798,061	615,990

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	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	Primary	Diverted	Pass-by
Parking Lot	10.00	5.00	7.00	0.00	0.00	0.00	0	0	0
Single Family Housing	10.00	5.00	7.00	46.00	13.00	41.00	86	11	3
Unrefrigerated Warehouse-No	10.00	5.00	7.00	59.00	0.00	41.00	92	5	3
General Office Building	10.00	5.00	7.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987
Single Family Housing	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987
Unrefrigerated Warehouse-No Rail	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987
General Office Building	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Percent of Electricity Use Generated with Renewable Energy

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	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
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	167.0010	167.0010	0.0172	3.5600e-003	168.4928
NaturalGas Mitigated	0.0130	0.1178	0.0984	7.1000e-004		8.9600e-003	8.9600e-003		8.9600e-003	8.9600e-003	0.0000	128.2924	128.2924	2.4600e-003	2.3500e-003	129.0547
NaturalGas Unmitigated	0.0132	0.1200	0.1003	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	130.7615	130.7615	2.5100e-003	2.4000e-003	131.5386

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	208800	1.1300e-003	0.0102	8.6000e-003	6.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	11.1424	11.1424	2.1000e-004	2.0000e-004	11.2086
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	26145.2	1.4000e-004	1.2000e-003	5.1000e-004	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3952	1.3952	3.0000e-005	3.0000e-005	1.4035
Unrefrigerated Warehouse-No Rail	2.21543e+006	0.0120	0.1086	0.0912	6.5000e-004		8.2500e-003	8.2500e-003		8.2500e-003	8.2500e-003	0.0000	118.2239	118.2239	2.2700e-003	2.1700e-003	118.9265
Total		0.0132	0.1200	0.1003	7.2000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	130.7615	130.7615	2.5100e-003	2.4000e-003	131.5386

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5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	204714	1.1000e-003	0.0100	8.4300e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.9243	10.9243	2.1000e-004	2.0000e-004	10.9892
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	25696.8	1.4000e-004	1.1800e-003	5.0000e-004	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3713	1.3713	3.0000e-005	3.0000e-005	1.3794
Unrefrigerated Warehouse-No Rail	2.1737e+006	0.0117	0.1066	0.0895	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003	0.0000	115.9968	115.9968	2.2200e-003	2.1300e-003	116.6861
Total		0.0130	0.1178	0.0984	7.1000e-004		8.9600e-003	8.9600e-003		8.9600e-003	8.9600e-003	0.0000	128.2924	128.2924	2.4600e-003	2.3600e-003	129.0547

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	145920	18.6194	1.9200e-003	4.0000e-004	18.7857
Parking Lot	3500	0.4466	5.0000e-005	1.0000e-005	0.4506
Single Family Housing	8760.74	1.1179	1.2000e-004	2.0000e-005	1.1279
Unrefrigerated Warehouse-No Rail	1.1506e+006	146.8171	0.0151	3.1300e-003	148.1287
Total		167.0010	0.0172	3.5600e-003	168.4928

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail**6.1 Mitigation Measures Area**

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	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
Category	tons/yr										MT/yr					
Mitigated	0.6466	7.8000e-004	9.2400e-003	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.8027	0.8027	3.0000e-005	1.0000e-005	0.8079
Unmitigated	0.6466	7.8000e-004	9.2400e-003	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.8027	0.8027	3.0000e-005	1.0000e-005	0.8079

6.2 Area by SubCategory

Unmitigated

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0976					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5485					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.0000e-005	6.8000e-004	2.9000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7877	0.7877	2.0000e-005	1.0000e-005	0.7923
Landscaping	3.7000e-004	1.0000e-004	8.9500e-003	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0151	0.0151	2.0000e-005	0.0000	0.0155
Total	0.6466	7.8000e-004	9.2400e-003	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.8027	0.8027	4.0000e-005	1.0000e-005	0.8079

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6.2 Area by SubCategory**Mitigated**

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0976					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5485					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.0000e-005	6.8000e-004	2.9000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7877	0.7877	2.0000e-005	1.0000e-005	0.7923
Landscaping	3.7000e-004	1.0000e-004	8.9500e-003	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0151	0.0151	2.0000e-005	0.0000	0.0155
Total	0.6466	7.8000e-004	9.2400e-003	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.8027	0.8027	4.0000e-005	1.0000e-005	0.8079

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	32.2812	1.0204	0.0245	65.0968
Unmitigated	32.2812	1.0204	0.0245	65.0968

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.84374 / 1.74294	3.6440	0.0930	2.2500e-003	6.6371
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0.065154 / 0.0410754	0.0840	2.1300e-003	5.0000e-005	0.1526
Unrefrigerated Warehouse-No Rail	28.3351 / 0	28.5532	0.9253	0.0222	58.3071
Total		32.2812	1.0204	0.0245	65.0968

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7.2 Water by Land Use**Mitigated**

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.84374 / 1.74294	3.6440	0.0930	2.2500e- 003	6.6371
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0.065154 / 0.0410754	0.0840	2.1300e- 003	5.0000e- 005	0.1526
Unrefrigerated Warehouse-No Rail	28.3351 / 0	28.5532	0.9253	0.0222	58.3071
Total		32.2812	1.0204	0.0245	65.0968

8.0 Waste Detail**8.1 Mitigation Measures Waste**

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	26.6385	1.5743	0.0000	65.9958
Unmitigated	26.6385	1.5743	0.0000	65.9958

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	14.88	3.0205	0.1785	0.0000	7.4832
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.17	0.2375	0.0140	0.0000	0.5884
Unrefrigerated Warehouse-No Rail	115.18	23.3805	1.3818	0.0000	57.9242
Total		26.6385	1.5743	0.0000	65.9958

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	14.88	3.0205	0.1785	0.0000	7.4832
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.17	0.2375	0.0140	0.0000	0.5884
Unrefrigerated Warehouse-No Rail	115.18	23.3805	1.3818	0.0000	57.9242
Total		26.6385	1.5743	0.0000	65.9958

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Woodland Self Storage - Yolo/Solano AQMD Air District, Annual

Equipment Type	Number
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11.0 Vegetation

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

Woodland Self Storage

Yolo/Solano AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	122.53	1000sqft	2.81	122,535.00	0
Parking Lot	25.00	Space	0.32	10,000.00	0
Single Family Housing	1.00	Dwelling Unit	0.32	1,740.00	3
General Office Building	16.00	1000sqft	0.37	16,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	55
Climate Zone	3			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	281.31	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

Project Characteristics - PG&E rps

Land Use - applicant provided

Construction Phase - applicant provided

On-road Fugitive Dust - yolo requirements

Grading - applicant provided

Vehicle Trips - ITE trip generation edition 10

Road Dust - yolo requirements

Woodstoves - aq questionnaire

Energy Use -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Trips and VMT -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	175.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	8.00	6.00
tblConstructionPhase	NumDays	18.00	6.00
tblConstructionPhase	PhaseEndDate	7/16/2020	3/31/2020
tblConstructionPhase	PhaseEndDate	5/27/2020	3/17/2020
tblConstructionPhase	PhaseEndDate	7/10/2019	7/8/2019
tblConstructionPhase	PhaseEndDate	6/22/2020	7/16/2019
tblConstructionPhase	PhaseStartDate	6/23/2020	7/31/2019
tblConstructionPhase	PhaseStartDate	7/11/2019	7/17/2019
tblConstructionPhase	PhaseStartDate	5/28/2020	7/9/2019
tblFireplaces	FireplaceWoodMass	520.00	0.00

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

tblFireplaces	NumberGas	0.00	1.00
tblFireplaces	NumberWood	0.31	0.00
tblGrading	AcresOfGrading	3.00	6.58
tblLandUse	LandUseSquareFeet	122,530.00	122,535.00
tblLandUse	LandUseSquareFeet	1,800.00	1,740.00
tblLandUse	LotAcreage	0.22	0.32
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	281.31
tblRoadDust	RoadPercentPave	94	100
tblVehicleTrips	ST_TR	1.68	1.35
tblVehicleTrips	SU_TR	1.68	1.35
tblVehicleTrips	WD_TR	1.68	1.35
tblWoodstoves	WoodstoveWoodMass	3,120.00	0.00

2.0 Emissions Summary

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
2019	14.1988	28.3838	21.8206	0.0429	15.5390	1.4395	16.9785	3.4661	1.3613	4.7524	0.0000	4,203.3782	4,203.3782	0.9327	0.0000	4,221.2998
2020	13.8911	23.7280	21.1966	0.0426	15.5390	1.2436	16.7826	1.6708	1.1761	2.8469	0.0000	4,139.9268	4,139.9268	0.7006	0.0000	4,157.4427
Maximum	14.1988	28.3838	21.8206	0.0429	15.5390	1.4395	16.9785	3.4661	1.3613	4.7524	0.0000	4,203.3782	4,203.3782	0.9327	0.0000	4,221.2998

Mitigated Construction

	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
Year	lb/day										lb/day					
2019	14.1988	28.3838	21.8206	0.0429	15.5390	1.4395	16.9785	3.4661	1.3613	4.7524	0.0000	4,203.3782	4,203.3782	0.9327	0.0000	4,221.2998
2020	13.8911	23.7280	21.1966	0.0426	15.5390	1.2436	16.7826	1.6708	1.1761	2.8469	0.0000	4,139.9268	4,139.9268	0.7006	0.0000	4,157.4426
Maximum	14.1988	28.3838	21.8206	0.0429	15.5390	1.4395	16.9785	3.4661	1.3613	4.7524	0.0000	4,203.3782	4,203.3782	0.9327	0.0000	4,221.2998

[illegible]

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

2.2 Overall Operational**Unmitigated Operational**

	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
Category	lb/day										lb/day					
Area	3.5463	0.0177	0.1065	1.1000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.4000e-004	3.9000e-004	21.4926
Energy	0.0724	0.6578	0.5498	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.8076	789.8076	0.0151	0.0145	794.5010
Mobile	0.7632	4.4755	7.2257	0.0283	1.9021	0.0235	1.9256	0.5106	0.0221	0.5327		2,880.9506	2,880.9506	0.1435		2,884.5377
Total	4.3819	5.1509	7.8820	0.0324	1.9021	0.0754	1.9774	0.5106	0.0740	0.5845	0.0000	3,692.1190	3,692.1190	0.1593	0.0149	3,700.5313

Mitigated Operational

	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
Category	lb/day										lb/day					
Area	3.5463	0.0177	0.1065	1.1000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.4000e-004	3.9000e-004	21.4926
Energy	0.0710	0.6453	0.5394	3.8700e-003		0.0491	0.0491		0.0491	0.0491		774.8937	774.8937	0.0149	0.0142	779.4985
Mobile	0.7042	4.0263	5.9064	0.0226	1.4682	0.0188	1.4870	0.3941	0.0177	0.4118		2,299.2421	2,299.2421	0.1252		2,302.3731
Total	4.3215	4.6893	6.5523	0.0266	1.4682	0.0697	1.5379	0.3941	0.0686	0.4627	0.0000	3,095.4966	3,095.4966	0.1407	0.0146	3,103.3643

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

	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
Percent Reduction	1.38	8.96	16.87	17.94	22.81	7.45	22.23	22.81	7.22	20.84	0.00	16.16	16.16	11.64	1.82	16.14

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	7/1/2019	7/8/2019	5	6	
2	Building Construction	Building Construction	7/17/2019	3/17/2020	5	175	
3	Paving	Paving	7/9/2019	7/16/2019	5	6	
4	Architectural Coating	Architectural Coating	7/31/2019	3/31/2020	5	175	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6.58

Acres of Paving: 0.32

Residential Indoor: 3,524; Residential Outdoor: 1,175; Non-Residential Indoor: 207,803; Non-Residential Outdoor: 69,268; Striped Parking Area: 600 (Architectural Coating – sqft)

OffRoad Equipment

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	61.00	24.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.2 Grading - 2019**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Fugitive Dust					7.1851	0.0000	7.1851	3.4358	0.0000	3.4358			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856		2,936.8068	2,936.8068	0.9292		2,960.0361
Total	2.5805	28.3480	16.2934	0.0297	7.1851	1.3974	8.5825	3.4358	1.2856	4.7214		2,936.8068	2,936.8068	0.9292		2,960.0361

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0358	0.4615	1.2600e-003	0.1141	8.0000e-004	0.1149	0.0303	7.4000e-004	0.0310		125.7244	125.7244	3.5300e-003		125.8127
Total	0.0649	0.0358	0.4615	1.2600e-003	0.1141	8.0000e-004	0.1149	0.0303	7.4000e-004	0.0310		125.7244	125.7244	3.5300e-003		125.8127

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.2 Grading - 2019**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Fugitive Dust					7.1851	0.0000	7.1851	3.4358	0.0000	3.4358			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361
Total	2.5805	28.3480	16.2934	0.0297	7.1851	1.3974	8.5825	3.4358	1.2856	4.7214	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0358	0.4615	1.2600e-003	0.1141	8.0000e-004	0.1149	0.0303	7.4000e-004	0.0310		125.7244	125.7244	3.5300e-003		125.8127
Total	0.0649	0.0358	0.4615	1.2600e-003	0.1141	8.0000e-004	0.1149	0.0303	7.4000e-004	0.0310		125.7244	125.7244	3.5300e-003		125.8127

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.3 Building Construction - 2019**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.580 2	2,591.580 2	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.580 2	2,591.580 2	0.6313		2,607.363 5

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0994	2.9027	0.5695	6.8700e-003	14.9837	0.0170	15.0007	1.5235	0.0163	1.5398		718.4912	718.4912	0.0446		719.6056
Worker	0.2639	0.1458	1.8767	5.1300e-003	0.4640	3.2500e-003	0.4673	0.1231	2.9900e-003	0.1261		511.2792	511.2792	0.0144		511.6383
Total	0.3633	3.0484	2.4463	0.0120	15.4477	0.0203	15.4680	1.6466	0.0193	1.6659		1,229.770 5	1,229.770 5	0.0589		1,231.243 9

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.3 Building Construction - 2019**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0994	2.9027	0.5695	6.8700e-003	14.9837	0.0170	15.0007	1.5235	0.0163	1.5398		718.4912	718.4912	0.0446		719.6056
Worker	0.2639	0.1458	1.8767	5.1300e-003	0.4640	3.2500e-003	0.4673	0.1231	2.9900e-003	0.1261		511.2792	511.2792	0.0144		511.6383
Total	0.3633	3.0484	2.4463	0.0120	15.4477	0.0203	15.4680	1.6466	0.0193	1.6659		1,229.770 5	1,229.770 5	0.0589		1,231.243 9

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.3 Building Construction - 2020**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0837	2.7038	0.4993	6.8100e-003	14.9837	0.0118	14.9955	1.5235	0.0113	1.5348		712.7698	712.7698	0.0409		713.7923
Worker	0.2418	0.1290	1.6857	4.9700e-003	0.4640	3.1700e-003	0.4672	0.1231	2.9200e-003	0.1260		495.2247	495.2247	0.0126		495.5398
Total	0.3256	2.8328	2.1850	0.0118	15.4477	0.0150	15.4627	1.6466	0.0142	1.6609		1,207.994 5	1,207.994 5	0.0535		1,209.332 1

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.3 Building Construction - 2020**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.063 1	2,553.063 1	0.6229		2,568.634 5
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.063 1	2,553.063 1	0.6229		2,568.634 5

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0837	2.7038	0.4993	6.8100e-003	14.9837	0.0118	14.9955	1.5235	0.0113	1.5348		712.7698	712.7698	0.0409		713.7923
Worker	0.2418	0.1290	1.6857	4.9700e-003	0.4640	3.1700e-003	0.4672	0.1231	2.9200e-003	0.1260		495.2247	495.2247	0.0126		495.5398
Total	0.3256	2.8328	2.1850	0.0118	15.4477	0.0150	15.4627	1.6466	0.0142	1.6609		1,207.994 5	1,207.994 5	0.0535		1,209.332 1

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.4 Paving - 2019**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.319 1	1,843.319 1	0.5671		1,857.496 6
Paving	0.1397					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4076	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.319 1	1,843.319 1	0.5671		1,857.496 6

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0865	0.0478	0.6153	1.6800e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		167.6325	167.6325	4.7100e-003		167.7503
Total	0.0865	0.0478	0.6153	1.6800e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		167.6325	167.6325	4.7100e-003		167.7503

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.4 Paving - 2019**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637	0.0000	1,843.319 1	1,843.319 1	0.5671		1,857.496 6
Paving	0.1397					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4076	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637	0.0000	1,843.319 1	1,843.319 1	0.5671		1,857.496 6

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0865	0.0478	0.6153	1.6800e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		167.6325	167.6325	4.7100e-003		167.7503
Total	0.0865	0.0478	0.6153	1.6800e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		167.6325	167.6325	4.7100e-003		167.7503

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.5 Architectural Coating - 2019**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Archit. Coating	11.1559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	11.4224	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0519	0.0287	0.3692	1.0100e-003	0.0913	6.4000e-004	0.0919	0.0242	5.9000e-004	0.0248		100.5795	100.5795	2.8300e-003		100.6502
Total	0.0519	0.0287	0.3692	1.0100e-003	0.0913	6.4000e-004	0.0919	0.0242	5.9000e-004	0.0248		100.5795	100.5795	2.8300e-003		100.6502

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.5 Architectural Coating - 2019**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Archit. Coating	11.1559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	11.4224	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0519	0.0287	0.3692	1.0100e-003	0.0913	6.4000e-004	0.0919	0.0242	5.9000e-004	0.0248		100.5795	100.5795	2.8300e-003		100.6502
Total	0.0519	0.0287	0.3692	1.0100e-003	0.0913	6.4000e-004	0.0919	0.0242	5.9000e-004	0.0248		100.5795	100.5795	2.8300e-003		100.6502

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.5 Architectural Coating - 2020**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Archit. Coating	11.1559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	11.3981	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0476	0.0254	0.3316	9.8000e-004	0.0913	6.2000e-004	0.0919	0.0242	5.7000e-004	0.0248		97.4213	97.4213	2.4800e-003		97.4832
Total	0.0476	0.0254	0.3316	9.8000e-004	0.0913	6.2000e-004	0.0919	0.0242	5.7000e-004	0.0248		97.4213	97.4213	2.4800e-003		97.4832

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

3.5 Architectural Coating - 2020**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Archit. Coating	11.1559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	11.3981	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0476	0.0254	0.3316	9.8000e-004	0.0913	6.2000e-004	0.0919	0.0242	5.7000e-004	0.0248		97.4213	97.4213	2.4800e-003		97.4832
Total	0.0476	0.0254	0.3316	9.8000e-004	0.0913	6.2000e-004	0.0919	0.0242	5.7000e-004	0.0248		97.4213	97.4213	2.4800e-003		97.4832

4.0 Operational Detail - Mobile

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	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
Category	lb/day										lb/day					
Mitigated	0.7042	4.0263	5.9064	0.0226	1.4682	0.0188	1.4870	0.3941	0.0177	0.4118		2,299.2421	2,299.2421	0.1252		2,302.3731
Unmitigated	0.7632	4.4755	7.2257	0.0283	1.9021	0.0235	1.9256	0.5106	0.0221	0.5327		2,880.9506	2,880.9506	0.1435		2,884.5377

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Single Family Housing	9.52	9.91	8.62	24,792	19,136
Unrefrigerated Warehouse-No Rail	165.42	165.42	165.42	492,590	380,209
General Office Building	176.48	39.36	16.80	280,679	216,645
Total	351.42	214.69	190.84	798,061	615,990

4.3 Trip Type Information

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

	Miles			Trip %			Trip Purpose %		
Land Use	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	Primary	Diverted	Pass-by
Parking Lot	10.00	5.00	7.00	0.00	0.00	0.00	0	0	0
Single Family Housing	10.00	5.00	7.00	46.00	13.00	41.00	86	11	3
Unrefrigerated Warehouse-No	10.00	5.00	7.00	59.00	0.00	41.00	92	5	3
General Office Building	10.00	5.00	7.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987
Single Family Housing	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987
Unrefrigerated Warehouse-No Rail	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987
General Office Building	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Percent of Electricity Use Generated with Renewable Energy

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

	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
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0710	0.6453	0.5394	3.8700e-003		0.0491	0.0491		0.0491	0.0491		774.8937	774.8937	0.0149	0.0142	779.4985
NaturalGas Unmitigated	0.0724	0.6578	0.5498	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.8076	789.8076	0.0151	0.0145	794.5010

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	572.055	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003		67.3006	67.3006	1.2900e-003	1.2300e-003	67.7005
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	71.6308	7.7000e-004	6.6000e-003	2.8100e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004		8.4272	8.4272	1.6000e-004	1.5000e-004	8.4772
Unrefrigerated Warehouse-No Rail	6069.68	0.0655	0.5951	0.4999	3.5700e-003		0.0452	0.0452		0.0452	0.0452		714.0799	714.0799	0.0137	0.0131	718.3233
Total		0.0724	0.6578	0.5498	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.8076	789.8076	0.0151	0.0145	794.5010

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.560859	6.0500e-003	0.0550	0.0462	3.3000e-004		4.1800e-003	4.1800e-003		4.1800e-003	4.1800e-003		65.9834	65.9834	1.2600e-003	1.2100e-003	66.3755
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0.0704022	7.6000e-004	6.4900e-003	2.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2826	8.2826	1.6000e-004	1.5000e-004	8.3318
Unrefrigerated Warehouse-No Rail	5.95534	0.0642	0.5839	0.4904	3.5000e-003		0.0444	0.0444		0.0444	0.0444		700.6277	700.6277	0.0134	0.0128	704.7912
Total		0.0710	0.6453	0.5394	3.8700e-003		0.0491	0.0491		0.0491	0.0491		774.8937	774.8937	0.0149	0.0142	779.4985

6.0 Area Detail**6.1 Mitigation Measures Area**

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

	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
Category	lb/day										lb/day					
Mitigated	3.5463	0.0177	0.1065	1.1000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.4000e-004	3.9000e-004	21.4926
Unmitigated	3.5463	0.0177	0.1065	1.1000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.4000e-004	3.9000e-004	21.4926

6.2 Area by SubCategory

Unmitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.5349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.9400e-003	0.0166	7.0600e-003	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	21.1765	21.1765	4.1000e-004	3.9000e-004	21.3023
Landscaping	4.0700e-003	1.1100e-003	0.0994	1.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		0.1843	0.1843	2.4000e-004		0.1903
Total	3.5463	0.0177	0.1065	1.2000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.5000e-004	3.9000e-004	21.4926

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

6.2 Area by SubCategory**Mitigated**

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.5349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.9400e-003	0.0166	7.0600e-003	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	21.1765	21.1765	4.1000e-004	3.9000e-004	21.3023
Landscaping	4.0700e-003	1.1100e-003	0.0994	1.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		0.1843	0.1843	2.4000e-004		0.1903
Total	3.5463	0.0177	0.1065	1.2000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.5000e-004	3.9000e-004	21.4926

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Woodland Self Storage - Yolo/Solano AQMD Air District, Summer

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

Woodland Self Storage

Yolo/Solano AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	122.53	1000sqft	2.81	122,535.00	0
Parking Lot	25.00	Space	0.32	10,000.00	0
Single Family Housing	1.00	Dwelling Unit	0.32	1,740.00	3
General Office Building	16.00	1000sqft	0.37	16,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	55
Climate Zone	3			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	281.31	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

Project Characteristics - PG&E rps

Land Use - applicant provided

Construction Phase - applicant provided

On-road Fugitive Dust - yolo requirements

Grading - applicant provided

Vehicle Trips - ITE trip generation edition 10

Road Dust - yolo requirements

Woodstoves - aq questionnaire

Energy Use -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Trips and VMT -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	175.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	8.00	6.00
tblConstructionPhase	NumDays	18.00	6.00
tblConstructionPhase	PhaseEndDate	7/16/2020	3/31/2020
tblConstructionPhase	PhaseEndDate	5/27/2020	3/17/2020
tblConstructionPhase	PhaseEndDate	7/10/2019	7/8/2019
tblConstructionPhase	PhaseEndDate	6/22/2020	7/16/2019
tblConstructionPhase	PhaseStartDate	6/23/2020	7/31/2019
tblConstructionPhase	PhaseStartDate	7/11/2019	7/17/2019
tblConstructionPhase	PhaseStartDate	5/28/2020	7/9/2019
tblFireplaces	FireplaceWoodMass	520.00	0.00

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

tblFireplaces	NumberGas	0.00	1.00
tblFireplaces	NumberWood	0.31	0.00
tblGrading	AcresOfGrading	3.00	6.58
tblLandUse	LandUseSquareFeet	122,530.00	122,535.00
tblLandUse	LandUseSquareFeet	1,800.00	1,740.00
tblLandUse	LotAcreage	0.22	0.32
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblOnRoadDust	WorkerPercentPave	94.00	100.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	281.31
tblRoadDust	RoadPercentPave	94	100
tblVehicleTrips	ST_TR	1.68	1.35
tblVehicleTrips	SU_TR	1.68	1.35
tblVehicleTrips	WD_TR	1.68	1.35
tblWoodstoves	WoodstoveWoodMass	3,120.00	0.00

2.0 Emissions Summary

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
2019	14.1874	28.3932	21.7109	0.0420	15.5390	1.4400	16.9790	3.4661	1.3618	4.7524	0.0000	4,111.1443	4,111.1443	0.9324	0.0000	4,129.1710
2020	13.8804	23.8024	21.0875	0.0417	15.5390	1.2440	16.7830	1.6708	1.1764	2.8473	0.0000	4,049.8066	4,049.8066	0.7046	0.0000	4,067.4204
Maximum	14.1874	28.3932	21.7109	0.0420	15.5390	1.4400	16.9790	3.4661	1.3618	4.7524	0.0000	4,111.1443	4,111.1443	0.9324	0.0000	4,129.1710

Mitigated Construction

	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
Year	lb/day										lb/day					
2019	14.1874	28.3932	21.7109	0.0420	15.5390	1.4400	16.9790	3.4661	1.3618	4.7524	0.0000	4,111.1443	4,111.1443	0.9324	0.0000	4,129.1710
2020	13.8804	23.8024	21.0875	0.0417	15.5390	1.2440	16.7830	1.6708	1.1764	2.8473	0.0000	4,049.8066	4,049.8066	0.7046	0.0000	4,067.4204
Maximum	14.1874	28.3932	21.7109	0.0420	15.5390	1.4400	16.9790	3.4661	1.3618	4.7524	0.0000	4,111.1443	4,111.1443	0.9324	0.0000	4,129.1710

[illegible]

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

2.2 Overall Operational**Unmitigated Operational**

	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
Category	lb/day										lb/day					
Area	3.5463	0.0177	0.1065	1.1000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.4000e-004	3.9000e-004	21.4926
Energy	0.0724	0.6578	0.5498	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.8076	789.8076	0.0151	0.0145	794.5010
Mobile	0.6171	4.6588	7.0961	0.0260	1.9021	0.0240	1.9261	0.5106	0.0226	0.5331		2,649.3162	2,649.3162	0.1501		2,653.0694
Total	4.2358	5.3342	7.7524	0.0301	1.9021	0.0758	1.9779	0.5106	0.0744	0.5850	0.0000	3,460.4846	3,460.4846	0.1659	0.0149	3,469.0630

Mitigated Operational

	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
Category	lb/day										lb/day					
Area	3.5463	0.0177	0.1065	1.1000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.4000e-004	3.9000e-004	21.4926
Energy	0.0710	0.6453	0.5394	3.8700e-003		0.0491	0.0491		0.0491	0.0491		774.8937	774.8937	0.0149	0.0142	779.4985
Mobile	0.5592	4.1549	5.9762	0.0208	1.4682	0.0193	1.4874	0.3941	0.0182	0.4122		2,111.9970	2,111.9970	0.1329		2,115.3202
Total	4.1765	4.8179	6.6220	0.0247	1.4682	0.0702	1.5384	0.3941	0.0691	0.4632	0.0000	2,908.2516	2,908.2516	0.1484	0.0146	2,916.3114

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

	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
Percent Reduction	1.40	9.68	14.58	17.81	22.81	7.40	22.22	22.81	7.17	20.82	0.00	15.96	15.96	10.54	1.82	15.93

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	7/1/2019	7/8/2019	5	6	
2	Building Construction	Building Construction	7/17/2019	3/17/2020	5	175	
3	Paving	Paving	7/9/2019	7/16/2019	5	6	
4	Architectural Coating	Architectural Coating	7/31/2019	3/31/2020	5	175	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6.58

Acres of Paving: 0.32

Residential Indoor: 3,524; Residential Outdoor: 1,175; Non-Residential Indoor: 207,803; Non-Residential Outdoor: 69,268; Striped Parking Area: 600 (Architectural Coating – sqft)

OffRoad Equipment

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	61.00	24.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	10.00	7.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.2 Grading - 2019**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Fugitive Dust					7.1851	0.0000	7.1851	3.4358	0.0000	3.4358			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856		2,936.8068	2,936.8068	0.9292		2,960.0361
Total	2.5805	28.3480	16.2934	0.0297	7.1851	1.3974	8.5825	3.4358	1.2856	4.7214		2,936.8068	2,936.8068	0.9292		2,960.0361

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0615	0.0452	0.4155	1.1200e-003	0.1141	8.0000e-004	0.1149	0.0303	7.4000e-004	0.0310		111.6634	111.6634	3.2000e-003		111.7434
Total	0.0615	0.0452	0.4155	1.1200e-003	0.1141	8.0000e-004	0.1149	0.0303	7.4000e-004	0.0310		111.6634	111.6634	3.2000e-003		111.7434

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.2 Grading - 2019**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Fugitive Dust					7.1851	0.0000	7.1851	3.4358	0.0000	3.4358			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361
Total	2.5805	28.3480	16.2934	0.0297	7.1851	1.3974	8.5825	3.4358	1.2856	4.7214	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0615	0.0452	0.4155	1.1200e-003	0.1141	8.0000e-004	0.1149	0.0303	7.4000e-004	0.0310		111.6634	111.6634	3.2000e-003		111.7434
Total	0.0615	0.0452	0.4155	1.1200e-003	0.1141	8.0000e-004	0.1149	0.0303	7.4000e-004	0.0310		111.6634	111.6634	3.2000e-003		111.7434

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.3 Building Construction - 2019**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.580 2	2,591.580 2	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.580 2	2,591.580 2	0.6313		2,607.363 5

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1048	2.9472	0.6838	6.6400e-003	14.9837	0.0175	15.0012	1.5235	0.0167	1.5402		694.6876	694.6876	0.0504		695.9471
Worker	0.2499	0.1837	1.6896	4.5600e-003	0.4640	3.2500e-003	0.4673	0.1231	2.9900e-003	0.1261		454.0979	454.0979	0.0130		454.4233
Total	0.3547	3.1309	2.3734	0.0112	15.4477	0.0207	15.4684	1.6466	0.0197	1.6663		1,148.785 4	1,148.785 4	0.0634		1,150.370 5

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.3 Building Construction - 2019**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1048	2.9472	0.6838	6.6400e-003	14.9837	0.0175	15.0012	1.5235	0.0167	1.5402		694.6876	694.6876	0.0504		695.9471
Worker	0.2499	0.1837	1.6896	4.5600e-003	0.4640	3.2500e-003	0.4673	0.1231	2.9900e-003	0.1261		454.0979	454.0979	0.0130		454.4233
Total	0.3547	3.1309	2.3734	0.0112	15.4477	0.0207	15.4684	1.6466	0.0197	1.6663		1,148.785 4	1,148.785 4	0.0634		1,150.370 5

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.3 Building Construction - 2020**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0886	2.7382	0.6023	6.5800e-003	14.9837	0.0122	14.9959	1.5235	0.0117	1.5352		688.9671	688.9671	0.0463		690.1251
Worker	0.2289	0.1624	1.5085	4.4100e-003	0.4640	3.1700e-003	0.4672	0.1231	2.9200e-003	0.1260		439.8087	439.8087	0.0114		440.0924
Total	0.3174	2.9006	2.1108	0.0110	15.4477	0.0154	15.4631	1.6466	0.0146	1.6612		1,128.775 8	1,128.775 8	0.0577		1,130.217 6

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.3 Building Construction - 2020**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.063 1	2,553.063 1	0.6229		2,568.634 5
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.063 1	2,553.063 1	0.6229		2,568.634 5

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0886	2.7382	0.6023	6.5800e-003	14.9837	0.0122	14.9959	1.5235	0.0117	1.5352		688.9671	688.9671	0.0463		690.1251
Worker	0.2289	0.1624	1.5085	4.4100e-003	0.4640	3.1700e-003	0.4672	0.1231	2.9200e-003	0.1260		439.8087	439.8087	0.0114		440.0924
Total	0.3174	2.9006	2.1108	0.0110	15.4477	0.0154	15.4631	1.6466	0.0146	1.6612		1,128.775 8	1,128.775 8	0.0577		1,130.217 6

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.4 Paving - 2019**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.319 1	1,843.319 1	0.5671		1,857.496 6
Paving	0.1397					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4076	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.319 1	1,843.319 1	0.5671		1,857.496 6

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0819	0.0602	0.5540	1.5000e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		148.8845	148.8845	4.2700e-003		148.9913
Total	0.0819	0.0602	0.5540	1.5000e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		148.8845	148.8845	4.2700e-003		148.9913

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.4 Paving - 2019**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Off-Road	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637	0.0000	1,843.319 1	1,843.319 1	0.5671		1,857.496 6
Paving	0.1397					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4076	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637	0.0000	1,843.319 1	1,843.319 1	0.5671		1,857.496 6

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0819	0.0602	0.5540	1.5000e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		148.8845	148.8845	4.2700e-003		148.9913
Total	0.0819	0.0602	0.5540	1.5000e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		148.8845	148.8845	4.2700e-003		148.9913

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.5 Architectural Coating - 2019**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Archit. Coating	11.1559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	11.4224	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0492	0.0361	0.3324	9.0000e-004	0.0913	6.4000e-004	0.0919	0.0242	5.9000e-004	0.0248		89.3307	89.3307	2.5600e-003		89.3948
Total	0.0492	0.0361	0.3324	9.0000e-004	0.0913	6.4000e-004	0.0919	0.0242	5.9000e-004	0.0248		89.3307	89.3307	2.5600e-003		89.3948

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.5 Architectural Coating - 2019**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Archit. Coating	11.1559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	11.4224	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0492	0.0361	0.3324	9.0000e-004	0.0913	6.4000e-004	0.0919	0.0242	5.9000e-004	0.0248		89.3307	89.3307	2.5600e-003		89.3948
Total	0.0492	0.0361	0.3324	9.0000e-004	0.0913	6.4000e-004	0.0919	0.0242	5.9000e-004	0.0248		89.3307	89.3307	2.5600e-003		89.3948

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.5 Architectural Coating - 2020**Unmitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Archit. Coating	11.1559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	11.3981	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0450	0.0319	0.2968	8.7000e-004	0.0913	6.2000e-004	0.0919	0.0242	5.7000e-004	0.0248		86.5197	86.5197	2.2300e-003		86.5756
Total	0.0450	0.0319	0.2968	8.7000e-004	0.0913	6.2000e-004	0.0919	0.0242	5.7000e-004	0.0248		86.5197	86.5197	2.2300e-003		86.5756

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

3.5 Architectural Coating - 2020**Mitigated Construction On-Site**

	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
Category	lb/day										lb/day					
Archit. Coating	11.1559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	11.3981	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	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
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0450	0.0319	0.2968	8.7000e-004	0.0913	6.2000e-004	0.0919	0.0242	5.7000e-004	0.0248		86.5197	86.5197	2.2300e-003		86.5756
Total	0.0450	0.0319	0.2968	8.7000e-004	0.0913	6.2000e-004	0.0919	0.0242	5.7000e-004	0.0248		86.5197	86.5197	2.2300e-003		86.5756

4.0 Operational Detail - Mobile

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	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
Category	lb/day										lb/day					
Mitigated	0.5592	4.1549	5.9762	0.0208	1.4682	0.0193	1.4874	0.3941	0.0182	0.4122		2,111.9970	2,111.9970	0.1329		2,115.3202
Unmitigated	0.6171	4.6588	7.0961	0.0260	1.9021	0.0240	1.9261	0.5106	0.0226	0.5331		2,649.3162	2,649.3162	0.1501		2,653.0694

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Single Family Housing	9.52	9.91	8.62	24,792	19,136
Unrefrigerated Warehouse-No Rail	165.42	165.42	165.42	492,590	380,209
General Office Building	176.48	39.36	16.80	280,679	216,645
Total	351.42	214.69	190.84	798,061	615,990

4.3 Trip Type Information

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	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	Primary	Diverted	Pass-by
Parking Lot	10.00	5.00	7.00	0.00	0.00	0.00	0	0	0
Single Family Housing	10.00	5.00	7.00	46.00	13.00	41.00	86	11	3
Unrefrigerated Warehouse-No	10.00	5.00	7.00	59.00	0.00	41.00	92	5	3
General Office Building	10.00	5.00	7.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987
Single Family Housing	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987
Unrefrigerated Warehouse-No Rail	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987
General Office Building	0.520277	0.038864	0.193543	0.118146	0.022917	0.005635	0.034518	0.053912	0.001336	0.002070	0.007104	0.000691	0.000987

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Percent of Electricity Use Generated with Renewable Energy

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

	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
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0710	0.6453	0.5394	3.8700e-003		0.0491	0.0491		0.0491	0.0491		774.8937	774.8937	0.0149	0.0142	779.4985
NaturalGas Unmitigated	0.0724	0.6578	0.5498	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.8076	789.8076	0.0151	0.0145	794.5010

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	572.055	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003		67.3006	67.3006	1.2900e-003	1.2300e-003	67.7005
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	71.6308	7.7000e-004	6.6000e-003	2.8100e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004		8.4272	8.4272	1.6000e-004	1.5000e-004	8.4772
Unrefrigerated Warehouse-No Rail	6069.68	0.0655	0.5951	0.4999	3.5700e-003		0.0452	0.0452		0.0452	0.0452		714.0799	714.0799	0.0137	0.0131	718.3233
Total		0.0724	0.6578	0.5498	3.9500e-003		0.0500	0.0500		0.0500	0.0500		789.8076	789.8076	0.0151	0.0145	794.5010

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.560859	6.0500e-003	0.0550	0.0462	3.3000e-004		4.1800e-003	4.1800e-003		4.1800e-003	4.1800e-003		65.9834	65.9834	1.2600e-003	1.2100e-003	66.3755
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0.0704022	7.6000e-004	6.4900e-003	2.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2826	8.2826	1.6000e-004	1.5000e-004	8.3318
Unrefrigerated Warehouse-No Rail	5.95534	0.0642	0.5839	0.4904	3.5000e-003		0.0444	0.0444		0.0444	0.0444		700.6277	700.6277	0.0134	0.0128	704.7912
Total		0.0710	0.6453	0.5394	3.8700e-003		0.0491	0.0491		0.0491	0.0491		774.8937	774.8937	0.0149	0.0142	779.4985

6.0 Area Detail**6.1 Mitigation Measures Area**

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

	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
Category	lb/day										lb/day					
Mitigated	3.5463	0.0177	0.1065	1.1000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.4000e-004	3.9000e-004	21.4926
Unmitigated	3.5463	0.0177	0.1065	1.1000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.4000e-004	3.9000e-004	21.4926

6.2 Area by SubCategory

Unmitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.5349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.9400e-003	0.0166	7.0600e-003	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	21.1765	21.1765	4.1000e-004	3.9000e-004	21.3023
Landscaping	4.0700e-003	1.1100e-003	0.0994	1.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		0.1843	0.1843	2.4000e-004		0.1903
Total	3.5463	0.0177	0.1065	1.2000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.5000e-004	3.9000e-004	21.4926

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

6.2 Area by SubCategory**Mitigated**

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.5349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.9400e-003	0.0166	7.0600e-003	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	21.1765	21.1765	4.1000e-004	3.9000e-004	21.3023
Landscaping	4.0700e-003	1.1100e-003	0.0994	1.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		0.1843	0.1843	2.4000e-004		0.1903
Total	3.5463	0.0177	0.1065	1.2000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	21.3608	21.3608	6.5000e-004	3.9000e-004	21.4926

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Woodland Self Storage - Yolo/Solano AQMD Air District, Winter

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Woodland Self Storage
Yolo/Solano AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	2	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	1	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	7	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	2.25300E-002	1.55670E-001	1.60790E-001	2.60000E-004	1.06900E-002	1.06900E-002	0.00000E+000	2.23410E+001	2.23410E+001	1.83000E-003	0.00000E+000	2.23867E+001
Cement and Mortar Mixers	2.60000E-004	1.66000E-003	1.39000E-003	0.00000E+000	6.00000E-005	6.00000E-005	0.00000E+000	2.06220E-001	2.06220E-001	2.00000E-005	0.00000E+000	2.06760E-001
Cranes	3.73700E-002	4.45100E-001	1.71290E-001	4.40000E-004	1.87200E-002	1.72200E-002	0.00000E+000	3.94031E+001	3.94031E+001	1.25500E-002	0.00000E+000	3.97169E+001
Excavators	7.80000E-004	8.05000E-003	9.79000E-003	2.00000E-005	3.90000E-004	3.60000E-004	0.00000E+000	1.39106E+000	1.39106E+000	4.40000E-004	0.00000E+000	1.40206E+000
Forklifts	4.06700E-002	3.64140E-001	3.12330E-001	4.00000E-004	2.78900E-002	2.56600E-002	0.00000E+000	3.57886E+001	3.57886E+001	1.14000E-002	0.00000E+000	3.60737E+001
Generator Sets	3.76100E-002	3.22340E-001	3.25290E-001	5.80000E-004	1.89500E-002	1.89500E-002	0.00000E+000	4.94557E+001	4.94557E+001	3.02000E-003	0.00000E+000	4.95312E+001
Graders	1.46000E-003	1.97400E-002	5.51000E-003	2.00000E-005	6.30000E-004	5.80000E-004	0.00000E+000	1.78977E+000	1.78977E+000	5.70000E-004	0.00000E+000	1.80392E+000
Pavers	8.60000E-004	9.37000E-003	8.71000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	1.26688E+000	1.26688E+000	4.00000E-004	0.00000E+000	1.27690E+000
Paving Equipment	9.60000E-004	1.01500E-002	1.13600E-002	2.00000E-005	5.00000E-004	4.60000E-004	0.00000E+000	1.64648E+000	1.64648E+000	5.20000E-004	0.00000E+000	1.65951E+000
Rollers	1.02000E-003	1.00800E-002	8.58000E-003	1.00000E-005	6.60000E-004	6.10000E-004	0.00000E+000	1.06012E+000	1.06012E+000	3.40000E-004	0.00000E+000	1.06850E+000
Rubber Tired Dozers	3.40000E-003	3.62200E-002	1.28500E-002	3.00000E-005	1.77000E-003	1.62000E-003	0.00000E+000	2.30088E+000	2.30088E+000	7.30000E-004	0.00000E+000	2.31908E+000
Tractors/Loaders/Backhoes	5.45800E-002	5.48150E-001	5.54870E-001	7.50000E-004	3.60600E-002	3.31700E-002	0.00000E+000	6.69866E+001	6.69866E+001	2.13300E-002	0.00000E+000	6.75199E+001
Welders	3.25200E-002	1.40670E-001	1.57020E-001	2.20000E-004	8.37000E-003	8.37000E-003	0.00000E+000	1.64693E+001	1.64693E+001	2.65000E-003	0.00000E+000	1.65356E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	2.25300E-002	1.55670E-001	1.60790E-001	2.60000E-004	1.06900E-002	1.06900E-002	0.00000E+000	2.23409E+001	2.23409E+001	1.83000E-003	0.00000E+000	2.23867E+001
Cement and Mortar Mixers	2.60000E-004	1.66000E-003	1.39000E-003	0.00000E+000	6.00000E-005	6.00000E-005	0.00000E+000	2.06220E-001	2.06220E-001	2.00000E-005	0.00000E+000	2.06760E-001
Cranes	3.73700E-002	4.45100E-001	1.71290E-001	4.40000E-004	1.87200E-002	1.72200E-002	0.00000E+000	3.94030E+001	3.94030E+001	1.25500E-002	0.00000E+000	3.97168E+001
Excavators	7.80000E-004	8.05000E-003	9.79000E-003	2.00000E-005	3.90000E-004	3.60000E-004	0.00000E+000	1.39105E+000	1.39105E+000	4.40000E-004	0.00000E+000	1.40206E+000
Forklifts	4.06700E-002	3.64140E-001	3.12330E-001	4.00000E-004	2.78900E-002	2.56600E-002	0.00000E+000	3.57886E+001	3.57886E+001	1.14000E-002	0.00000E+000	3.60736E+001
Generator Sets	3.76100E-002	3.22340E-001	3.25290E-001	5.80000E-004	1.89500E-002	1.89500E-002	0.00000E+000	4.94556E+001	4.94556E+001	3.02000E-003	0.00000E+000	4.95312E+001
Graders	1.46000E-003	1.97400E-002	5.51000E-003	2.00000E-005	6.30000E-004	5.80000E-004	0.00000E+000	1.78977E+000	1.78977E+000	5.70000E-004	0.00000E+000	1.80392E+000
Pavers	8.60000E-004	9.37000E-003	8.71000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	1.26688E+000	1.26688E+000	4.00000E-004	0.00000E+000	1.27690E+000
Paving Equipment	9.60000E-004	1.01500E-002	1.13600E-002	2.00000E-005	5.00000E-004	4.60000E-004	0.00000E+000	1.64648E+000	1.64648E+000	5.20000E-004	0.00000E+000	1.65950E+000
Rollers	1.02000E-003	1.00800E-002	8.58000E-003	1.00000E-005	6.60000E-004	6.10000E-004	0.00000E+000	1.06011E+000	1.06011E+000	3.40000E-004	0.00000E+000	1.06850E+000
Rubber Tired Dozers	3.40000E-003	3.62200E-002	1.28500E-002	3.00000E-005	1.77000E-003	1.62000E-003	0.00000E+000	2.30088E+000	2.30088E+000	7.30000E-004	0.00000E+000	2.31908E+000
Tractors/Loaders/Balckhoes	5.45800E-002	5.48150E-001	5.54870E-001	7.50000E-004	3.60600E-002	3.31700E-002	0.00000E+000	6.69865E+001	6.69865E+001	2.13300E-002	0.00000E+000	6.75198E+001
Welders	3.25200E-002	1.40670E-001	1.57020E-001	2.20000E-004	8.37000E-003	8.37000E-003	0.00000E+000	1.64693E+001	1.64693E+001	2.65000E-003	0.00000E+000	1.65356E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.34282E-006	1.34282E-006	0.00000E+000	0.00000E+000	8.93388E-007
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.01515E-006	1.01515E-006	0.00000E+000	0.00000E+000	1.00713E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	7.18876E-006	7.18876E-006	0.00000E+000	0.00000E+000	0.00000E+000
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.11767E-006	1.11767E-006	0.00000E+000	0.00000E+000	1.10884E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.21321E-006	1.21321E-006	0.00000E+000	0.00000E+000	1.21136E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	6.02588E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.43289E-006	9.43289E-006	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Balckhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19427E-006	1.19427E-006	0.00000E+000	0.00000E+000	1.18484E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.21438E-006	1.21438E-006	0.00000E+000	0.00000E+000	1.20951E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	PM2.5 Reduction	
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	PM2.5 Reduction	
No	Water Exposed Area	PM10 Reduction	PM2.5 Reduction	Frequency (per day)

No	Unpaved Road Mitigation	Moisture Content %	0.50	Vehicle Speed (mph)	40.00		
No	Clean Paved Road	% PM Reduction	0.00				

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	1.15	0.12	1.15	0.12	0.00	0.00
Grading	Fugitive Dust	0.02	0.01	0.02	0.01	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	100.00	100.00	100.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	9.11	10.64	16.93	20.28	19.95	19.83	0.00	20.21	20.21	12.16	0.00	20.20
Natural Gas	1.97	1.90	1.88	1.39	1.86	1.86	0.00	1.89	1.89	1.99	1.67	1.89
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting: Urban

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.11	0.33		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.21	0.10		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.21			

Yes	Neighborhood Enhancements	Improve Pedestrian Network	2.00	Project Site and Connecting Off-Site		
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.02			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.23			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"	7.70			
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program	15.00			
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.23		

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	150.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Exceed Title 24	2.00	
No	Install High Efficiency Lighting	0.00	
Yes	On-site Renewable	0.00	100.00

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
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Institute Recycling and Composting Services Percent Reduction in Waste Disposed	
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