

**Table 2-1  
Summary of Impacts and Mitigation Measures**

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>4.1 Aesthetics and Visual Resources</b>			
IMPACT 4.1-1 Substantial Adverse Effect on a Scenic Vista. Implementation of the Proposed Project would change views of farmland from individual parcels, but it would not have a substantial adverse effect on a scenic vista. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.1-2 Substantially Damage Scenic Resources, Including, but not Limited to, Trees, Rock Outcroppings, and Historic Buildings within a State Scenic Highway. There is no state scenic highway within or in close proximity to the Planning Area. In addition, policies and implementation programs in the Proposed Project require that the city's tree canopy is managed and improved and that historic buildings are preserved. There are no rock outcroppings in the Planning Area. The impact is less than significant.	LTS	No mitigation is required	LTS
IMPACT 4.1-3 Substantially Degrade the Existing Visual Character or Quality of the Site and its Surroundings. The Proposed Project facilitates new development that will change the existing visual character of the Planning Area. However, impacts on visual character and quality of the site are subjective and variable between different individuals. The impact is considered significant.	S	None available.	SU
IMPACT 4.1-4 Create a New Source of Substantial Light or Glare Which Would Adversely Affect Day or Nighttime Views in the Area. Implementation of the Proposed Project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The impact is considered significant.	S	<b>Mitigation Measure 4.1-4 – The 2035 General Plan should be amended to include the following new policies:</b> Policy 2.F.4 Light Pollution. Control artificial lighting to avoid spill-over lighting and preserve the night sky. Policy 2.F.5 Glare. Control artificial lighting to prevent glare.	SU
<b>4.2 Agriculture and Forestry Resources</b>			
IMPACT 4.2-1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as Shown on the Maps Prepared Pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to Non-Agricultural Use. Implementation of the Proposed Project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The impact is considered significant.	S	<b>Mitigation Measure 4.2-1 – The 2035 General Plan should be amended to include the following modified policy:</b> Policy 2.A.3 Agricultural Mitigation. For impacts to agriculture within the ULL, require one acre to be permanently conserved for every acre converted to urban development. <u>The farmland being conserved must be of the same Farmland Mapping and Monitoring Program type (Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance) as the farmland that is being converted, or of a type of higher quality, and the conserved farmland should be located as close to the Woodland ULL as possible.</u>	SU
IMPACT 4.2-2 Conflict with Existing Zoning For Agricultural Use, or a Williamson Act Contract. There are parcels currently zoned for agricultural use in the Planning Area; however, the 2002 General Plan specifies that the City may allow development on land zoned Agriculture when it is needed for urban development. There are properties adjacent to new growth areas under Williamson Act contracts, but policies in the 2035 General Plan reduce potential impacts on these properties. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.2-3 Involve Other Changes in the Existing Environment that, Due to Their Location or Nature, Could Result in Conversion of Farmland, to Non-Agricultural Use. Policies in the 2035 General Plan emphasize the importance of agriculture to Woodland and support the viability of farming operations; however, implementation of the Proposed Project would result in the conversion of farmland to non-agricultural use. The impact is considered significant and unavoidable.	S	<b>Mitigation Measure 4.2-3 – The 2035 General Plan should be amended to include the following new policy:</b> Policy 7.C.5 Agricultural Buffer. Require new development that occurs at the edge of the ULL to be set back a minimum of 300 feet from adjacent agricultural land where possible. Exceptions and alternative means of providing agricultural buffers may be considered by the Planning Commission on a case by case basis for parcels whose dimensions would preclude or severely limit development potential with the required buffer size. The buffer shall be landscaped and may include public right of way.	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>4.3 Air Quality</b>			
<p>IMPACT 4.3-1 Generation of Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors. Emissions of criteria air pollutants and precursors could exceed an ambient air quality standard or contribute substantially to an existing or predicted air quality exceedance. The level of construction emissions could conflict with or obstruct implementation of the applicable air quality plan. YSAQMD recommends that lead agencies incorporate construction mitigation measures, and the Proposed Project has policies that would reduce this impact. However, given the scale of the Proposed Project, the City cannot determine that potential construction impacts would be below relevant significance thresholds throughout the planning horizon. The impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.3-1a – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Air Quality 1)</b></p> <p>New developments that could generate a potentially significant short-term air quality impact shall incorporate feasible construction mitigation strategies, including those listed below, those included in an updated set of mitigation recommendations prepared by the Yolo-Solano Air Quality Management District, or those determined by the City to be as effective:</p> <ol style="list-style-type: none"> <li>a. Water all active construction areas at least twice daily.</li> <li>b. Haul trucks shall maintain at least two feet of freeboard.</li> <li>c. Cover all trucks hauling soil, sand, and other loose materials.</li> <li>d. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and hydroseed area.</li> <li>e. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).</li> <li>f. Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.</li> <li>g. Plant vegetative ground cover in disturbed areas as soon as possible.</li> <li>h. Cover inactive storage piles.</li> <li>i. Sweep streets if visible soil material is carried out from the construction site.</li> <li>j. Treat accesses to a distance of 100 feet from the paved road with a 6 to 12 inch layer of wood chips or mulch.</li> <li>k. Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel.</li> <li>l. Limit all idling of vehicles and equipment that use gasoline or diesel fuel to five minutes maximum.</li> <li>m. Use alternative power source, such as electricity, for construction equipment or use reformulated and emulsified fuels, incorporate catalyst and filtration technologies, and generally modernize the equipment fleet with cleaner and newer engines.</li> </ol> <p><b>Mitigation Measure 4.3-1b – Policy 7.F.2. will be amended as follows:</b></p> <p>Policy 7.F.2 Best Management Practices. Require <u>all</u> projects to implement Best Management Practices (BMPs) for reducing air pollutant emissions associated with the construction and operation of development projects as a standard City condition of approval.</p>	SU
<p>IMPACT 4.3-2 Generation of Long-Term Operational Emissions of Criteria Air Pollutants and Precursors. Long-term operational emissions would be generated from day-to-day activities associated with residential and non-residential land uses under the Proposed Project. Operational emissions associated with the Proposed Project would exceed applicable YSAQMD thresholds. The level of operational emissions could conflict with or obstruct implementation of the applicable air quality plan. Proposed Project policies would reduce potentially significant impacts, but not to a level that would be below relevant thresholds. The impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.3-2 – Implement Mitigation Measure 4.3-1b.</b></p>	SU
<p>IMPACT 4.3-3 Expose Sensitive Receptors to Substantial Pollutant Concentrations. Project-related vehicle trips would contribute vehicles to local intersections that could cause a CO hotspot (i.e., exceedance of the CO ambient air quality standard). However, it is not anticipated that the Proposed Project’s land uses would contribute substantial vehicle volumes to existing or future intersections that could cause a CO hotspot. During construction and operation of the Proposed Project, localized air quality emissions would be generated that could affect existing and proposed sensitive receptors. Construction activities would generate diesel particulate matter (diesel PM) emissions that could affect existing and proposed sensitive receptors. Existing regulations and proposed policies and implementation programs would reduce potential exposure to substantial pollutant concentrations. The impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.3-3a – Policy 7.F.3 should be amended as follows:</b></p> <p>Policy 7.F.3. Protect Sensitive Receptors. For the purposes of environmental review of <u>potential toxic air contaminant impacts</u>, consider residentially designated land uses, hospitals <u>and other medical facilities</u>, <del>and</del> residential care facilities, <u>schools, day care centers, playgrounds</u> to be “sensitive receptors.” Discourage the location of new sensitive receptor uses within 500 feet of a limited access state highway (SR 113 and 1-5). <u>Implement applicable buffer distances recommended by the California Air Resources Board between sensitive uses and sources of substantial pollutant concentrations.</u></p> <p><b>Mitigation Measure 4.3-3b – Implement Mitigation Measure 4.3-1b.</b></p>	<p>LTS for construction-related</p> <p>SU for stationary source exposure</p>

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		<p><b>Mitigation Measure 4.3-3c – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Air Quality 2)</b></p> <p>a. New development shall be required to demonstrate adherence with applicable YSAQMD-recommended health risk thresholds involving sensitive receptors, uses that involve substantial truck trips, and large gas stations, as defined by the applicable regulations. “Substantial truck trips” is defined as more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or TRU unit operations that exceed 300 hours per week. A “large gas station” is one that would be anticipated to accommodate a throughput of 3.6 million gallons per year or greater.</p> <p>b. Proposed uses that include sensitive receptors may demonstrate compliance with this implementation program by providing a minimum 1,000-foot buffer from existing uses that involve substantial truck trips and a minimum 50-foot buffer from existing large gas stations.</p> <p>c. Proposed uses that involve substantial truck trips may demonstrate compliance with this implementation program by providing a minimum 1,000-foot buffer from properties where the City’s land use designation would allow sensitive receptors.</p> <p>d. Proposed large gas stations may demonstrate compliance with this implementation program by providing a minimum 300-foot buffer, while typical gas dispensing facilities would provide a minimum 50-foot buffer from existing sensitive receptors and from properties where the City’s land use designation would allow sensitive receptors.</p> <p>e. Avoid siting new sensitive receptors within 500 feet of the edge of the closest travel lane of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.</p> <p>f. Avoid siting new sensitive land uses within 300 feet of any existing dry cleaning operation.</p> <p>g. As an alternative to these buffer distances, proposed sensitive receptors, uses that involve substantial truck trips, and large gas stations may provide a site-specific health risk assessment, using methods consistent with applicable guidance from the Office of Environmental Health Hazard Assessment, with mitigation, if necessary, to demonstrate compliance with applicable YSAQMD-recommended health risk thresholds. When health risk impacts exceed YSAQMD-recommended thresholds, feasible on-site mitigation measures to reduce TAC exposure shall be implemented to mitigate health risk impacts below YSAQMD thresholds. On-site measures could include, but are not limited to providing enhanced filtration systems (e.g., MERV 13 or greater) for near-by sensitive receptor buildings, changes to the TAC emission source’s operation, and positioning of exhaust and intake for ventilation systems to minimize exposure among others.</p> <p><b>Mitigation Measure 4.3-3d – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Air Quality 3)</b></p> <p>a. New development that would require the use of diesel-fueled construction equipment within 300 feet of an existing sensitive receptor use an equipment mix, incorporate buffering, schedule construction activities, or use other strategies to reduce potential health risk consistent with guidance from the Yolo-Solano Air Quality Management District.</p> <p>b. Alternatively, a project applicant may prepare a site-specific estimate of diesel PM emissions associated with total construction activities and evaluate for health risk impact on existing sensitive receptors in order to demonstrate that applicable YSAQMD-recommended thresholds for toxic air contaminants would not be exceeded or that applicable thresholds would not be exceeded with the application of alternative mitigation techniques approved by the City.</p>	
<p>IMPACT 4.3-4 Objectionable Odors Affecting a Substantial Number of People. The Proposed Project includes policies that would avoid exposure of a substantial number of people to objectionable odors. The impact is less than significant.</p>	<p>LTS</p>	<p>No mitigation is required.</p>	<p>LTS</p>

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<b>4.4 Biological Resources</b>			
<p>IMPACT 4.4-1 Loss of Special-status Plants and Loss of Special-status Plant Habitat. Implementation of the Proposed Project would result in conversion of habitat for special-status plant species, which could result in loss of special-status plants either through direct removal or through habitat degradation. The impact is considered potentially significant.</p>	<p align="center">PS</p>	<p><b>Mitigation Measure 4.4-1a – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Biological Resources 1)</b></p> <p>a. The City will require biological inventory surveys for new developments that could affect special-status species or sensitive habitat in areas designated for development under the General Plan.</p> <p>b. The City will work with project applicants to identify opportunities to preserve special-status species occurrences and sensitive habitats through design and planning. If the HCP/NCCP is adopted and state and federal ITPs have been issued, the City shall implement the applicable requirements of the HCP/NCCP as relevant to any specific land use project. If the HCP/NCCP is not in place and/or ITPs have not been issued, the City shall follow the steps described below.</p> <p>c. If the City determines it is reasonable and feasible to do so, while still achieving the specific project development goals and objectives, the City will require preservation of occupied special-status species habitat and sensitive habitat types as a condition of project approval. If adverse effects cannot be avoided, project proponents shall be required to mitigate all adverse effects in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species and habitat, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of special-status species and sensitive habitats.</p> <p>d. If the project would result in take of state or federally listed species, the City will require project proponent/s to obtain take authorization from the U.S. Fish &amp; Wildlife Service or the California Department of Fish and Wildlife, as appropriate, depending on species status, and comply with all conditions of the take authorization.</p> <p>e. If the Yolo HCP/NCCP is not adopted or the affected species or habitat is not covered under the plan, the City will require project applicants to develop a mitigation and monitoring plan, in coordination with CDFW and/or USFWS, as appropriate depending on species status, to compensate for the loss of special-status species and sensitive habitats. The mitigation and monitoring plan will describe in detail how loss of special-status species or sensitive habitats shall be avoided or offset, including details on restoration and creation of habitat, compensation for the temporal loss of habitat, management and monitoring to avoid indirect habitat degradation (e.g., management of invasive plant species, maintenance of required hydrology), success criteria ensuring that habitat function goals and objectives are met and target special-status species are established, performance standards to ensure success, and remedial actions if performance standards are not met. The plan will include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).</p> <p>f. If available, purchase of mitigation credits at an agency-approved mitigation bank (i.e., approved by the agency with jurisdiction over the affected species or habitat) in Yolo County, will be acceptable for compensatory mitigation for special-status species that are not covered under the Yolo HCP/NCCP.</p> <p><b>Mitigation Measure 4.4-1b – Policy 7.B.5., Policy 7.B.7, and Policy 7.B.11 should be amended as follows:</b></p> <p>Policy 7.B.5 Open Space for Conservation. Where appropriate, permanently protect as open space areas of natural resource value, including <u>sensitive habitat types (e.g., alkali sink and prairie, freshwater wetlands, freshwater marsh, riparian forest, drainages), wetland preserves, riparian corridors, woodlands, special-status plant occurrences, and floodplains. Support the maintenance of open space and natural areas that are interconnected and of sufficient size to protect biodiversity, accommodate wildlife movement, and sustain ecosystems. Maintain connectivity between open space areas designated for habitat conservation values within the Planning Area as well as linkages to adjacent habitats outside of the Planning Area, such as Willow Slough, Cache Creek, and habitat preserves to the east.</u></p> <p>Policy 7.B.7 Woodland Regional Park. Protect and maintain Woodland Regional Park as an important wildlife preserve and habitat for <del>rare native</del> <u>special-status</u> plants and allow for public access that is compatible with and</p>	<p align="center">LTS</p>

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		promotes public education of the site’s habitat value. Policy 7.B.11 Sensitive Site Planning. Site new development to maximize the protection of native tree species and sensitive special-status plant and wildlife habitats.	
IMPACT 4.4-2 Loss and Degradation of Habitat for Special-status Wildlife Species and Potential Direct Take of Individuals. Implementation of the Proposed Project would allow conversion of undeveloped land that currently supports known occupied and potential habitat for special-status wildlife species to residential, commercial, and other developed land uses. Buildout of the Proposed Project would result in loss and degradation of suitable habitat for several special-status wildlife species and could result in take of State- and Federally-listed wildlife species and loss or displacement of special-status wildlife populations. However, implementation of the 2035 General Plan policies and implementation program and compliance with state and federal laws, along with the General Plan Land Use Diagram would reduce potential impacts on special-status wildlife species. The impact is considered potentially significant.	PS	<b>Mitigation Measure 4.4-2a – Policy 7.B.6 and 7.B.8 should be amended as follows:</b> Policy 7.B.6. Open Space Buffer. Continue to work with Yolo County and the City of Davis to maintain the permanent open space buffer between County Roads 27 and 29 <u>and its existing wildlife habitat values.</u> Policy 7.B.8 Native and Compatible Non-Native Plant Species. Require developers to use native and compatible non-native species, especially drought-resistant species, to the extent possible in order to preserve the visual integrity of the landscape, <u>and provide benefits habitat conditions suitable for native wildlife, and ensure that a variety of plants suited to the region are maintained.</u> <b>Mitigation Measure 4.4-2b – Implement Mitigation Measure 4.4.1a</b> <b>Mitigation Measure 4.4-2c – Implement Mitigation Measure 4.4.1b</b>	LTS
IMPACT 4.4-3 Loss and Degradation of Riparian Habitat or Other Sensitive Natural Communities. Implementation of the Proposed Project would result in conversion of undeveloped land that currently supports a limited amount of riparian habitat and possibly remnant alkali prairie to residential, commercial, and other developed land uses. (All other sensitive natural communities, including vernal pool habitats and other freshwater wetlands found in the Planning Area are addressed under impacts on federally protected wetlands and are not discussed here.) Therefore, buildout of the Proposed Project could result in loss and degradation of riparian or alkali prairie habitat. However, implementation of the 2035 General Plan policies and implementation programs and compliance with state and federal laws, along with the General Plan Land Use Diagram would reduce potential impacts on riparian habitat and other sensitive natural communities. The impact is considered potentially significant.	PS	<b>Mitigation Measure 4.4-3a – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Biological Resources 3):</b> If the project would result in fill or alteration of a waterway or any body of water supporting riparian forest habitat, the City will require project proponent/s to notify the California Department of Fish and Wildlife, obtain a Lake and Streambed Alteration Agreement if determined necessary by the California Department of Fish and Wildlife, and comply with all conditions of the Lake and Streambed Alteration Agreement. <b>Mitigation Measure 4.4-3b – Implement Mitigation Measure 4.4-1a</b> <b>Mitigation Measure 4.4-3c – Implement Mitigation Measure 4.4-1b</b> <b>Mitigation Measure 4.4-3d – Implement Mitigation Measure 4.4-2a</b>	LTS
IMPACT 4.4-4 Loss and Degradation of Federally Protected Wetlands. Implementation of the Proposed Project would result in conversion of land that currently supports waterways and ponds and may support freshwater marsh, vernal pools, and other freshwater wetlands to residential, commercial, and other developed land uses. These wetland habitats and other waters may be protected under Section 404 of the CWA. Therefore, buildout of the Proposed Project could result in loss and degradation of federally protected wetlands. The impact is considered potentially significant.	PS	<b>Mitigation Measure 4.4-4a – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Biological Resources 3)</b> If the project would result in ground disturbance on sites containing waterways or other aquatic habitats, the City will require project proponent/s to complete a delineation of waters of the United States according to U.S. Army Corps of Engineers’ methods, and to submit the completed delineation to the U.S. Army Corps of Engineers for jurisdictional determination. If the project would result in fill of wetlands or other waters of the United States, the City will require project proponent/s to obtain a Section 404 Clean Water Act permit from the U.S. Army Corps of Engineers and water quality certification from the Regional Water Quality Control Board pursuant to Section 401 of the Clean Water Act. If the project involves work in areas containing waters disclaimed by the USACE, project applicants shall obtain a Waste Discharge Requirement permit from the Regional Water Quality Control Board pursuant to the Porter Cologne Act. Project applicants shall be required to obtain all needed permits prior to project implementation, to abide by the conditions of the permits, including all mitigation requirements, and to implement all requirements of the permits in the timeframes required therein. <b>Mitigation Measure 4.4-4b – Implement Mitigation Measure 4.4-1a</b> <b>Mitigation Measure 4.4-4b – Implement Mitigation Measure 4.4-1b</b>	LTS
IMPACT 4.4-5 Interference with Wildlife Movement Corridors and Nursery Sites. The Proposed Project plans for development within the Pacific flyway, a major bird migration route. However, buildout of the Proposed Project would not create a barrier to movement of migratory species or alter the character of existing habitat available to migrating birds such that it would no longer function as a migratory corridor. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.4-6 Conflict with Local Ordinances Protecting Biological Resources. The 2035 General Plan policies and compliance with City ordinance would reduce potential impacts on protected trees. The impact is considered less than significant.	LTS	No mitigation is required	LTS

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IMPACT 4.4-7 Conflict with an Adopted Habitat Conservation Plan Natural Community Conservation Plan. The General Plan Land Use Diagram and 2035 General Plan policies and implementation programs have been designed to provide consistency with the proposed Yolo HCP/NCCP. This impact is considered significant.	S	<b>Mitigation Measure 4.4-7a – Implement Mitigation Measure 4.4-1a</b> <b>Mitigation Measure 4.4-7b – Implement Mitigation Measure 4.4-1b</b> <b>Mitigation Measure 4.4-7c – Implement Mitigation Measure 4.4-2a</b>	LTS
IMPACT 4.4-8 Substantial Reduction in the Habitat of a Fish or Wildlife Species, Cause a Fish or Wildlife Population to Drop Below Self-Sustaining Levels, Eliminate a Plant or Animal Community, or Substantially Reduce the Number or Restrict the Range of an Endangered, Rare, or Threatened Species. Implementing the Proposed Project would not substantially reduce the habitat of a fish or wildlife species, eliminate a plant or animal community, or substantially reduce the number or restrict the range of any endangered, rare, or threatened species because the majority of known occurrences of special-status species and their habitat would be preserved. This impact is less than significant.	LTS	No mitigation is required.	LTS
<b>4.5 Climate Change, Greenhouse Gas Emissions, and Energy</b>			
IMPACT 4.5-1 Generation of Greenhouse Gas Emissions. Implementation of the Proposed Project would implement planned land uses that would involve short-term GHG emissions associated with construction and infrastructure improvements, along with long-term operational emissions. However, policies and reduction strategies within the 2035 General Plan and the 2035 CAP would ensure that the City achieves its share of AB 32, Executive Order B-30-15, and Executive Order S-3-05 emissions reductions. The impact is less than cumulatively considerable.	CC	<b>Mitigation Measure 4.5-1a – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Greenhouse Gas Emissions 1)</b> a. The City will maintain a Climate Action Plan designed to achieve the reduction targets for land use-related emissions for the years 2020 and 2035 and put the City on a trajectory toward goals for longer-term years, such as 2050. The City’s reduction targets may be revised over time, but will represent a rate of emissions that is efficient enough to provide for Woodland’s share of AB 32, Executive Order B-30-15, SB 32, and Executive Order S-3-05 emissions reductions. b. The Climate Action Plan will focus on GHG emission sectors over which the City could have influence – either through entitlement authority, public investments, incentives, or other feasible means. When making the comparison between Woodland’s GHG efficiency and that required for the state as a whole, the City can remove from consideration GHG sources that are beyond local control. c. The City will monitor relevant local, regional, State, and federal legislation and regulations related to GHG emissions, land use planning, and environmental review, and will make changes to the Climate Action Plan accordingly. Future regulations may have the effect of reducing GHG emissions associated with implementation of the Proposed Project. The effect of future regulations shall be taken into account in future revisions to the Climate Action Plan. New transportation modeling tools may become available that allow revisions to emissions estimates based on the City’s policies related to land use, urban design, and transportation. d. The City will revise the Climate Action Plan, as necessary, based on updated inventories and assessments of the effectiveness of reduction strategies no less than every 5 years. If, based on the City’s future updated assessments, existing reduction strategies would not achieve the City’s reduction targets, the City will make revisions to strategies or develop new strategies. The City will make revisions to its reduction targets, if necessary, to ensure that the target continues to demonstrate an appropriate share of the State’s emission reduction goals for Woodland. The City anticipates that a Climate Action Plan update will be needed after new statewide measures are adopted to reduce GHG emissions, such as when the State updates the Air Resources Board Scoping Plan. The City will make revisions to the Climate Action Plan, if necessary, as new technology becomes available that would affect emissions in the Planning Area or the City’s ability to forecast future emissions. e. In maintaining the Climate Action Plan, during the CAP updates described above, the City will consider new or revised reduction strategies that may be necessary to achieve the City’s reduction targets, while also promoting other goals of the City’s General Plan. The City will identify additional plans, policies, projects, mitigation measures, and regulations that are necessary to reduce GHG emissions and achieve the City’s reduction targets. The City will consider regulatory changes, infrastructure investment strategies, incentives, contributions to (or local use of) carbon offset programs, and other measures, as appropriate. The City shall consider financing programs for installation and use of renewable energy infrastructure in new and/or existing development, building codes to further increase energy efficiency in new buildings, incentive programs to assist existing property owners in making energy efficiency upgrades, travel demand management programs for new nonresidential projects, and other mechanisms that would reduce GHG	LTCC

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		<p>emissions. The City will prioritize reduction strategies that offer co-benefits, such as reducing household or business transportation costs, reducing household and business utility bills, improving local air quality, reducing energy use, reducing traffic congestion, conserving water and other resources, moderating the heat island effect, preserving natural habitat, creating local jobs, among other benefits.</p> <p>f. The City anticipates that State funding for GHG-efficient transportation systems and other local applications of the State’s GHG reduction mandates will be important in meeting the State’s overall GHG goals. Local governments will rely on state funding to improve existing buildings and provide more energy- and GHG-efficient sources of electricity. The City will monitor grant and other funding programs that could be used to implement different components of the Climate Action Plan.</p> <p><b>Mitigation Measure 4.5-1b – Implementation of Mitigation Measure 4.3-2a</b> <b>Mitigation Measure 4.5-1c – Implementation of Mitigation Measure 4.3-2b</b></p>	
<p>IMPACT 4.5-2 Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases. 2035 General Plan policies and implementation programs and the 2035 CAP ensure that GHG emissions within the Planning Area occur at a rate that is consistent with goals set for the State government to reduce GHG emissions. Projects that seek to use streamlining identified under SB 375 would need to determine consistency with SACOG’s MTP/SCS. The impact is potentially significant.</p>	PS	<p><b>Mitigation Measure 4.5-2 – The 2035 General Plan should be amended to include the following new policy:</b> Policy 7.F.12. MTP/SCS Consistency. For projects seeking to utilize available CEQA streamlining, determine project consistency with the MTP/SCS as a component of application review.</p>	LTS
<p>IMPACT 4.5-3 Develop Land Uses or Development Patterns that Cause Wasteful, Inefficient, or Unnecessary Consumption of Energy. During construction and following buildout of the Proposed Project, energy would be consumed in the forms of fossil fuels and electricity. A large body of existing regulations would have the effect of reducing energy demand and would, then, also reduce potential adverse environmental effects associated with energy demand. The Proposed Project also includes many policies that promote additional energy conservation and savings and that would reduce peak demand and associated environmental effects. The impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>IMPACT 4.5-4 Require or Result in the Construction of New or Expanded Energy Production or Transmission Facilities, the Construction of which Could Cause Significant Environmental Effects Implementation of the Proposed Project would increase energy demand and would result in the need to extend services and infrastructure to new users in the Planning Area. Policies and implementation programs in the Proposed Project, as well as existing regulations would reduce potential impacts. Construction of facilities would occur within the assumed development footprint of the Proposed Project and impacts are considered throughout this EIR. There are no additional significant effects that are not already addressed. The impact is less than significant.</p>	LTS	No mitigation is required	LTS
<b>4.6 Cultural Resources</b>			
<p>IMPACT 4.6-1 Cause a Substantial Adverse Change in the Significance of Archaeological or Historical Resources as defined in CEQA Guidelines Section 15064.5. The Proposed Project plans for the construction of new buildings and structures. Modification of existing buildings and structures could also occur in the Planning Area. Although there are no previously recorded archaeological resources within the Planning Area, future projects involving intensive grading, trenching, excavation, soil stockpiling, and other earthmoving activities could impact previously unrecorded cultural resources. Implementation of the Proposed Project has the potential to damage or destroy archaeological and historic architectural resources that qualify as historical resources or unique archaeological resources under CEQA. The significance of such resources could be materially impaired because their ability to convey significance could be destroyed or diminished. This impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.6-1a – The 2035 General Plan should be amended to include the following modified policy:</b> <b>Policy 2.O.3. Relocation of Historic Buildings.</b> Where feasible and appropriate, encourage the relocation of reusable historic buildings within or into historic neighborhoods as a means of historic preservation. Relocation is only permitted <del>with reuse provisions and timing agreements in place.</del> <u>Upon execution of an agreement covering reuse provisions and approval of a replacement project.</u></p> <p><b>Policy 2.P.2. Environmental Review.</b> Require that environmental review be conducted for <u>alterations and/or demolition</u> of buildings designated as, or potentially eligible for designation as, historic structures as required by Chapter 12A of the Municipal Code and CEQA regulations.</p> <p><b>Mitigation Measure 4.6-1b – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Cultural 1)</b> Projects that could have significant adverse impacts to potentially significant archaeological resources shall be required to assess impacts and provide feasible mitigation. The following steps, or those deemed equally effective by the City, will be followed:</p> <p>a. Request information from the California Native American Heritage Commission to obtain a review of the Sacred Lands File and a list of local Native American groups and individuals that may have specific knowledge of cultural resources in the area that could be affected by project implementation.</p>	SU

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**Table 2-1  
Summary of Impacts and Mitigation Measures**

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>Each Native American group and individual identified by the Native American Heritage Commission will be contacted to obtain any available information on cultural resources in the project area. Additional consultation with relevant tribal representatives may be appropriate depending on the relatively level of cultural sensitivity.</p> <p>b. Request updated information from the Northwest Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether archaeological resources were identified. In the event the records indicate that no previous survey has been conducted or existing survey data is greater than five years old, the applicant will retain the services of a qualified archaeologist to assess the adequacy of the existing data (if any) and assess the archaeological sensitivity of the project area. If the survey did not meet current professional standards or regulatory guidelines, or relies on outdated information, a qualified archaeologist will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.</p> <p>c. If a survey is warranted, it will include all necessary background research in addition to an archaeological pedestrian survey. Based on findings of the survey, additional technical studies may be required, such as geoarchaeological sensitivity analysis, or other analysis scaled according to the nature of the individual project. A report will document the results of the survey and provide appropriate management recommendations, and include recordation of identified archaeological resources on appropriate California Department of Parks and Recreation site record forms and cultural resources reports.</p> <p>d. Management recommendations may include, but are not limited to additional studies to evaluate identified sites or archaeological monitoring at locations determined by a qualified archaeologist to be sensitive for subsurface cultural resource deposits.</p> <p>e. Once approved by the City, provide the Northwest Information Center with appropriate California Department of Parks and Recreation site record forms and cultural resources reports for any resources identified. Any subsequent reports completed as a result of additional technical work will likewise be submitted to the Northwest Information Center.</p> <p>f. If no archeological resources are identified that may be directly or indirectly impacted by project activities, mitigation is complete as there would be no adverse change to documented archeological resources. The exception would be in the event of the discovery of a previously unknown archaeological site inadvertently exposed during project implementation. In such an event, a qualified archaeologist will be retained to assess the discovery and provide management recommendations as necessary.</p> <p>g. When a project will impact a known archaeological site, and avoidance is not a feasible option, a qualified archaeologist shall evaluate the eligibility of the site for listing in the California Register of Historic Resources. If the archaeological site is found to be a historical resource as per CEQA Guidelines Section 15064.5 (a)(3), the qualified archaeologist shall recommend further mitigative treatment which could include preservation in place or data recovery.</p> <p>h. If a site to be tested is prehistoric, local tribal representatives should be afforded the opportunity to monitor the ground-disturbing activities. Appropriate mitigation may include curation of artifacts removed during subsurface testing.</p> <p>i. If significant archaeological resources that meet the definition of historical or unique archaeological resources are identified in the project area, the preferred mitigation of impacts is preservation in place. If impacts cannot be avoided through project design, appropriate and feasible treatment measures are required, which may consist of, but are not limited to actions, such as data recovery excavations. If only part of a site will be impacted by a project, data recovery will only be necessary for that portion of the site. Data recovery will not be required if the implementing agency determines prior testing and studies have adequately recovered the scientifically consequential information from the resources. Studies and reports resulting from the data recovery shall be deposited with the Northwest Information Center. Archaeological sites known to contain human remains shall be treated in</p>	

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		<p>accordance with the provisions of Section 7050.5 Health and Safety Code.</p> <p><b>Mitigation Measure 4.6-1c – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Cultural 2)</b></p> <p>For projects that could adversely affect a potential historic resources:</p> <ul style="list-style-type: none"> <li>a. Consult the City’s Historic Resources Inventory and, as necessary, seek updated information from the North Central Information Center or other applicable data repositories to determine whether the project area has been surveyed, and whether historic built environment resources were identified.</li> <li>b. If a survey of the property or the area in which the property is located has not been conducted , a qualified architectural historian shall conduct a study of the project area for the presence of historic built environment resources.</li> <li>c. If a study is required, it will evaluate the significance of built environment resources greater than 50 years in age that may be directly or indirectly impacted by project activities. The study may include a field survey; background, archival and historic research; and consultation with local historical societies, museums or other interested parties; as necessary.</li> <li>d. If necessary, the qualified architectural historian’s study will recommend appropriate protection or mitigative treatment, if any, and include recordation of identified built environment resources on appropriate California Department of Parks and Recreation (DPR) series 523 forms. Recommended treatment for historical resources identified in the report shall be implemented.</li> <li>e. If no significant historic built environment resources are identified in the study or prior survey of the project area that may be directly or indirectly impacted by project activities, there is no adverse change to documented historical built environment resources and no further action is required.</li> <li>f. If a significant historic built environment resource could be directly or indirectly impacted by project activities, avoidance shall be considered the primary mitigation option. If avoidance is not feasible, then the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, or reconstruction of the historical resource, conducted in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties will reduce impacts to an acceptable level. If adherence to the Secretary of the Interior’s Standards cannot avoid materially altering in an adverse manner the physical characteristics or historic character of the surrounding environmental setting that contribute to a resource’s historic significance, additional mitigation may be required.</li> <li>g. If avoidance is not feasible and minimizing impacts through adherence to the Secretary of the Interior’s Standards for the Treatment of Historic Properties is not feasible, documentation is required using, as appropriate, Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), and/or Historic American Landscapes Survey (HALS) guidelines.</li> </ul> <p><b>Mitigation Measure 4.6-1d – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Cultural 3)</b></p> <ul style="list-style-type: none"> <li>a. During ground-disturbing activities necessary to implement proposed development and infrastructure projects, if any prehistoric or historic subsurface resources are discovered, all work within 100 feet of the resources shall be halted and a qualified archaeologist<sup>1</sup> shall be consulted within 24 hours to assess the significance of the find, according to CEQA Guidelines Section 15064.5, and implement, as applicable, CEQA Guidelines Sections 15064.5(d), (e), and (f).</li> <li>b. If any find is determined to be a historical resource according to CEQA Guidelines Section 15064.5, representatives from the City and the archaeologist will meet to determine the appropriate avoidance measures or other appropriate mitigation. Cultural resources shall be recorded on appropriate Department of Parks and Recreation forms, and all significant cultural materials recovered shall be, as</li> </ul>	

<sup>1</sup> The California Office of Historic preservation utilizes the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation as found in Code of Federal Regulations, 36 CFR Part 61. The minimum professional qualifications in archeology are a graduate degree in archeology, anthropology, or closely related field plus: 1. At least one year of full-time professional experience or equivalent specialized training in archeological research, administration or management; 2. At least four months of supervised field and analytic experience in general North American archeology; and 3. Demonstrated ability to carry research to completion. In addition to these minimum qualifications, a professional in prehistoric archeology shall have at least one year of full-time professional experience at a supervisory level in the study of archeological resources of the prehistoric period. A professional in historic archeology shall have at least one year of full-time professional experience at a supervisory level in the study of archeological resources of the historic period.

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		<p>necessary and at the discretion of the qualified archaeologist and in consultation with the local Native American community if the discovery is prehistoric in age, subject to scientific analysis, professional curation, and documentation according to professional standards. If it is determined that the proposed development or infrastructure project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with Section 21083.2 of the California Public Resources Code and CEQA Guidelines Section 15126.4, with a preference for preservation in place. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is being carried out. Preservation in place may be accomplished by planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.</p> <p>c. If avoidance is not feasible, the qualified archaeologist shall develop and oversee the execution of a treatment plan. The treatment plan shall include, but shall not be limited to, data recovery procedures based on location and type of archaeological resources discovered and a preparation and submittal of report of findings to the Northwest Information Center of the California Historical Resources Information System. Data recovery shall be designed to recover the significant information the archaeological resource is expected to contain, based on the scientific/historical research questions that are applicable to the resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable resource questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by project proponents' actions. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.</p>	

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<p>IMPACT 4.6-2 Disturb Human Remains, including those Interred Outside of Formal Cemeteries. The Proposed Project would result in development and infrastructure improvement projects throughout the Planning Area that would involve earthmoving activities that could impact human remains. There is the potential for discovery of human remains during construction. This impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.6-2 – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Cultural 4)</b></p> <p>a. Consistent with Health and Safety Code, Section 7050 through 7052 and Health and Safety Code Section 8010 through 8030, in the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery during construction, the City and contractor/s shall take the following steps:</p> <p>(1) No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent human remains will occur until:</p> <p>(A) the coroner of Yolo County has been contacted to determine that no investigation of the cause of death is required, and</p> <p>(B) if the coroner determines the remains to be Native American:</p> <ol style="list-style-type: none"> <li>1. the coroner shall contact the Native American Heritage Commission within 24 hours;</li> <li>2. the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American; and</li> <li>3. the most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Section 5097.98 of the Public Resources Code; or</li> </ol> <p>(2) Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:</p> <p>(A) the Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant fails to make a recommendation within 24 hours after being notified by the commission;</p> <p>(B) the most likely descendant identified fails to make a recommendation; or</p> <p>(C) the landowner or his or her authorized representative rejects the recommendation of the most likely descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</p>	SU
<b>4.7 Geology, Soils, Minerals Resources, and Paleontological Resources</b>			
<p>IMPACT 4.7-1 Seismic Hazards Related to Surface Fault Rupture, Strong Seismic Ground Shaking, and Liquefaction. Development and land use change consistent with the Proposed Project could subject people and structures to hazards associated with strong seismic ground shaking and liquefaction. Implementation of the policies in the 2035 General Plan, and compliance with relevant laws and ordinances, would reduce the potential for loss or damage from seismic hazards. This impact is less than significant.</p>	LTS	No mitigation is required.	LTS
<p>IMPACT 4.7-2 Impacts Related to Soil Erosion. Land use change under the Proposed Project would result in substantial grading, excavation, and movement of earth associated with site preparation activities. These activities would increase soil erosion, especially from wind and water, and the potential for siltation of local drainages. Implementation of the policies in the Proposed Project, combined with relevant laws and ordinances, would reduce the potential for soil erosion. This impact is less than significant.</p>	LTS	No mitigation is required.	LTS
<p>IMPACT 4.7-3 Geologic Hazards Related to Unstable Soils, Expansive Soils, and Soil Unsuitable for Septic Systems. Land use change under the Proposed Project would result in the placement of buildings and infrastructure in areas of unstable soils, soils with high a shrink-swell potential, and in locations where the soil is not appropriate for use with septic systems. With adoption and implementation of policies and the implementation program in the Proposed Project, combined with current construction regulations, this impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.7-3a – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Soils 1)</b></p> <p>Where soils are proposed for use as leach fields associated with wastewater treatment, the City shall require a site-specific evaluation by a licensed geotechnical engineer regarding the soil suitability, including a perc test, as appropriate.</p> <p>All septic systems or other forms of on-site wastewater treatment and disposal facilities shall be designed by a licensed geotechnical or civil engineer. On-site wastewater treatment systems shall be designed to meet the</p>	LTS

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		following parameters: <ul style="list-style-type: none"> <li>• provide available effective absorptive area in both primary and reserve disposal fields;</li> <li>• provide appropriate separation between the disposal field bottom and groundwater or a restrictive soil layer;</li> <li>• factor the ground slope in both the primary and reserve disposal field areas;</li> <li>• factor the influent wastewater strength and quantity in wastewater system design;</li> <li>• accommodate requirements for setbacks from wells, surface waters, and property boundaries; and</li> <li>• provide treatment of wastewater such that it does not adversely affect water quality or endanger public health.</li> </ul>	
<p>IMPACT 4.7-4 Loss or Damage to Paleontological Resources During Earth-Moving Activities. Paleontological resources could occur in the Planning Area and construction activities under the Proposed Project could result in damage to, or destruction of unknown subsurface paleontological resources. Paleontological resources could occur in Pleistocene-age sediments that underlie portions of the Planning Area. Construction activities in these areas could result in damage to, or destruction of unknown subsurface paleontological resources. With the policies and implementation program in the Proposed Project, this impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.7-4 – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Paleontological Resources 1)</b></p> <ul style="list-style-type: none"> <li>• Prior to the start of earthmoving activities that would disturb 1 acre of land or more within the Riverbank or Modesto Formations, the project applicant shall inform all construction personnel involved with earthmoving activities regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</li> <li>• If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Woodland Community Development Department.</li> <li>• The project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan. The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum curation for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</li> </ul>	LTS
<b>3.8 Hazards and Hazardous Materials</b>			
<p>IMPACT 4.8-1 Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials. Implementation of the Proposed Project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. However, existing regulations and proposed policies in the Proposed Project would address this potential risk and the impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>IMPACT 4.8-2 Create a Significant Hazard to the Public or the Environment through Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment. Implementation of the Proposed Project plans for a wide variety of uses, including commercial and industrial uses that could result in upset and accident conditions involving the release of hazardous materials into the environment. Individual projects under the Proposed Project for which there are potential significant impacts related to hazards would require a project-level environmental review at the time they are proposed. With existing regulations and Proposed Project goals and policies, the impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>IMPACT 4.8-3 Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School. Projects that could potentially occur under the Proposed Project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. However, existing regulations provide standards for uses involving the handling or emissions of hazardous materials within a quarter mile of schools. The impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>IMPACT 4.8-4 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 Create a Significant Hazard to the Public or the Environment. Implementation of the Proposed Project could involve changes to sites included on a list of hazardous materials sites compiled pursuant to Government Code 64964.5. However, with existing regulations and Proposed Project goals and policies, the impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS

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IMPACT 4.8-5 For a Project Located within and Airport Land Use Plan or, where such a Plan has Not Been Adopted, within Two Miles of a Public Airport or Public Use Airport, Would the Project Result in a Safety Hazard For People Residing or Working within an Airport Land Use Plan Area. A portion of the Planning Area is in the SMF Airport Influence Area. The 2035 General Plan includes policies to avoid any adverse impact. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.8-6 Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan. Proposed Project policies support the mitigation of and preparation for emergencies. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.8-7 Expose People or Structures to a Significant Risk of Loss, Injury or Death Involving Wildland Fires, Including Where Wildlands are Adjacent to Urbanized Areas or Where Residences are Intermixed with Wildlands. Most of the Planning Area is non-wildland/non-urban area that is not at risk for wildland fires. Implementation of the Proposed Project would result in new development in SP-1A, which is adjacent to a Moderate Fire Hazard Severity Zones. However, existing regulations related to fire flow, access, and clearances around structures would ensure a less than significant impact.	LTS	No mitigation is required.	LTS
<b>4.9 Hydrology, Flooding, and Water Quality</b>			
IMPACT 4.9-1 Violation of Water Quality Standards. Implementation of the Proposed Project would convert large areas of undeveloped land to residential, commercial, industrial, and mix-uses, as well as intensify land uses as infill in existing downtown and major corridor areas, resulting in impacts related to additional discharges of pollutants to receiving water bodies. Such pollutants would result in adverse changes to the water quality of local water bodies. However, with adoption and implementation of the proposed policies in the Proposed Project, combined with current land use, stormwater, grading, and erosion control regulations, this impact is considered significant.	PS	<p><b>Mitigation Measure 4.9-1 – Policy 5.1.4 should be amended as follows:</b></p> <p>Policy 5.1.4. Low Impact Development. Require new development and redevelopment projects to incorporate site design and low impact development runoff requirements, in accordance with the Municipal Code <u>to reduce runoff rates, filter out pollutants, and facilitate groundwater infiltration</u>. Such features may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Canopy trees or shrubs to absorb rainwater;</li> <li>• Grading that lengthens flow paths over permeable surfaces and increases runoff travel time to reduce the peak hour flow rate;</li> <li>• Partially removing curbs and gutters from parking areas where appropriate to allow stormwater sheet flow into vegetated areas;</li> <li>• Use of permeable paving in parking lots and other areas characterized by significant impervious surfaces;</li> <li>• On-site stormwater detention, use of bioswales and bioretention basins to facilitate infiltration; and</li> <li>• Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.</li> </ul>	LTS
IMPACT 4.9-2 Construction-Related Water Quality Impacts. Construction and grading activities during development consistent with the Proposed Project could result in excess runoff, soil erosion, and stormwater discharges of suspended solids and increased turbidity. Such activities could mobilize other pollutants from project construction sites as contaminated runoff to on-site and ultimately off-site drainage channels. Many construction-related wastes have the potential to degrade existing water quality. Construction activities that are implemented without mitigation could violate water quality standards or cause direct harm to aquatic organisms. However, with implementation of existing regulations and water quality policies contained in the 2035 General Plan, this impact is considered significant.	PS	<b>Mitigation Measure 4.9-2 – Implement Mitigation Measure 4.9-1</b>	LTS
IMPACT 4.9-3 On-Site and Downstream Erosion and Sedimentation and Alteration of Drainage Patterns – East and South Alternatives. Development and land use change consistent with the 2035 General Plan would increase the amount of impervious surfaces, thereby increasing surface runoff. This increase in surface runoff would result in an increase in both the total volume and the peak discharge rate of stormwater runoff, and therefore could result in greater potential for erosion, sedimentation, hydromodification, and on- and off-site flooding. However, with adoption and implementation of the proposed policies and actions in the 2035 General Plan, combined with current grading, erosion, and flood control regulations, this impact is considered significant.	PS	<b>Mitigation Measure 4.9-3 – Implement Mitigation Measure 4.4-1</b>	LTS
IMPACT 4.9-4 Interference with Groundwater Recharge or Substantial Depletion of Groundwater Supplies. Land use changes under the Proposed Project would result in additional impervious surfaces, which could reduce the amount of groundwater recharge and in turn, affect the yield of hydrologically connected wells. However, a substantial reduction in groundwater recharge is not anticipated. An increase in water demands and associated depletion of groundwater supplies could also result from the land use changes under the Proposed Project; however, access to new surface water supplies and	LTS	No mitigation is required.	LTS

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opportunities for conjunctive use through aquifer storage and recovery would result in a reduced reliance on groundwater supplies. With compliance with existing regulations and implementation of Proposed Project policies, this impact is considered less than significant.			
IMPACT 4.9-5 Place Housing Within a 100-Year Flood Hazard Area As Mapped on a Federal Flood Hazard Boundary Or Flood Insurance Rate Map or Other Flood Hazard Delineation Map. Implementation of the Proposed Project would place housing in new growth areas within a current 100-year flood hazard area only if a funded, comprehensive flood solution is secured. Additional policies in the Proposed Project limit the flooding risks of infill development. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.9-6 Place Within a 200-year Flood Hazard Areas Structures Which Would Impede or Redirect Flood Flows. Implementation of the Proposed Project would place structures within a 200-year flood hazard area; however, policies in the Proposed Project prohibit diversion of flood flows onto adjacent properties. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.9-7 Expose People or Structures to a Significant Risk of Loss, Injury or Death Involving Flooding, Including Flooding as a Result of the Failure of a Levee or Dam. The Proposed Project plans for infill and new growth development in areas within the levee and dam inundation areas. The impact is considered significant.	S	No feasible mitigation.	SU
<b>4.10 Land Use Planning, Population, and Housing</b>			
IMPACT 4.10-1 Physically Divide an Established Community. Implementation of the Proposed Project would not physically divide an established community. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.10-2 Conflict with Any Applicable Land Use Plan, Policy, or Regulation of an Agency with Jurisdiction over the Project (Including, but not Limited to the General Plan, Specific Plan, Local Coastal Program, or Zoning Ordinance) Implementation of the Proposed Project would differ from the Yolo County 2030 General Plan, which has jurisdiction over unincorporated land in the Proposed Project Planning Area. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.10-3 Impacts Related to Inducing Population Growth. Implementation of Proposed Project would induce population growth substantially higher than that projected in the SACOG regional population projections and introduce Specific Plan Areas that are not anticipated to be fully developed by 2035, the planning horizon for the 2035 General Plan. The impact is considered significant.	S	No feasible mitigation.	SU
IMPACT 4.10-4 Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere. The Proposed Project does not propose converting established residential areas to a nonresidential land use or changing the land use or development character of existing developed residential areas. However, if any housing or residences are displaced, it is assumed that construction of 7,000 residential dwelling units on the project site would fully replace any residential units removed and provide housing for any displaced residents. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>4.11 Noise and Vibration</b>			
IMPACT 4.11-1 Exposure of Noise-Sensitive Land Uses to Short-Term (Construction). Future development and implementation of the policies in the Proposed Project would result in exposure of existing and proposed noise sensitive land uses to noticeable increases from construction activities. This impact is considered significant.	S	<p><b>Mitigation Measure 4.11-1 – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Noise 1)</b></p> <p>a. Demolition, construction, site preparation, and related activities that would generate noise perceptible at the property line of the subject property are limited to the hours between 7:00 A.M. and 6:00 P.M. on Monday through Saturday and between 9:00 A.M. and 6:00 P.M. on Sunday and federal holidays. The building inspector may issue an exception to this limitation on hours in cases of urgent necessity where the public health and safety will not be substantially impaired.</p> <p>b. Idling times for noise-generating equipment used in demolition, construction, site preparation, and related activities shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.</p> <p>c. Demolition, construction, site preparation, and related activities that do not involve pile driving proposed within 445 feet from the edge of properties with existing, occupied noise-sensitive uses shall incorporate all feasible strategies to reduce noise exposure for noise-sensitive uses, including:</p>	SU

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LTS = less than significant

PS = potentially significant

S = significant

SU = significant and unavoidable

**Table 2-1  
Summary of Impacts and Mitigation Measures**

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> <li>• Provide written notice to all known occupied noise-sensitive uses within 400 feet of the edge of the project site boundary at least 2 weeks prior to the start of each construction phase of the construction schedule;</li> <li>• Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications;</li> <li>• Re-route construction equipment away from adjacent noise-sensitive uses;</li> <li>• Locate noisy construction equipment away from surrounding noise-sensitive uses;</li> <li>• Use sound aprons or temporary noise enclosures around noise-generating equipment;</li> <li>• Position storage of waste materials, earth, and other supplies in a manner that will function as a noise barrier for surrounding noise-sensitive uses;</li> <li>• Use the quietest practical type of equipment;</li> <li>• Use electric powered equipment instead of diesel or gasoline engine powered equipment;</li> <li>• Use shrouding or shielding and intake and exhaust silencers/mufflers; and</li> <li>• Other effective and feasible strategies to reduce construction noise exposure for surrounding noise-sensitive uses.</li> </ul> <p>d. For construction of buildings that require the installation of piles, an alternative to installation of piles by hammering shall be used. This could include the use of augured holes for cast-in-place piles, installation through vibration or hydraulic insertion, or another low-noise technique.</p>	
<p>IMPACT 4.11-2 Exposure to or Generation of Long-Term Noise Levels. Future development of new noise-sensitive land uses would occur under the Proposed Project within areas that either are currently exposed to noise from both transportation and non-transportation noise sources, or will be in the future. Uses allowed under the 2035 General Plan could potentially expose existing or planned noise-sensitive uses to noise levels that exceed local standards. The impact is considered significant.</p>	<p align="center">S</p>	<p><b>Mitigation Measure 4.11-2a – Policy 8.G.3 should be amended as follows:</b></p> <p>Policy 8.G.3 Noise Exposure from Transportation Sources. Require noise-reducing mitigation to meet allowable outdoor and indoor noise exposure standards in Table 8-6 [Table 4.11-13]. Noise mitigation measures that may be approved to achieve these noise level targets include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Construct facades with <del>substantial weight and sound</del> <u>substantial weight and sound insulation to achieve acceptable interior noise</u>;</li> <li>• Use sound-rated windows for primary sleeping and activity areas;</li> <li>• Use sound-rated doors for all exterior entries at primary sleeping and activity areas;</li> <li>• Use <del>minimum</del> <u>minimum</u> setbacks and/or <del>sound exterior</del> <u>sound exterior</u> barriers <u>where applicable, feasible, and reasonable</u>;</li> <li>• Use acoustic baffling of vents for chimneys, attic and gable ends;</li> <li>• Install a mechanical ventilation system that provides fresh air under closed window conditions; and</li> <li>• Maximize site design so that buildings shelter outdoor areas.</li> </ul> <p><b>Mitigation Measure 4.11-2b – The 2035 General Plan should be amended to include the following new policies:</b></p> <p>Policy 8.G.13 Noise Attenuation Barriers. Noise attenuation barriers are strongly discouraged, except to attenuate noise for existing developed uses, and may be used in the context of new developments only when no other approach to noise mitigation is feasible.</p> <p>Policy 8.G.14 Vehicle Traffic. New developments shall disperse vehicular traffic onto a network of fully connected smaller roadways and minimize funneling of local traffic onto large-volume, high-speed roadways near existing or planned noise-sensitive land uses to the maximum extent feasible.</p> <p>Policy 8.G.15 Operational Noise. In new development areas, service, utility, loading areas, roof-mounted equipment, and noise-generating equipment shall be screened, designed, and located to reduce visibility and noise for surrounding properties and pedestrian areas.</p>	<p align="center">SU</p>
<p>IMPACT 4.11-3 Exposure to or Generation of Vibration. Construction of projects under the Proposed Project could cause temporary, short-term disruptive vibration for locations near sensitive receptors. Under the Proposed Project, future development of new vibration-sensitive land uses could occur within vibration-generating areas (e.g., railroads). This impact is considered significant.</p>	<p align="center">S</p>	<p><b>Mitigation Measure 4.11-3a – The 2035 General Plan should be amended to include the following new implementation program (Implementation Program Vibration 1)</b></p> <p>a. New development that proposes the use of piles for foundations shall include all feasible measures necessary with the goal to ensure that vibration exposure for adjacent buildings is less than 0.5 PPV and less than 80 VdB for adjacent vibration-sensitive uses and less than 0.2 PPV for adjacent historic buildings.</p>	<p align="center">SU</p>

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**Table 2-1  
Summary of Impacts and Mitigation Measures**

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>These performance standards shall take into account the reduction in vibration exposure that would occur through coupling loss provided by each affected building structure. If it is determined necessary to avoid damage, the project applicant shall coordinate with the Chief Building Official to implement corrective actions, which may include, but is not limited to building protection or stabilization.</p> <p>b. New developments that would generate substantial long-term vibration shall provide analysis and mitigation, as feasible, to achieve velocity levels, as experienced at habitable structures of vibration-sensitive land uses, of less than 80 vibration decibels.</p> <p><b>Mitigation Measure 4.11-3b – Implement Mitigation Measure 4.11-1</b></p>	
IMPACT 4.11-4 Expose People to Excessive Airport Noise. The Planning Area is outside of the 60 dB CNEL contours of all nearby airports. The impact is less than significant.	LTS	No mitigation is required.	LTS
<b>4.12 Public Services and Recreation</b>			
IMPACT 4.12-1 Impacts Related to Fire Protection Services. Implementation of the Proposed Project would not 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 time or other performance objectives for fire protection. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.12-2 Impacts Related to Police Protection Services. Implementation of the Proposed Project would not 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 time or other performance objectives for police protection. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.12-3 Impacts Related to School Services. Implementation of the Proposed Project would not 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 time or other performance objectives for schools. The impact is considered potentially significant.	PS	Funding for new school construction is provided through State and local revenue sources. Senate Bill (SB) 50 (Chapter 407, Statutes of 1998) governs the amount of fees that can be levied against new development. Payment of fees authorized by the statute is deemed “full and complete mitigation.”	LTS
IMPACT 4.12-4 Impacts Related to Parks and Recreation Services. Implementation of the Proposed Project would require the provision of 5.0 acres of parkland per 1,000. The Proposed Project would not 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 time or other performance objectives for parks. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.12-5 Impacts Associated with Other Public Facilities. Implementation of the Proposed Project could 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 time or other performance objectives for other public facilities. The impact is considered potentially significant.	PS	<p><b>Mitigation Measure 4.12-5a – The 2035 General Plan should be modified to include the following new implementation program (Implementation Program Public Services 1):</b></p> <p>Adopt a Municipal Facilities Master Plan that studies and identifies future space needs for city government offices, library facilities, and any other municipal service facilities not addressed in the Parks, Recreation, and Community Services Master Plan, and establishes space standards and ratios, as appropriate.</p>	LTS
IMPACT 4.12-6 Impacts Related to Increased Use of Existing Parks and Recreational Facilities. Implementation of the Proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The impact is considered less than significant.	LTS	No mitigation is required.	LTS
IMPACT 4.12-7 Impacts Related to Recreational Facilities. Implementation of the Proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The impact is considered less than significant.	LTS	No mitigation is required.	LTS

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**Table 2-1  
Summary of Impacts and Mitigation Measures**

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>4.13 Transportation and Circulation</b>			
<p>IMPACT 4.13-1 Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System by Resulting in Unacceptable Levels of Service on City of Woodland Roadways. Implementation of the Proposed Project could cause unacceptable LOS conditions on some roadway segments, depending on the Alternative. The impact is considered significant for the East Alternative and less than significant for the South Alternative.</p>	<p>East Alternative – PS</p>	<p><b>Mitigation Measure 4.13-1a – The 2035 General Plan should be amended to include the following modification of the Circulation Diagram in the East Alternative.</b>            East Alternative Circulation Diagram: <u>Include E. Gum Avenue from Bourn Drive to Pioneer Avenue as a 2-lane minor arterial.</u>            This action would result in potential physical changes to the roadway under this classification that may include access control and minor turn-lane widening at intersections. Under this classification, the LOS would be improved to LOS C and the impact would be <b>less than significant with mitigation.</b></p> <p>OR</p> <p><b>Mitigation Measure 4.13-1b – The 2035 General Plan should be amended to include the following modified policy:</b></p> <p>– <b>Policy 3.A.1 Vehicle Level of Service (LOS) Standard.</b> Strive to develop and manage the roadway system to maintain LOS D or better as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board) during weekday AM and PM peak hour conditions with the following exceptions described below and mapped on Figure 3-1.</p> <p>A. LOS C - Kentucky Ave from East Street to County Road 98. This level of service is required to accommodate the mix of commercial/industrial truck traffic with residential driveways.</p> <p>B. LOS E – Freeway ramp terminal intersections <u>and E. Gum Avenue from Bourn Drive to Pioneer Avenue.</u></p> <p>C. LOS F – LOS F is allowed for the following roadway segments and intersections where the City finds that the improvements or other measures required to achieve the LOS standard are unacceptable because of their impact on other community values.</p> <ul style="list-style-type: none"> <li>• Main Street from 6<sup>th</sup> Street to Cleveland St.</li> <li>• Maxwell Ave from Farnham Avenue to County Road 102</li> </ul> <p>This action would recognize that potential physical changes to this section E. Gum Avenue to increase its capacity are not desirable due to access or right-of-way impacts on adjacent properties or the environment. The impact would be <b>less than significant with mitigation.</b></p> <p>AND</p> <p><b>Mitigation Measure 4.13-1c – The 2035 General Plan should be amended to include the following modified policy and new implementation program:</b></p> <p>– <b>Policy 3.A.4 Reduce Vehicle Miles Traveled (VMT).</b> <u>Require new development projects to achieve a 10 percent reduction in VMT per capita or VMT per service population compared to the general plan 2035 VMT performance, or a 10 percent reduction compared to baseline conditions for similar land uses. Apply a VMT transportation performance metric threshold of 30 VMT per capita when measuring transportation impacts for subsequent projects and making General Plan consistency findings. Reducing peak period VMT in particular is desirable due to the added benefit of minimizing severe congestion and reducing emissions. Use of VMT reduction strategies such as those in Chart 6-2 below taken from <i>Quantifying Greenhouse Gas Mitigation Measures</i>, CAPCOA, 2010 or similar professional research documents is encouraged. [See Section 4.13 of this EIR, “Transportation and Circulation”] taken from <i>Quantifying Greenhouse Gas Mitigation Measures</i>, CAPCOA, 2010 or similar professional research documents is encouraged.</u></p> <p><b>Implementation Program 3.8</b> After final adoption of SB 743 CEQA Guidelines changes and any associated</p>	<p>LTS</p>

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**Table 2-1  
Summary of Impacts and Mitigation Measures**

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p><u>technical advisory recommendations by the State of California, the City will assess the VMT reduction goal contained in Policy 3.A.4. The assessment should consider substantial evidence presented by the State in recommending any alternative VMT reduction goals as CEQA thresholds plus the community values expressed by the goals and policies. The City should strive to set thresholds consistent with the City's envisioned future while striving to achieve reasonable reductions in vehicle travel that produce air pollution and greenhouse gases.</u></p>	
	South Alternative – LTS	No mitigation is required	LTS
<p>IMPACT 4.13-2 Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System by Resulting in Unacceptable Levels of Service on Caltrans Roadways. Implementation of the Proposed Project would exacerbate unacceptable No Project LOS D conditions on the I-5 Mainline east of County Road 102 under 2035 conditions. The impact is considered potentially significant.</p>	PS	<b>Mitigation Measure 4.13-2 – Implement Mitigation Measure 4.13-1c.</b>	LTS
<p>IMPACT 4.13-3 Conflict with an Applicable Congestion Management Program by Resulting in Unacceptable Levels of Service on CMP Network Roadways. Implementation of the Proposed Project would cause unacceptable LOS conditions on one CMP roadway segment. The impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.13-3a – Implement Mitigation Measure 4.13-1c.</b>  <b>Mitigation Measure 4.13-3b – The 2035 General Plan should be amended to include the following modification of the circulation diagram.</b>  <b>East Alternative Circulation Diagram: <u>Include County Road 102 from E. Gibson Road to Farmers Central Road as a 4-lane principal arterial.</u></b></p>	LTS
<p>IMPACT 4.13-4 Conflict with an Applicable Plan, Ordinance, or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System, Taking into Account All Modes of Transportation. Implementation of the Proposed Project would not result in conflicts with applicable plans, ordinances or policies that have not already been discussed in Impacts 4.13-1 through 4.13-3. The impact is considered less than significant.</p>	LTS	No mitigation is required	LTS
<p>IMPACT 4.13-5 Result in Changes to Air Traffic Patterns. Implementation of the Proposed Project includes land use changes that would have only a limited influence on air traffic patterns. The impact is considered less than significant.</p>	LTS	No mitigation is required	LTS
<p>IMPACT 4.13-6 Substantially Increase Hazards Due to a Design Feature. Implementation of the Proposed Project will modify the existing transportation network to accommodate existing and future users that could change existing travel patterns or traveler expectations. The impact is considered less than significant.</p>	LTS	No mitigation is required	LTS
<p>IMPACT 4.13-7 Result in Inadequate Emergency Access. Implementation of the Proposed Project will alter land use patterns and increase travel demand on the transportation network that may influence emergency access. The impact is considered less than significant.</p>	LTS	No mitigation is required	LTS
<p>IMPACT 4.13-8 Result in Potential Conflicts with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities, or Otherwise Decrease the Performance or Safety of Such Facilities. Implementation of the Proposed Project would not result in conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The impact is considered less than significant.</p>	LTS	No mitigation is required	LTS
<b>4.14 Utilities</b>			
<p>IMPACT 4.14-1 Exceed Wastewater Treatment Requirements of the Applicable Regional Water Quality Control Board. Implementation of the Proposed Project would not exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board. The impact is considered less than significant.</p>	LTS	No mitigation is required	LTS
<p>IMPACT 4.14-2 Require or Result in the Construction of New Water or Wastewater Treatment Facilities or Expansion of Existing Facilities, the Construction of Which Could Cause Significant Environmental Effects. Implementation of the Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. The impact is considered less than significant.</p>	LTS	No mitigation is required	LTS

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**Table 2-1  
Summary of Impacts and Mitigation Measures**

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
IMPACT 4.14-3 Impacts Related to Construction or Expansion of Stormwater Facilities. Implementation of the Proposed Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. The impact is considered less than significant.	LTS	No mitigation is required	LTS
IMPACT 4.14-4 Water Supply Impacts. Implementation of the Proposed Project would not result in having insufficient water supplies available to serve the project from existing entitlements and resources, nor are new or expanded entitlements needed. The impact is considered less than significant.	LTS	No mitigation is required	LTS
IMPACT 4.14-5 Wastewater Treatment Capacity Impacts. Implementation of the Proposed Project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. The impact is considered less than significant.	LTS	No mitigation is required	LTS
IMPACT 4.14-6 Solid Waste Disposal Capacity Impacts. Development under the Proposed Project would be served by a landfill with sufficient permitted capacity to serve the project's solid waste disposal needs. The impact is less than significant.	LTS	No mitigation is required	LTS
IMPACT 4.14-7 Compliance with Federal, State, and Local Statutes and Regulations Related to Solid Waste. Implementation of the Proposed Project would be compliant with federal, State, and local statutes and regulations related to solid waste. The impact is considered less than significant.	LTS	No mitigation is required	LTS

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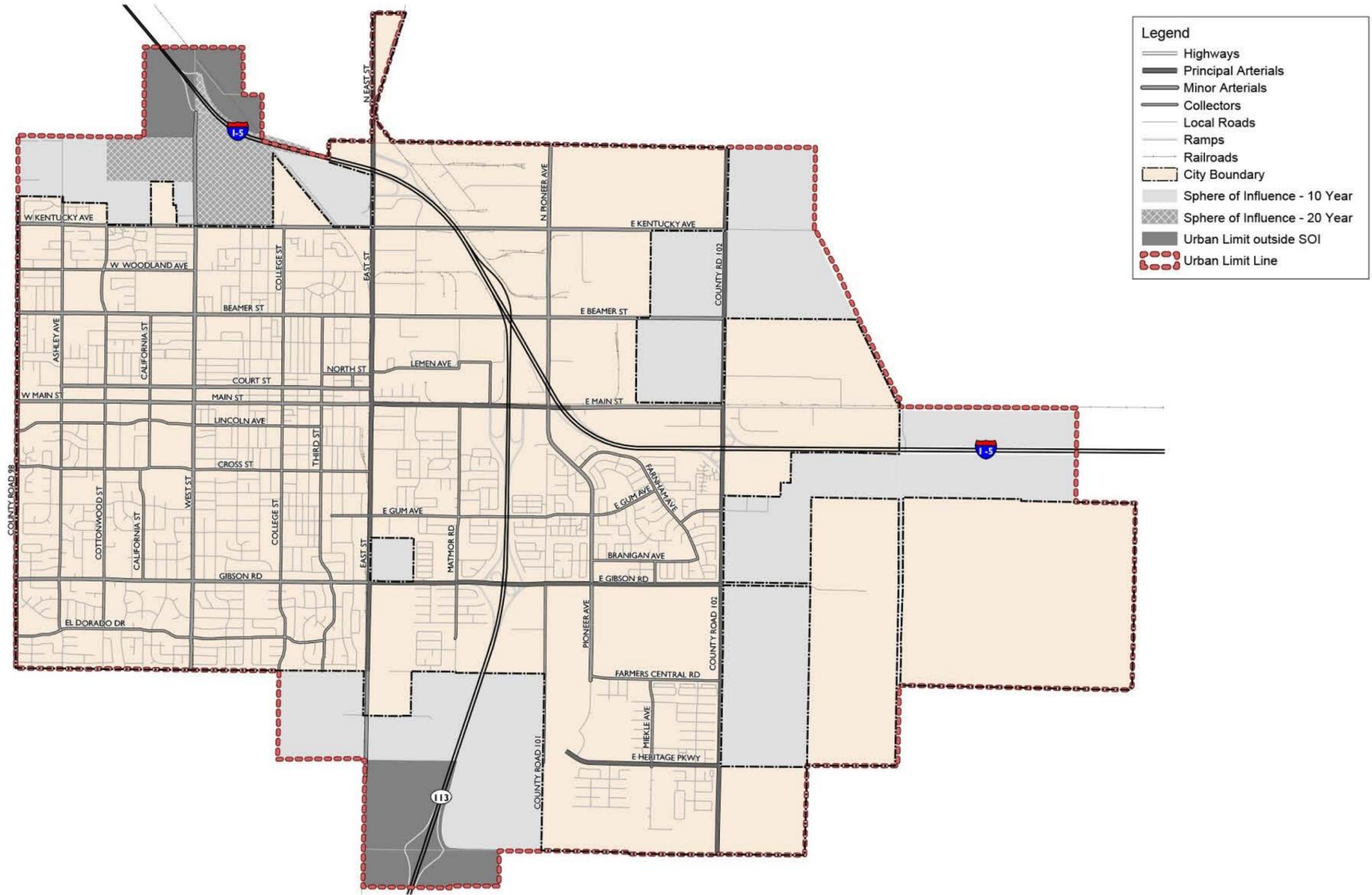


Exhibit 3.2-2.

Existing Planning Boundaries

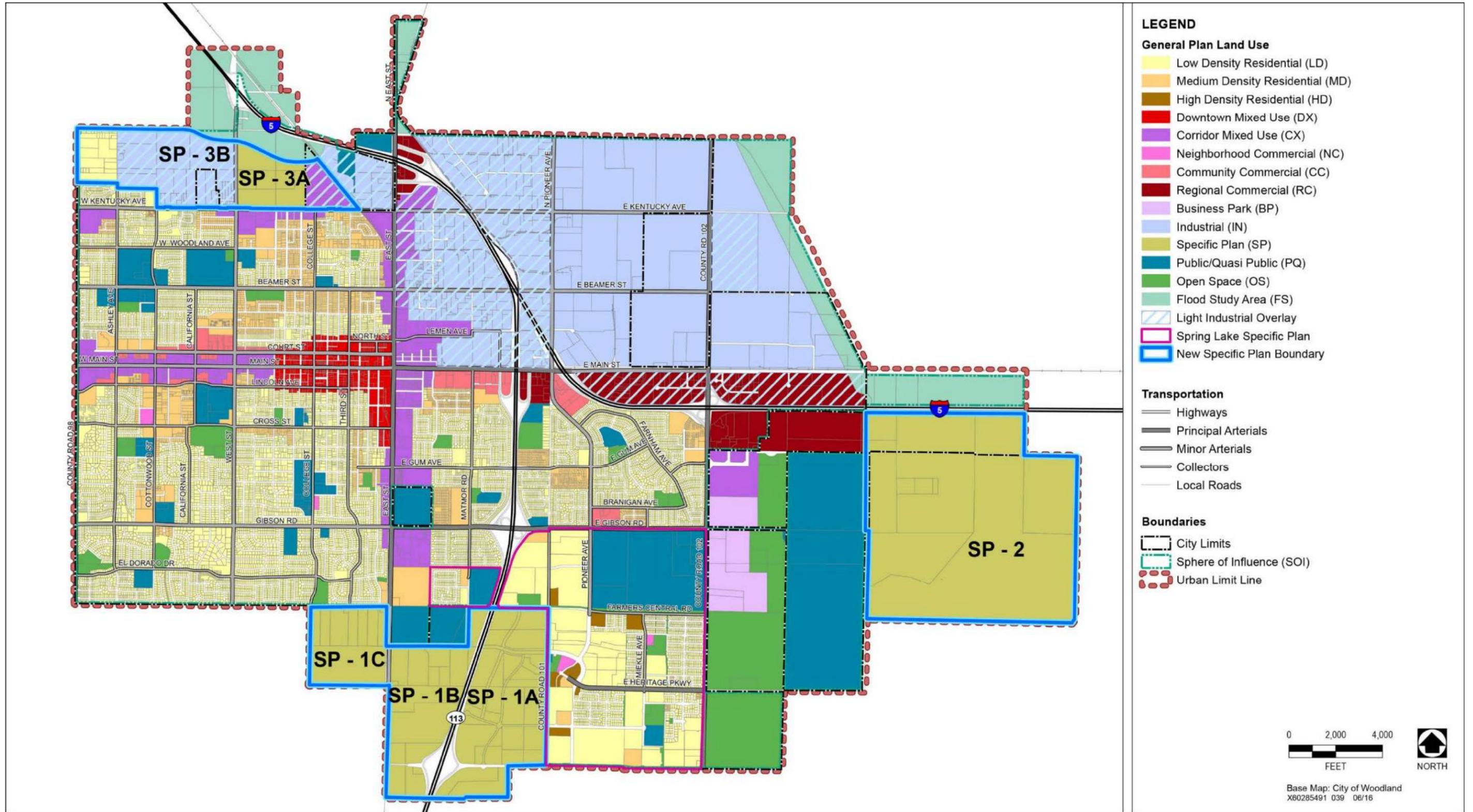
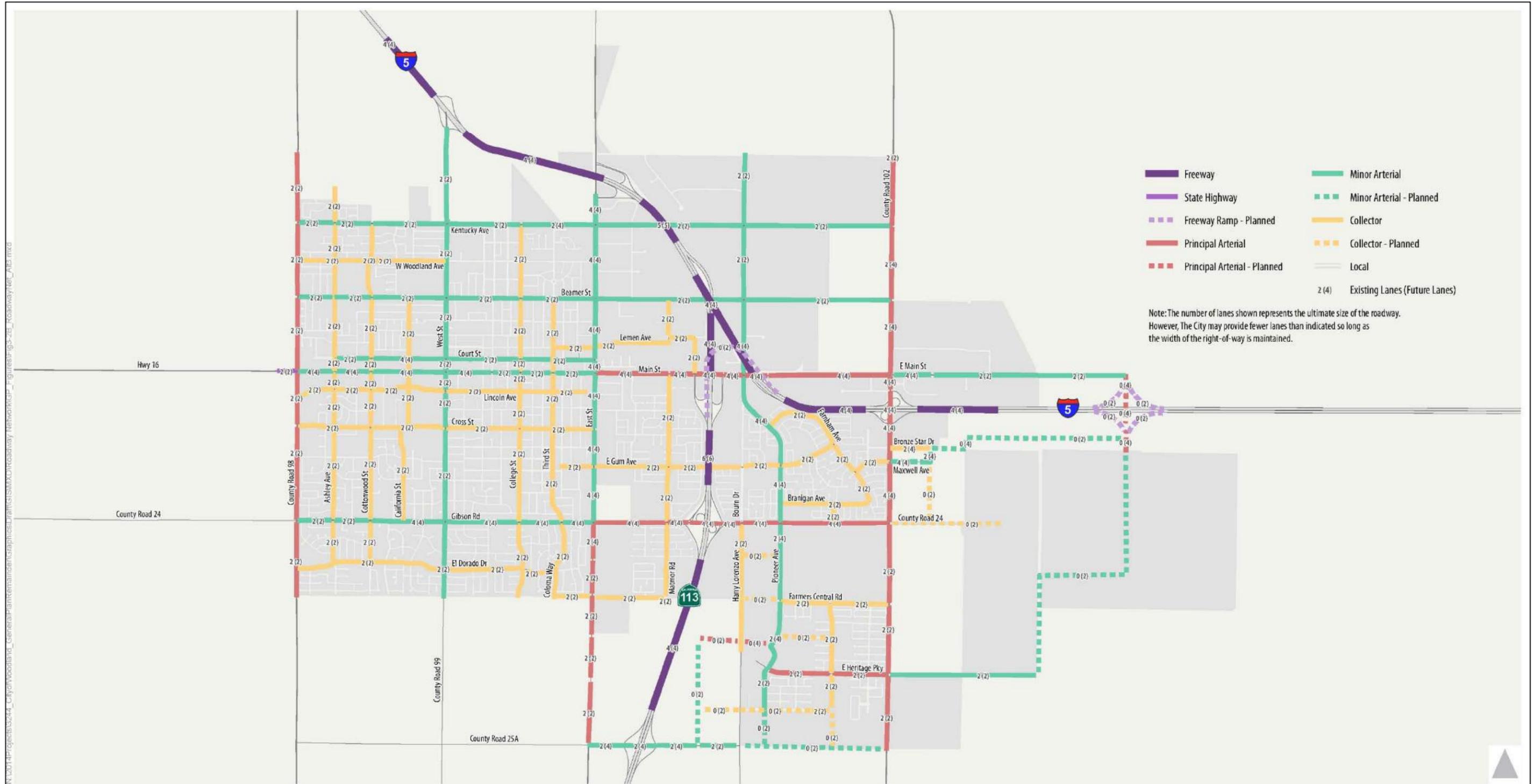


Exhibit 3.7-1.

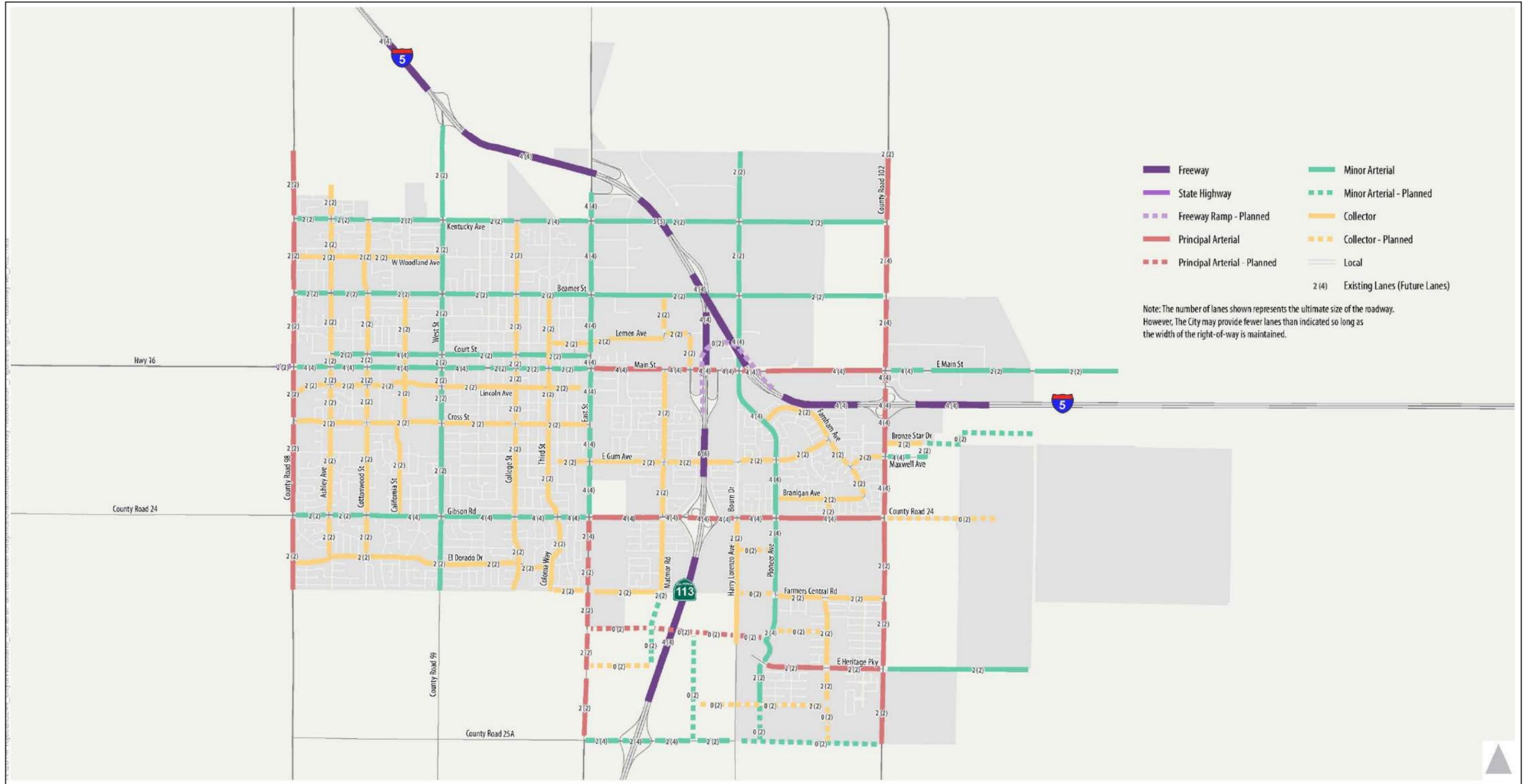
Draft Land Use Diagram



Source: City of Woodland 2016

Exhibit 3.7-2.a.

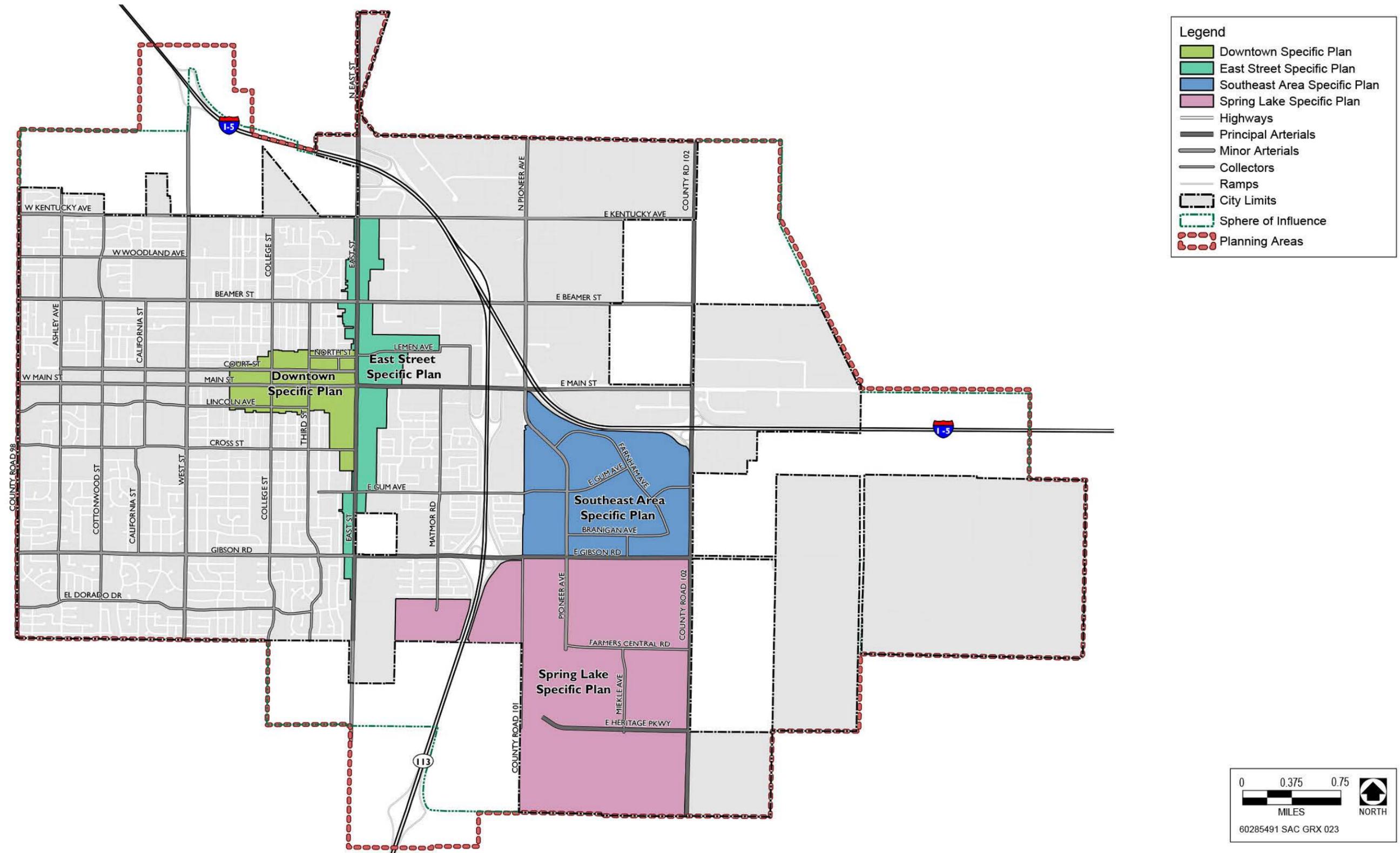
Circulation Diagram East Alternative



Source: City of Woodland 2016

Exhibit 3.7-2.b.

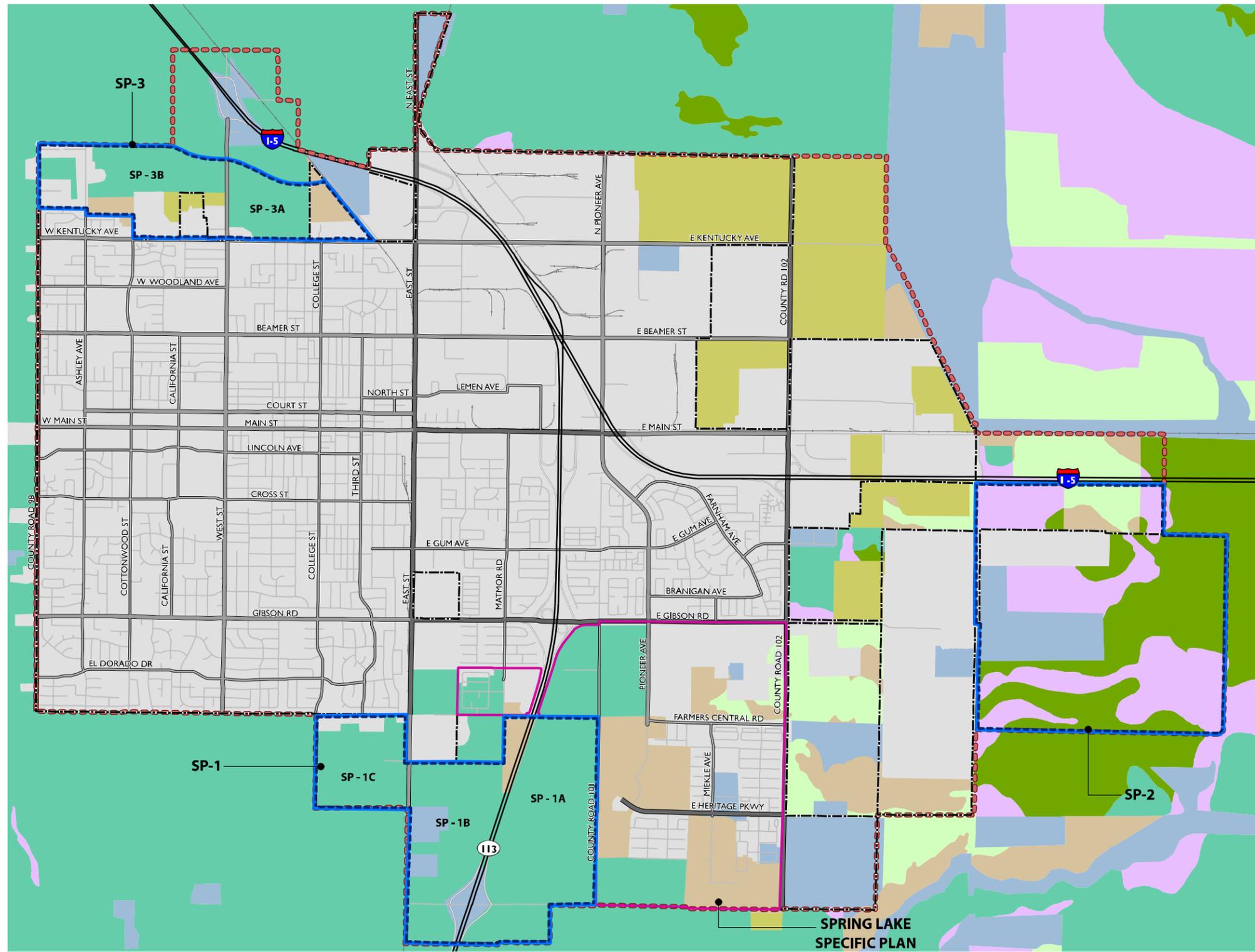
Circulation Diagram South Alternative



Source: Dyett and Bhatia 2016

**Exhibit 4.1-4.**

**Specific Plan Areas**



**Farmland**

**Farmland Category**

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Farmland of Local Potential
- Grazing Land
- Urban and Built Up Land
- Other Land

Highways  
Principal Arterials  
Minor Arterials  
Collectors  
Local Roads  
Ramps  
Railroads

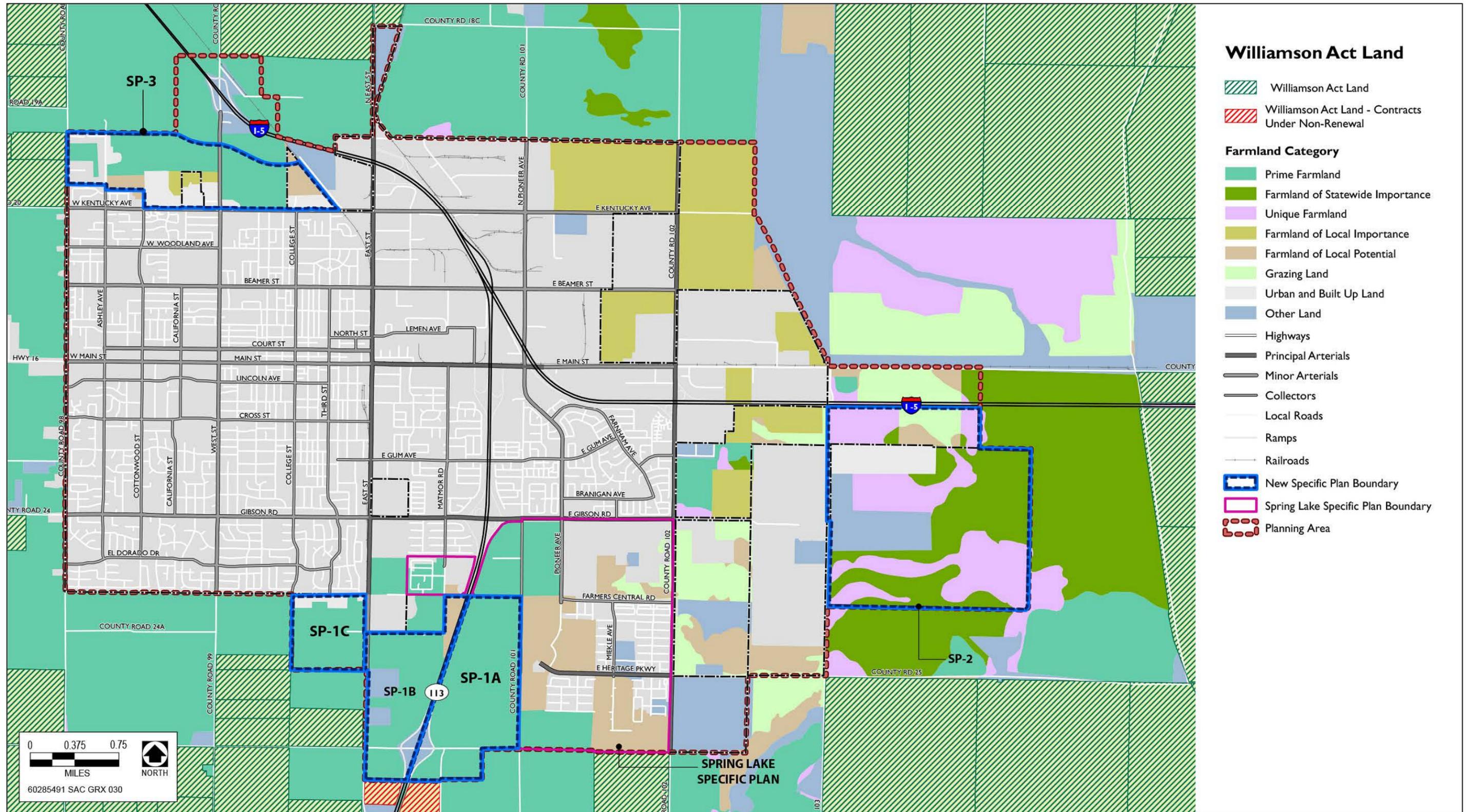
New Specific Plan Boundary  
Spring Lake Specific Plan Boundary  
Urban Limit Line

Note: Source data for farmland category is from 2012. Some additional urban development has occurred since then.

Data Source: Farmland Mapping and Monitoring Program (FMMP), 2012; City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013

Exhibit 4.2-1.

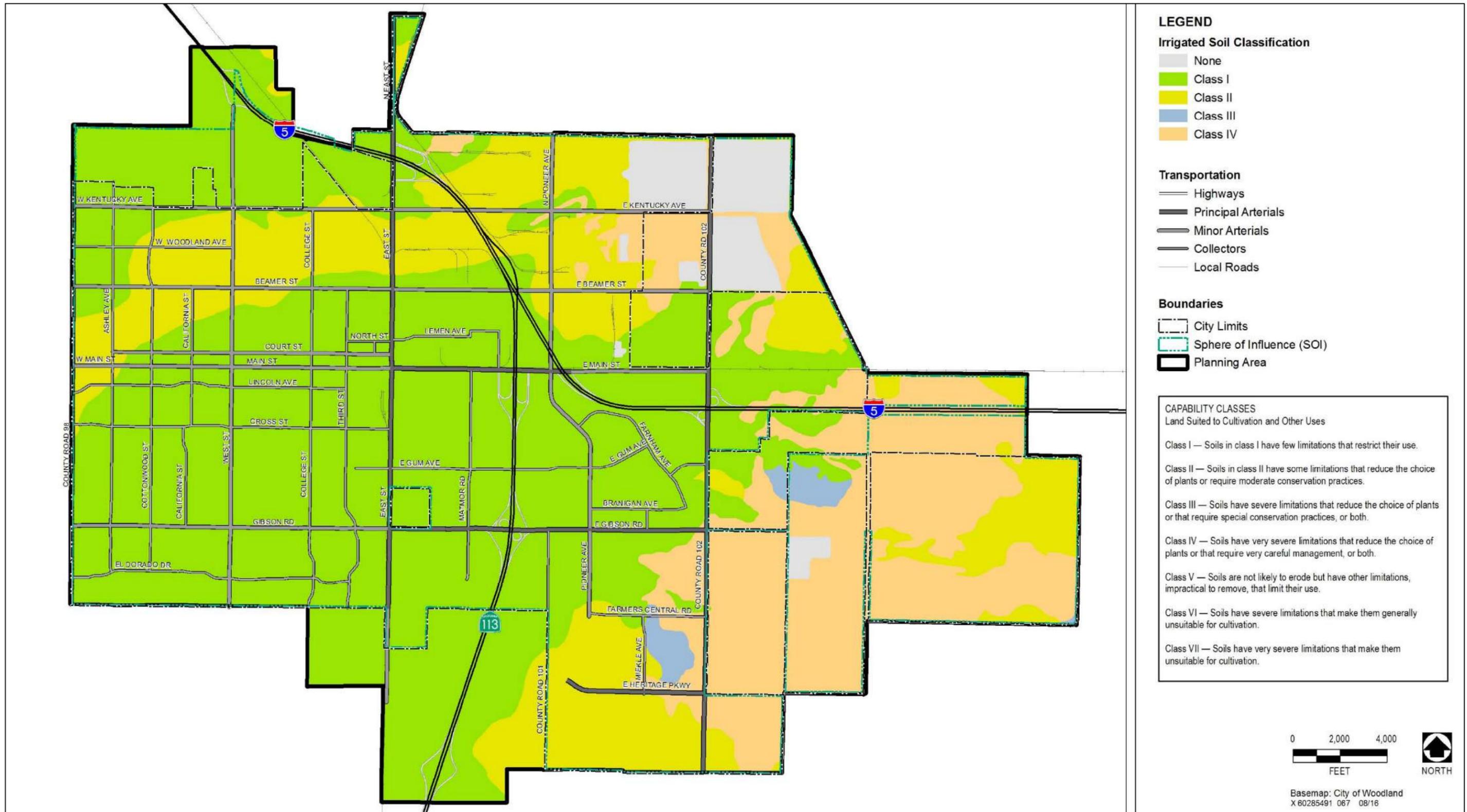
FMMP Farmland in the Planning Area



Source: Department of Conservation 2011

Exhibit 4.2-2.

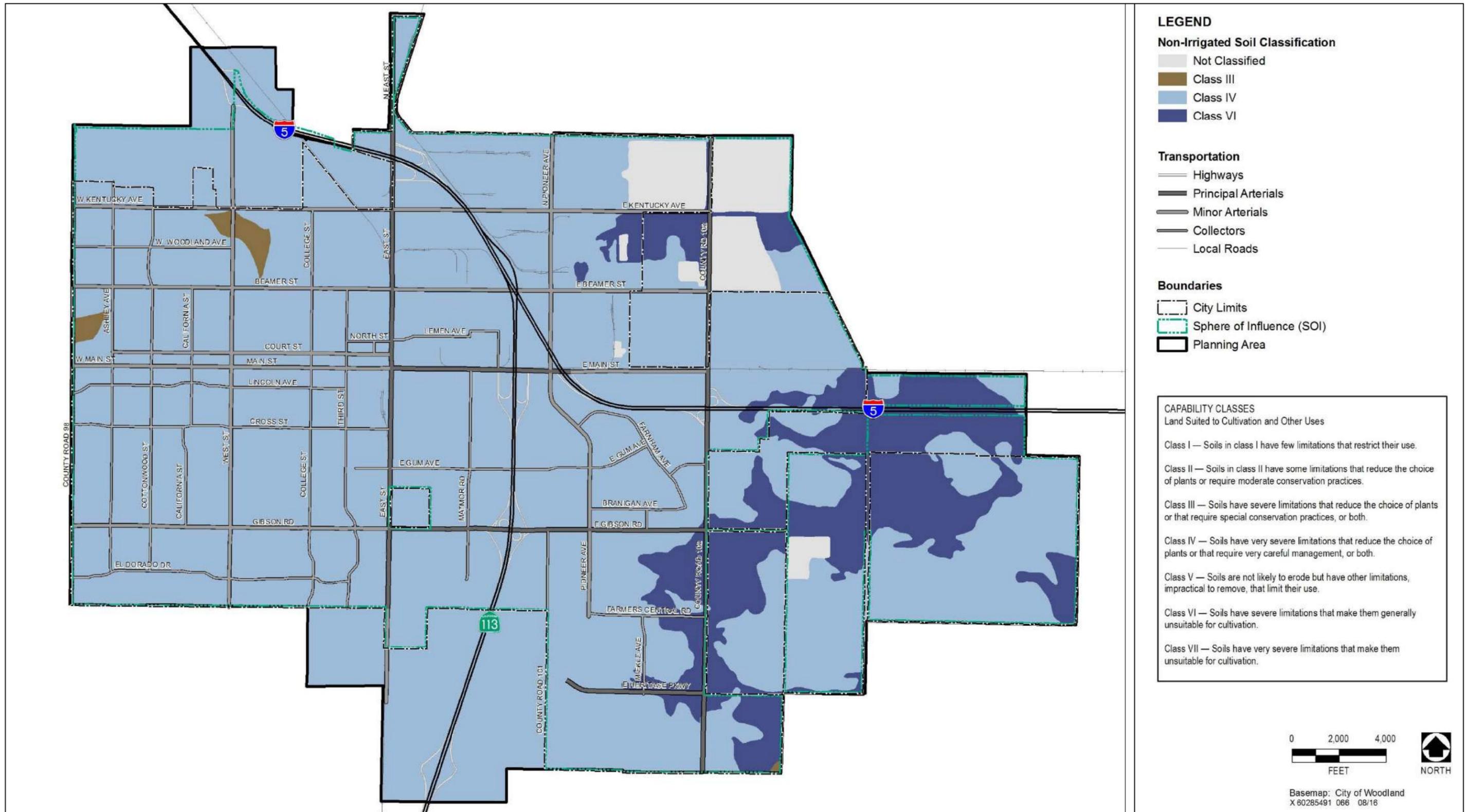
Williamson Act Contracts Within and Near the Planning Area



Source: USGS NRCS 2016

Exhibit 4.2.3.

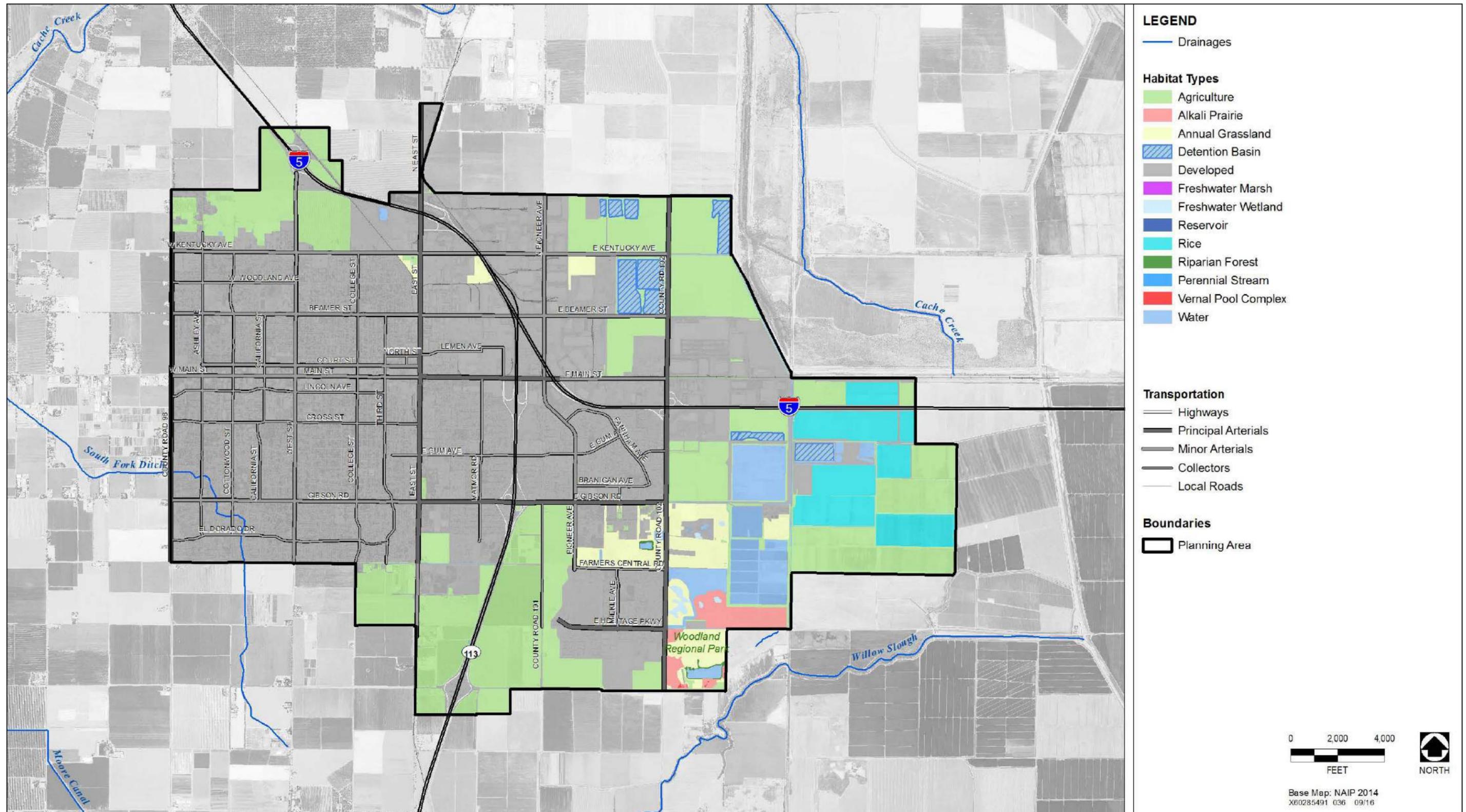
Soil Capability Classification (Irrigated)



Source: USGS NRCS 2016

Exhibit 4.2.4.

Soil Capability Classification (Non-Irrigated)



Sources: Yolo County Natural Heritage Program 2013, USFWS NWI 2013, Center for Natural Lands Management 2015, Yolo Habitat Conservancy 2015, and AECOM 2016.

**Exhibit 4.4-1**

**Habitat Types**



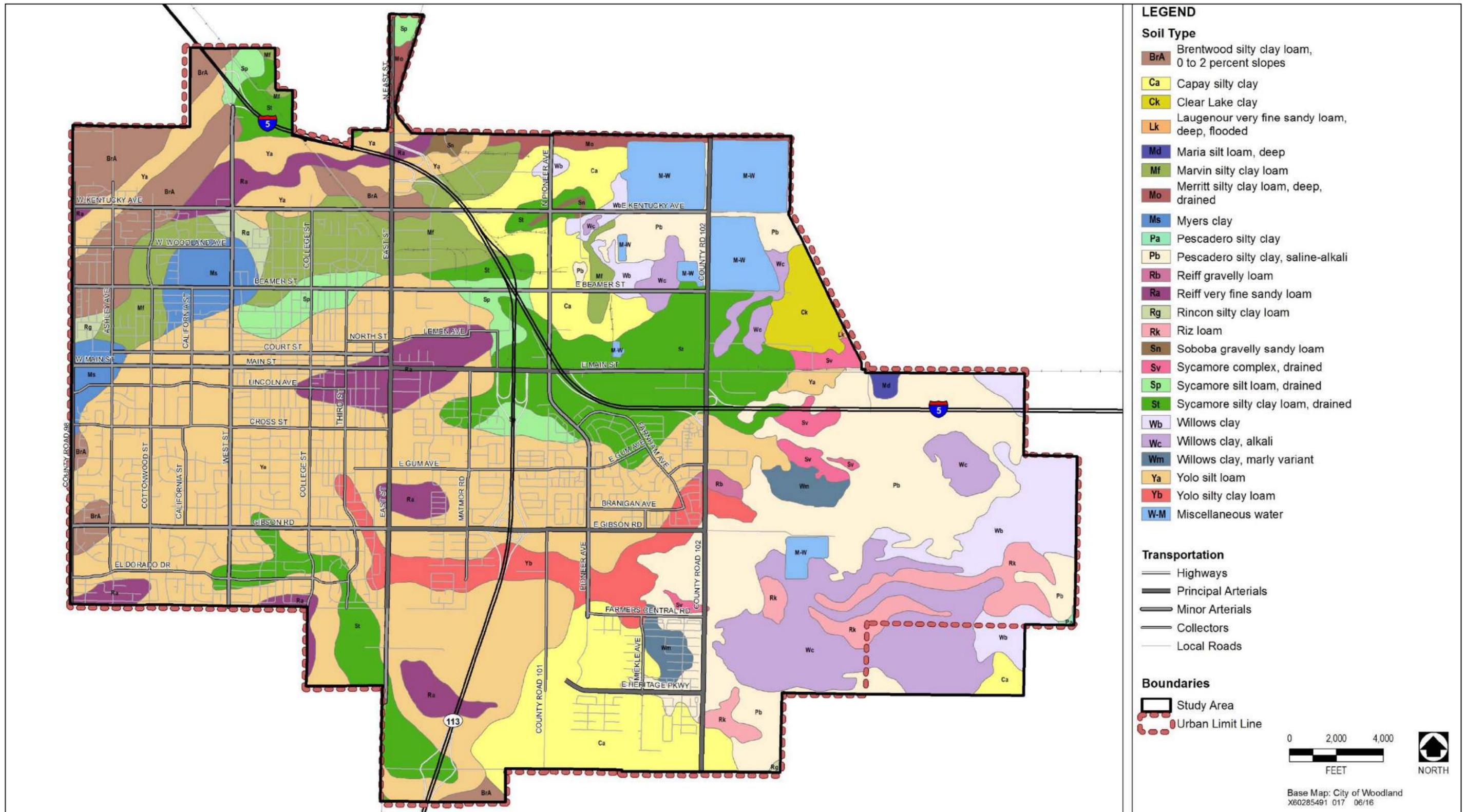


Exhibit 4.7-2.

Soil Types

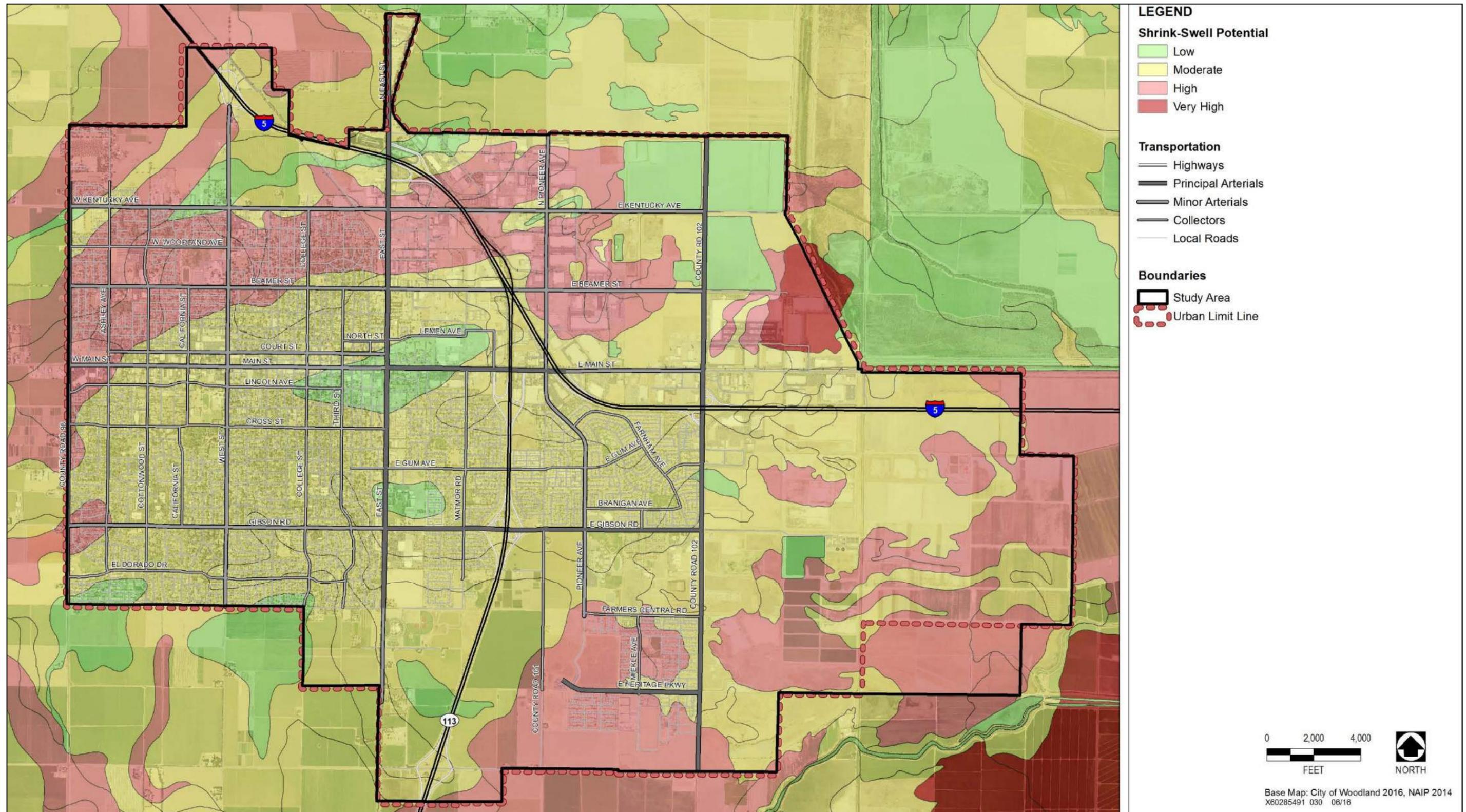
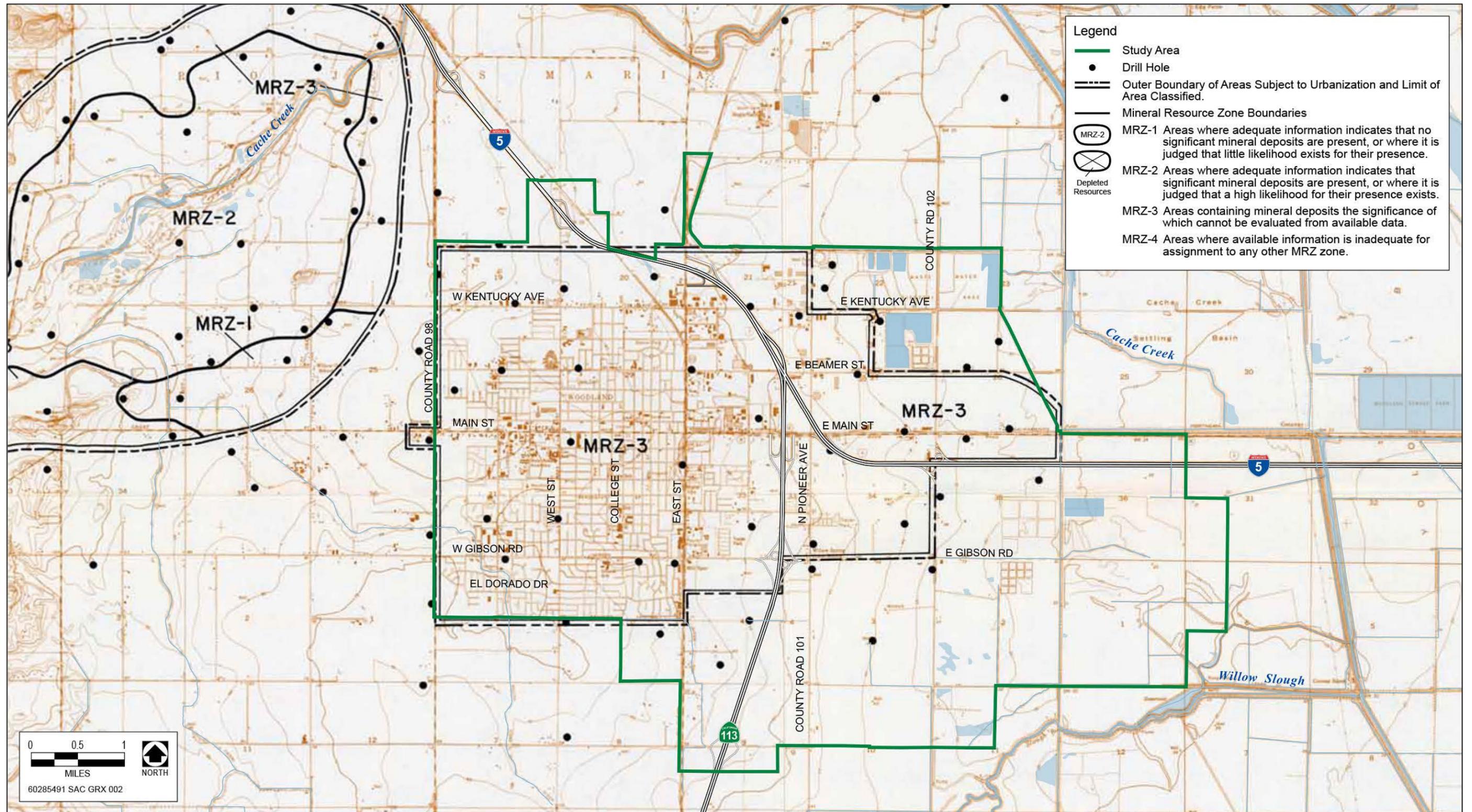


Exhibit 4.7-3.

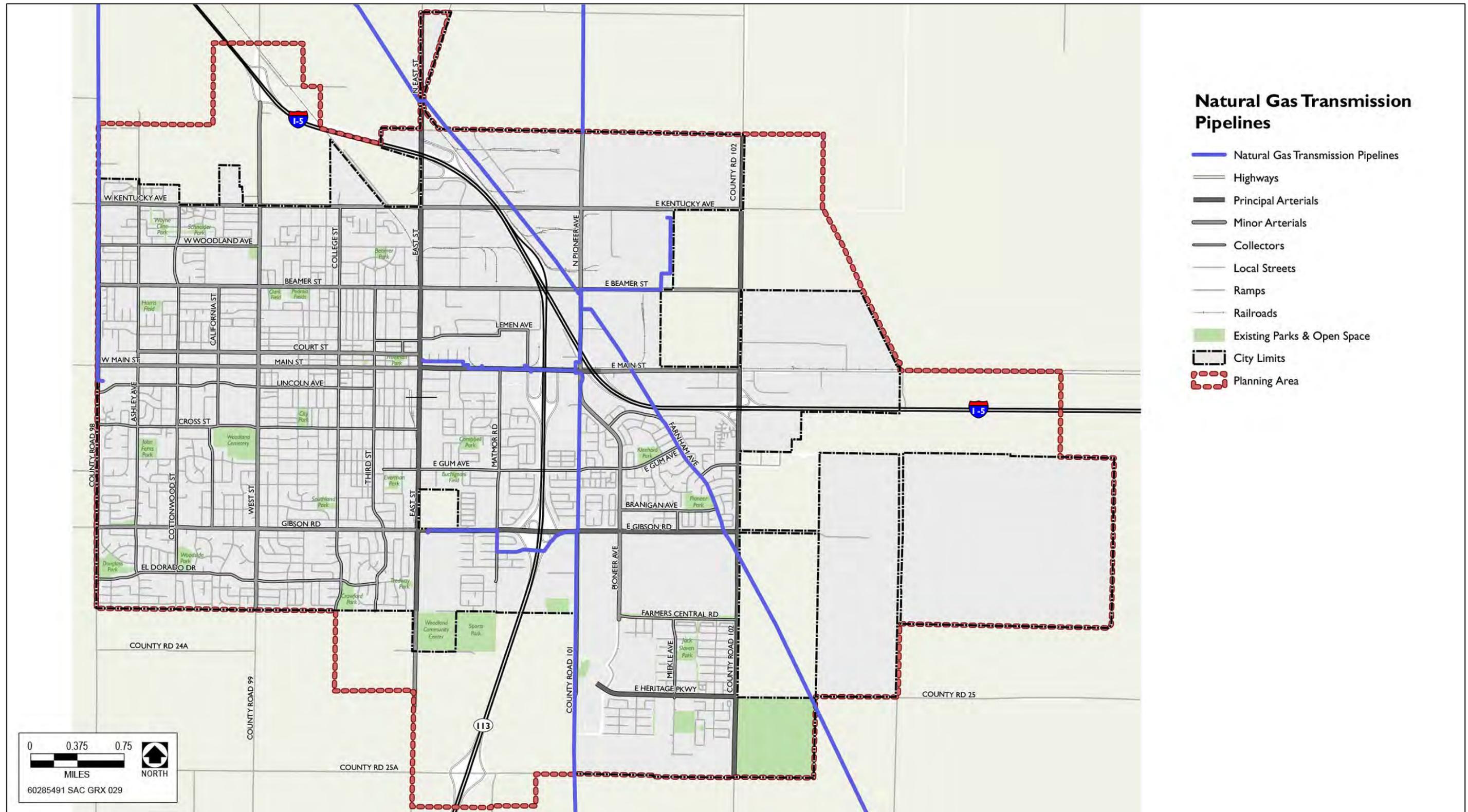
Shrink-Swell Potential



Source: Dupras 1988

Exhibit 4.7-4.

Mineral Resource Zones



Source: City of Woodland 2013; Yolo County 2013; SACOG Mapping Center 2013; Dyett & Bhatia 2013

**Exhibit 4.8-1. Natural Gas Transmission Pipelines**

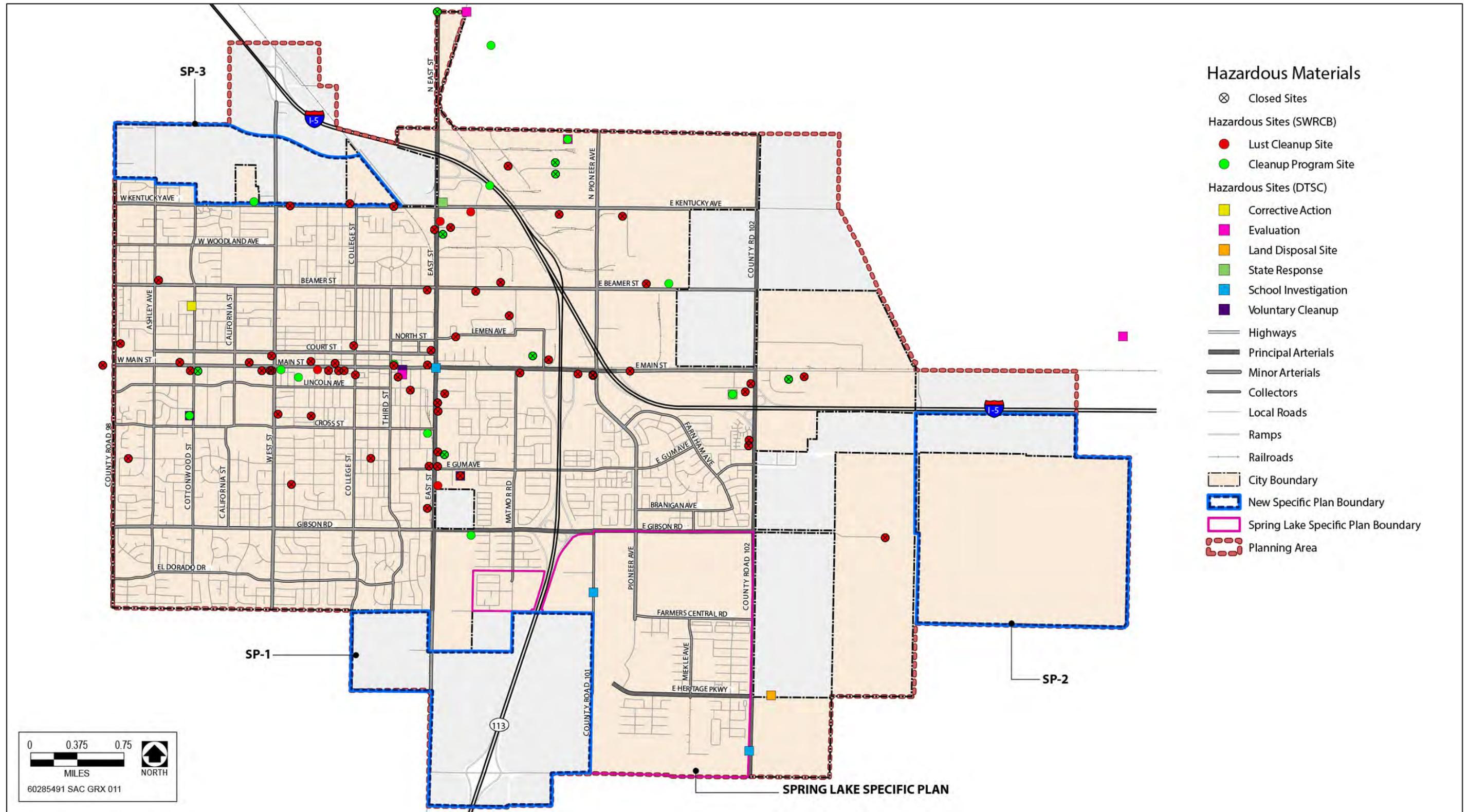
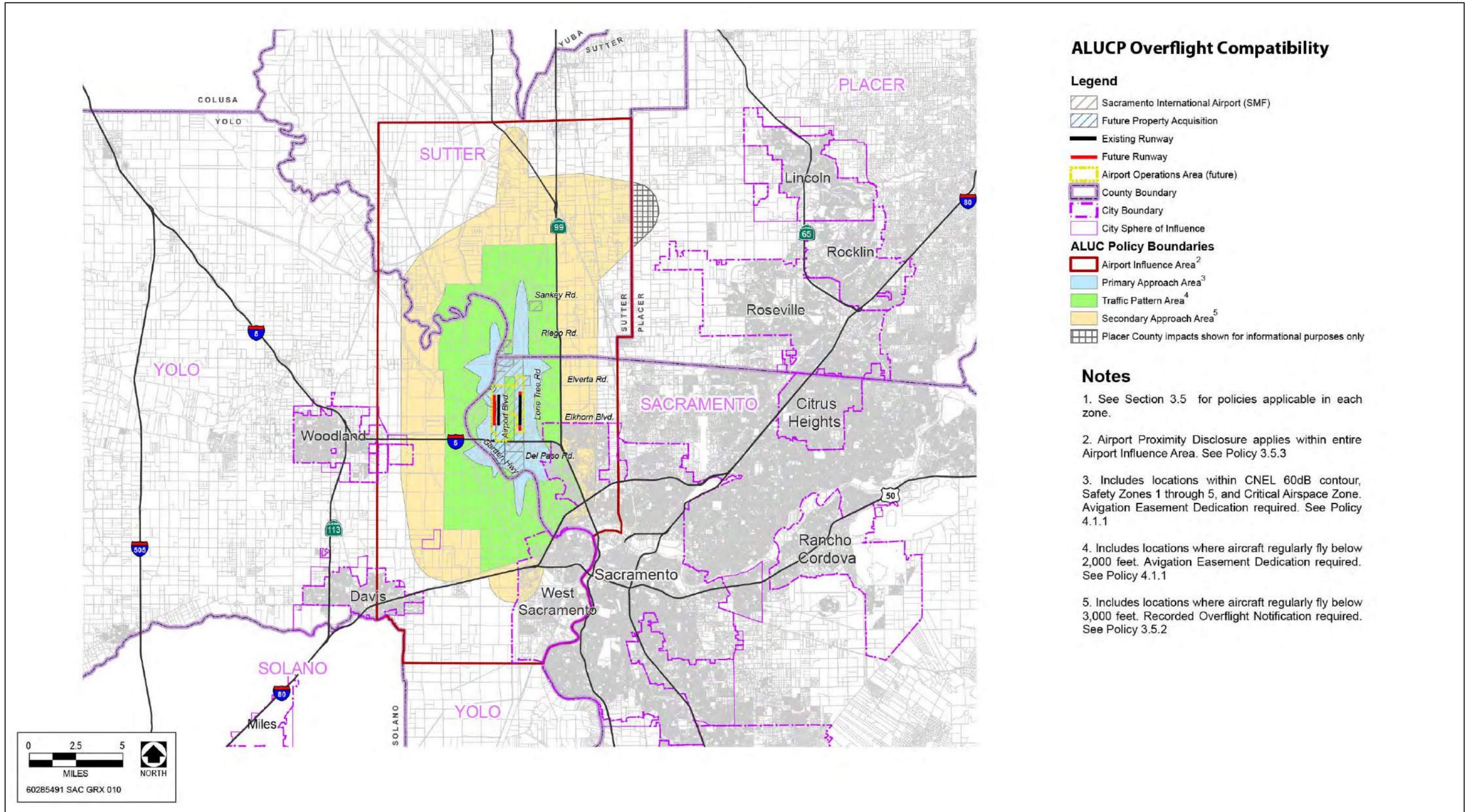


Exhibit 4.8-2.

Hazardous Materials



**ALUCP Overflight Compatibility**

**Legend**

- Sacramento International Airport (SMF)
- Future Property Acquisition
- Existing Runway
- Future Runway
- Airport Operations Area (future)
- County Boundary
- City Boundary
- City Sphere of Influence
- ALUC Policy Boundaries**
- Airport Influence Area<sup>2</sup>
- Primary Approach Area<sup>3</sup>
- Traffic Pattern Area<sup>4</sup>
- Secondary Approach Area<sup>5</sup>
- Placer County impacts shown for informational purposes only

**Notes**

1. See Section 3.5 for policies applicable in each zone.
2. Airport Proximity Disclosure applies within entire Airport Influence Area. See Policy 3.5.3
3. Includes locations within CNEL 60dB contour, Safety Zones 1 through 5, and Critical Airspace Zone. Avigation Easement Dedication required. See Policy 4.1.1
4. Includes locations where aircraft regularly fly below 2,000 feet. Avigation Easement Dedication required. See Policy 4.1.1
5. Includes locations where aircraft regularly fly below 3,000 feet. Recorded Overflight Notification required. See Policy 3.5.2

Exhibit 4.8-3.

Compatibility Policy Map: Overflight

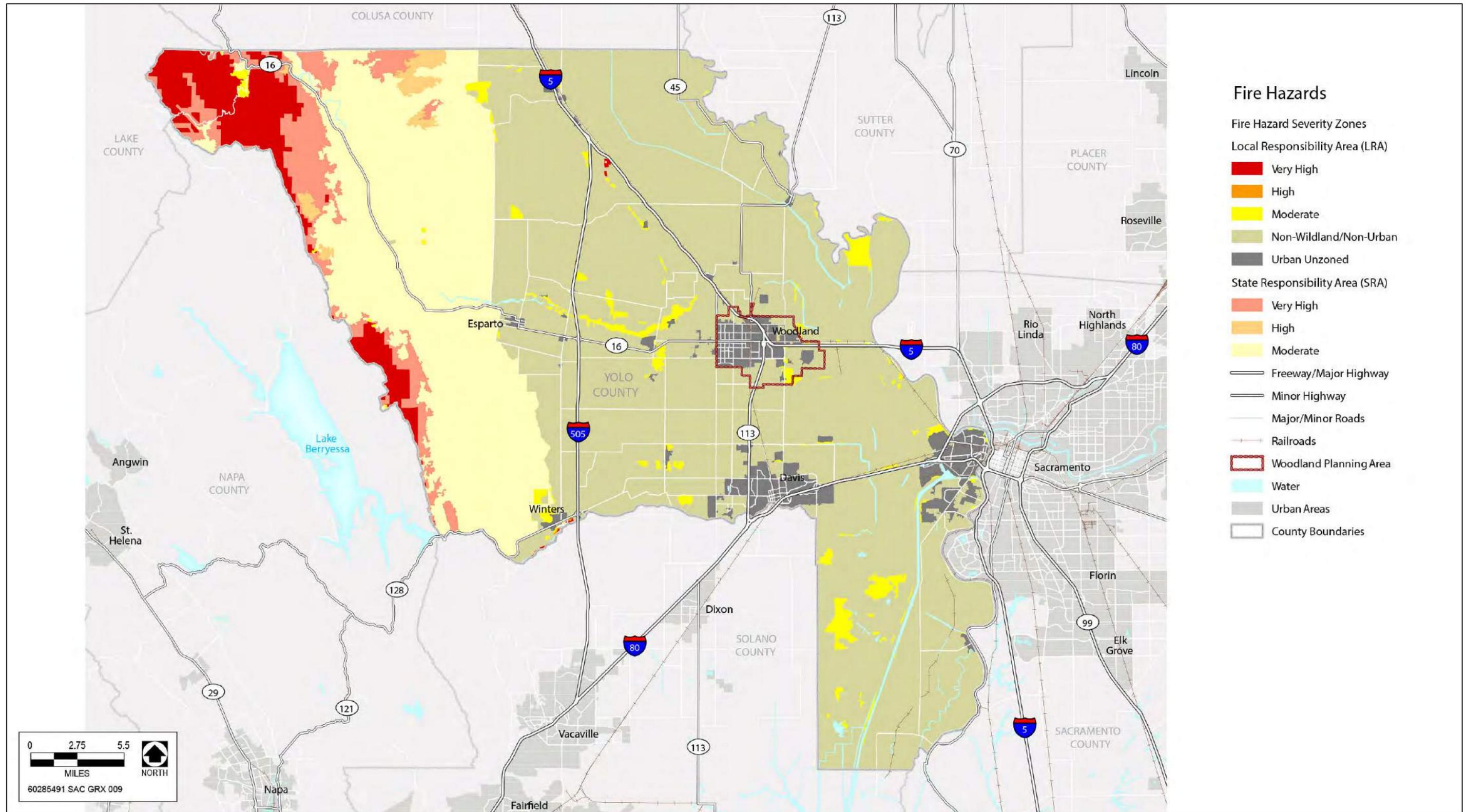
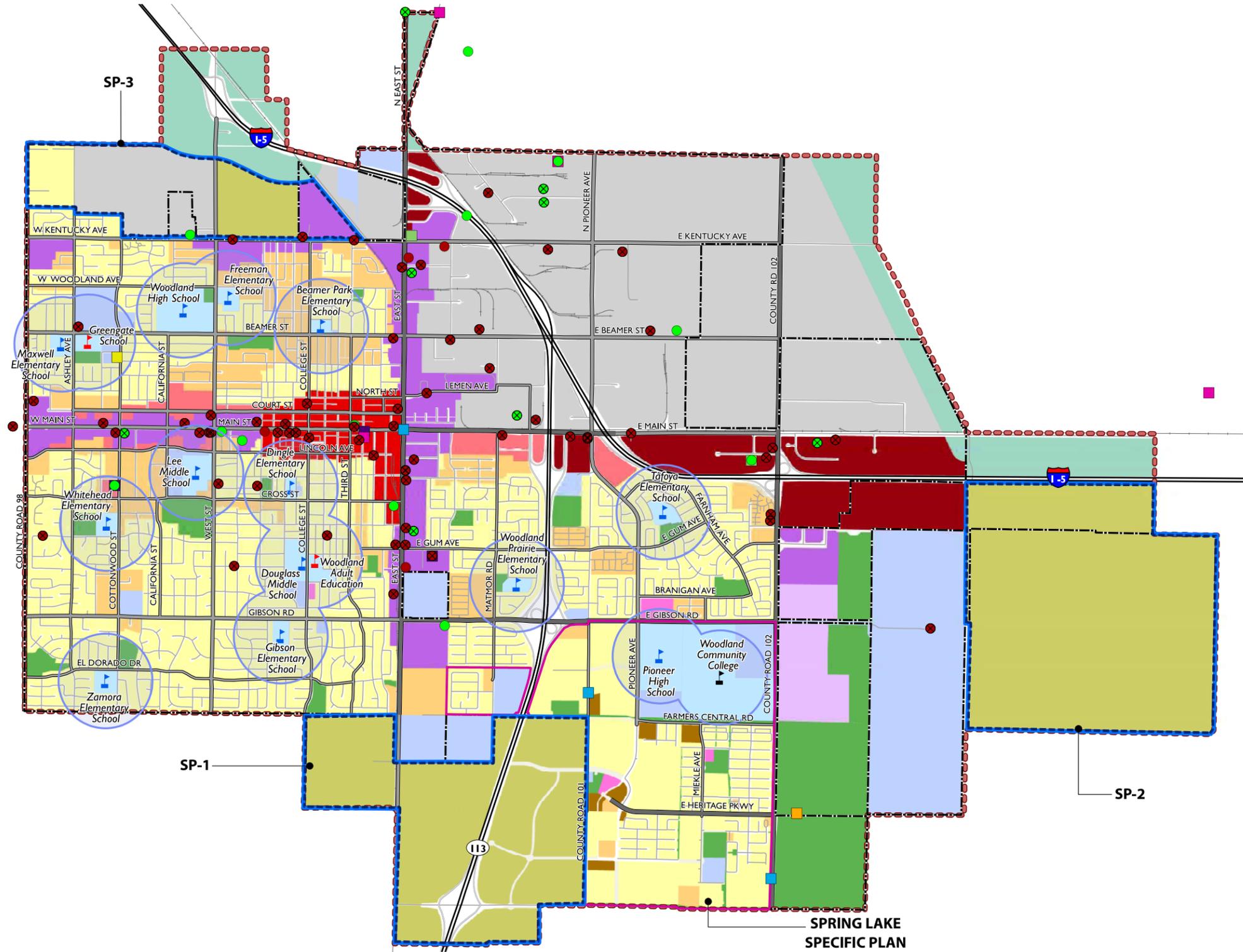


Exhibit 4.8-4.

Fire Hazards

Figure 4.8-5.  
**Hazardous Materials and Proximity from Schools**



SCJ; City of Woodland, California, 2013; Yolo County, 2013; Dyett & Bhatia, 2013

**Exhibit 4.8-5.**

**Hazardous Materials and Schools**

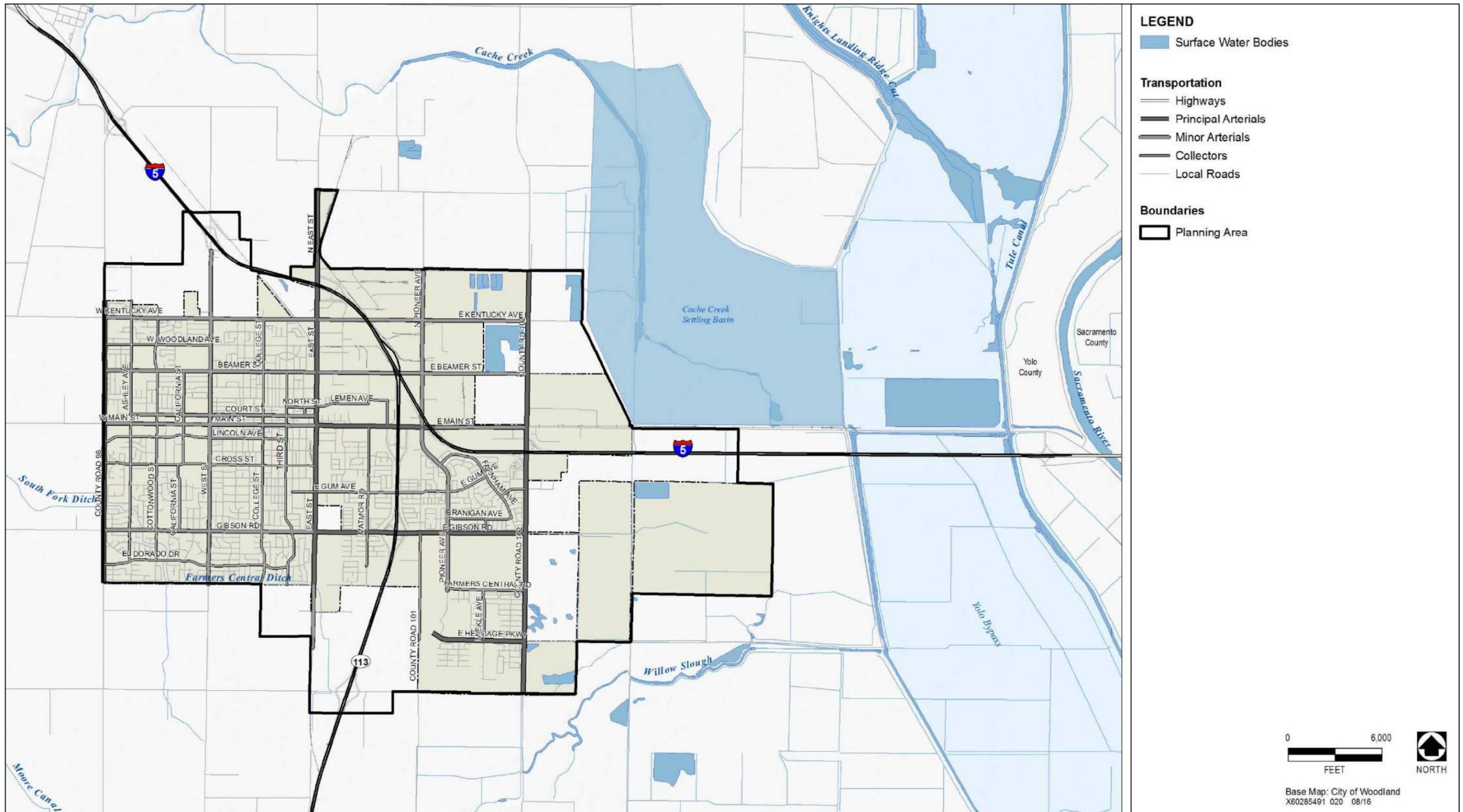


Exhibit 4.9-1.

Surface Waters

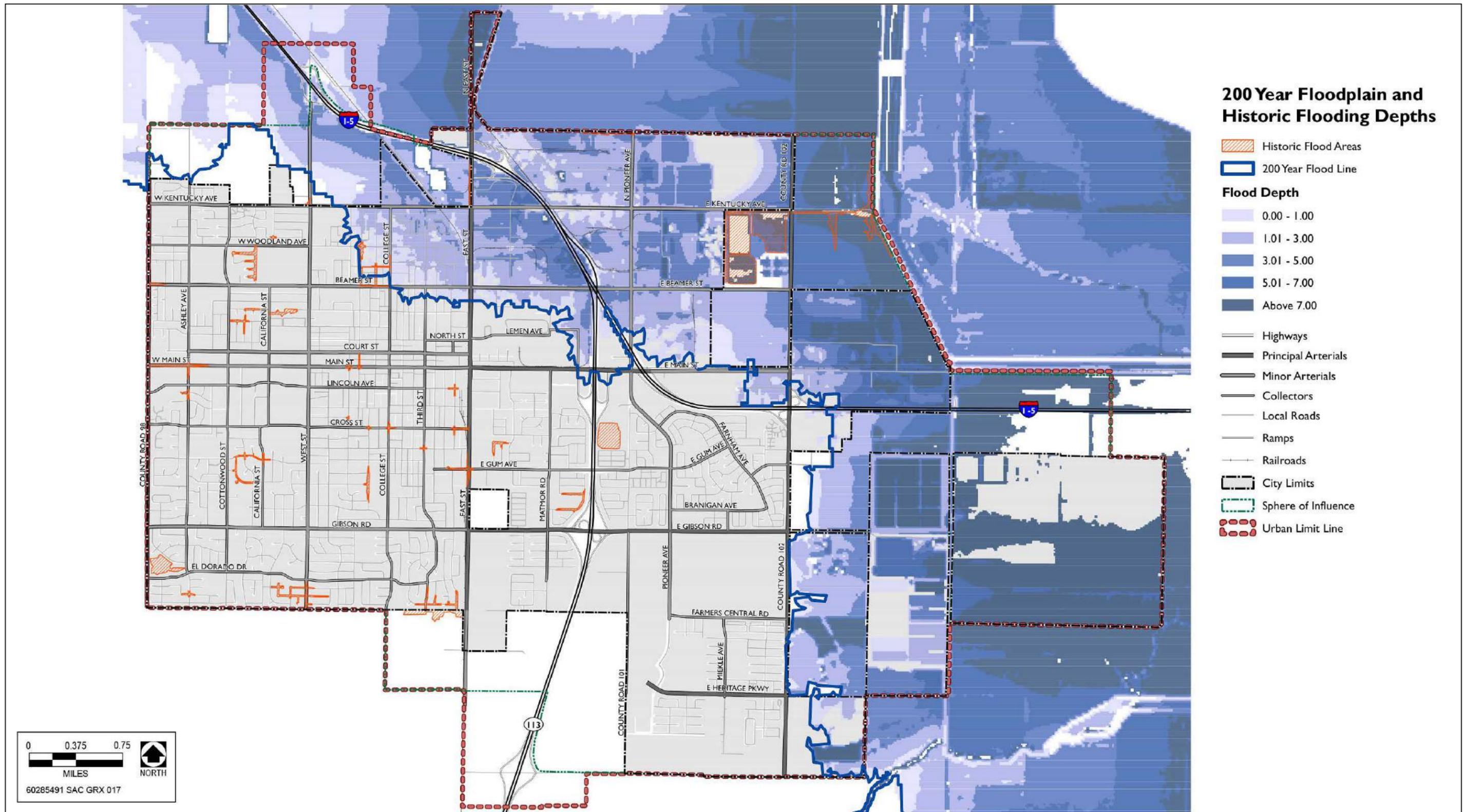
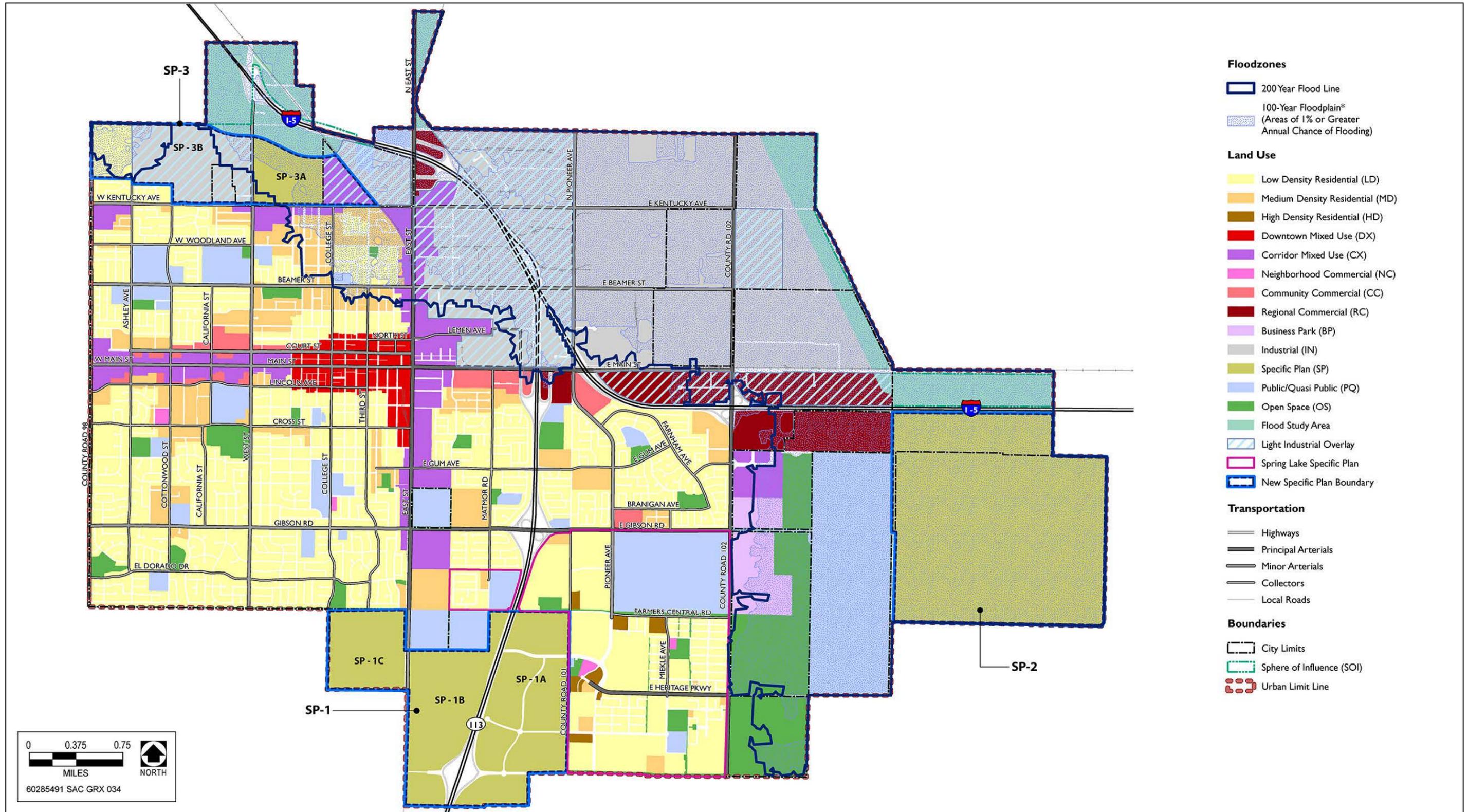


Exhibit 4.9-3.

200-Year Floodplain and Flooding Depths



Source: City of Woodland 2013; Yolo County 2013; SACOG Mapping Center 2013, Dyett & Bhatia 2013

**Exhibit 4.9-5. 200-Year Flood Hazard Area and Proposed Land Use Diagram**

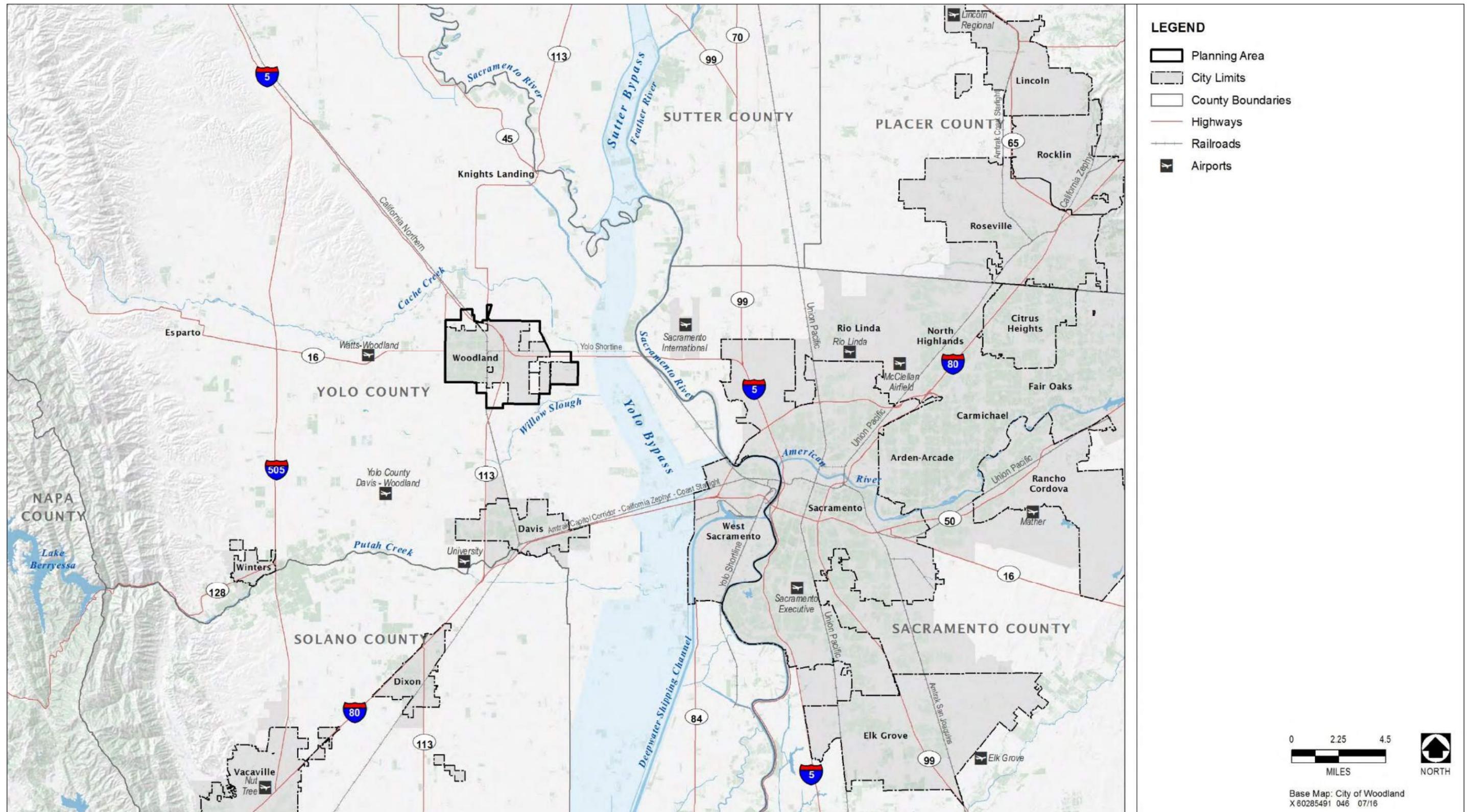


Exhibit 4.11-1.

Vicinity Map

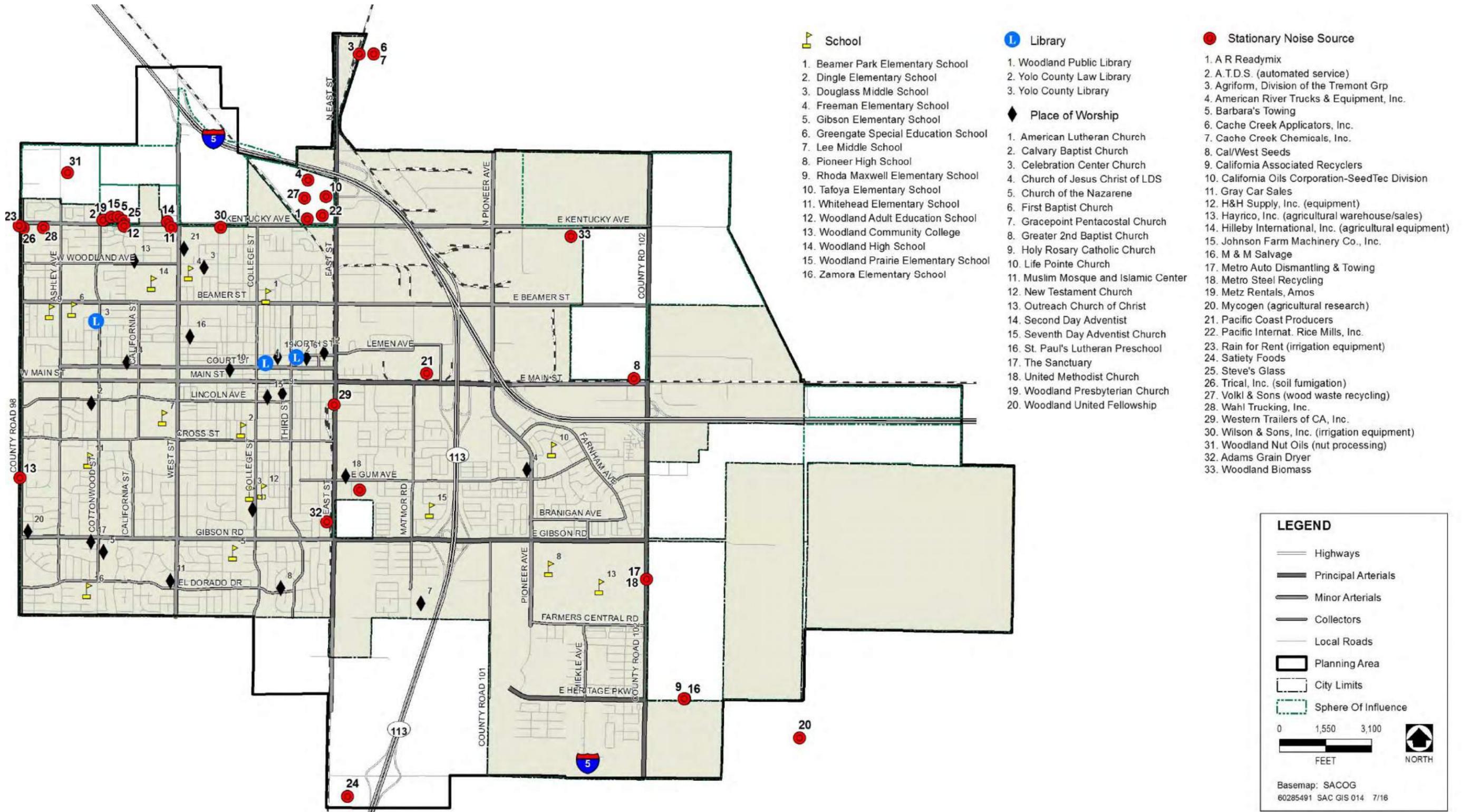
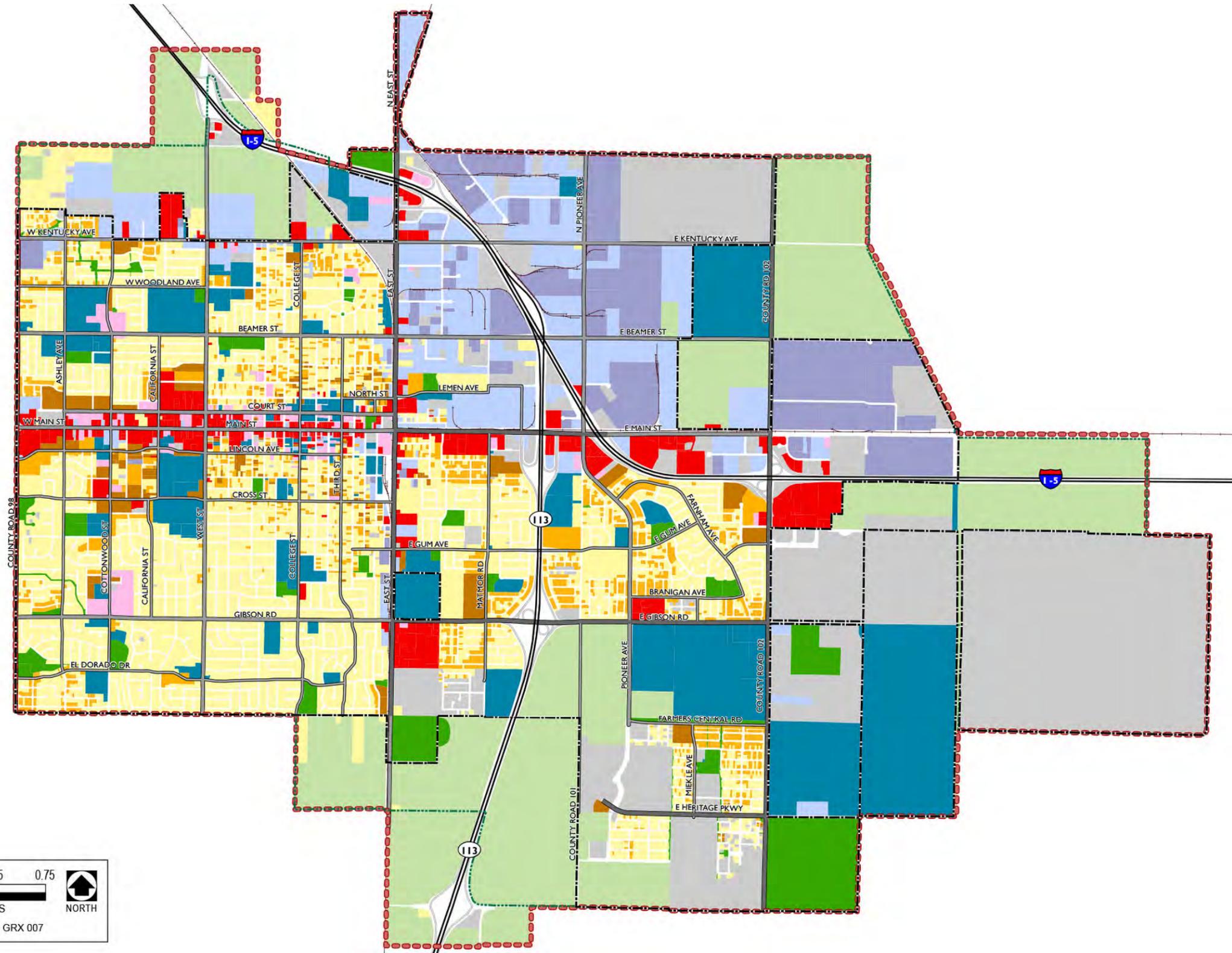


Exhibit 4.11-3.

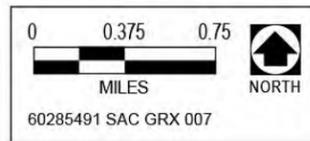
Noise Sensitive Uses



### Existing Land Use

#### Existing Uses

- Low Density Residential (0-8 du/acre)
- Medium Density Residential (8-16 du/acre)
- High Density Residential (Over 16 du/acre)
- Commercial
- Office
- Industrial (Warehousing)
- Industrial (Other)
- Parks & Open Space
- Public/Institutional
- Agricultural
- Vacant
- Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Ramps
- Railroads
- City Limits
- Sphere of Influence
- Planning Area



Source: Dyett and Bhatia 2016.

Exhibit 4.11-4.

Existing Land Uses

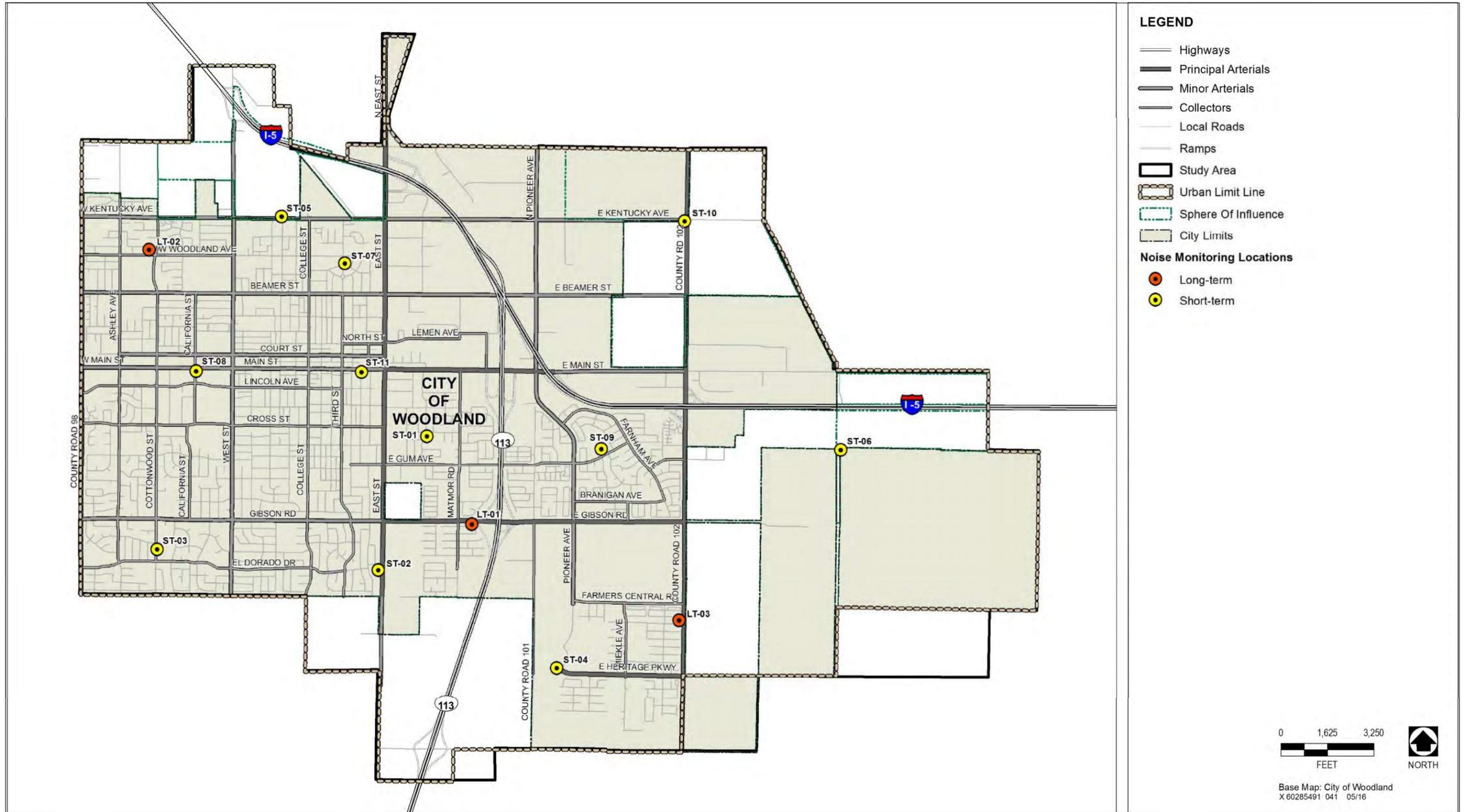


Exhibit 4.11-5.

Noise Measurement Sites

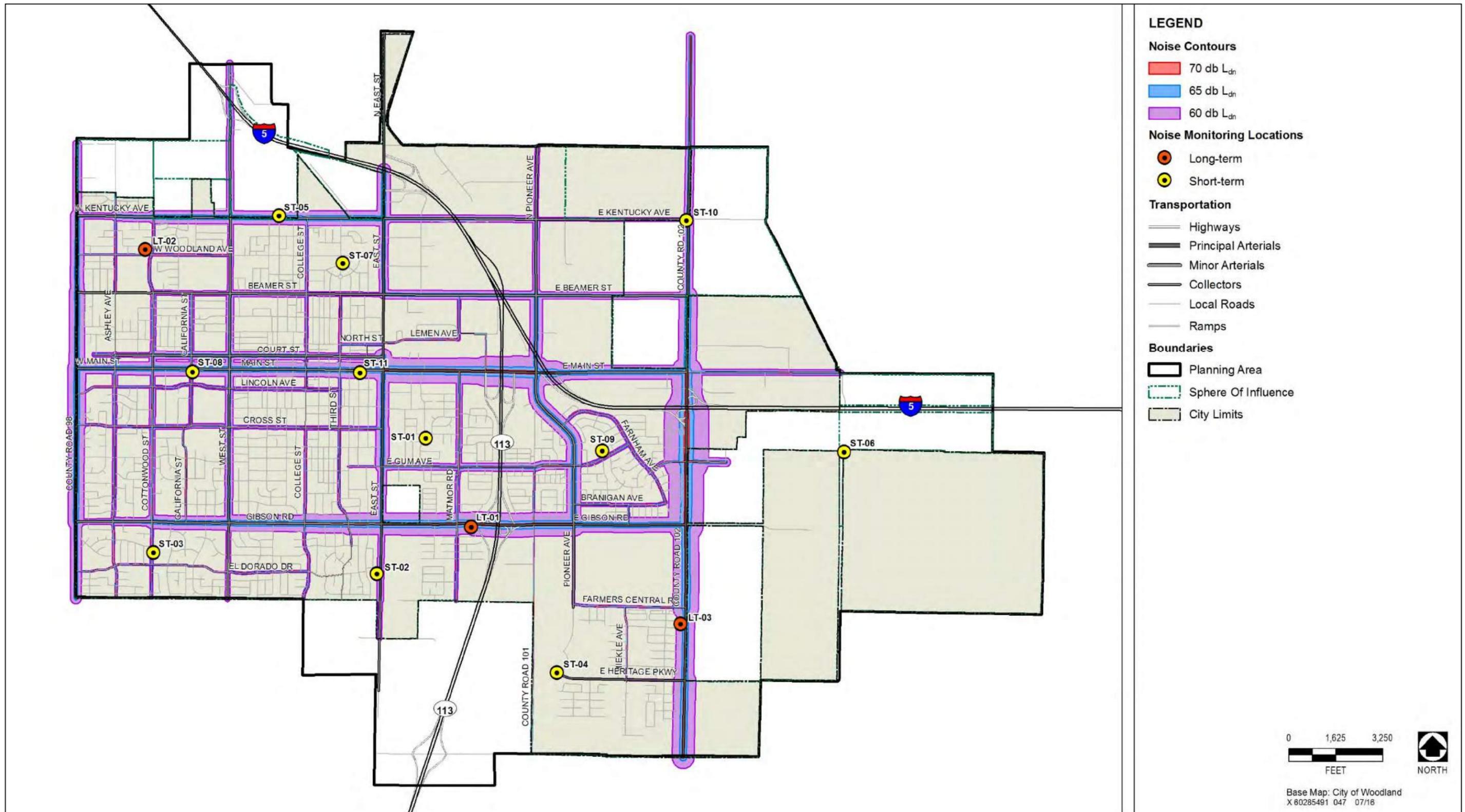


Exhibit 4.11-6a.

Existing Conditions Traffic Noise Contours

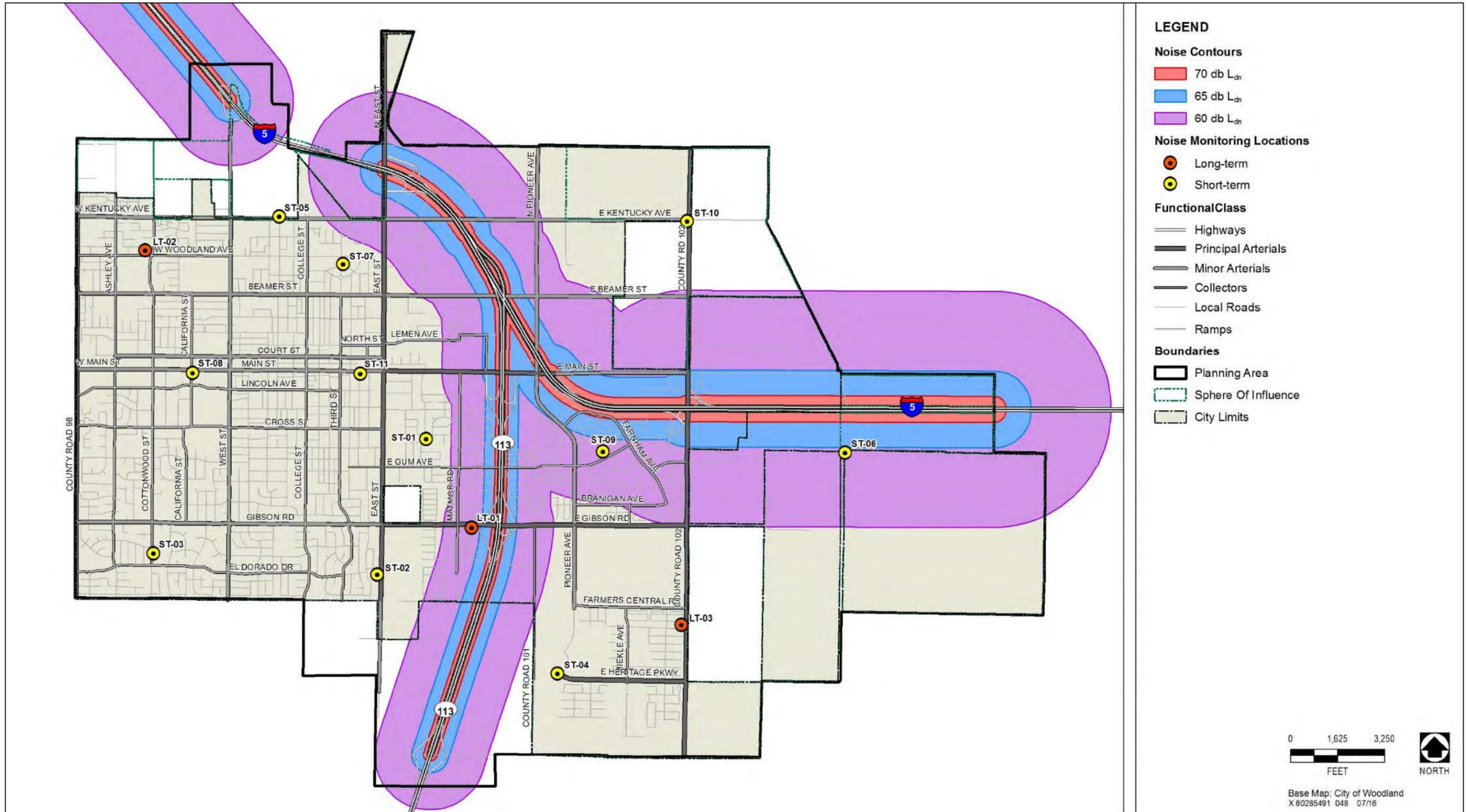


Exhibit 4.11-6b.

Existing Highway Traffic Noise Contours

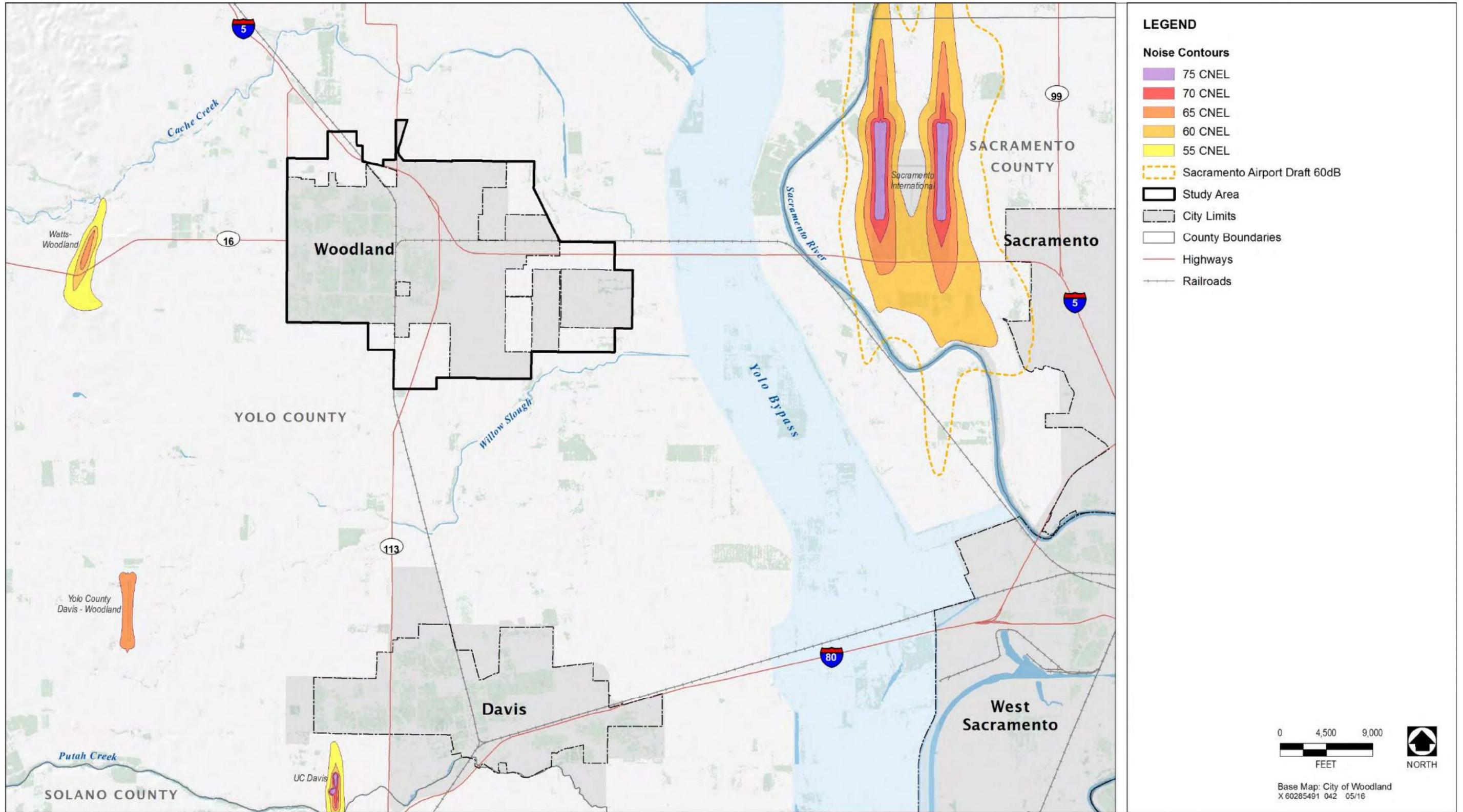
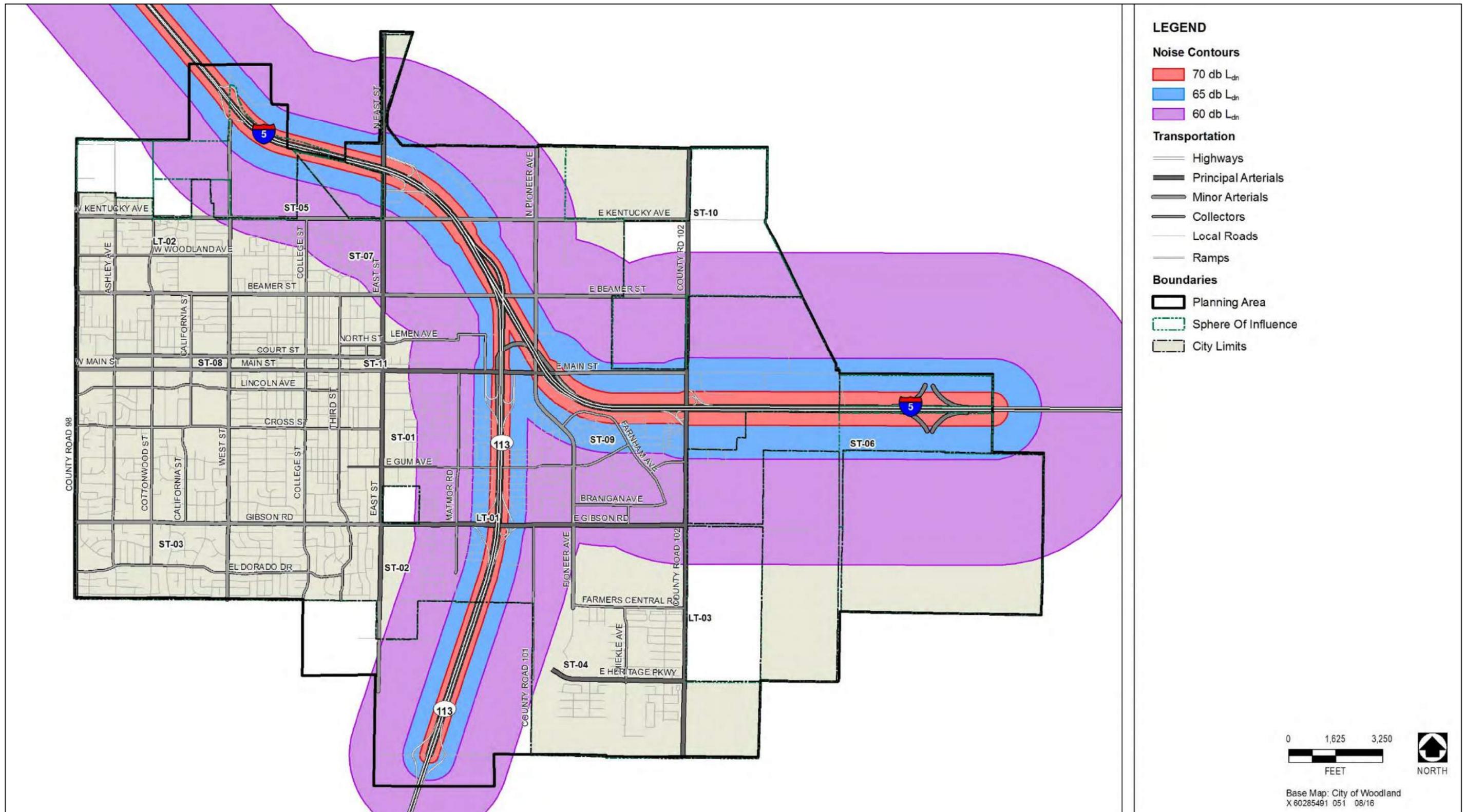


Exhibit 4.11-7.

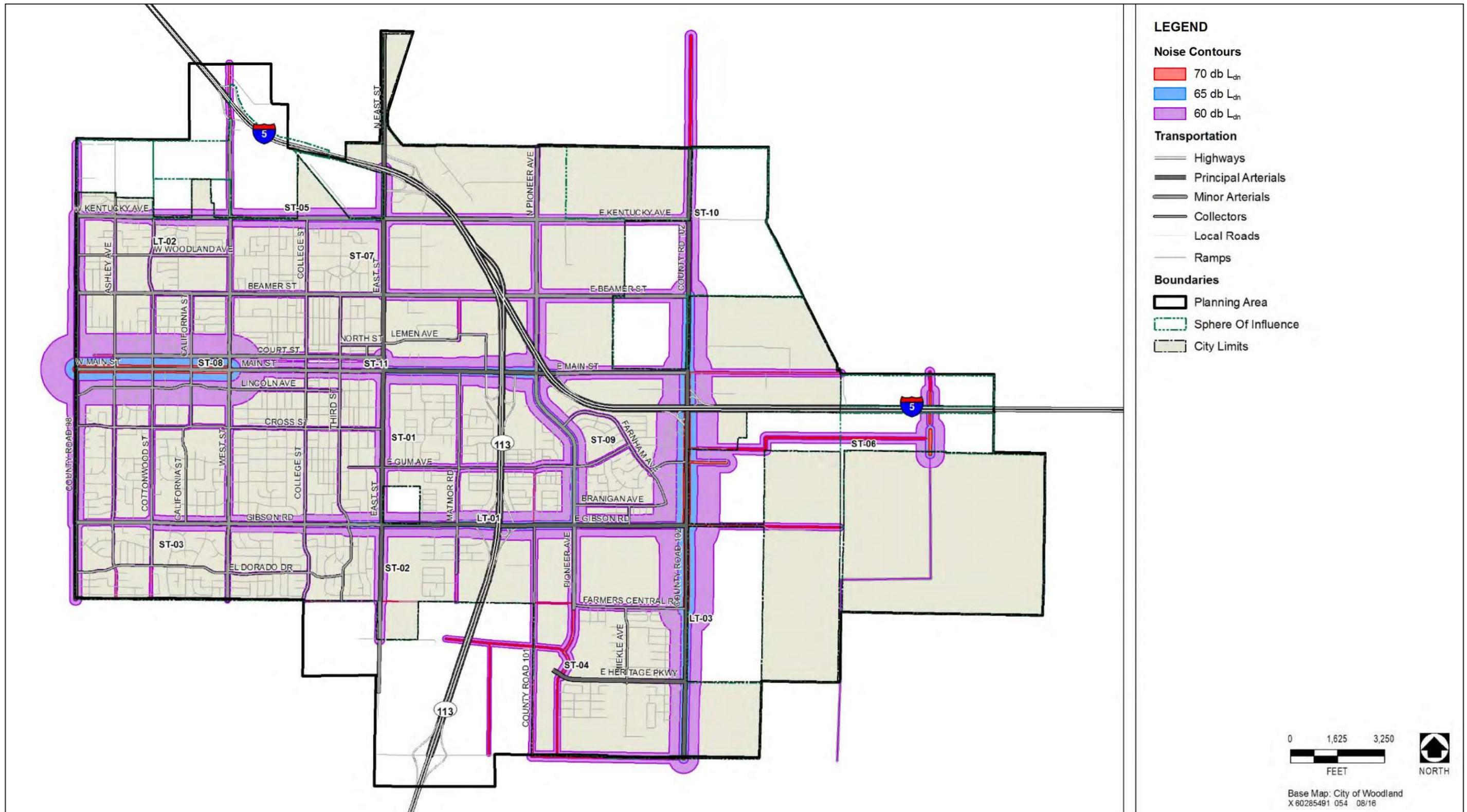
Existing Conditions Airports Noise Contours



Source: City of Woodland, California 2016; Yolo County 2016; Dyett & Bhatia 2016; Fehr & Peers 2016; AECOM 2016

Exhibit 4.11-8a.

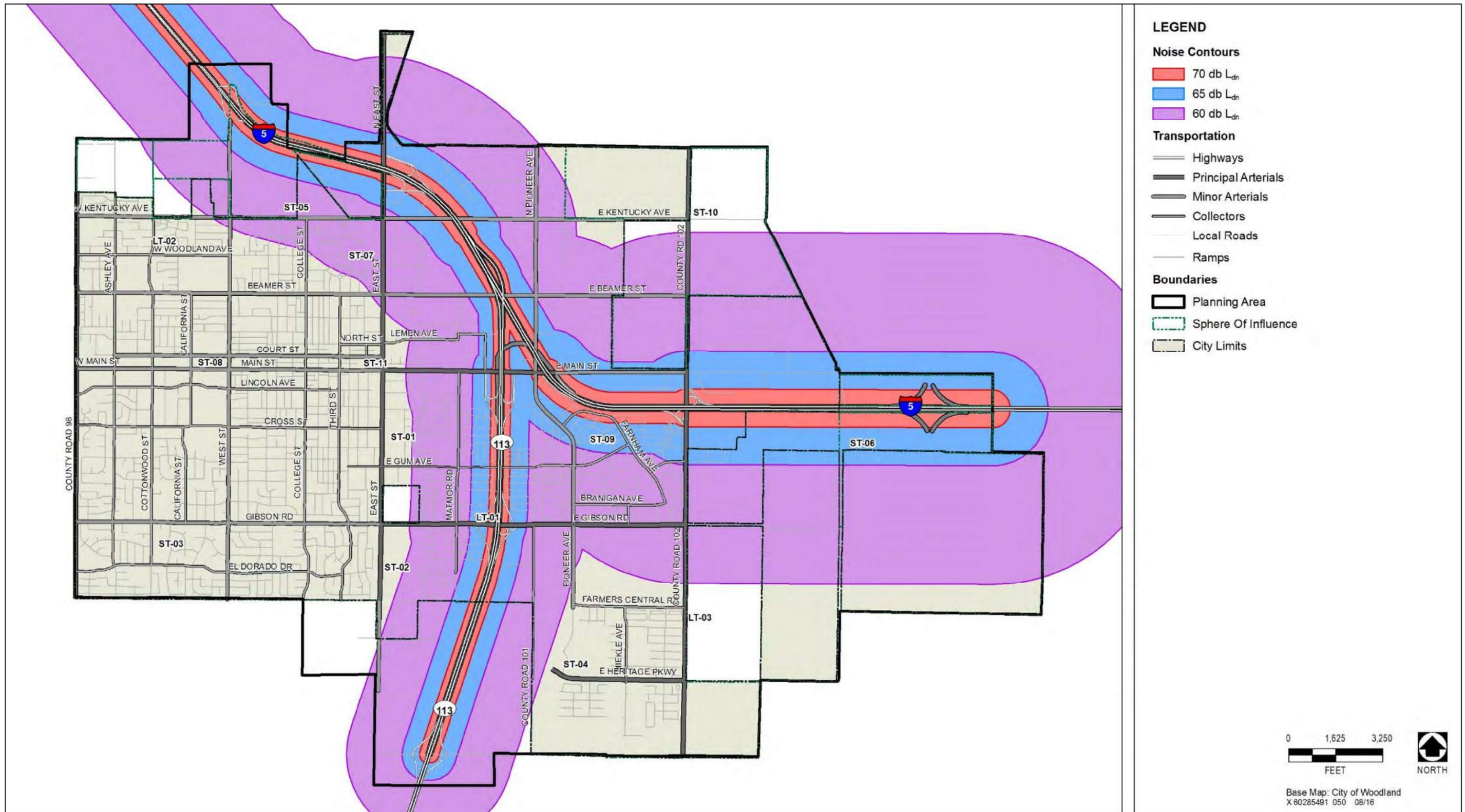
Future (South Alternative) Highway Noise Contours



Source: City of Woodland, California 2016; Yolo County 2016; Dyett & Bhatia 2016; Fehr & Peers 2016; AECOM 2016

Exhibit 4.11-8b.

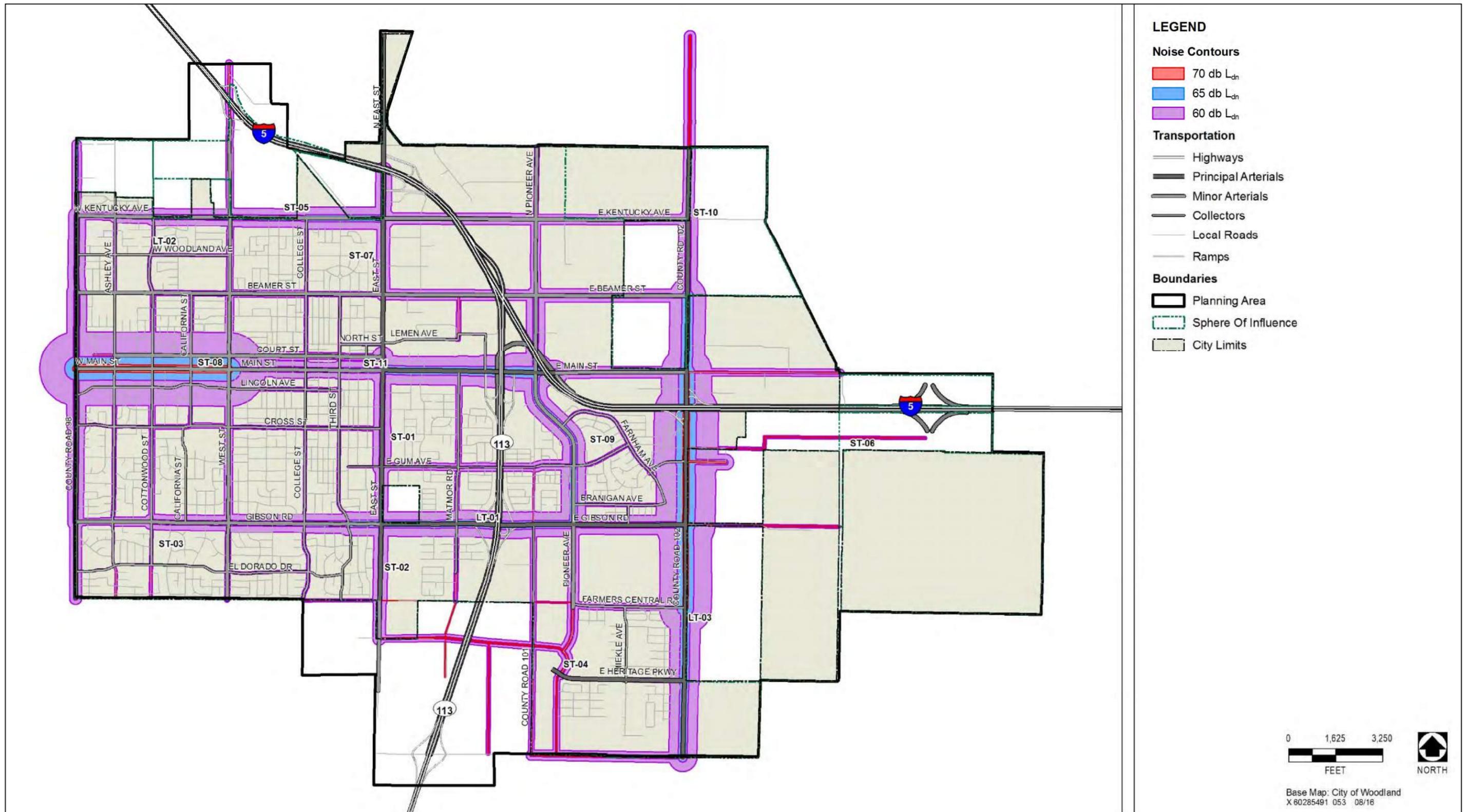
Future (South Alternative) Roadway Noise Contours



Source: City of Woodland, California 2016; Yolo County 2016; Dyett & Bhatia 2016; Fehr & Peers 2016; AECOM 2016

Exhibit 4.11-9a.

Future (East Alternative) Highway Noise Contours



Source: City of Woodland, California 2016; Yolo County 2016; Dyett & Bhatia 2016; Fehr & Peers 2016; AECOM 2016

Exhibit 4.11-9b.

Future (East Alternative) Roadway Noise Contours

**Table 4.11-10. Noise at 50 Feet and Distances to 60 dBA, 65 dBA and 70 dBA L<sub>dn</sub> Traffic Noise Contours, East and South Alternatives**

No.	Roadway	Roadway Segment	East Alternative						South Alternative					
			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours		
						70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>				70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>
1	County Road 98	From W. Kentucky Avenue to North of W. Kentucky Avenue	4,850	45	65	16	50	157	4,900	45	65	16	50	158
2	County Road 98	From W. Kentucky Avenue to W. Beamer Street	8,360	45	67	27	86	270	8,960	45	68	29	92	290
3	County Road 98	From W. Beamer Street to W. Main Street	9,690	45	68	31	99	313	10,430	45	68	34	107	337
4	County Road 98	From Main Street to W. Cross Street	9,650	45	68	31	99	312	10,090	45	68	33	103	326
5	County Road 98	From W. Cross Street to W. Gibson Road	8,420	45	67	27	86	272	8,440	45	67	27	86	273
6	County Road 98	From W. Gibson Road to South of W. Gibson Road	6,310	45	66	20	65	204	6,350	45	66	21	65	205
7	N. Ashley Avenue	From W. Kentucky Avenue to North of W. Kentucky Avenue	1,670	30	57	2	7	23	1,890	30	57	3	8	26
8	N. Ashley Avenue	From W. Kentucky Avenue to W. Beamer Street	3,260	30	60	5	14	45	3,520	30	60	5	15	49
9	Ashley Avenue	From W. Court Street to W. Main Street	7,530	30	63	10	33	105	7,560	30	63	11	33	105
10	Ashley Avenue	From W. Main Street to W. Lincoln Avenue	6,400	30	63	9	28	89	6,460	30	63	9	28	90
11	Ashley Avenue	From W. Lincoln Avenue to W. Cross Street	5,040	30	61	7	22	70	5,080	30	62	7	22	71
12	Ashley Avenue	From W. Cross Street to W. Gibson Road	4,740	30	61	7	21	66	4,800	30	61	7	21	67
13	Ashley Avenue	From W. Gibson Road to W. El Dorado Drive	2,530	30	58	4	11	35	2,530	30	58	4	11	35
14	N. Cottonwood Street	From W. Kentucky Avenue to W. Beamer Street	3,710	30	60	5	16	52	3,810	30	60	5	17	53
15	Cottonwood Street	From W. Beamer Street to W. Court Street	6,270	30	62	9	28	87	6,330	30	62	9	28	88
16	Cottonwood Street	From W. Court Street to W. Main Street	8,810	30	64	12	39	123	8,980	30	64	12	40	125
17	Cottonwood Street	From W. Main Street to W. Lincoln Avenue	8,130	25	62	8	25	79	8,300	25	62	8	25	80
18	Cottonwood Street	From W. Lincoln Avenue to W. Cross Street	7,600	30	63	11	33	106	7,720	30	63	11	34	107
19	Cottonwood Street	From W. Cross Street to W. Gibson Road	6,720	30	63	9	30	94	6,710	30	63	9	30	93
20	Cottonwood Street	From W. Gibson Road to W. El Dorado Drive	3,530	30	60	5	16	49	3,510	30	60	5	15	49
21	California Street	From W. Beamer Street to W. Main Street	5,600	30	62	8	25	78	5,600	30	62	8	25	78
22	California Street	From W. Main Street to W. Cross Street	4,530	30	61	6	20	63	4,510	30	61	6	20	63
23	California Street	From W. Cross Street to W. Gibson Road	1,320	30	56	2	6	18	1,340	30	56	2	6	19
24	N. West Street	From W. Kentucky Avenue to North of W. Kentucky Avenue	8,890	30	64	12	39	124	9,070	30	64	13	40	126
25	N. West Street	From W. Kentucky Avenue to W. Beamer Street	8,100	30	64	11	36	113	8,240	30	64	11	36	115
26	West Street	From W. Beamer Street to W. Court Street	9,950	30	64	14	44	138	10,280	30	65	14	45	143
27	West Street	From W. Court Street to W. Main Street	10,200	30	65	14	45	142	10,580	30	65	15	47	147
28	West Street	From W. Main Street to W. Lincoln Avenue	10,390	30	65	14	46	145	10,480	30	65	15	46	146
29	West Street	From W. Lincoln Avenue to W. Cross Street	9,760	30	64	14	43	136	10,050	30	64	14	44	140
30	West Street	From W. Cross Street to W. Gibson Road	9,860	30	64	14	43	137	10,120	30	64	14	45	141
31	West Street	From W. Gibson Road to South of W. Gibson Road	6,710	30	63	9	30	93	6,630	30	63	9	29	92
32	N. College Street	From Kentucky Avenue to Beamer Street	3,420	30	60	5	15	48	3,650	30	60	5	16	51
33	College Street	From Beamer Street to Court Street	3,900	30	60	5	17	54	4,260	30	61	6	19	59
34	College Street	From Court Street to Main Street	4,640	30	61	6	20	65	5,050	30	61	7	22	70
35	College Street	From Main Street to Lincoln Avenue	4,600	25	59	4	14	45	4,820	25	60	5	15	47
36	College Street	From Cross Street to Gibson Road	4,620	25	60	4	14	45	4,890	25	60	5	15	47
37	College Street	From Gibson Road to South of Gibson Road	3,820	30	60	5	17	53	4,510	30	61	6	20	63
38	3rd Street	From Beamer Street to Main Street	3,060	30	59	4	13	43	3,360	30	60	5	15	47

**Table 4.11-10. Noise at 50 Feet and Distances to 60 dBA, 65 dBA and 70 dBA L<sub>dn</sub> Traffic Noise Contours, East and South Alternatives**

No.	Roadway	Roadway Segment	East Alternative						South Alternative					
			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours		
						70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>				70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>
39	3rd Street	From Main Street to Cross Street	2,620	30	59	4	12	36	2,760	30	59	4	12	38
40	3rd Street	From Cross Street to Gibson Road	3,640	30	60	5	16	51	3,700	30	60	5	16	51
41	3rd Street	From Gibson Road to South of Gibson Road	1,740	30	57	2	8	24	1,700	30	57	2	7	24
42	N. East Street	From Kentucky Avenue to North of Kentucky Avenue	11,090	40	67	27	85	270	11,330	40	67	28	87	275
43	N. East Street	From Kentucky Avenue to Beamer Street	7,730	40	66	19	59	188	9,180	40	66	22	71	223
44	East Street	From Court Street to Main Street	17,970	35	68	32	101	319	20,010	35	69	36	112	356
45	East Street	From Main Street to Cross Street	13,180	35	67	23	74	234	16,070	35	68	29	90	286
46	East Street	From Cross Street to Gum Avenue	14,540	35	67	26	82	258	17,380	35	68	31	98	309
47	East Street	From Gum Avenue to E. Gibson Road	9,740	35	65	17	55	173	12,320	35	66	22	69	219
48	East Street	From E. Gibson Road to Sports Park Drive	8,790	40	66	21	68	214	10,090	40	67	25	78	245
49	East Street	From Sports Park Drive to South of Sports Park Drive	7,090	40	65	17	55	172	8,860	40	66	22	68	215
50	Matmor Road	From E. Main Street to E. Gum Avenue	7,080	30	63	10	31	99	7,140	30	63	10	31	99
51	Matmor Road	From E. Gum Avenue to E. Gibson Road	5,400	30	62	8	24	75	5,740	30	62	8	25	80
52	Matmor Road	From E. Gibson Road to Sports Park Drive	4,350	30	61	6	19	61	5,150	30	62	7	23	72
53	Industrial Way	From Cannery Road to E. Main Street	1,080	30	55	2	5	15	1,110	30	55	2	5	15
54	Bourn Drive	From E. Gum Avenue to E. Gibson Road	2,090	30	58	3	9	29	2,150	30	58	3	9	30
55	County Road 101	From E. Gibson Road to South of E. Gibson Road	2,800	50	64	12	37	118	2,460	50	63	10	33	103
56	N. Pioneer Avenue	From Churchill Downs Avenue to E. Kentucky Avenue	3,440	40	62	8	26	84	3,370	40	62	8	26	82
57	N. Pioneer Avenue	From E. Kentucky Avenue to E. Beamer Street	6,890	40	65	17	53	168	6,940	40	65	17	53	169
58	Pioneer Avenue	From E. Beamer Street to E. Main Street	13,370	40	68	33	103	325	13,180	40	68	32	101	320
59	Pioneer Avenue	From E. Main Street to E. Gum Avenue	15,600	40	69	38	120	379	15,950	40	69	39	123	388
60	Pioneer Avenue	From E. Gum Avenue to E. Gibson Road	17,290	40	69	42	133	420	17,290	40	69	42	133	420
61	Pioneer Avenue	From E. Gibson Road to Farmers Central Road	20,850	25	66	20	64	202	19,900	25	66	19	61	193
62	Ogden Street	From Branigan Avenue to E. Gibson Road	2,700	30	59	4	12	38	2,840	30	59	4	12	40
63	Miekle Avenue	From Farmers Central Road to E. Heritage Parkway	1,280	30	56	2	6	18	1,280	30	56	2	6	18
64	County Road 102	From E. Kentucky Avenue to North of E. Kentucky Avenue	4,770	50	66	20	63	201	4,660	50	66	20	62	196
65	County Road 102	From E. Kentucky Avenue to E. Beamer Street	10,550	45	68	34	108	341	10,170	45	68	33	104	329
66	County Road 102	From E. Beamer Street to E. Main Street	19,970	45	71	65	204	646	19,170	45	71	62	196	620
67	County Road 102	From E. Main Street to I-5 Northbound Ramps	26,420	45	72	85	270	855	27,070	45	72	88	277	876
68	County Road 102	From I-5 Northbound Ramps to I-5 Southbound Ramps	25,750	45	72	83	263	833	26,640	45	72	86	272	862
69	County Road 102	From I-5 Southbound Ramps to Maxwell Avenue	32,640	45	73	106	334	1056	34,350	45	73	111	351	1,111
70	County Road 102	From Maxwell Avenue to E. Gibson Road	35,440	45	74	115	363	1146	31,710	45	73	103	324	1,026
71	County Road 102	From E. Gibson Road to Farmers Central Road	22,300	50	73	94	296	937	21,370	50	73	90	284	898
72	County Road 102	From Farmers Central Road to E. Heritage Parkway	13,060	50	70	55	174	549	12,330	50	70	52	164	518
73	County Road 102	From E. Heritage Parkway to South of E. Heritage Parkway	12,060	50	70	51	160	507	11,500	50	70	48	153	483
74	W. Kentucky Avenue	From County Road 98 to N. Ashley Avenue	5,470	40	64	13	42	133	5,730	40	64	14	44	139
75	W. Kentucky Avenue	From N. Ashley Avenue to N. Cottonwood Street	8,190	40	66	20	63	199	9,050	40	66	22	70	220
76	W. Kentucky Avenue	From N. Cottonwood Street to N. West Street	11,230	40	67	27	86	273	12,050	40	68	29	93	293

**Table 4.11-10. Noise at 50 Feet and Distances to 60 dBA, 65 dBA and 70 dBA L<sub>dn</sub> Traffic Noise Contours, East and South Alternatives**

No.	Roadway	Roadway Segment	East Alternative						South Alternative					
			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours		
						70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>				70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>
77	Kentucky Avenue	From N. West Street to N. College Street	12,780	40	68	31	98	311	13,230	40	68	32	102	322
78	Kentucky Avenue	From N. College Street to N. East Street	14,610	40	69	36	112	355	15,710	40	69	38	121	382
79	E. Kentucky Avenue	From N. East Street to N. Pioneer Avenue	7,590	40	66	18	58	185	8,000	40	66	19	62	195
80	E. Kentucky Avenue	From N. Pioneer Avenue to County Road 102	7,210	40	65	18	55	175	7,290	40	65	18	56	177
81	W. Woodland Avenue	From County Road 98 to N. Cottonwood Street	1,580	30	56	2	7	22	1,730	30	57	2	8	24
82	W. Woodland Avenue	From N. Cottonwood Street to N. West Street	3,160	30	59	4	14	44	3,170	30	59	4	14	44
83	W. Beamer Street	From County Road 98 to N. Ashley Avenue	2,400	25	57	2	7	23	2,380	25	57	2	7	23
84	W. Beamer Street	From N. Cottonwood Street to N. West Street	6,150	30	62	9	27	86	6,290	30	62	9	28	88
85	Beamer Street	From N. West Street to N. College Street	8,380	30	64	12	37	117	8,680	30	64	12	38	121
86	Beamer Street	From N. College Street to N. East Street	8,360	25	62	8	26	81	8,890	25	62	9	27	86
87	E. Beamer Street	From N. East Street to N. Pioneer Avenue	7,500	40	66	18	58	182	7,610	40	66	19	59	185
88	E. Beamer Street	From N. Pioneer Avenue to County Road 102	6,980	45	67	23	71	226	6,950	45	67	22	71	225
89	W. Court Street	From Ashley Avenue to Cottonwood Street	5,620	30	62	8	25	78	5,820	30	62	8	26	81
90	W. Court Street	From Cottonwood Street to West Street	10,670	30	65	15	47	148	10,960	30	65	15	48	153
91	Court Street	From West Street to College Street	10,470	30	65	15	46	146	10,800	30	65	15	48	150
92	Court Street	From College Street to East Street	7,930	30	63	11	35	110	8,570	30	64	12	38	119
93	North Street	From 3rd Street to East Street	2,600	30	59	4	11	36	2,580	30	59	4	11	36
94	Lemen Avenue	From East Street to Matmor Road	1,920	30	57	3	8	27	2,040	30	58	3	9	28
95	Cannery Road	From Matmor Road to Industrial Way	1,100	35	56	2	6	20	1,120	35	56	2	6	20
96	W. Main Street	From County Road 98 to Ashley Avenue	12,310	35	66	22	69	219	12,920	35	67	23	73	230
97	W. Main Street	From Ashley Avenue to Cottonwood Street	13,990	35	67	25	79	249	14,660	35	67	26	82	261
98	W. Main Street	From Cottonwood Street to West Street	14,180	35	67	25	80	252	14,790	35	67	26	83	263
99	Main Street	From West Street to College Street	13,250	35	67	24	74	236	13,980	35	67	25	79	249
100	Main Street	From Walnut Street to College Street	15,700	35	67	28	88	279	16,830	35	68	30	95	299
101	Main Street	From College Street to 3rd Street	14,210	35	67	25	80	253	14,770	35	67	26	83	263
102	Main Street	From 3rd Street to East Street	16,670	35	68	30	94	296	17,600	35	68	31	99	313
103	E. Main Street	From East Street to Matmor Road	25,970	35	70	46	146	462	27,570	35	70	49	155	490
104	E. Main Street	From Matmor Road to Industrial Way	27,170	35	70	48	153	483	28,610	35	70	51	161	509
105	E. Main Street	From SR 113 Southbound Ramps to SR 113 Northbound Ramps	30,820	35	70	55	173	548	31,390	35	70	56	176	558
106	E. Main Street	From SR 113 Northbound Ramps to Pioneer Avenue	36,200	35	71	64	204	644	36,490	35	71	65	205	649
107	E. Main Street	From Pioneer Avenue to I-5 Northbound Ramps	25,070	35	70	45	141	446	24,570	35	69	44	138	437
108	E. Main Street	From Pioneer Avenue to County Road 102	12,180	35	68	22	68	217	11,060	35	68	20	62	197
109	E. Main Street	From County Road 102 to East of County Road 103	7,200	35	64	13	40	128	7,040	35	64	13	40	125
110	W. Lincoln Avenue	From County Road 98 to Ashley Avenue	2,190	30	58	3	10	30	2,200	30	58	3	10	31
111	W. Lincoln Avenue	From Ashley Avenue to Cottonwood Street	2,800	30	59	4	12	39	2,800	30	59	4	12	39
112	W. Lincoln Avenue	From Cottonwood Street to West Street	4,370	30	61	6	19	61	4,330	30	61	6	19	60
113	Lincoln Avenue	From West Street to 3rd Street	4,710	30	61	7	21	66	5,000	30	61	7	22	70
114	W. Cross Street	From County Road 98 to Cottonwood Street	3,070	30	59	4	14	43	3,090	30	59	4	14	43

**Table 4.11-10. Noise at 50 Feet and Distances to 60 dBA, 65 dBA and 70 dBA L<sub>dn</sub> Traffic Noise Contours, East and South Alternatives**

No.	Roadway	Roadway Segment	East Alternative						South Alternative					
			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours		
						70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>				70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>
115	W. Cross Street	From Cottonwood Street to West Street	5,980	30	62	8	26	83	6,000	30	62	8	26	84
116	Cross Street	From West Street to College Street	4,750	30	61	7	21	66	4,800	30	61	7	21	67
117	Cross Street	From College Street to East Street	5,270	30	62	7	23	73	5,420	30	62	8	24	75
118	E. Gum Avenue	From 4th Street to East Street	3,100	30	59	4	14	43	3,310	30	60	5	15	46
119	E. Gum Avenue	From East Street to Matmor Road	7,490	35	64	13	42	133	7,670	35	64	14	43	136
120	E. Gum Avenue	From Matmor Road to Bourn Drive	8,820	35	65	16	50	157	8,490	35	65	15	48	151
121	E. Gum Avenue	From Bourn Drive to Pioneer Avenue	10,760	35	66	19	60	191	10,070	35	66	18	57	179
122	Farnham Avenue	From Pioneer Avenue to E. Gum Avenue	3,150	35	60	6	18	56	3,180	35	61	6	18	57
123	E. Gum Avenue	From Pioneer Avenue to Farnham Avenue	5,990	30	62	8	26	83	5,030	30	61	7	22	70
124	Farnham Avenue	From E. Gum Avenue to Maxwell Avenue	5,190	30	62	7	23	72	4,440	30	61	6	20	62
125	Maxwell Avenue	From Farnham Avenue to County Road 102	8,120	30	64	11	36	113	6,810	30	63	9	30	95
126	Maxwell Avenue	From County Road 102 to East of County Road 103	25,540	30	69	36	112	355	20,060	30	67	28	88	279
127	Farnham Avenue	From Maxwell Avenue to Branigan Avenue	3,070	30	59	4	14	43	3,170	30	59	4	14	44
128	Branigan Avenue	From Pioneer Avenue to Farnham Avenue	4,030	30	60	6	18	56	4,100	30	61	6	18	57
129	W. Gibson Road	From County Road 98 to Ashley Avenue	6,570	35	64	12	37	117	7,090	35	64	13	40	126
130	W. Gibson Road	From Ashley Avenue to Cottonwood Street	8,570	35	65	15	48	152	9,080	35	65	16	51	161
131	W. Gibson Road	From Cottonwood Street to West Street	14,260	35	67	25	80	254	14,920	35	67	27	84	265
132	Gibson Road	From West Street to College Street	16,480	35	68	29	93	293	17,170	35	68	31	97	305
133	Gibson Road	From College Avenue to Coloma Way	18,890	35	68	34	106	336	18,520	35	68	33	104	329
134	Gibson Road	From Coloma Way to East Street	23,410	35	69	42	132	416	22,970	35	69	41	129	408
135	E. Gibson Road	From East Street to Matmor Road	23,530	35	69	42	132	418	23,950	35	69	43	135	426
136	E. Gibson Road	From Matmor Road to SR 113 Southbound Ramps	25,420	35	70	45	143	452	25,790	35	70	46	145	459
137	E. Gibson Road	From SR 113 Southbound Ramps to SR 113 Northbound Ramps	27,020	35	70	48	152	480	25,750	35	70	46	145	458
138	E. Gibson Road	From SR 113 Northbound Ramps to Bourn Drive	27,950	35	70	50	157	497	25,060	35	69	45	141	446
139	E. Gibson Road	From Bourn Drive to Pioneer Avenue	26,090	35	70	46	147	464	23,380	35	69	42	131	416
140	E. Gibson Road	From Pioneer Avenue to County Road 102	21,250	35	69	38	119	378	18,550	35	68	33	104	330
141	El Dorado Drive	From County Road 98 to West Street	1,630	30	57	2	7	23	1,650	30	57	2	7	23
142	El Dorado Drive	From West Street to College Street	3,030	30	59	4	13	42	3,360	30	60	5	15	47
143	Farmers Central Road	From Pioneer Avenue to Mickle Avenue	8,990	30	64	13	40	125	8,960	30	64	12	39	125
144	Farmers Central Road	From Mickle Avenue to County Road 102	8,570	30	64	12	38	119	8,540	30	64	12	38	119
145	E. Heritage Parkway	From Parkland Avenue to Mickle Avenue	1,430	40	58	3	11	35	1,470	40	59	4	11	36
146	E. Heritage Parkway	From Mickle Avenue to County Road 102	3,090	40	62	8	24	75	3,050	40	62	7	23	74
147	I-5 Mainline	From County Road 98 to West Street	38,670	65	78	319	1010	3194	38,750	65	78	320	1,012	3,200
148	I-5 Mainline	From West Street to East Street	40,070	65	78	331	1046	3309	40,520	65	78	335	1,058	3,346
149	I-5 Mainline	From East Street to SR 113	46,360	65	79	383	1211	3829	46,420	65	79	383	1,212	3,834
150	I-5 Mainline	From SR 113 to E. Main Street	37,010	65	78	306	967	3056	36,710	65	78	303	959	3,032
151	I-5 Mainline	From E. Main Street to County Road 102	57,240	65	80	473	1495	4727	58,370	65	80	482	1,524	4,820
152	I-5 Mainline	From County Road 102 to East of County Road 103	64,690	65	80	534	1689	5342	72,960	65	81	603	1,905	6,025

**Table 4.11-10. Noise at 50 Feet and Distances to 60 dBA, 65 dBA and 70 dBA L<sub>dn</sub> Traffic Noise Contours, East and South Alternatives**

No.	Roadway	Roadway Segment	East Alternative						South Alternative					
			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours			ADT	Speed (MPH)	dBA, L <sub>dn</sub> at 50 feet	Distance to Contours		
						70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>				70 dBA L <sub>dn</sub>	65 dBA L <sub>dn</sub>	60 dBA L <sub>dn</sub>
153	SR 113	From I-5 to E. Main Street	28,350	65	77	234	740	2341	28,720	65	77	237	750	2,372
154	SR 113	From E. Main Street to E. Gibson Road	34,410	65	78	284	899	2842	36,440	65	78	301	952	3,009
155	SR 113	From E. Gibson Road to South of E. Gibson Road	32,850	65	77	271	858	2713	33,980	65	77	281	887	2,806
156	SR 16	From County Road 98 to West of County Road 99	14,920	65	74	123	390	1232	15,410	65	74	127	402	1,273
157	County Road 24	From County Road 102 to County Road 103	3480	45	64	11	36	113	1,620	45	60	5	17	52
158	Bronze Star Drive	From County Road 102 to County Road 103	13150	30	66	18	58	183	3,920	30	60	5	17	55
159	County Road 103	From County Road 22 to I-5 WB Ramps	5070	45	65	16	52	164	n/a	n/a	n/a	n/a	n/a	n/a
160	County Road 103	From I-5 WB Ramps to I-5 EB Ramps	10010	45	68	32	102	324	n/a	n/a	n/a	n/a	n/a	n/a
161	County Road 103	From I-5 EB Ramps to Bronze Star Drive	15020	45	70	49	154	486	n/a	n/a	n/a	n/a	n/a	n/a
162	County Road 103	From Bronze Star Drive to County Road 25	40	45	44	0	0	1	n/a	n/a	n/a	n/a	n/a	n/a
163	County Road 25A	From Bourn Drive to County Road 102	5370	45	65	17	55	174	5,410	45	65	17	55	175
164	Marston Road	From Pioneer Avenue to County Road 25A	4760	30	61	7	21	66	4,800	30	61	7	21	67
165	Farmers Central Road	From Pioneer Avenue to Harry Lorenzo Avenue	1740	30	57	2	8	24	1,620	30	57	2	7	23
166	Pioneer Avenue	From Parkland Avenue to Harry Lorenzo Avenue	4640	40	64	11	36	113	5,480	40	64	13	42	133
167	Pioneer Avenue	From Harry Lorenzo Avenue to Matmor Drive	4500	40	63	11	35	109	5,540	40	64	13	43	135
168	Pioneer Avenue	From Matmor Drive to East Street	n/a	n/a	n/a	n/a	n/a	n/a	5,080	40	64	12	39	124
169	Matmor Road	From Sports Park Drive to Unnamed Road	n/a	n/a	n/a	n/a	n/a	n/a	470	30	51	1	2	7
170	Parkland Avenue	From Farmers Central Road to E. Heritage Parkway	13490	30	66	19	59	188	13,100	30	66	18	58	182
171	Parkland Avenue	From E. Heritage Parkway to County Road 25A	8090	30	64	11	36	113	7,950	30	63	11	35	111
172	Sports Park Drive	From College Street to East Street	1700	30	57	2	7	24	3,660	30	60	5	16	51
173	Sports Park Drive	From East Street to Matmor Road	430	30	51	1	2	6	270	30	49	0	1	4
174	I-5 NB Ramp	From I-5 NB to SR 113	6340	30	62	9	28	88	7,180	30	63	10	32	100
175	I-5 NB Ramp	From I-5 NB Off Ramp to County Road 103	6650	30	63	9	29	93	n/a	30	n/a	n/a	n/a	n/a
176	I-5 NB Ramp	From I-5 NB On Ramp from County Road 103	1950	30	57	3	9	27	n/a	30	n/a	n/a	n/a	n/a
177	I-5 SB Ramp	From I-5 SB Off Ramp to County Road 103	1630	30	57	2	7	23	n/a	30	n/a	n/a	n/a	n/a
178	I-5 SB Ramp	From I-5 SB On Ramp to County Road 103	6790	30	63	9	30	94	n/a	30	n/a	n/a	n/a	n/a

Notes: FHWA-RD-77-108 = Federal Highway Administration Highway Traffic Noise Prediction Model; dB = decibel; dBA = A-weighted decibel; L<sub>dn</sub> = day-night average noise level; ADT = average daily trips; MPH = Mile Per Hours; SR = state route; n/a = Roadway segments that are not currently existing, but were analyzed in the project's traffic impact study for future alternatives. Some of these new segments are included under both alternatives, and some are different between alternatives.

Medium (2 axles) and heavy trucks (3+ axles) produce significantly more noise than passenger vehicles so their percentages are taken into account with heavier weighting when computing traffic noise levels

Source: Fehr & Peers Associates. 2016, Modeling conducted by AECOM 2016

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<b>Table 4.11-11. Traffic Noise, Existing Compared to East and South Alternatives</b>							
No.	Roadway	Roadway Segment	Existing Condition (dBA L <sub>dn</sub> )	East Alternative		South Alternative	
				2035 General Plan (dBA L <sub>dn</sub> )	Change	2035 General Plan (dBA L <sub>dn</sub> )	Change
1	County Road 98	From W. Kentucky Avenue to North of W. Kentucky Avenue	65	65	0	65	0
2	County Road 98	From W. Kentucky Avenue to W. Beamer Street	67	67	0	68	1
3	County Road 98	From W. Beamer Street to W. Main Street	67	68	1	68	1
4	County Road 98	From Main Street to W. Cross Street	68	68	0	68	0
5	County Road 98	From W. Cross Street to W. Gibson Road	67	67	0	67	0
6	County Road 98	From W. Gibson Road to South of W. Gibson Road	66	66	0	66	0
7	N. Ashley Avenue	From W. Kentucky Avenue to North of W. Kentucky Avenue	55	57	2	57	2
8	N. Ashley Avenue	From W. Kentucky Avenue to W. Beamer Street	59	60	1	60	1
9	Ashley Avenue	From W. Court Street to W. Main Street	63	63	0	63	0
10	Ashley Avenue	From W. Main Street to W. Lincoln Avenue	62	63	1	63	1
11	Ashley Avenue	From W. Lincoln Avenue to W. Cross Street	61	61	0	62	1
12	Ashley Avenue	From W. Cross Street to W. Gibson Road	61	61	0	61	0
13	Ashley Avenue	From W. Gibson Road to W. El Dorado Drive	58	58	0	58	0
14	N. Cottonwood Street	From W. Kentucky Avenue to W. Beamer Street	60	60	0	60	0
15	Cottonwood Street	From W. Beamer Street to W. Court Street	62	62	0	62	0
16	Cottonwood Street	From W. Court Street to W. Main Street	64	64	0	64	0
17	Cottonwood Street	From W. Main Street to W. Lincoln Avenue	62	62	0	62	0
18	Cottonwood Street	From W. Lincoln Avenue to W. Cross Street	63	63	0	63	0
19	Cottonwood Street	From W. Cross Street to W. Gibson Road	63	63	0	63	0
20	Cottonwood Street	From W. Gibson Road to W. El Dorado Drive	60	60	0	60	0
21	California Street	From W. Beamer Street to W. Main Street	62	62	0	62	0
22	California Street	From W. Main Street to W. Cross Street	61	61	0	61	0
23	California Street	From W. Cross Street to W. Gibson Road	56	56	0	56	0
24	N. West Street	From W. Kentucky Avenue to North of W. Kentucky Avenue	64	64	0	64	0
25	N. West Street	From W. Kentucky Avenue to W. Beamer Street	63	64	1	64	1
26	West Street	From W. Beamer Street to W. Court Street	64	64	0	65	1
27	West Street	From W. Court Street to W. Main Street	64	65	1	65	1

<b>Table 4.11-11. Traffic Noise, Existing Compared to East and South Alternatives</b>							
No.	Roadway	Roadway Segment	Existing Condition (dBA L <sub>dn</sub> )	East Alternative		South Alternative	
				2035 General Plan (dBA L <sub>dn</sub> )	Change	2035 General Plan (dBA L <sub>dn</sub> )	Change
28	West Street	From W. Main Street to W. Lincoln Avenue	64	65	1	65	1
29	West Street	From W. Lincoln Avenue to W. Cross Street	64	64	0	64	0
30	West Street	From W. Cross Street to W. Gibson Road	64	64	0	64	0
31	West Street	From W. Gibson Road to South of W. Gibson Road	62	63	1	63	1
32	N. College Street	From Kentucky Avenue to Beamer Street	59	60	1	60	1
33	College Street	From Beamer Street to Court Street	60	60	0	61	1
34	College Street	From Court Street to Main Street	61	61	0	61	0
35	College Street	From Main Street to Lincoln Avenue	59	59	0	60	1
36	College Street	From Cross Street to Gibson Road	59	60	1	60	1
37	College Street	From Gibson Road to South of Gibson Road	60	60	0	61	1
38	3rd Street	From Beamer Street to Main Street	59	59	0	60	1
39	3rd Street	From Main Street to Cross Street	58	59	1	59	1
40	3rd Street	From Cross Street to Gibson Road	59	60	1	60	1
41	3rd Street	From Gibson Road to South of Gibson Road	56	57	0	57	1
42	N. East Street	From Kentucky Avenue to North of Kentucky Avenue	67	67	0	67	1
43	N. East Street	From Kentucky Avenue to Beamer Street	65	66	1	66	1
44	East Street	From Court Street to Main Street	68	68	0	69	1
45	East Street	From Main Street to Cross Street	66	67	1	68	2
46	East Street	From Cross Street to Gum Avenue	67	67	0	68	1
47	East Street	From Gum Avenue to E. Gibson Road	65	65	0	66	1
48	East Street	From E. Gibson Road to Sports Park Drive	64	66	2	67	3
49	East Street	From Sports Park Drive to South of Sports Park Drive	62	65	3	66	4
50	Matmor Road	From E. Main Street to E. Gum Avenue	63	63	0	63	0
51	Matmor Road	From E. Gum Avenue to E. Gibson Road	62	62	0	62	0
52	Matmor Road	From E. Gibson Road to Sports Park Drive	60	61	1	62	2
53	Industrial Way	From Cannery Road to E. Main Street	54	55	1	55	1
54	Bourn Drive	From E. Gum Avenue to E. Gibson Road	57	58	1	58	1

<b>Table 4.11-11. Traffic Noise, Existing Compared to East and South Alternatives</b>							
No.	Roadway	Roadway Segment	Existing Condition (dBA L <sub>dn</sub> )	East Alternative		South Alternative	
				2035 General Plan (dBA L <sub>dn</sub> )	Change	2035 General Plan (dBA L <sub>dn</sub> )	Change
55	County Road 101	From E. Gibson Road to South of E. Gibson Road	52	64	12	63	11
56	N. Pioneer Avenue	From Churchill Downs Avenue to E. Kentucky Avenue	62	62	0	62	0
57	N. Pioneer Avenue	From E. Kentucky Avenue to E. Beamer Street	64	65	1	65	1
58	Pioneer Avenue	From E. Beamer Street to E. Main Street	66	68	2	68	2
59	Pioneer Avenue	From E. Main Street to E. Gum Avenue	67	69	2	69	2
60	Pioneer Avenue	From E. Gum Avenue to E. Gibson Road	67	69	2	69	2
61	Pioneer Avenue	From E. Gibson Road to Farmers Central Road	59	66	7	66	7
62	Ogden Street	From Branigan Avenue to E. Gibson Road	58	59	1	59	1
63	Miekle Avenue	From Farmers Central Road to E. Heritage Parkway	55	56	1	56	1
64	County Road 102	From E. Kentucky Avenue to North of E. Kentucky Avenue	65	66	1	66	1
65	County Road 102	From E. Kentucky Avenue to E. Beamer Street	65	68	3	68	3
66	County Road 102	From E. Beamer Street to E. Main Street	68	71	3	71	3
67	County Road 102	From E. Main Street to I-5 Northbound Ramps	70	72	2	72	2
68	County Road 102	From I-5 Northbound Ramps to I-5 Southbound Ramps	71	72	1	72	1
69	County Road 102	From I-5 Southbound Ramps to Maxwell Avenue	72	73	1	73	1
70	County Road 102	From Maxwell Avenue to E. Gibson Road	71	74	3	73	2
71	County Road 102	From E. Gibson Road to Farmers Central Road	69	73	4	73	4
72	County Road 102	From Farmers Central Road to E. Heritage Parkway	68	70	2	70	2
73	County Road 102	From E. Heritage Parkway to South of E. Heritage Parkway	69	70	1	70	1
74	W. Kentucky Avenue	From County Road 98 to N. Ashley Avenue	63	64	1	64	1
75	W. Kentucky Avenue	From N. Ashley Avenue to N. Cottonwood Street	65	66	1	66	1
76	W. Kentucky Avenue	From N. Cottonwood Street to N. West Street	67	67	0	68	1
77	Kentucky Avenue	From N. West Street to N. College Street	67	68	1	68	1
78	Kentucky Avenue	From N. College Street to N. East Street	67	69	2	69	2
79	E. Kentucky Avenue	From N. East Street to N. Pioneer Avenue	64	66	2	66	2
80	E. Kentucky Avenue	From N. Pioneer Avenue to County Road 102	61	65	4	65	4
81	W. Woodland Avenue	From SR 16 to N. Cottonwood Street	56	56	0	57	1

<b>Table 4.11-11. Traffic Noise, Existing Compared to East and South Alternatives</b>							
No.	Roadway	Roadway Segment	Existing Condition (dBA L <sub>dn</sub> )	East Alternative		South Alternative	
				2035 General Plan (dBA L <sub>dn</sub> )	Change	2035 General Plan (dBA L <sub>dn</sub> )	Change
82	W. Woodland Avenue	From N. Cottonwood Street to N. West Street	59	59	0	59	0
83	W. Beamer Street	From County Road 98 to N. Ashley Avenue	56	57	1	57	1
84	W. Beamer Street	From N. Cottonwood Street to N. West Street	62	62	0	62	0
85	Beamer Street	From N. West Street to N. College Street	63	64	1	64	1
86	Beamer Street	From N. College Street to N. East Street	62	62	0	62	0
87	E. Beamer Street	From N. East Street to N. Pioneer Avenue	65	66	1	66	1
88	E. Beamer Street	From N. Pioneer Avenue to County Road 102	64	67	3	67	3
89	W. Court Street	From Ashley Avenue to Cottonwood Street	62	62	0	62	0
90	W. Court Street	From Cottonwood Street to West Street	65	65	0	65	0
91	Court Street	From West Street to College Street	65	65	0	65	0
92	Court Street	From College Street to East Street	63	63	0	64	1
93	North Street	From 3rd Street to East Street	58	59	1	59	1
94	Lemen Avenue	From East Street to Matmor Road	57	57	0	58	1
95	Cannery Road	From Matmor Road to Industrial Way	56	56	0	56	0
96	W. Main Street	From County Road 98 to Ashley Avenue	66	66	1	67	1
97	W. Main Street	From Ashley Avenue to Cottonwood Street	67	67	0	67	1
98	W. Main Street	From Cottonwood Street to West Street	67	67	0	67	0
99	Main Street	From West Street to College Street	67	67	0	67	0
100	Main Street	From Walnut Street to College Street	67	67	0	68	1
101	Main Street	From College Street to 3rd Street	67	67	0	67	0
102	Main Street	From 3rd Street to East Street	67	68	1	68	1
103	E. Main Street	From East Street to Matmor Road	69	70	1	70	1
104	E. Main Street	From Matmor Road to Industrial Way	69	70	1	70	1
105	E. Main Street	From SR 113 Southbound Ramps to SR 113 Northbound Ramps	70	70	0	70	0
106	E. Main Street	From SR 113 Northbound Ramps to Pioneer Avenue	70	71	1	71	1
107	E. Main Street	From Pioneer Avenue to I-5 Northbound Ramps	69	70	1	69	0
108	E. Main Street	From I-5 Northbound Ramps to County Road 102	65	66	1	66	1

<b>Table 4.11-11. Traffic Noise, Existing Compared to East and South Alternatives</b>							
No.	Roadway	Roadway Segment	Existing Condition (dBA L <sub>dn</sub> )	East Alternative		South Alternative	
				2035 General Plan (dBA L <sub>dn</sub> )	Change	2035 General Plan (dBA L <sub>dn</sub> )	Change
109	E. Main Street	From County Road 102 to East of County Road 103	63	64	1	64	1
110	W. Lincoln Avenue	From County Road 98 to Ashley Avenue	58	58	0	58	0
111	W. Lincoln Avenue	From Ashley Avenue to Cottonwood Street	59	59	0	59	0
112	W. Lincoln Avenue	From Cottonwood Street to West Street	61	61	0	61	0
113	Lincoln Avenue	From West Street to 3rd Street	61	61	0	61	0
114	W. Cross Street	From County Road 98 to Cottonwood Street	59	59	0	59	0
115	W. Cross Street	From Cottonwood Street to West Street	62	62	0	62	0
116	Cross Street	From West Street to College Street	61	61	0	61	0
117	Cross Street	From College Street to East Street	61	62	1	62	0
118	E. Gum Avenue	From 4th Street to East Street	59	59	0	60	1
119	E. Gum Avenue	From East Street to Matmor Road	64	64	0	64	0
120	E. Gum Avenue	From Matmor Road to Bourn Drive	65	65	0	65	0
121	E. Gum Avenue	From Bourn Drive to Pioneer Avenue	65	66	1	66	1
122	Farnham Avenue	From Pioneer Avenue to E. Gum Avenue	60	60	0	61	1
123	E. Gum Avenue	From Pioneer Avenue to Farnham Avenue	61	62	1	61	0
124	Farnham Avenue	From E. Gum Avenue to Maxwell Avenue	61	62	1	61	0
125	Maxwell Avenue	From Farnham Avenue to County Road 102	62	64	2	63	1
126	Maxwell Avenue	From County Road 102 to East of County Road 103	65	69	4	67	2
127	Farnham Avenue	From Maxwell Avenue to Branigan Avenue	59	59	0	59	0
128	Branigan Avenue	From Pioneer Avenue to Farnham Avenue	60	60	0	61	1
129	W. Gibson Road	From County Road 98 to Ashley Avenue	63	64	1	64	1
130	W. Gibson Road	From Ashley Avenue to Cottonwood Street	64	65	1	65	1
131	W. Gibson Road	From Cottonwood Street to West Street	67	67	0	67	0
132	Gibson Road	From West Street to College Street	67	68	1	68	1
133	Gibson Road	From College Avenue to Coloma Way	68	68	0	68	0
134	Gibson Road	From Coloma Way to East Street	69	69	0	69	0
135	E. Gibson Road	From East Street to Matmor Road	69	69	0	69	0

<b>Table 4.11-11. Traffic Noise, Existing Compared to East and South Alternatives</b>							
No.	Roadway	Roadway Segment	Existing Condition (dBA L <sub>dn</sub> )	East Alternative		South Alternative	
				2035 General Plan (dBA L <sub>dn</sub> )	Change	2035 General Plan (dBA L <sub>dn</sub> )	Change
136	E. Gibson Road	From Matmor Road to SR 113 Southbound Ramps	69	70	1	70	1
137	E. Gibson Road	From SR 113 Southbound Ramps to SR 113 Northbound Ramps	69	70	1	70	1
138	E. Gibson Road	From SR 113 Northbound Ramps to Bourn Drive	69	70	1	69	0
139	E. Gibson Road	From Bourn Drive to Pioneer Avenue	69	70	1	69	0
140	E. Gibson Road	From Pioneer Avenue to County Road 102	67	69	2	68	1
141	El Dorado Drive	From County Road 98 to West Street	56	57	1	57	1
142	El Dorado Drive	From West Street to College Street	59	59	0	60	1
143	Farmers Central Road	From Pioneer Avenue to Miekle Avenue	58	64	6	64	6
144	Farmers Central Road	From Miekle Avenue to County Road 102	57	64	7	64	7
145	E. Heritage Parkway	From Parkland Avenue to Miekle Avenue	57	58	1	59	2
146	E. Heritage Parkway	From Miekle Avenue to County Road 102	59	62	3	62	3
147	I-5 Mainline	From County Road 98 to West Street	76	78	2	78	2
148	I-5 Mainline	From West Street to East Street	77	78	1	78	1
149	I-5 Mainline	From East Street to SR 113	77	79	2	79	2
150	I-5 Mainline	From SR 113 to E. Main Street	76	78	2	78	2
151	I-5 Mainline	From E. Main Street to County Road 102	78	80	2	80	2
152	I-5 Mainline	From County Road 102 to East of County Road 103	79	80	1	81	2
153	SR 113	From I-5 to E. Main Street	76	77	1	77	1
154	SR 113	From E. Main Street to E. Gibson Road	75	78	3	78	3
155	SR 113	From E. Gibson Road to South of E. Gibson Road	76	77	1	77	1
156	SR 16	From County Road 98 to West of County Road 99	73	74	1	74	1
157	County Road 24	County Road 102 to County Road 103	n/a	64	n/a	60	n/a
158	Bronze Star Drive	County Road 102 to County Road 103	n/a	66	n/a	60	n/a
159	County Road 103	County Road 22 to I-5 WB Ramps	n/a	65	n/a	n/a	n/a
160	County Road 103	I-5 WB Ramps to I-5 EB Ramps	n/a	68	n/a	n/a	n/a
161	County Road 103	I-5 EB Ramps to Bronze Star Drive	n/a	70	n/a	n/a	n/a
162	County Road 103	Bronze Star Drive to County Road 25	n/a	44	n/a	n/a	n/a

<b>Table 4.11-11. Traffic Noise, Existing Compared to East and South Alternatives</b>							
No.	Roadway	Roadway Segment	Existing Condition (dBA L <sub>dn</sub> )	East Alternative		South Alternative	
				2035 General Plan (dBA L <sub>dn</sub> )	Change	2035 General Plan (dBA L <sub>dn</sub> )	Change
163	County Road 25A	Bourn Drive to County Road 102	n/a	65	n/a	65	n/a
164	Marston Road	Pioneer Avenue to County Road 25A	n/a	61	n/a	61	n/a
165	Farmers Central Road	Pioneer Avenue to Harry Lorenzo Avenue	n/a	57	n/a	57	n/a
166	Pioneer Avenue	Parkland Avenue to Harry Lorenzo Avenue	n/a	64	n/a	64	n/a
167	Pioneer Avenue	Harry Lorenzo Avenue to Matmor Drive	n/a	63	n/a	64	n/a
168	Pioneer Avenue	Matmor Drive to East Street	n/a	n/a	n/a	64	n/a
169	Matmor Road	Sports Park Drive to Unnamed Road	n/a	n/a	n/a	51	n/a
170	Parkland Avenue	Farmers Central Road to E. Heritage Parkway	n/a	66	n/a	66	n/a
171	Parkland Avenue	E. Heritage Parkway to County Road 25A	n/a	64	n/a	63	n/a
172	Sports Park Drive	College Street to East Street	n/a	57	n/a	60	n/a
173	Sports Park Drive	East Street to Matmor Road	n/a	51	n/a	49	n/a
174	I-5 NB Ramp	I-5 NB to SR 113	n/a	62	n/a	63	n/a
175	I-5 NB Ramp	From I-5 NB Off Ramp to County Road 103	n/a	63	n/a	n/a	n/a
176	I-5 NB Ramp	From I-5 NB On Ramp to County Road 103	n/a	57	n/a	n/a	n/a
177	I-5 SB Ramp	From I-5 SB Off Ramp to County Road 103	n/a	57	n/a	n/a	n/a
178	I-5 SB Ramp	From I-5 SB On Ramp to County Road 103	n/a	63	n/a	n/a	n/a
Notes: dBA = A-weighted decibels; I = Interstate; SR = State Route; L <sub>dn</sub> = day-night average noise level; n/a = Roadway segments that are not currently existing, but were analyzed in the project's traffic impact study for future alternatives. Some of these new segments are included under both alternatives, and some are different between alternatives.							
<sup>1</sup> Traffic noise level at 50 feet from roadway centerline in terms of day/night average levels							
Source: Modeling conducted by AECOM 2016							

<b>Table 4.11-12. Transportation (non-aircraft) Noise Sources (Table 8-6 from the 2035 General Plan)</b>			
Noise Sensitive Land Use <sup>2</sup>	Outdoor Activity Areas <sup>1</sup> L <sub>dn</sub> /CNEL, dB	Interior Spaces	
		L <sub>dn</sub> /CNEL, dB	L <sub>eq</sub> , dB <sup>2</sup>
Residential	70	45	--
Transient Lodging	70	45	--
Hospitals, Nursing Homes	70	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	70	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

Notes: dBA = A-weighted decibels; L<sub>dn</sub> = day-night average noise level; CNEL = Community Noise Equivalent Level; L<sub>eq</sub> = energy-equivalent noise level.

<sup>1</sup> Outdoor activity areas are considered to be the portion of a property where outdoor activities would normally be expected (i.e., patios of residences and outdoor instructional areas of schools). Outdoor activity areas for the purposes of this element do not include gathering spaces alongside transportation corridors or associated public rights-of-way. Where it is not possible to reduce noise in outdoor activity areas to the levels specified in this table using a practical application of the best-available noise reduction measures, a higher exterior noise level may be allowed provided that interior noise levels are in compliance with this table.<sup>2</sup> As determined for a typical worst-case hour during periods of use.

Source: City of Woodland General Plan 2035.

<b>Table 4.11-13. New Projects and Non-Transportation Noise Sources<sup>1</sup> (Table 8-7 from the 2035 General Plan)</b>		
Noise Level Descriptor	Daytime (7 am to 10 pm)	Nighttime (10 pm to 7 am)
Hourly Equivalent Sound Level (L <sub>eq</sub> ), dBA	55	45
Maximum Sound Level (L <sub>max</sub> ), dBA	75	65

Notes: dB = decibels; L<sub>dn</sub> = day-night average noise level; L<sub>eq</sub> = energy-equivalent noise level; L<sub>max</sub> = maximum sound level.

Each of the noise levels specified above shall be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

These standards apply to the noise sources themselves; noise caused by motor vehicles traveling to and from the site is exempt from this standard.

\* For the purposes of compliance with the provisions of this section, the City defines transportation noise sources as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Other noise sources are presumed to be subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, and loading docks.

Source: City of Woodland General Plan 2035.

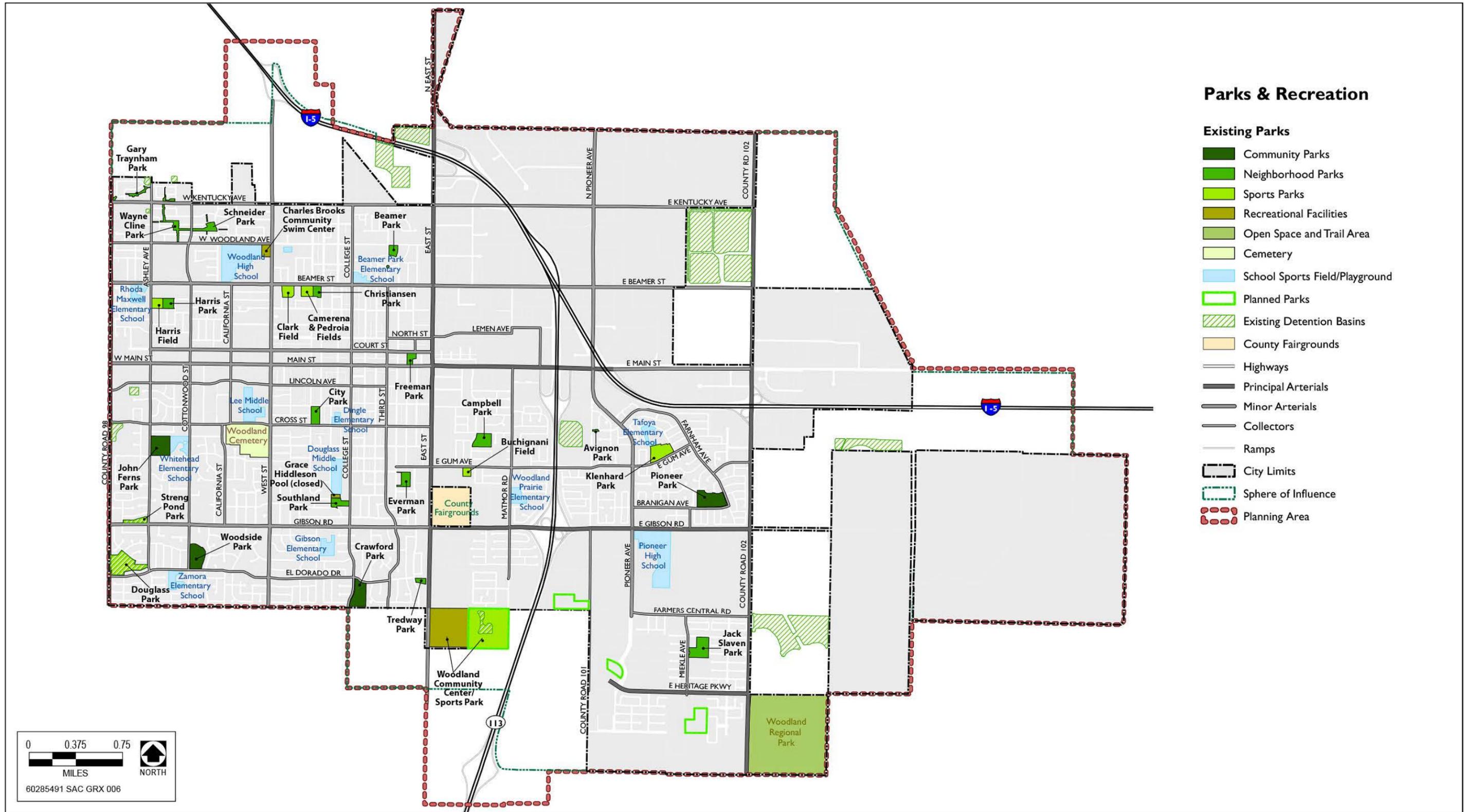
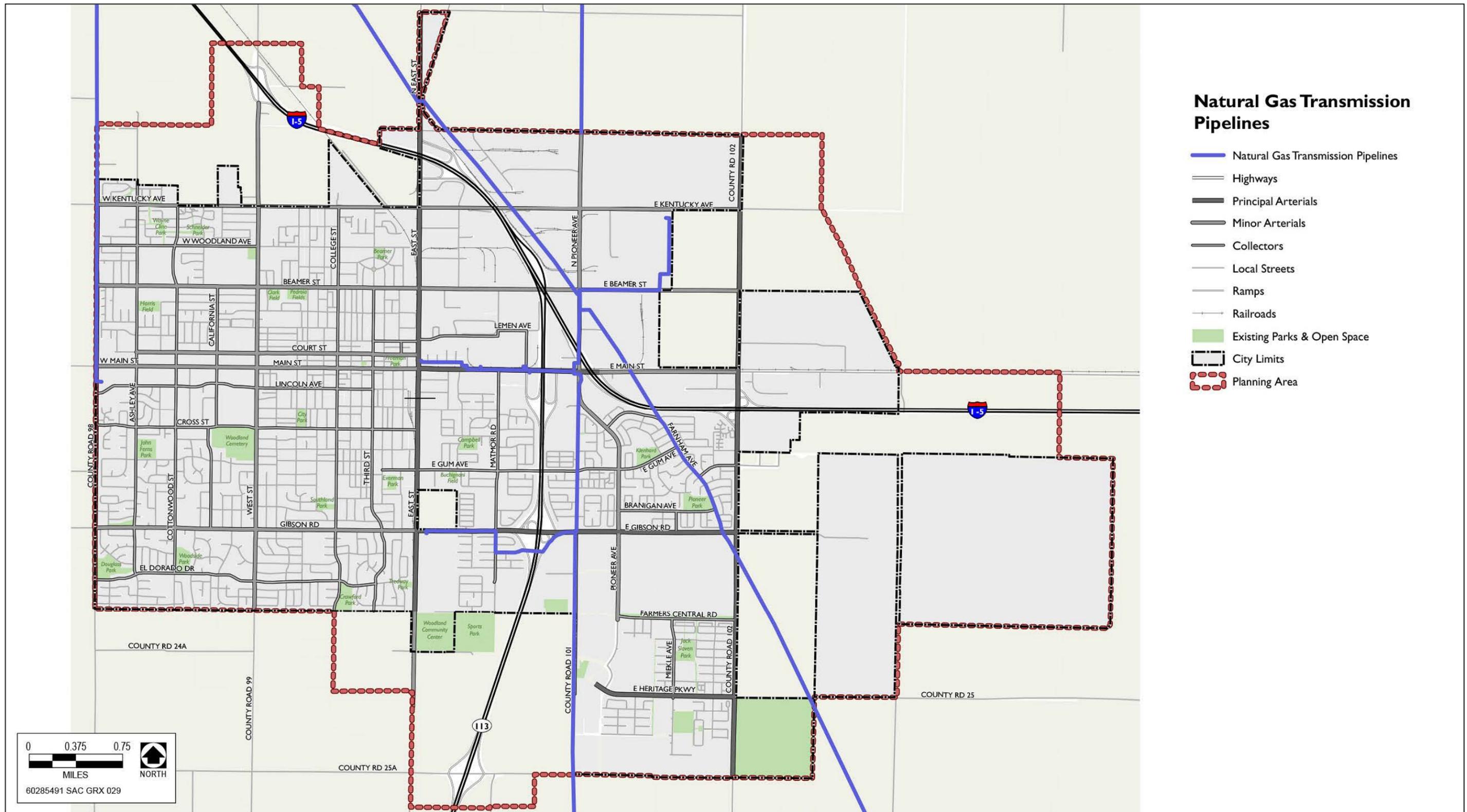


Exhibit 4.12-1.

Parks & Recreation



Source: City of Woodland 2013; Yolo County 2013; SACOG Mapping Center 2013; Dyett & Bhatia 2013

Exhibit 4.12-2.

Natural Gas Transmission Pipelines

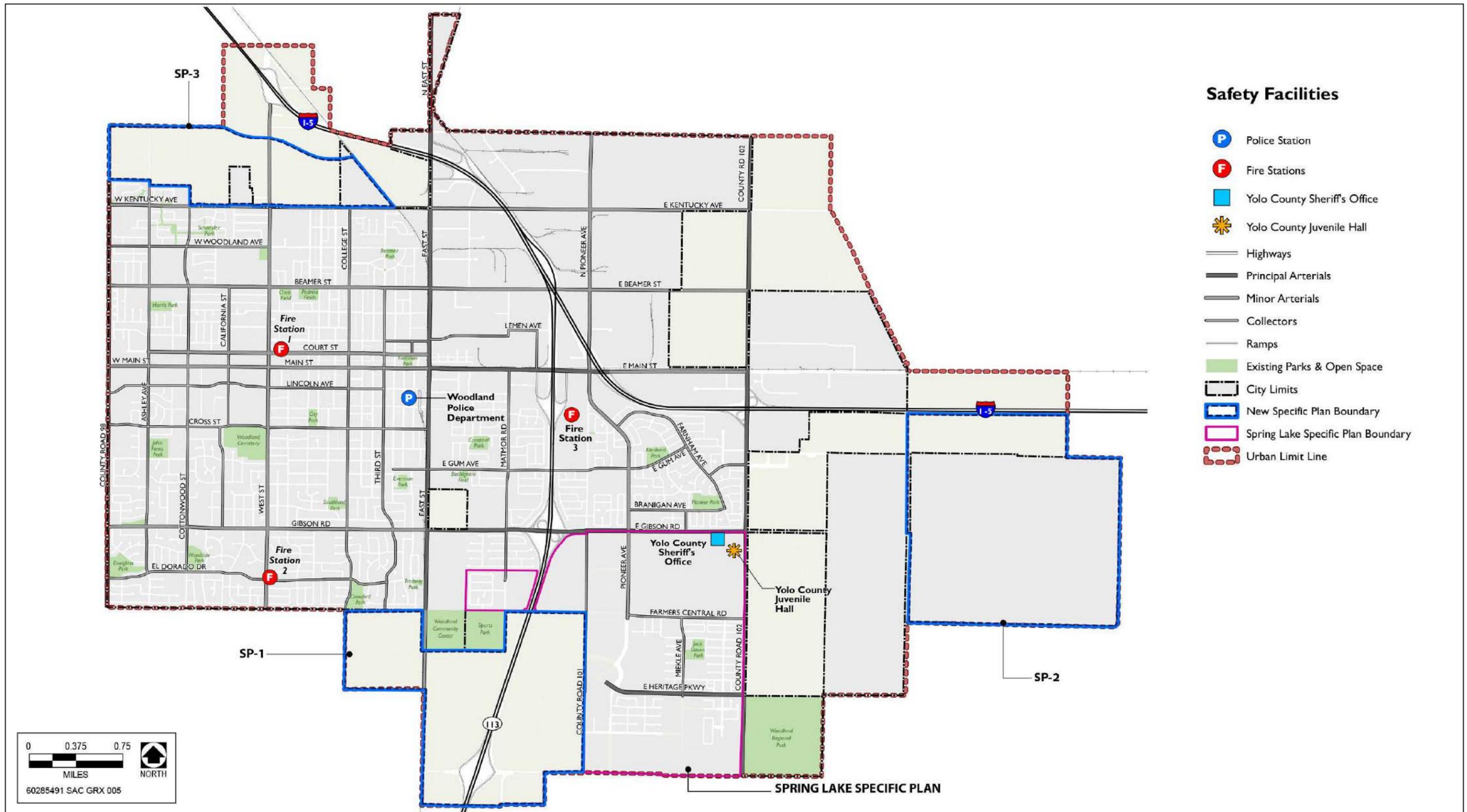
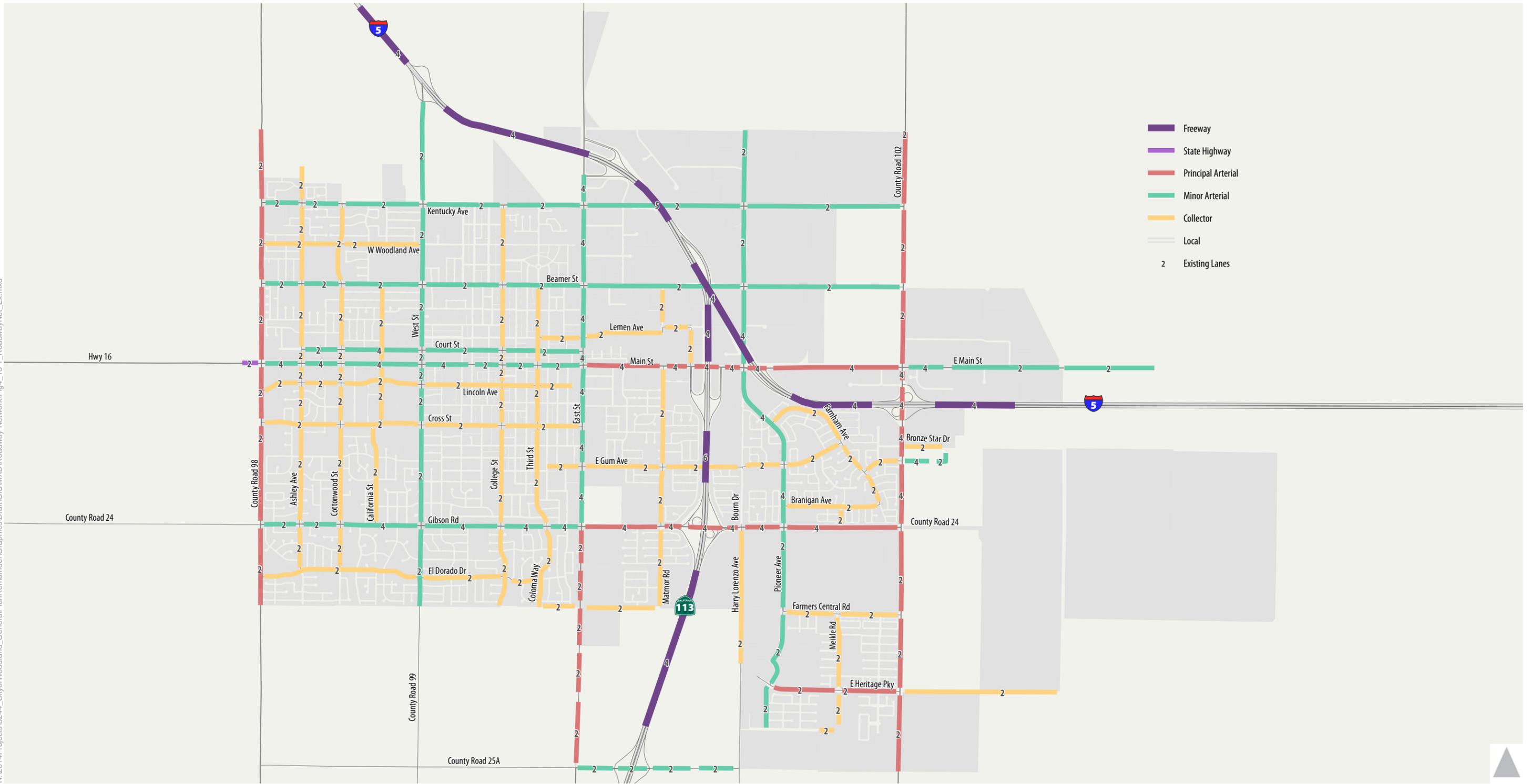
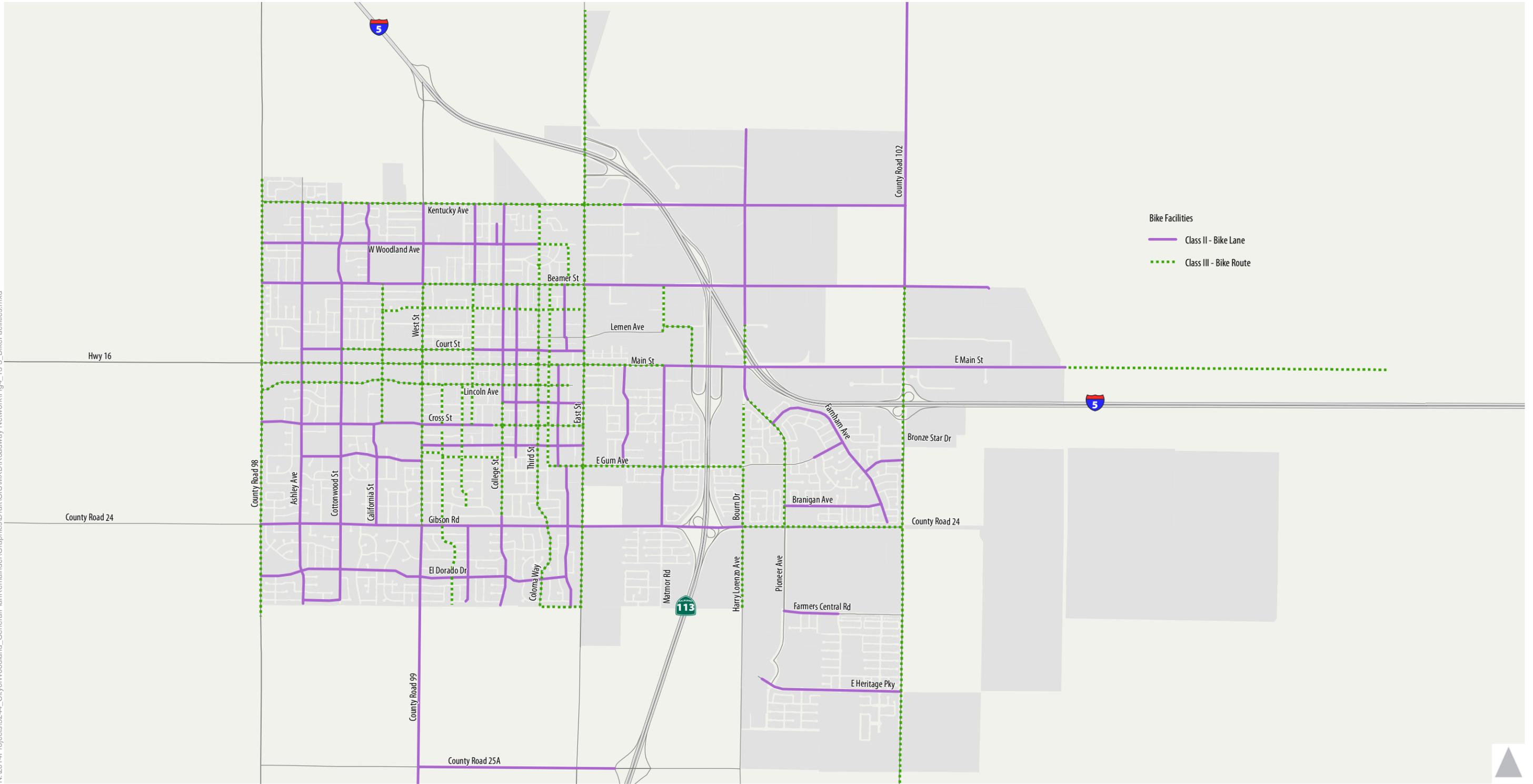


Exhibit 4.12-3.

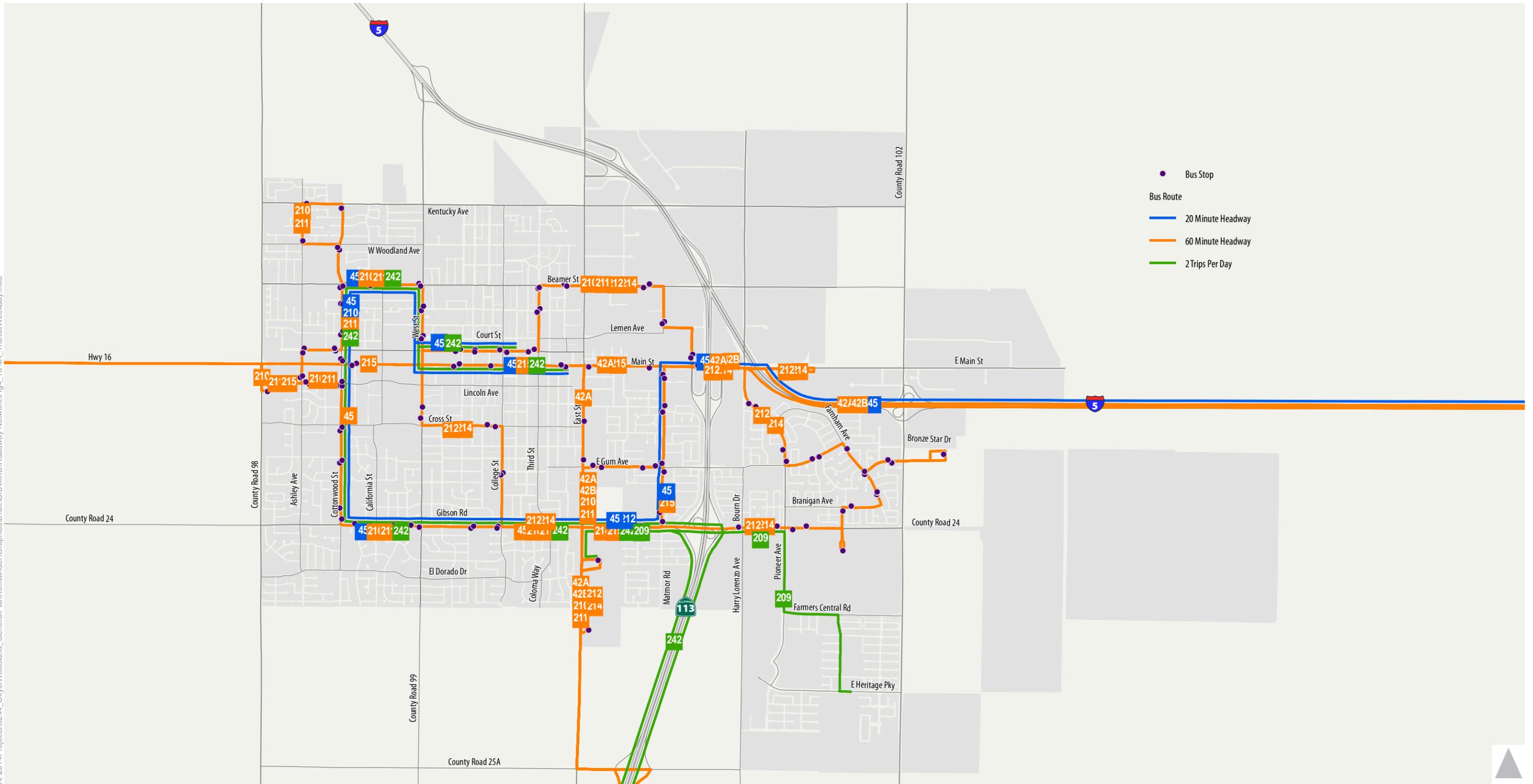
Safety Facilities

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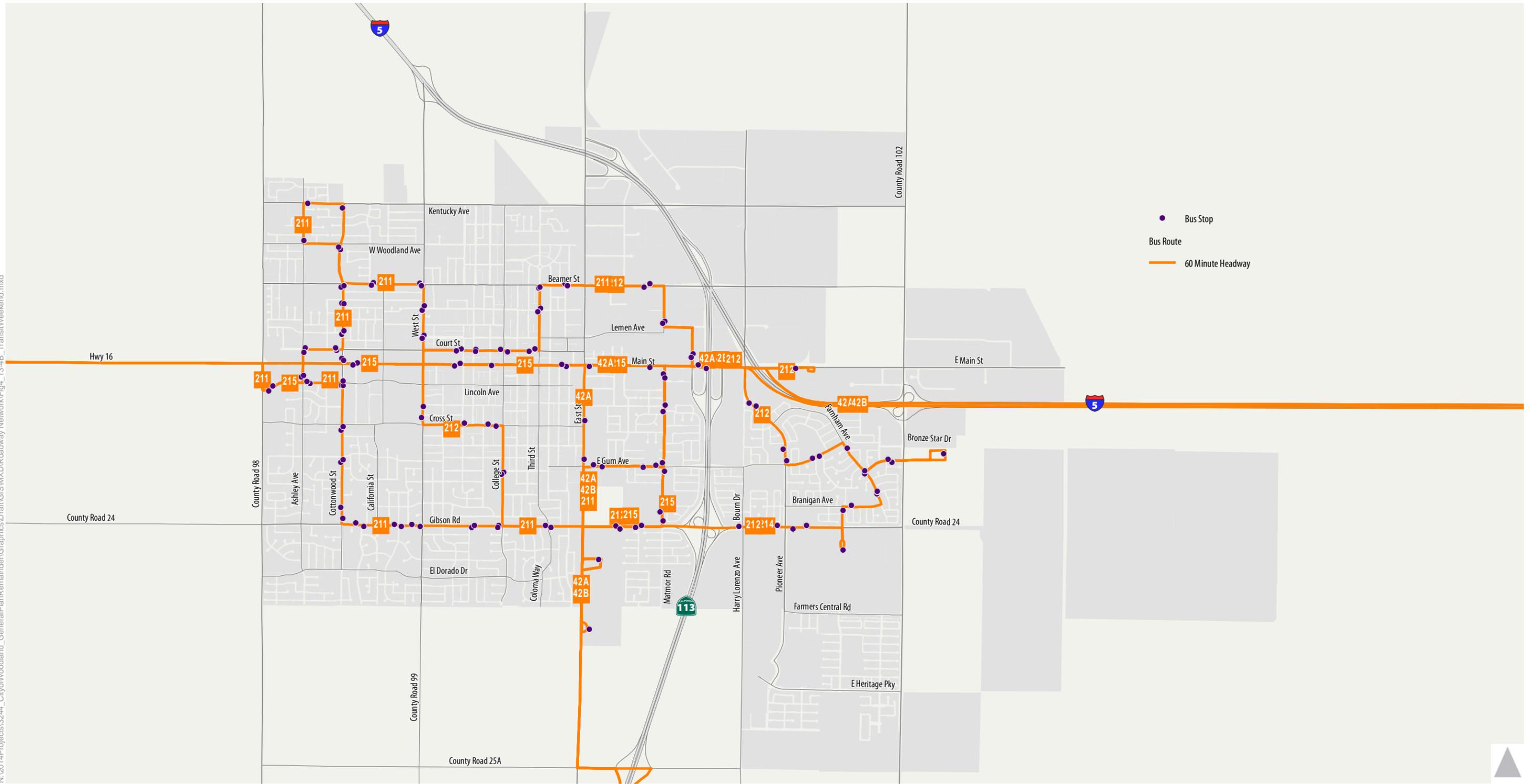


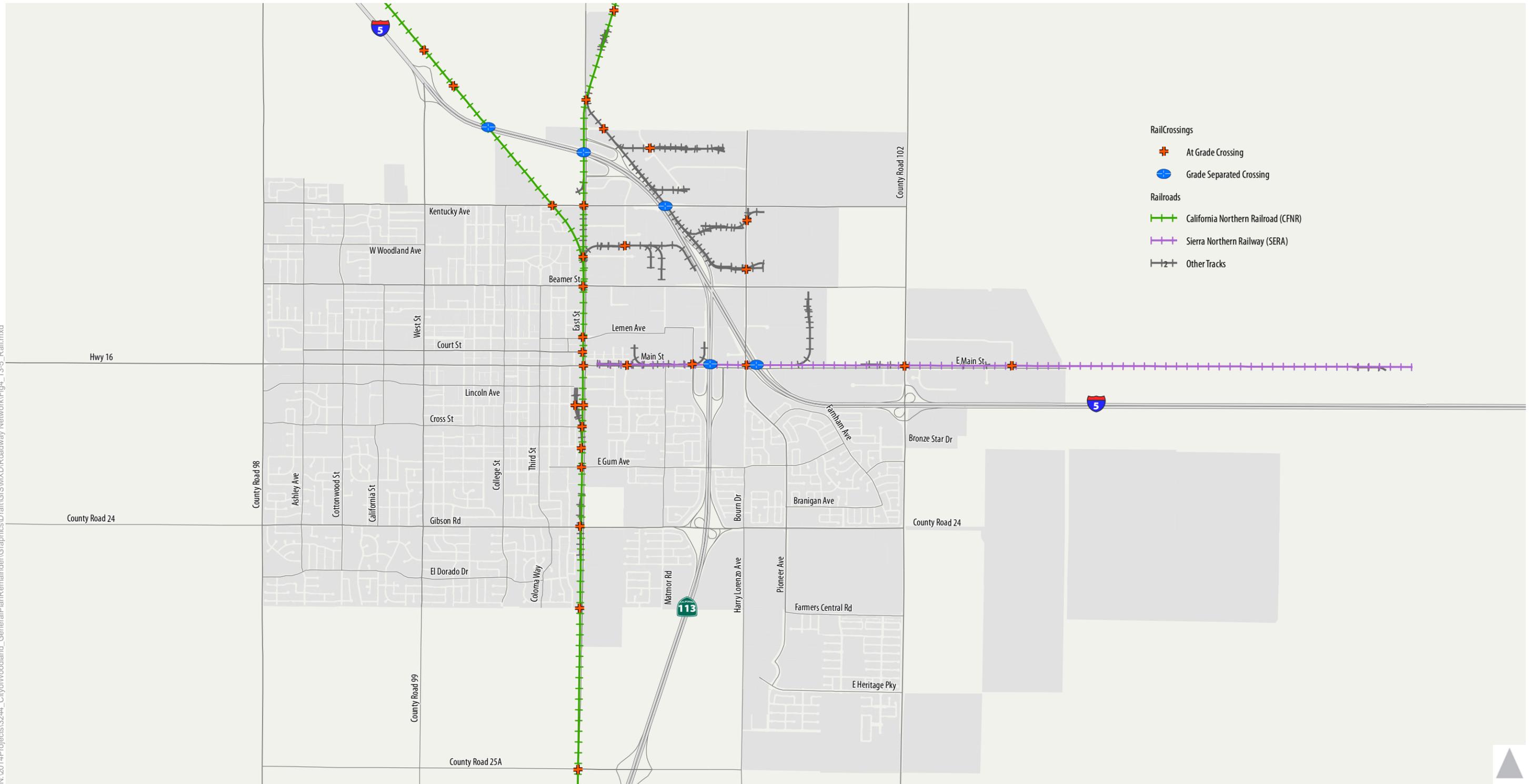


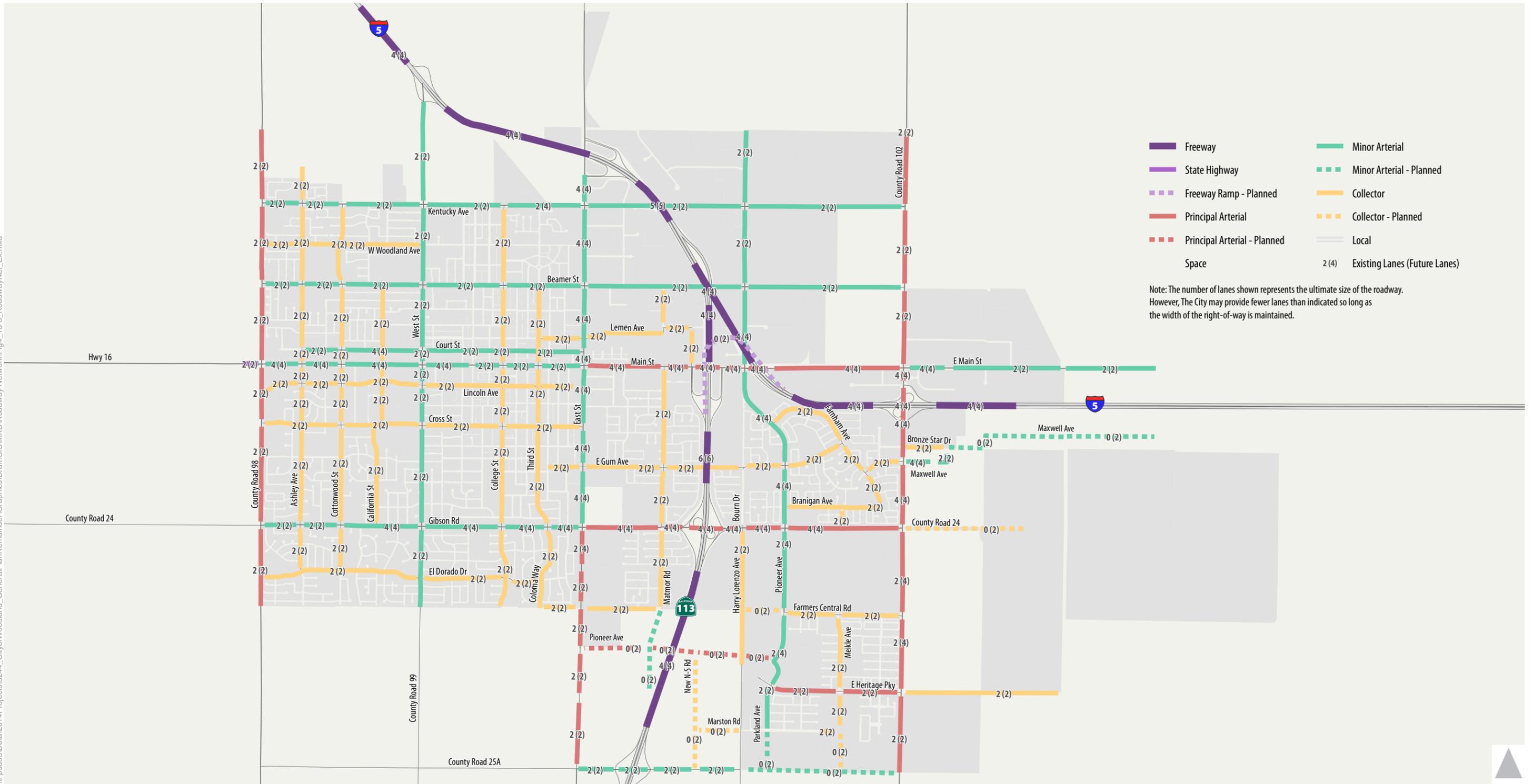
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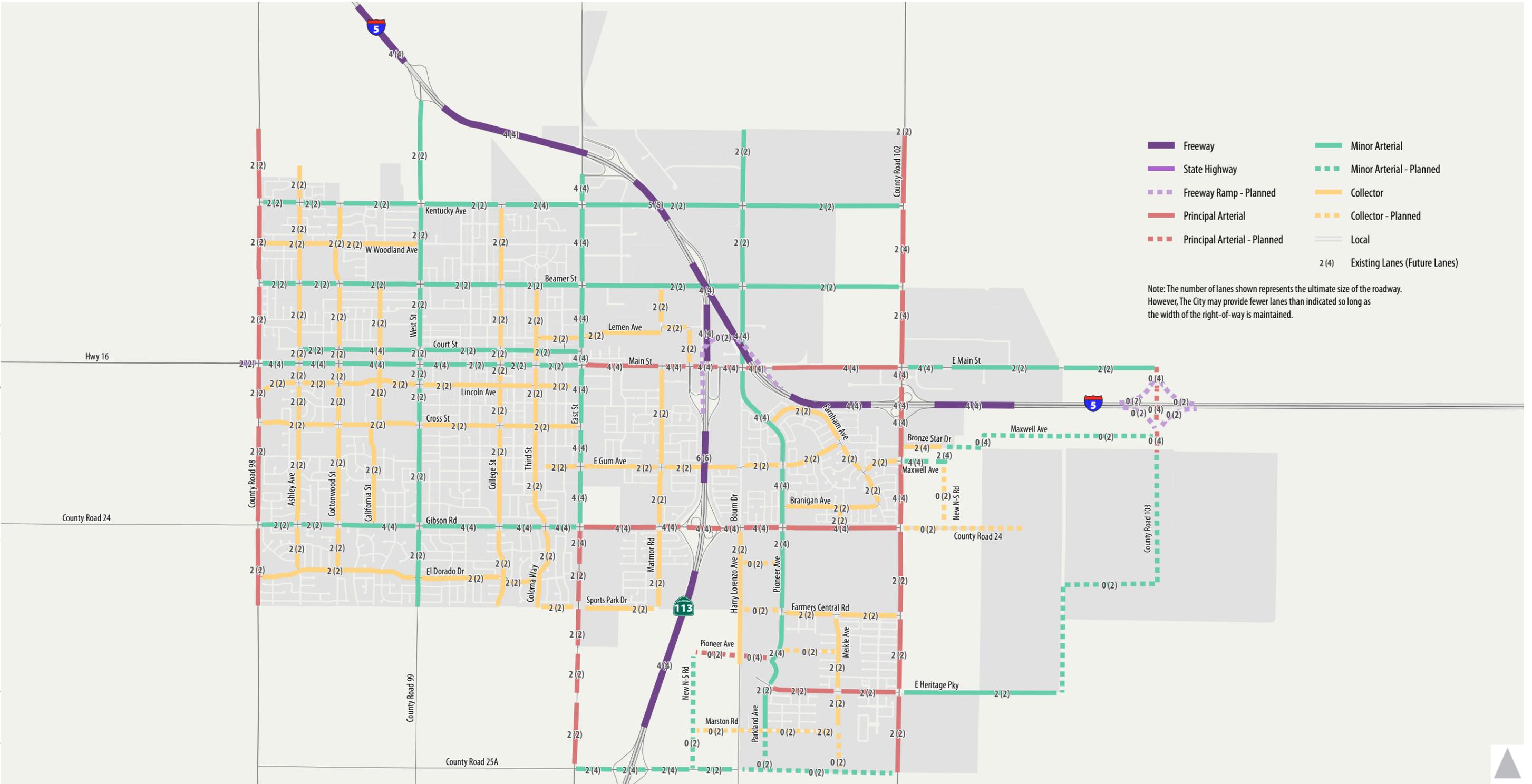
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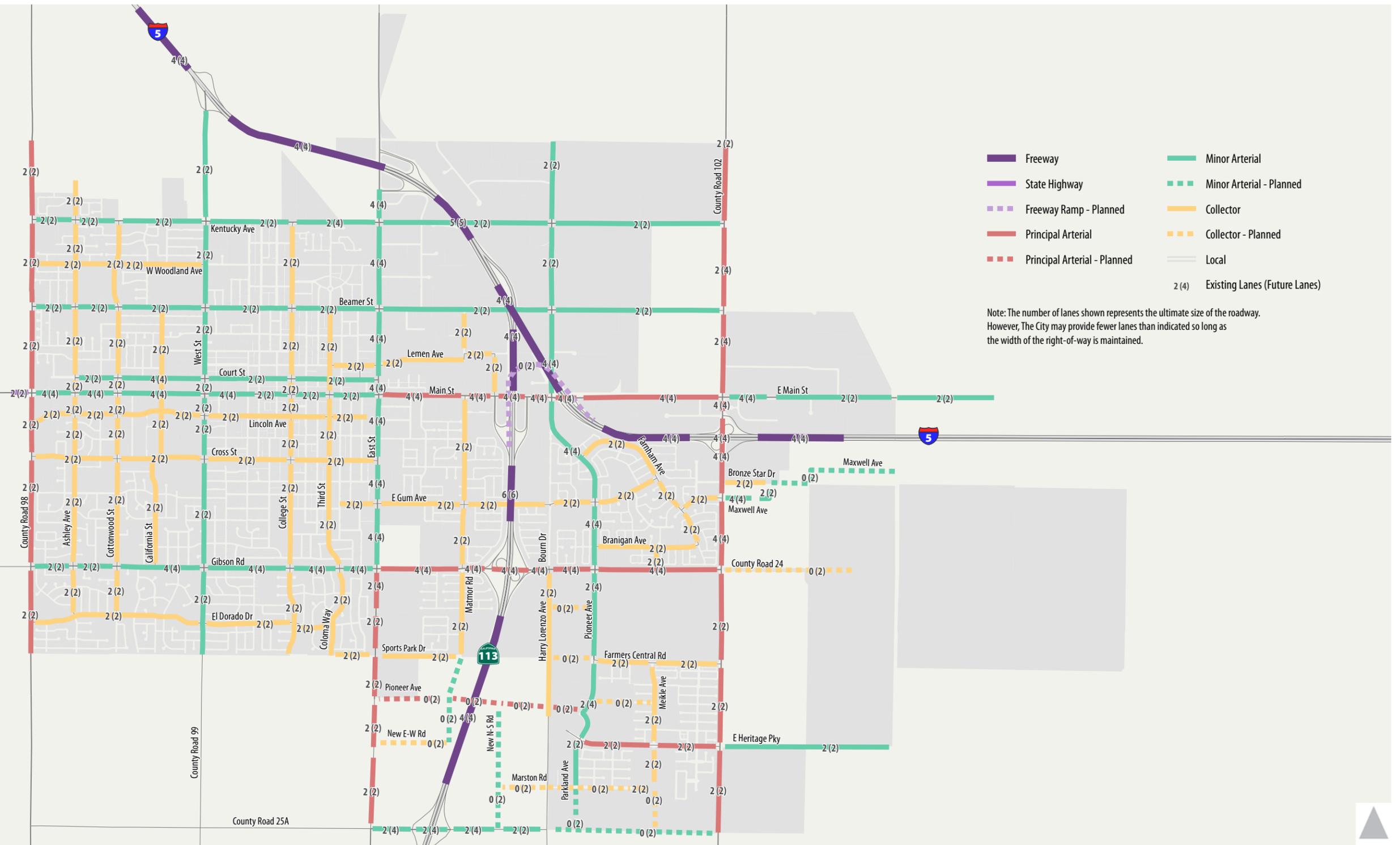


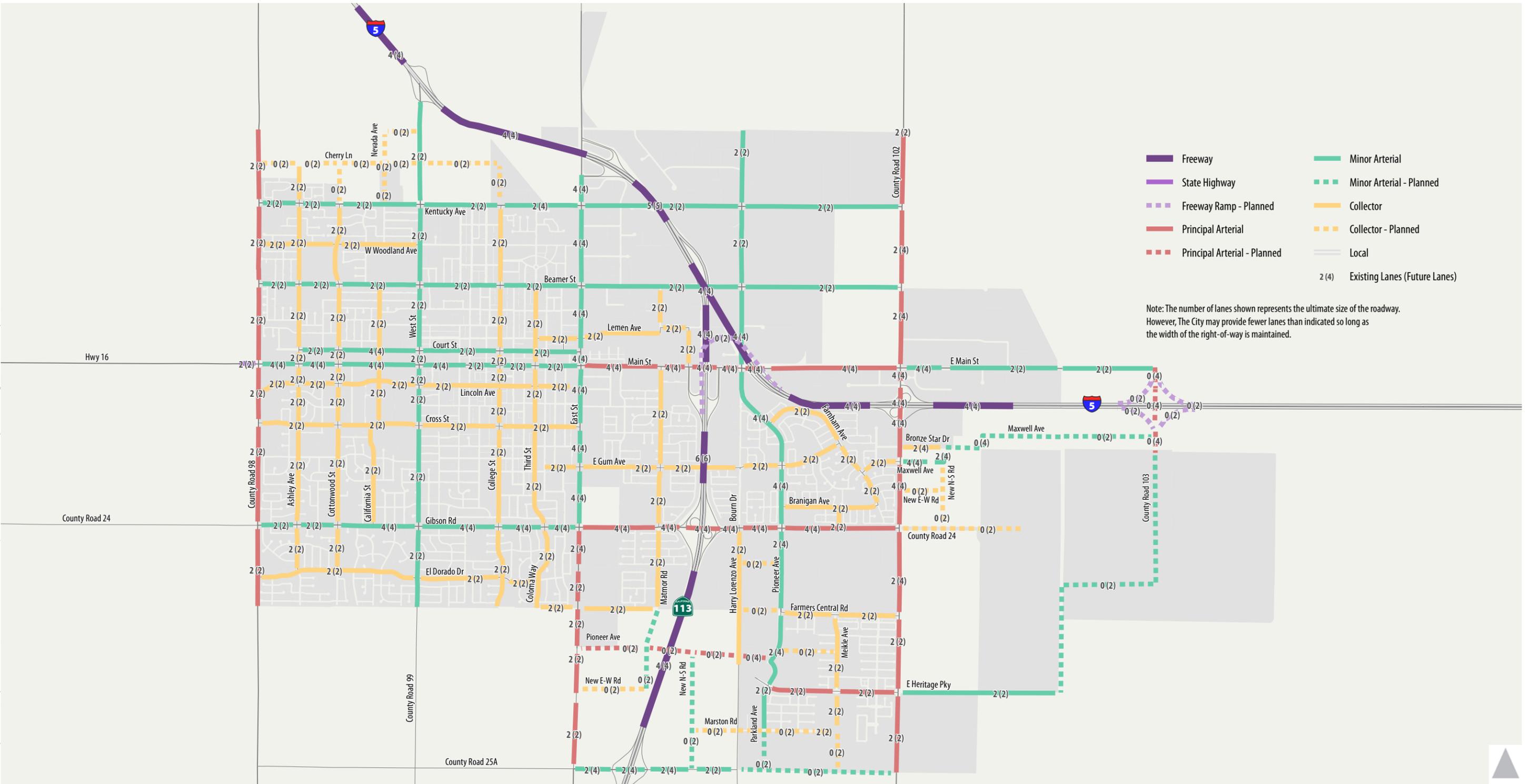


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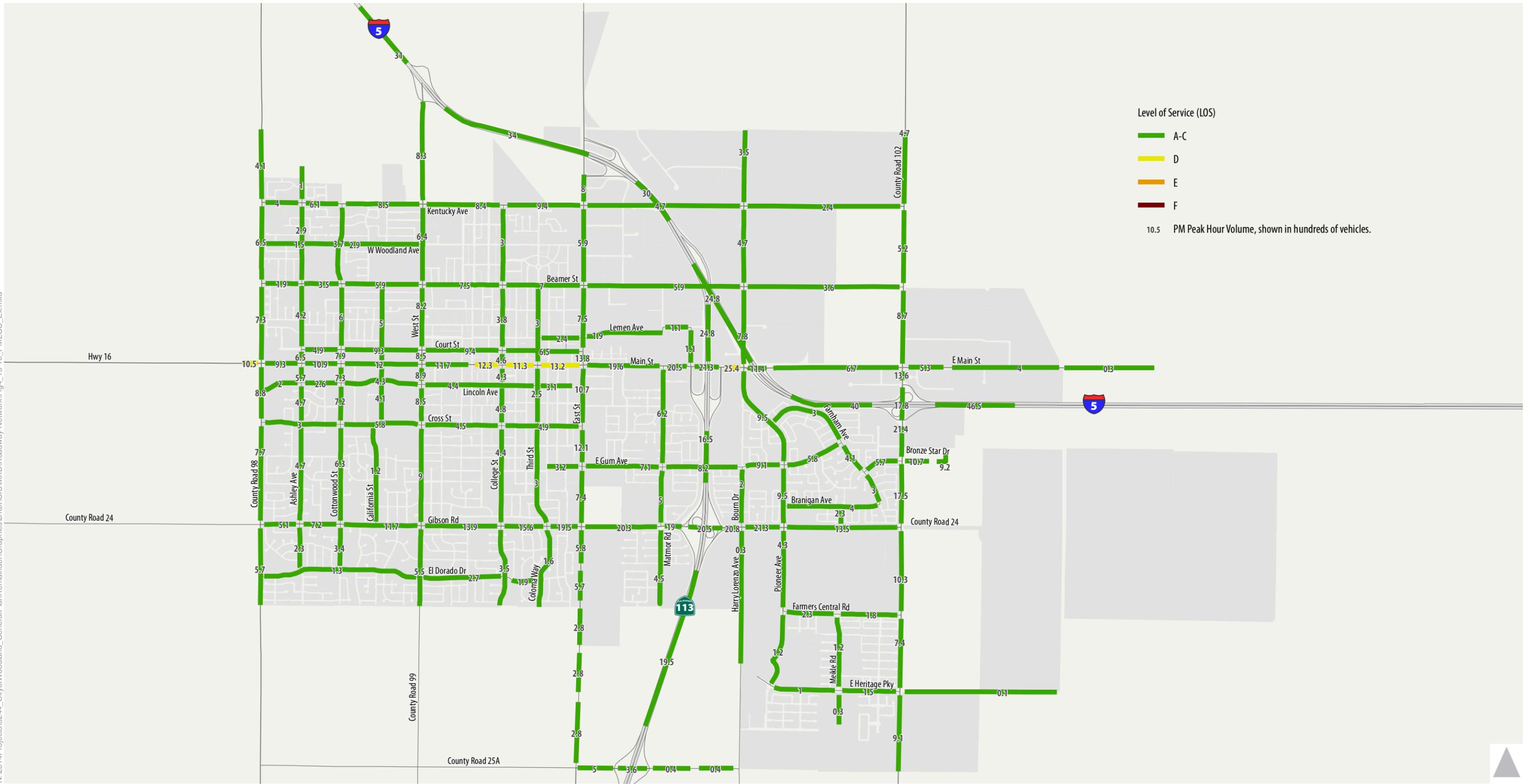


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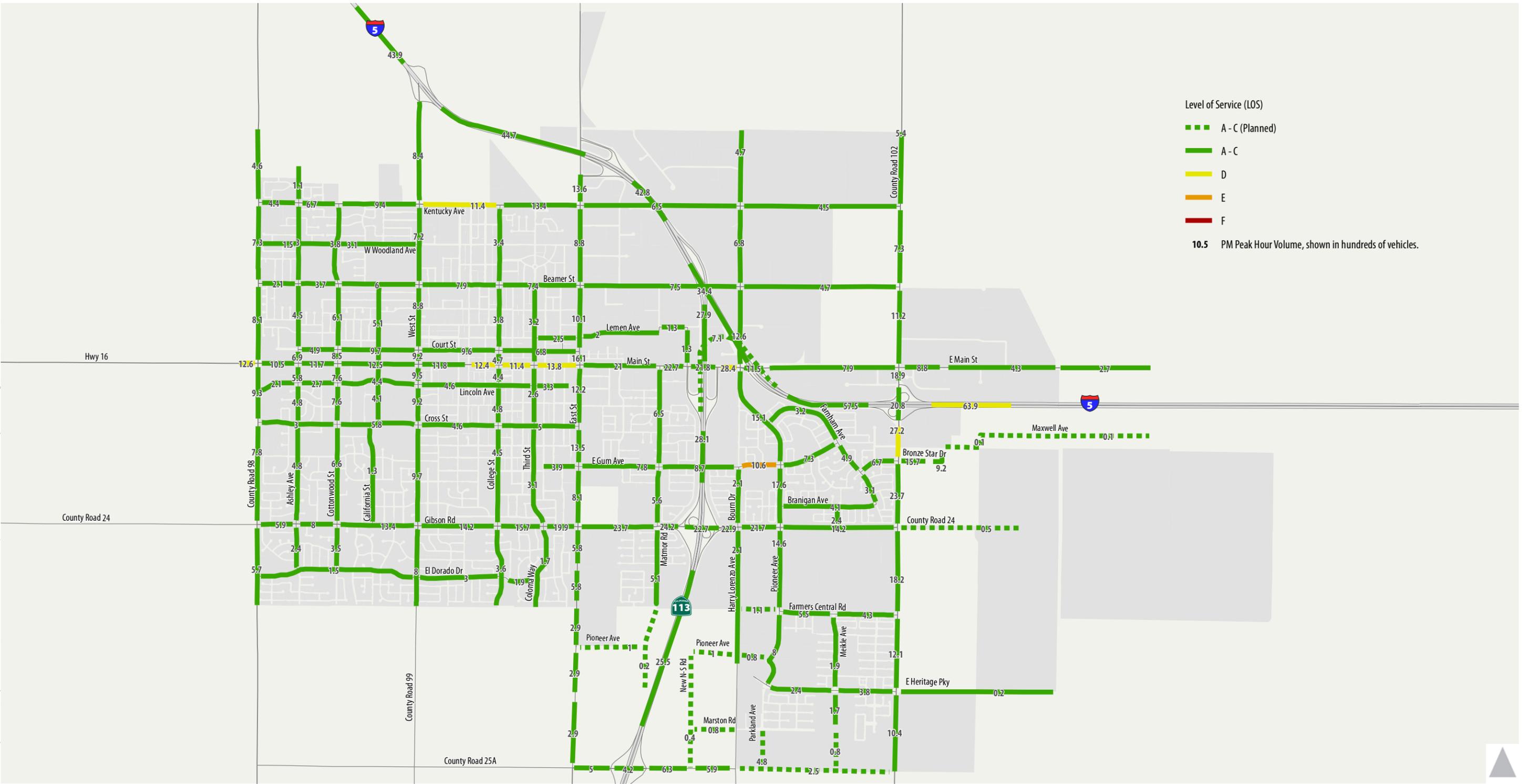




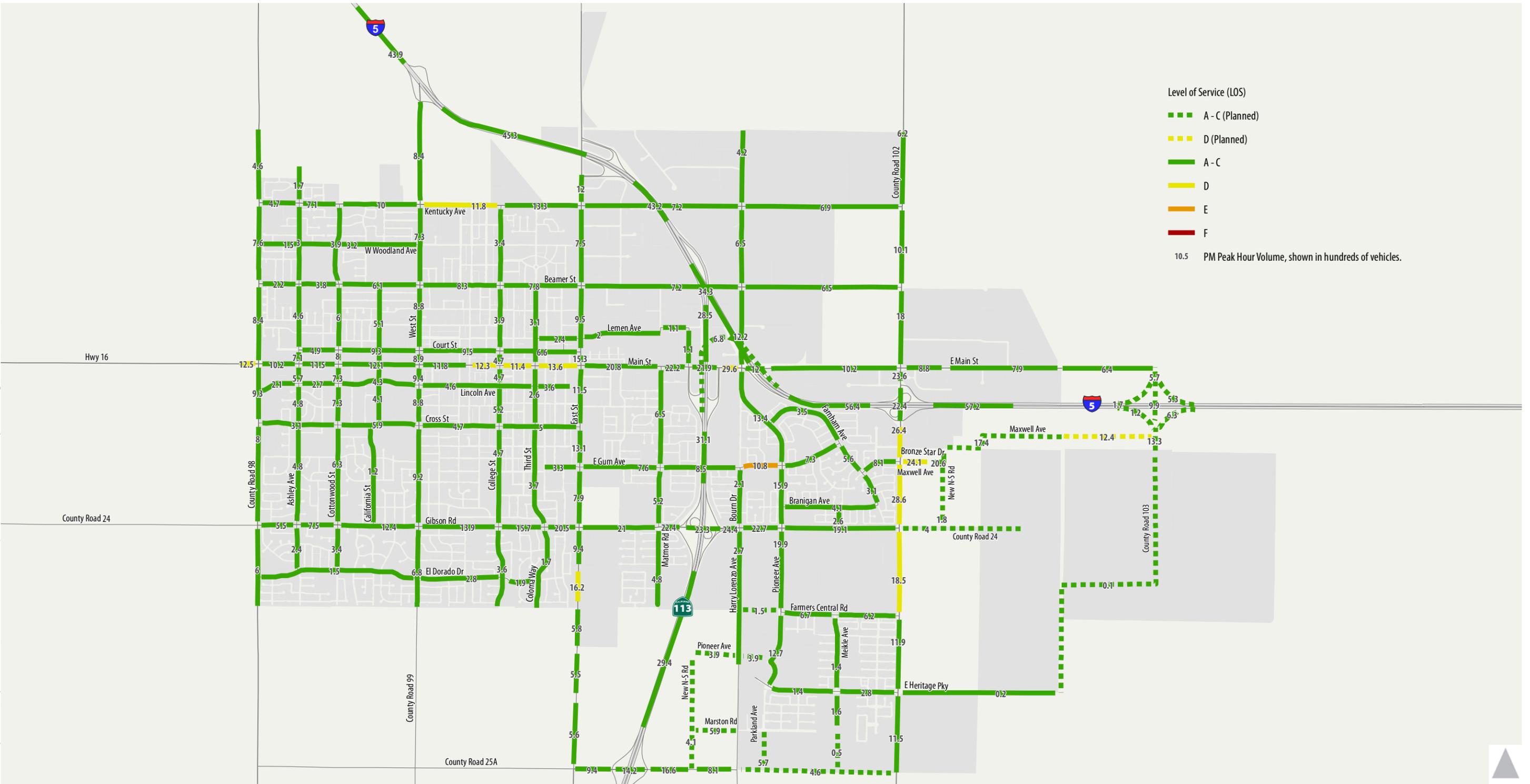
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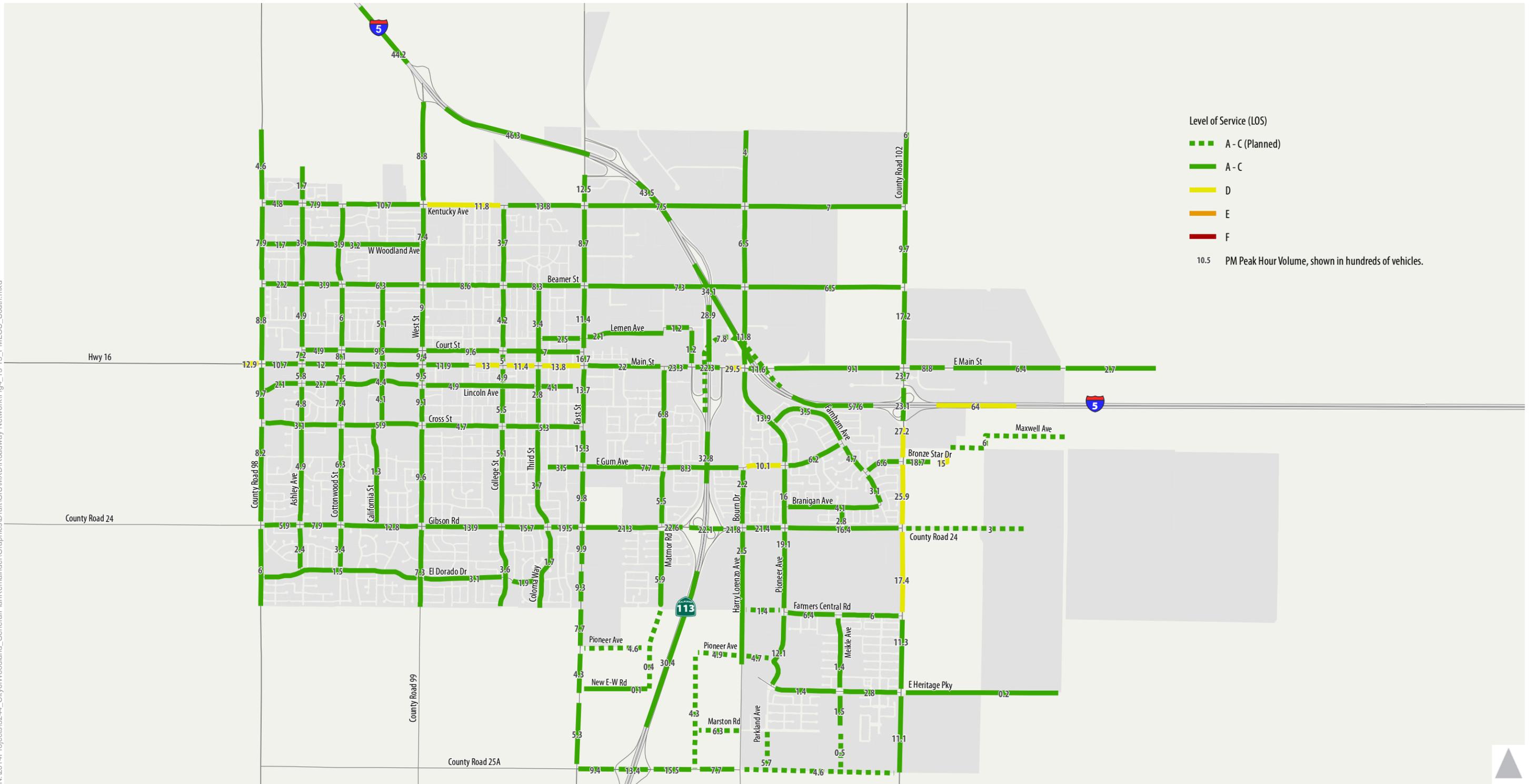
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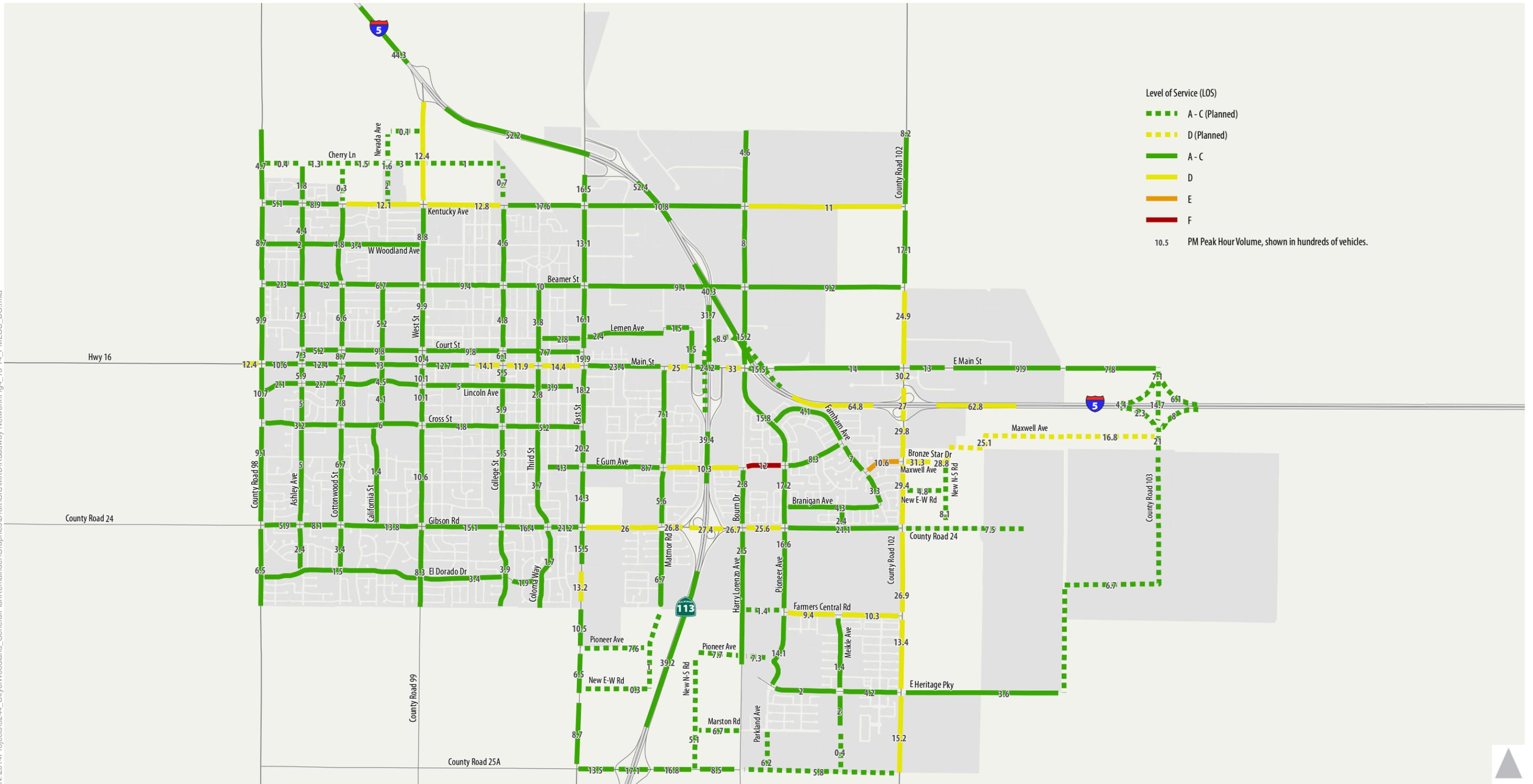


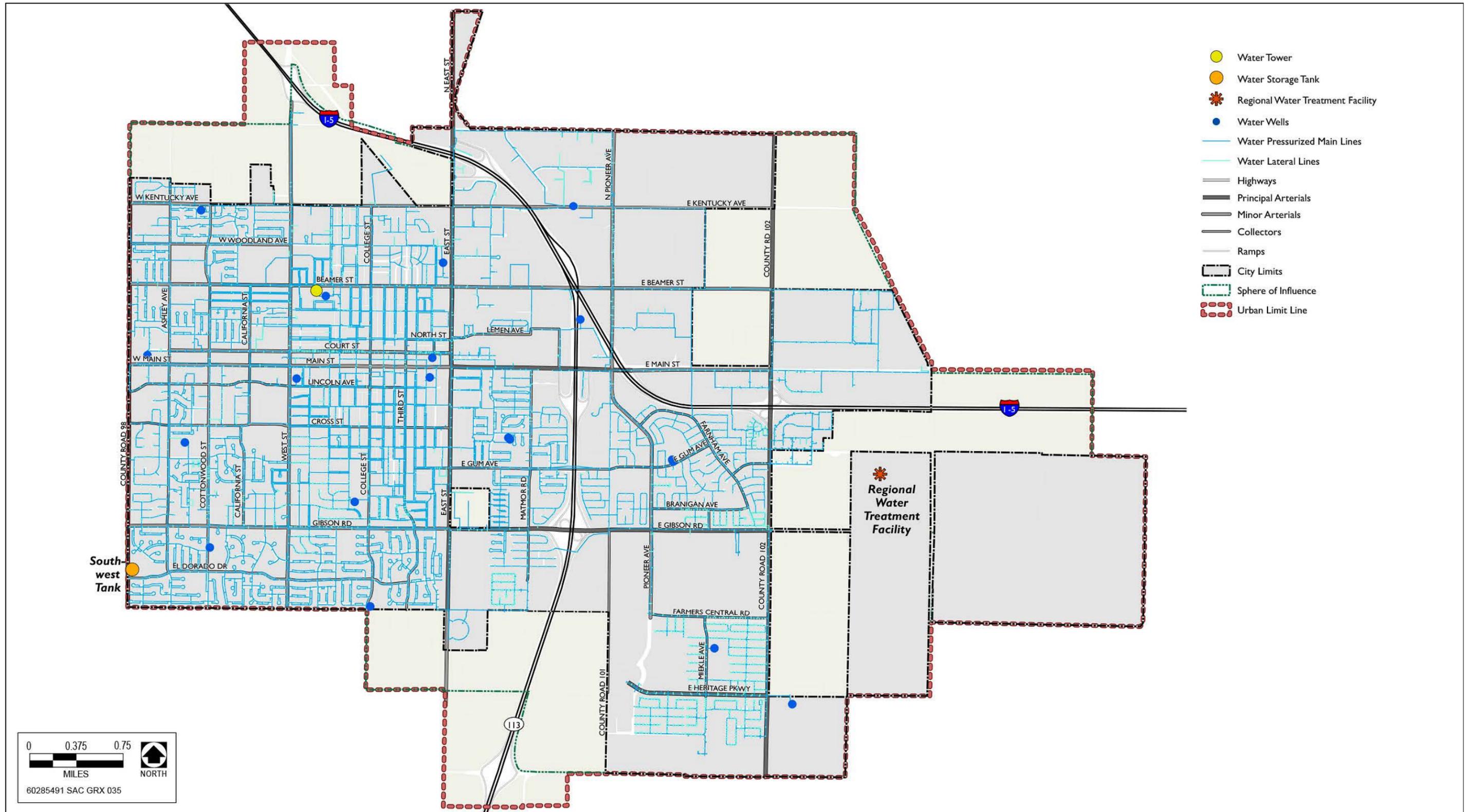
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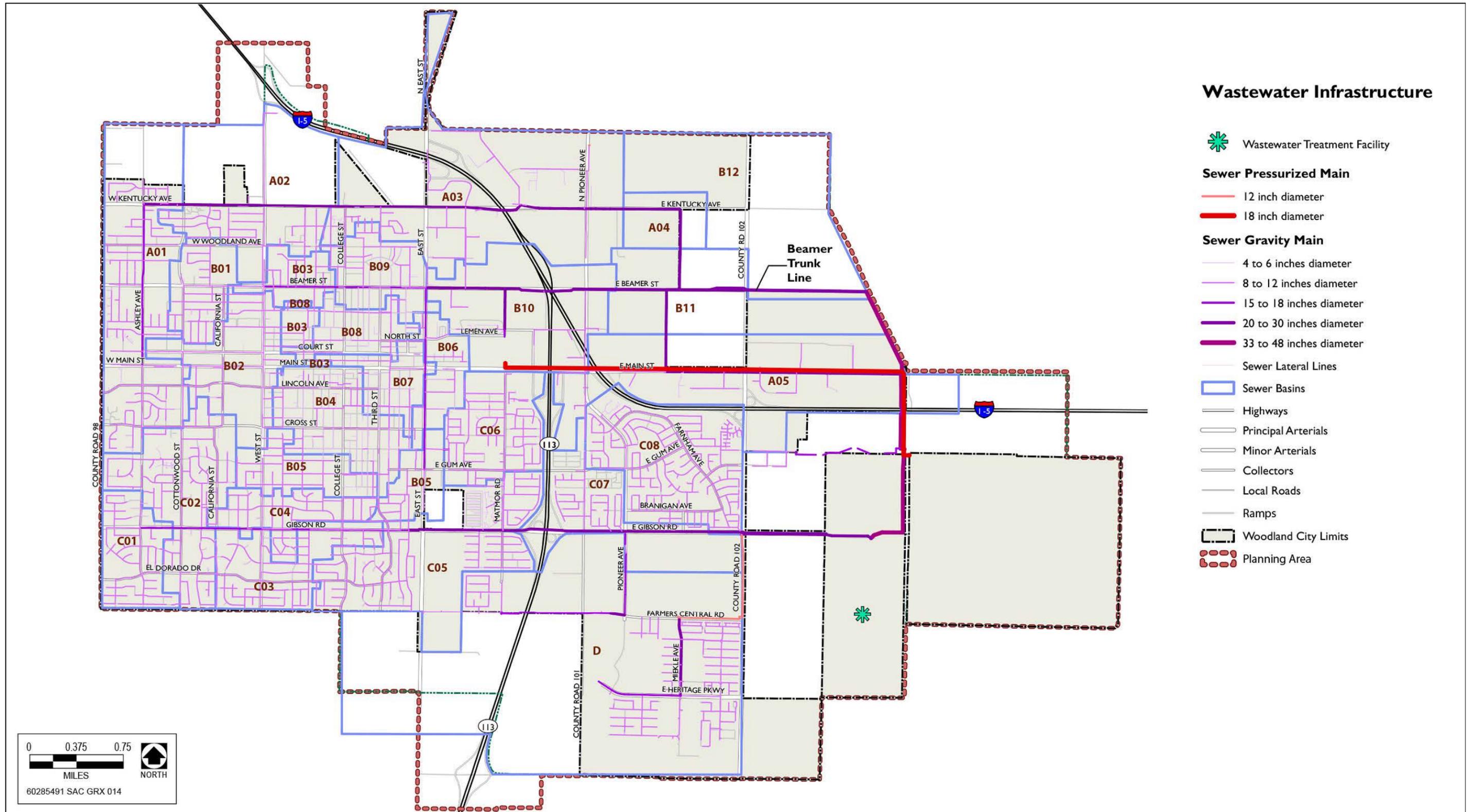




Source: City of Woodland 2013; Yolo County 2013; SACOG Mapping Center 2013, Dyett & Bhatia 2013

Exhibit 4.14-1.

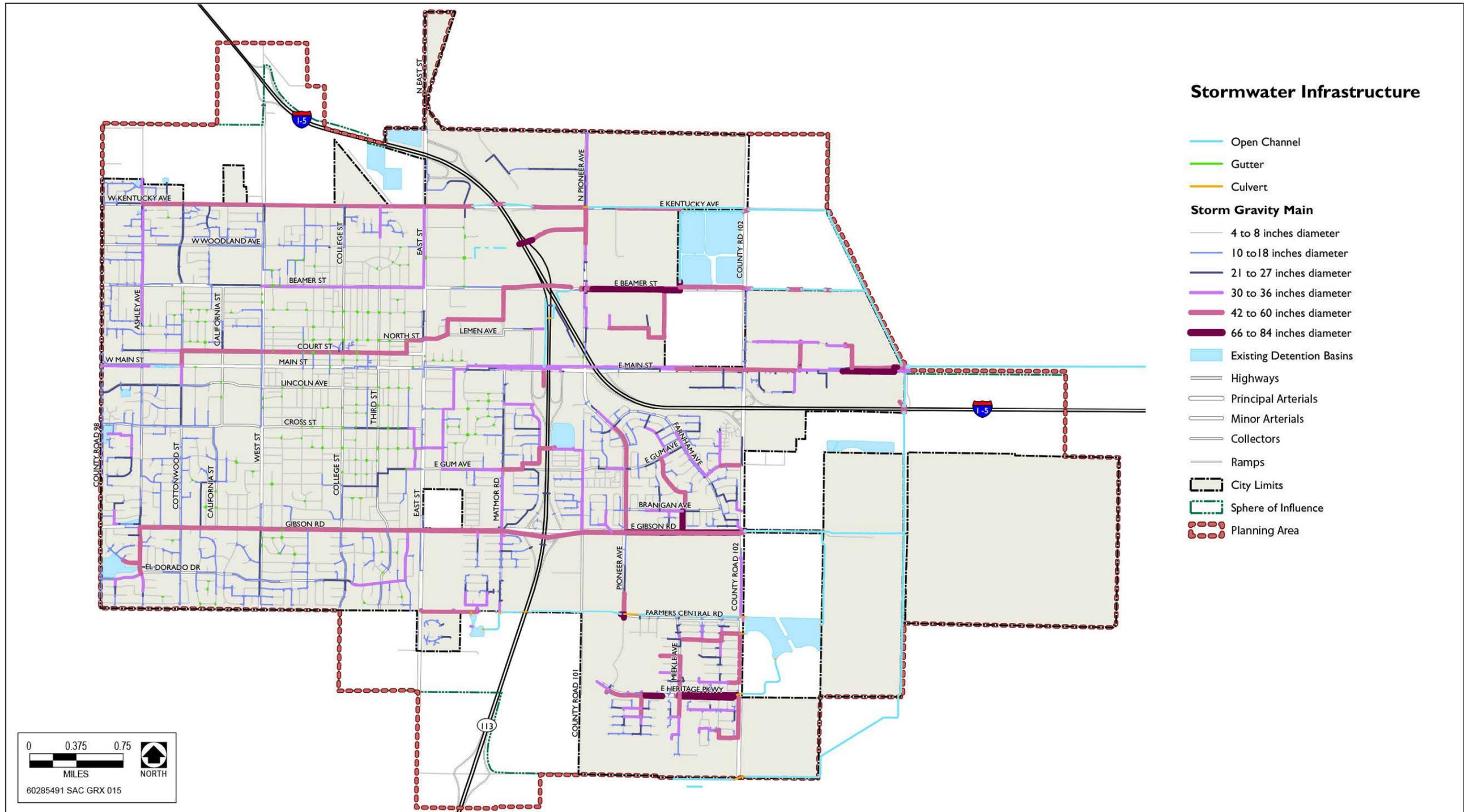
Municipal Water Infrastructure



Source: City of Woodland 2013; Yolo County 2013; SACOG Mapping Center 2013, Dyett & Bhatia 2013

Exhibit 4.14-2.

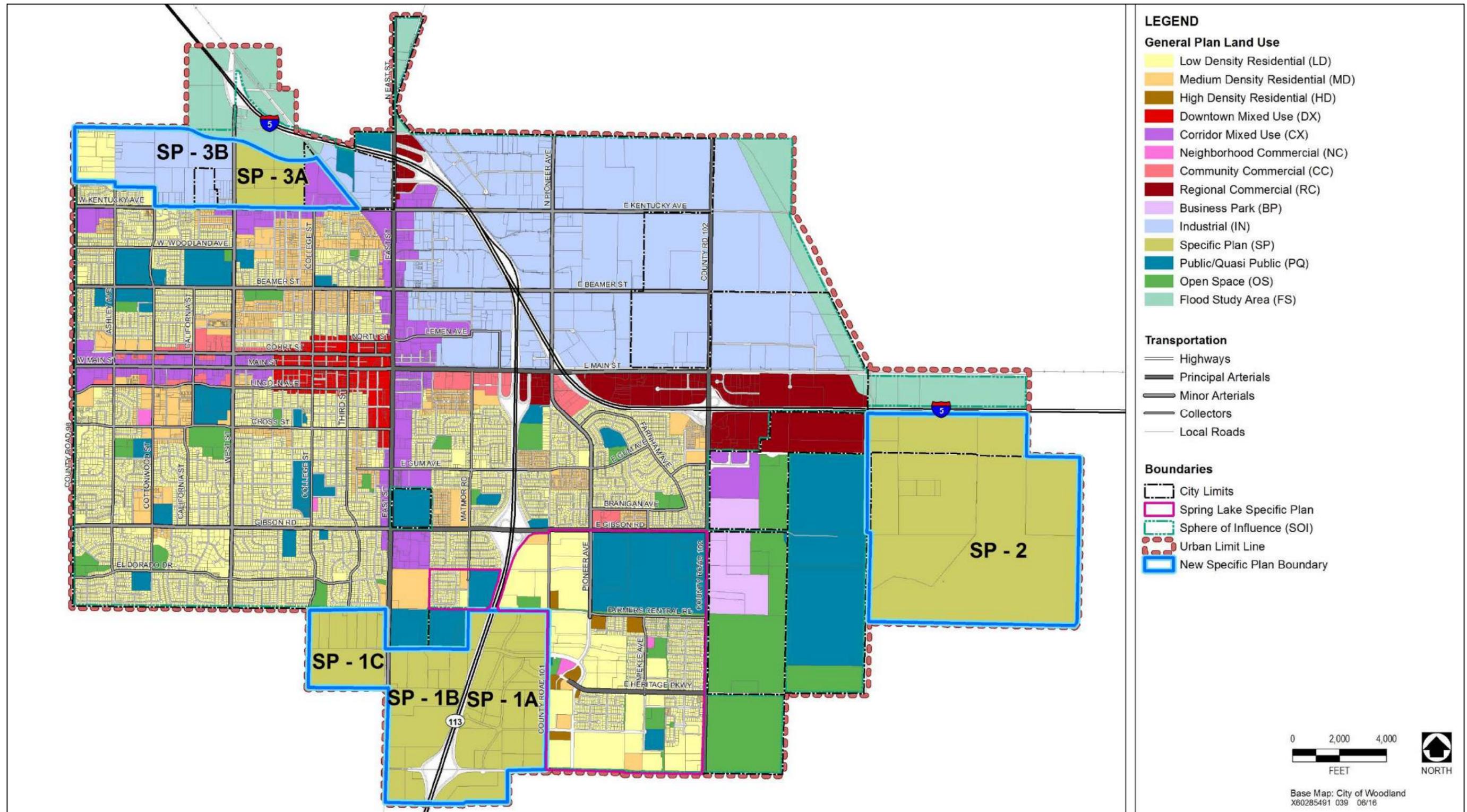
Wastewater Infrastructure



Source: City of Woodland 2013; Yolo County 2013; SACOG Mapping Center 2013, Dyett & Bhatia 2013

Exhibit 4.14-3.

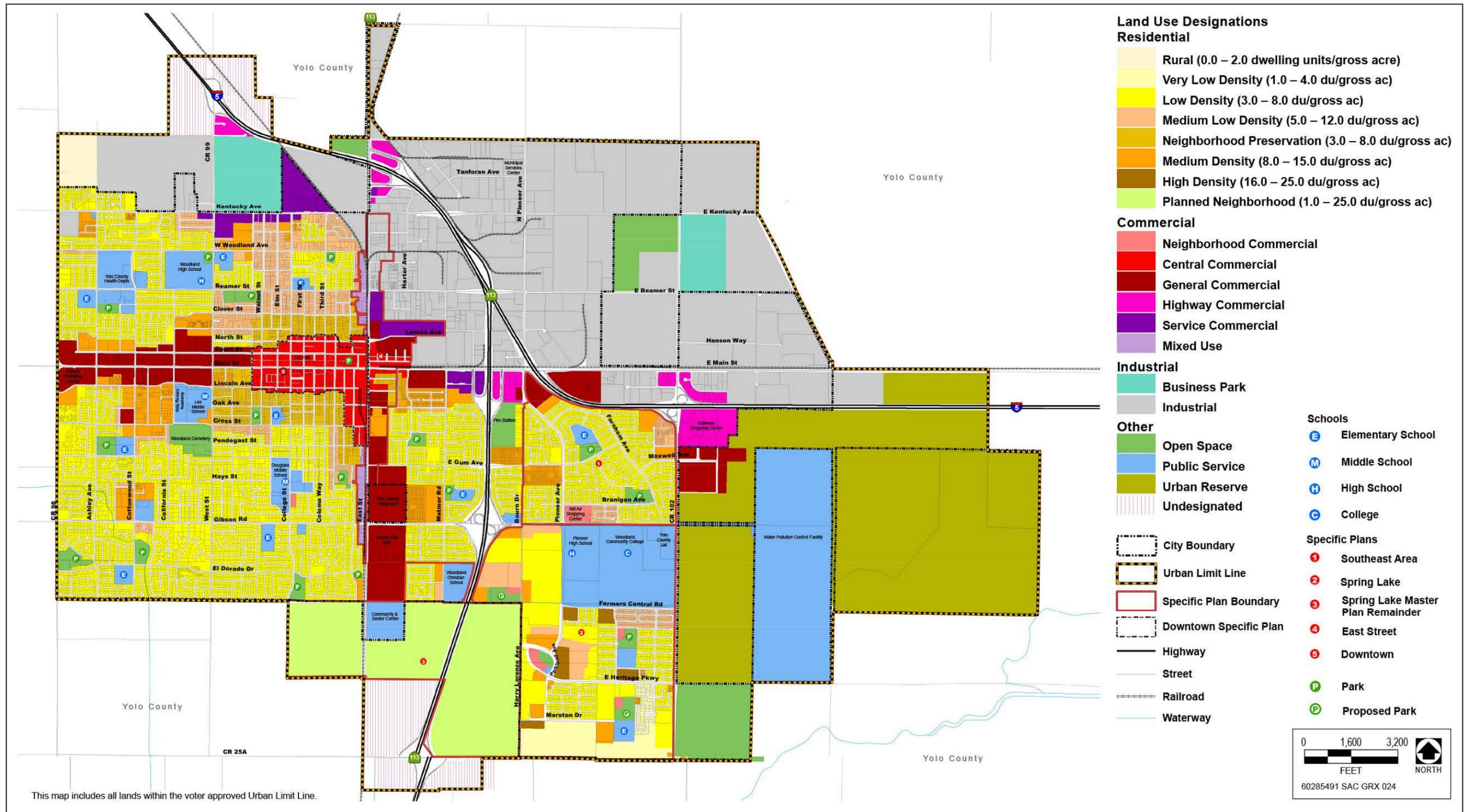
Stormwater Infrastructure



Source: Dyett and Bhatia 2016, Adapted by AECOM 2016

Exhibit 5-1.

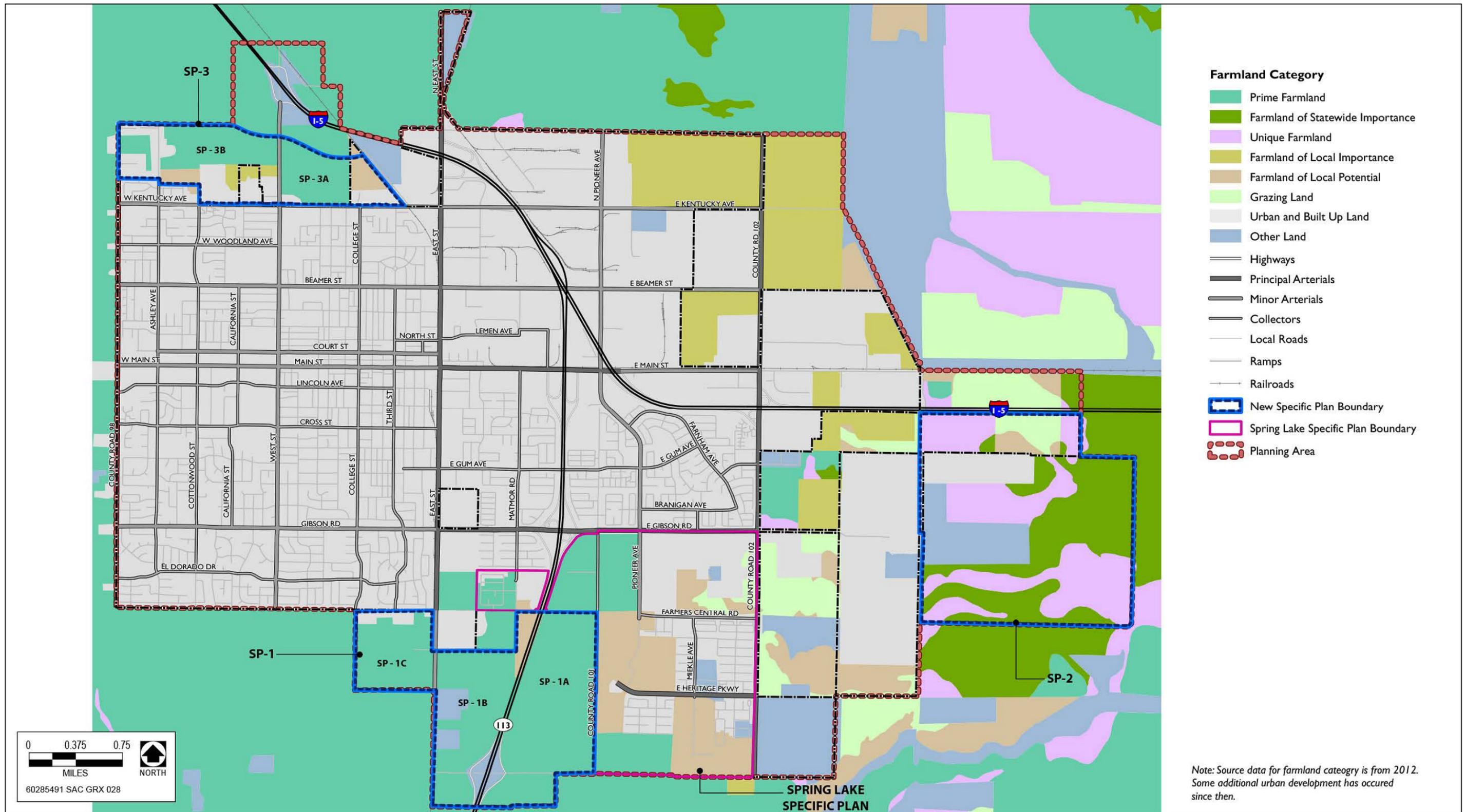
Draft 2035 Land Use Diagram



Source: City of Woodland 2002

Exhibit 5-2.

No Project Alternative (2002 General Plan)



Source: FMMP 2012; City of Woodland 2013; Yolo County 2013; SACOG Mapping Center 2013; Dyett & Bhatia 2013

Exhibit 5-3.

Prime Farmland

**Table 6-7. Cumulative Context and Cumulative Scenario Traffic Noise Levels**

Roadway	Segment	Cumulative Context						Cumulative Context + Cumulative Scenario				
		Noise Level (L <sub>dn</sub> , dBA) @ 50 Feet	Contour Distances			Noise Level (L <sub>dn</sub> , dBA) @ 50 Feet	Contour Distances			Increase, dB		
			70 dB	65 dB	60 dB		70 dB	65 dB	60 dB			
1	County Road 98	From W. Kentucky Avenue to North of W. Kentucky Avenue	65	16	51	160	65	16	51	162	0	
2	County Road 98	From W. Kentucky Avenue to W. Beamer Street	67	27	85	268	68	32	102	322	1	
3	County Road 98	From W. Beamer Street to W. Main Street	68	31	99	313	69	38	120	378	1	
4	County Road 98	From Main Street to W. Cross Street	68	31	99	313	69	36	113	356	1	
5	County Road 98	From W. Cross Street to W. Gibson Road	67	27	86	272	68	30	95	301	0	
6	County Road 98	From W. Gibson Road to South of W. Gibson Road	66	19	60	190	67	22	71	224	1	
7	N. Ashley Avenue	From W. Kentucky Avenue to North of W. Kentucky Avenue	55	2	6	18	57	3	9	27	2	
8	N. Ashley Avenue	From W. Kentucky Avenue to W. Beamer Street	59	4	14	44	61	6	20	63	2	
9	Ashley Avenue	From W. Court Street to W. Main Street	63	10	33	103	63	10	33	104	0	
10	Ashley Avenue	From W. Main Street to W. Lincoln Avenue	63	9	28	90	63	9	29	92	0	
11	Ashley Avenue	From W. Lincoln Avenue to W. Cross Street	61	7	22	70	62	7	23	73	0	
12	Ashley Avenue	From W. Cross Street to W. Gibson Road	61	7	21	67	61	7	22	68	0	
13	Ashley Avenue	From W. Gibson Road to W. El Dorado Drive	59	4	12	37	58	3	11	35	(0)	
14	N. Cottonwood Street	From W. Kentucky Avenue to W. Beamer Street	60	5	16	51	61	6	20	64	1	
15	Cottonwood Street	From W. Beamer Street to W. Court Street	62	9	28	89	63	9	30	95	0	
16	Cottonwood Street	From W. Court Street to W. Main Street	64	13	42	131	64	13	42	132	0	
17	Cottonwood Street	From W. Main Street to W. Lincoln Avenue	62	8	26	82	62	8	27	84	0	
18	Cottonwood Street	From W. Lincoln Avenue to W. Cross Street	63	11	35	111	64	11	36	115	0	
19	Cottonwood Street	From W. Cross Street to W. Gibson Road	63	10	31	98	63	10	31	99	0	
20	Cottonwood Street	From W. Gibson Road to W. El Dorado Drive	60	5	16	51	60	5	16	50	(0)	
21	California Street	From W. Beamer Street to W. Main Street	62	8	25	78	62	8	25	78	(0)	
22	California Street	From W. Main Street to W. Cross Street	61	6	20	63	61	6	20	64	0	
23	California Street	From W. Cross Street to W. Gibson Road	56	2	6	20	56	2	6	20	-	
24	N. West Street	From W. Kentucky Avenue to North of W. Kentucky Avenue	64	12	38	120	65	15	48	151	1	
25	N. West Street	From W. Kentucky Avenue to W. Beamer Street	63	11	35	111	64	13	42	134	1	
26	West Street	From W. Beamer Street to W. Court Street	64	14	44	140	65	16	50	157	1	
27	West Street	From W. Court Street to W. Main Street	65	15	47	147	65	16	51	162	0	
28	West Street	From W. Main Street to W. Lincoln Avenue	65	15	46	145	65	15	48	153	0	
29	West Street	From W. Lincoln Avenue to W. Cross Street	64	14	44	140	65	15	48	150	0	
30	West Street	From W. Cross Street to W. Gibson Road	65	14	45	143	65	15	48	151	0	
31	West Street	From W. Gibson Road to South of W. Gibson Road	64	11	36	113	63	11	33	106	(0)	
32	N. College Street	From Kentucky Avenue to Beamer Street	60	5	15	47	61	6	20	64	1	
33	College Street	From Beamer Street to Court Street	60	5	17	54	61	7	22	68	1	
34	College Street	From Court Street to Main Street	61	6	20	64	62	8	26	81	1	
35	College Street	From Main Street to Lincoln Avenue	59	4	14	43	60	5	17	53	1	
36	College Street	From Cross Street to Gibson Road	59	4	13	42	60	5	17	54	1	
37	College Street	From Gibson Road to South of Gibson Road	60	5	16	50	61	6	19	59	1	
38	3rd Street	From Beamer Street to Main Street	59	4	14	44	60	5	17	52	1	
39	3rd Street	From Main Street to Cross Street	59	4	11	36	59	4	12	39	0	
40	3rd Street	From Cross Street to Gibson Road	59	4	13	42	60	5	17	52	1	
41	3rd Street	From Gibson Road to South of Gibson Road	57	2	7	24	57	2	7	24	-	
42	N. East Street	From Kentucky Avenue to North of Kentucky Avenue	68	29	91	289	68	35	111	352	1	
43	N. East Street	From Kentucky Avenue to Beamer Street	66	22	70	220	68	35	110	348	2	
44	East Street	From Court Street to Main Street	68	34	107	338	69	44	140	442	1	
45	East Street	From Main Street to Cross Street	67	23	72	229	69	38	119	378	2	
46	East Street	From Cross Street to Gum Avenue	67	25	80	253	69	40	127	400	2	
47	East Street	From Gum Avenue to E. Gibson Road	65	16	51	163	68	31	97	306	3	

**Table 6-7. Cumulative Context and Cumulative Scenario Traffic Noise Levels**

Roadway	Segment	Cumulative Context						Cumulative Context + Cumulative Scenario				
		Noise Level (L <sub>dn</sub> , dBA) @ 50 Feet	Contour Distances			Noise Level (L <sub>dn</sub> , dBA) @ 50 Feet	Contour Distances			Increase, dB		
			70 dB	65 dB	60 dB		70 dB	65 dB	60 dB			
48	East Street	From E. Gibson Road to Sports Park Drive	64	11	36	113	68	34	107	338	5	
49	East Street	From Sports Park Drive to South of Sports Park Drive	62	8	24	75	68	30	93	296	6	
50	Matmor Road	From E. Main Street to E. Gum Avenue	63	10	32	102	63	10	32	102	0	
51	Matmor Road	From E. Gum Avenue to E. Gibson Road	62	8	25	79	62	8	25	78	(0)	
52	Matmor Road	From E. Gibson Road to Sports Park Drive	61	6	20	63	62	9	28	89	1	
53	Industrial Way	From Cannery Road to E. Main Street	56	2	6	18	56	2	6	20	1	
54	Bourn Drive	From E. Gum Avenue to E. Gibson Road	58	3	10	32	58	3	10	33	0	
55	County Road 101	From E. Gibson Road to South of E. Gibson Road	63	9	29	92	63	10	33	103	1	
56	N. Pioneer Avenue	From Churchill Downs Avenue to E. Kentucky Avenue	63	9	29	92	63	9	28	89	(0)	
57	N. Pioneer Avenue	From E. Kentucky Avenue to E. Beamer Street	66	19	59	188	66	21	66	210	0	
58	Pioneer Avenue	From E. Beamer Street to E. Main Street	68	35	111	351	69	42	131	416	1	
59	Pioneer Avenue	From E. Main Street to E. Gum Avenue	70	45	142	450	69	43	137	432	(0)	
60	Pioneer Avenue	From E. Gum Avenue to E. Gibson Road	70	47	148	469	69	44	139	439	(0)	
61	Pioneer Avenue	From E. Gibson Road to Farmers Central Road	65	17	52	166	65	17	55	172	0	
62	Ogden Street	From Branigan Avenue to E. Gibson Road	58	3	11	33	58	3	11	35	0	
63	Miekle Avenue	From Farmers Central Road to E. Heritage Parkway	57	2	8	25	56	2	7	21	(1)	
64	County Road 102	From E. Kentucky Avenue to North of E. Kentucky Avenue	65	18	56	177	67	26	82	259	2	
65	County Road 102	From E. Kentucky Avenue to E. Beamer Street	67	24	77	245	71	60	189	598	4	
66	County Road 102	From E. Beamer Street to E. Main Street	69	39	124	393	73	90	285	902	4	
67	County Road 102	From E. Main Street to I-5 Northbound Ramps	71	67	213	673	74	114	360	1,138	2	
68	County Road 102	From I-5 Northbound Ramps to I-5 Southbound Ramps	71	69	219	694	73	108	342	1,082	2	
69	County Road 102	From I-5 Southbound Ramps to Maxwell Avenue	73	99	314	994	74	129	409	1,292	1	
70	County Road 102	From Maxwell Avenue to E. Gibson Road	72	85	268	849	74	134	424	1,339	2	
71	County Road 102	From E. Gibson Road to Farmers Central Road	72	81	257	812	74	132	418	1,322	2	
72	County Road 102	From Farmers Central Road to E. Heritage Parkway	70	54	171	540	71	62	196	619	1	
73	County Road 102	From E. Heritage Parkway to South of E. Heritage Parkway	69	44	138	437	71	67	211	668	2	
74	W. Kentucky Avenue	From County Road 98 to N. Ashley Avenue	64	13	41	129	65	15	47	148	1	
75	W. Kentucky Avenue	From N. Ashley Avenue to N. Cottonwood Street	66	19	59	186	67	26	82	258	1	
76	W. Kentucky Avenue	From N. Cottonwood Street to N. West Street	67	25	80	254	68	34	108	341	1	
77	Kentucky Avenue	From N. West Street to N. College Street	68	29	92	290	69	38	119	377	1	
78	Kentucky Avenue	From N. College Street to N. East Street	68	35	110	348	70	51	162	514	2	
79	E. Kentucky Avenue	From N. East Street to N. Pioneer Avenue	65	17	53	166	67	28	88	279	2	
80	E. Kentucky Avenue	From N. Pioneer Avenue to County Road 102	64	11	36	114	68	28	89	282	4	
81	W. Woodland Avenue	From County Road 102 to N. Cottonwood Street	56	2	7	22	58	3	9	29	1	
82	W. Woodland Avenue	From N. Cottonwood Street to N. West Street	59	4	14	43	60	5	15	47	0	
83	W. Beamer Street	From County Road 98 to N. Ashley Avenue	57	2	7	23	57	2	7	23	0	
84	W. Beamer Street	From N. Cottonwood Street to N. West Street	62	9	27	86	63	9	29	92	0	
85	Beamer Street	From N. West Street to N. College Street	63	11	35	111	64	13	41	131	1	
86	Beamer Street	From N. College Street to N. East Street	62	8	25	78	63	10	32	101	1	
87	E. Beamer Street	From N. East Street to N. Pioneer Avenue	66	19	61	194	67	24	74	235	1	
88	E. Beamer Street	From N. Pioneer Avenue to County Road 102	65	14	45	143	68	33	104	329	4	
89	W. Court Street	From Ashley Avenue to Cottonwood Street	62	8	25	80	62	9	27	86	0	
90	W. Court Street	From Cottonwood Street to West Street	65	16	49	156	65	16	51	161	0	
91	Court Street	From West Street to College Street	65	15	47	150	65	16	51	161	0	
92	Court Street	From College Street to East Street	64	12	37	117	64	13	42	133	1	
93	North Street	From 3rd Street to East Street	59	4	11	36	59	4	12	39	0	
94	Lemen Avenue	From East Street to Matmor Road	57	3	9	27	58	3	10	32	1	

**Table 6-7. Cumulative Context and Cumulative Scenario Traffic Noise Levels**

Roadway	Segment	Cumulative Context			Cumulative Context + Cumulative Scenario						
		Noise Level (L <sub>dn</sub> , dBA) @ 50 Feet	Contour Distances			Noise Level (L <sub>dn</sub> , dBA) @ 50 Feet	Contour Distances			Increase, dB	
			70 dB	65 dB	60 dB		70 dB	65 dB	60 dB		
95	Cannery Road	From Matmor Road to Industrial Way	57	2	7	23	57	3	8	26	0
96	W. Main Street	From County Road 98 to Ashley Avenue	67	23	72	228	67	23	74	233	0
97	W. Main Street	From Ashley Avenue to Cottonwood Street	67	26	82	259	67	27	86	271	0
98	W. Main Street	From Cottonwood Street to West Street	67	27	85	268	67	28	89	280	0
99	Main Street	From West Street to College Street	67	24	77	245	67	27	84	267	0
100	Main Street	From Walnut Street to College Street	68	28	90	285	68	32	102	322	1
101	Main Street	From College Street to 3rd Street	67	26	81	257	67	28	89	280	0
102	Main Street	From 3rd Street to East Street	68	30	96	305	68	34	106	335	0
103	E. Main Street	From East Street to Matmor Road	70	48	150	476	70	54	171	539	1
104	E. Main Street	From Matmor Road to Industrial Way	70	51	161	508	71	57	179	566	0
105	E. Main Street	From SR 113 South Ramps to SR 113 North Ramps	70	55	174	550	71	63	200	631	1
106	E. Main Street	From SR 113 Northbound Ramps to Pioneer Avenue	71	63	200	632	72	77	244	770	1
107	E. Main Street	From Pioneer Avenue to I-5 Northbound Ramps	70	45	142	448	70	54	169	536	1
108	E. Main Street	From I-5 Northbound Ramps to County Road 102	65	18	56	177	68	29	91	287	2
109	E. Main Street	From County Road 102 to East of County Road 103	64	13	41	130	66	18	56	178	1
110	W. Lincoln Avenue	From County Road 98 to Ashley Avenue	58	3	10	31	58	3	10	31	-
111	W. Lincoln Avenue	From Ashley Avenue to Cottonwood Street	59	4	12	39	59	4	12	39	(0)
112	W. Lincoln Avenue	From Cottonwood Street to West Street	61	6	19	62	61	6	20	63	0
113	Lincoln Avenue	From West Street to 3rd Street	61	6	20	64	62	7	23	71	0
114	W. Cross Street	From County Road 98 to Cottonwood Street	59	4	14	43	59	4	14	43	-
115	W. Cross Street	From Cottonwood Street to West Street	62	8	26	83	62	8	27	84	0
116	Cross Street	From West Street to College Street	61	6	21	65	61	7	21	67	0
117	Cross Street	From College Street to East Street	62	7	22	71	62	7	23	73	0
118	E. Gum Avenue	From 4th Street to East Street	60	5	17	52	61	6	19	59	0
119	E. Gum Avenue	From East Street to Matmor Road	64	14	44	141	65	15	48	150	0
120	E. Gum Avenue	From Matmor Road to Bourn Drive	65	16	49	156	66	18	57	181	1
121	E. Gum Avenue	From Bourn Drive to Pioneer Avenue	66	20	62	196	66	21	67	213	0
122	Farnham Avenue	From Pioneer Avenue to E. Gum Avenue	61	6	18	58	61	6	20	63	0
123	E. Gum Avenue	From Pioneer Avenue to Farnham Avenue	62	9	27	85	63	10	32	100	1
124	Farnham Avenue	From E. Gum Avenue to Maxwell Avenue	61	7	21	65	63	9	29	91	1
125	Maxwell Avenue	From Farnham Avenue to County Road 102	63	10	31	97	65	15	46	146	2
126	Maxwell Avenue	From County Road 102 to East of County Road 103	67	23	72	228	70	51	162	512	4
127	Farnham Avenue	From Maxwell Avenue to Branigan Avenue	59	4	14	43	59	4	14	43	(0)
128	Branigan Avenue	From Pioneer Avenue to Farnham Avenue	60	6	18	56	61	6	18	57	0
129	W. Gibson Road	From County Road 98 to Ashley Avenue	64	12	40	125	64	12	39	123	(0)
130	W. Gibson Road	From Ashley Avenue to Cottonwood Street	65	16	52	164	65	16	52	164	-
131	W. Gibson Road	From Cottonwood Street to West Street	67	28	87	277	68	28	89	281	0
132	Gibson Road	From West Street to College Street	68	30	96	303	68	33	103	326	0
133	Gibson Road	From College Avenue to Coloma Way	68	33	105	333	69	36	114	361	0
134	Gibson Road	From Coloma Way to East Street	69	40	128	404	69	44	139	439	0
135	E. Gibson Road	From East Street to Matmor Road	70	51	161	510	70	54	171	540	0
136	E. Gibson Road	From Matmor Road to SR 113 Southbound Ramps	70	53	167	528	71	57	179	567	0
137	E. Gibson Road	From SR 113 South Ramps to SR 113 North Ramps	70	51	161	510	71	58	184	580	1
138	E. Gibson Road	From SR 113 Northbound Ramps to Bourn Drive	70	47	148	469	70	56	176	556	1
139	E. Gibson Road	From Bourn Drive to Pioneer Avenue	69	44	138	437	70	53	167	529	1
140	E. Gibson Road	From Pioneer Avenue to County Road 102	67	28	87	275	70	45	142	448	2
141	El Dorado Drive	From County Road 98 to West Street	57	2	7	23	57	2	7	23	(0)

**Table 6-7. Cumulative Context and Cumulative Scenario Traffic Noise Levels**

Roadway	Segment	Cumulative Context			Cumulative Context + Cumulative Scenario						
		Noise Level (L <sub>dn</sub> , dBA) @ 50 Feet	Contour Distances			Noise Level (L <sub>dn</sub> , dBA) @ 50 Feet	Contour Distances			Increase, dB	
			70 dB	65 dB	60 dB		70 dB	65 dB	60 dB		
142	El Dorado Drive	From West Street to College Street	60	5	15	46	60	5	16	50	0
143	Farmers Central Road	From Pioneer Avenue to Mickle Avenue	63	9	29	93	65	17	52	165	3
144	Farmers Central Road	From Mickle Avenue to County Road 102	62	7	24	74	66	18	58	183	4
145	E. Heritage Parkway	From Parkland Avenue to Mickle Avenue	61	6	19	61	60	5	15	48	(1)
146	E. Heritage Parkway	From Mickle Avenue to County Road 102	63	10	32	101	63	11	35	110	0
147	I-5 Mainline	From County Road 98 to West Street	78	318	1,004	3,175	78	323	1,022	3,232	0
148	I-5 Mainline	From West Street to East Street	78	325	1,027	3,248	79	381	1,204	3,806	1
149	I-5 Mainline	From East Street to SR 113	79	376	1,187	3,755	80	463	1,464	4,630	1
150	I-5 Mainline	From SR 113 to E. Main Street	78	303	959	3,032	79	360	1,140	3,604	1
151	I-5 Mainline	From E. Main Street to County Road 102	80	493	1,558	4,926	81	564	1,785	5,645	1
152	I-5 Mainline	From County Road 102 to East of County Road 103	81	591	1,868	5,908	81	614	1,941	6,138	0
153	SR 113	From I-5 to E. Main Street	77	229	725	2,292	77	260	821	2,596	1
154	SR 113	From E. Main Street to E. Gibson Road	77	271	858	2,712	79	368	1,165	3,685	1
155	SR 113	From E. Gibson Road to South of E. Gibson Road	77	257	813	2,572	79	362	1,145	3,620	1
156	SR 16	From County Road 98 to West of County Road 99	74	126	399	1,261	74	123	388	1,226	(0)
157	County Road 24	From County Road 102 to County Road 103	56	2	6	19	66	21	68	214	10
158	Bronze Star Drive	From County Road 102 to County Road 103	64	11	36	114	67	25	78	248	3
159	County Road 103	From County Road 22 to I-5 WB Ramps					66	21	66	208	n/a
160	County Road 103	From I-5 WB Ramps to I-5 EB Ramps					70	48	153	484	n/a
161	County Road 103	From I-5 EB Ramps to Bronze Star Drive					72	76	240	758	n/a
162	County Road 103	From Bronze Star Drive to County Road 25					67	23	72	227	n/a
163	County Road 25A	From Bourn Drive to County Road 102	63	9	28	90	66	22	69	220	4
164	Marston Road	From Pioneer Avenue to County Road 25A	50	1	2	5	62	8	24	76	11
165	Farmers Central Road	From Pioneer Avenue to Harry Lorenzo Avenue	55	2	5	17	57	2	7	24	1
166	Pioneer Avenue	From Parkland Avenue to Harry Lorenzo Avenue	55	2	5	16	66	20	63	200	11
167	Pioneer Avenue	From Harry Lorenzo Avenue to Matmor Drive	56	2	6	20	66	21	67	210	10
168	Pioneer Avenue	From Matmor Drive to East Street	56	2	6	18	66	20	64	203	10
169	Matmor Road	From Sports Park Drive to Unnamed Road	48	0	1	3	55	1	5	15	7
170	Parkland Avenue	From Farmers Central Road to E. Heritage Parkway	64	11	36	113	66	21	66	208	3
171	Parkland Avenue	From E. Heritage Parkway to County Road 25A	62	7	23	74	64	11	36	113	2
172	Sports Park Drive	From College Street to East Street	58	3	10	33	63	11	34	108	5
173	Sports Park Drive	From East Street to Matmor Road	52	1	3	8	51	1	2	7	(1)
174	I-5 NB Ramp	From I-5 NB to SR 113	63	10	30	95	63	11	35	111	1
175	I-5 NB Ramp	From I-5 NB Off Ramp to County Road 103					63	11	35	111	n/a
176	I-5 NB Ramp	From I-5 NB On Ramp to County Road 103					61	6	20	62	n/a
177	I-5 SB Ramp	From I-5 SB Off Ramp to County Road 103					60	5	17	53	n/a
178	I-5 SB Ramp	From I-5 SB On Ramp to County Road 103					64	11	36	115	n/a

Note: The No Project Alternative includes development assumed in Woodland under the 2002 General Plan. This General Plan was reviewed by SACOG in the last update to the MTP/SCS for growth forecasts and the land use change assumptions in the MTP/SCS for Woodland are very similar to the assumptions used throughout Chapter 5 for the No Project Alternative. The traffic volume estimates and noise modeling for the No Project Alternative also include growth elsewhere in the region in the planning horizon year (2036). Therefore, the No Project Alternative traffic volume estimates and noise modeling above for the No Project Alternative is used as a proxy for the Cumulative Context.

Source: Fehr & Peers 2016 for traffic volume estimates, AECOM 2016 for noise modeling.

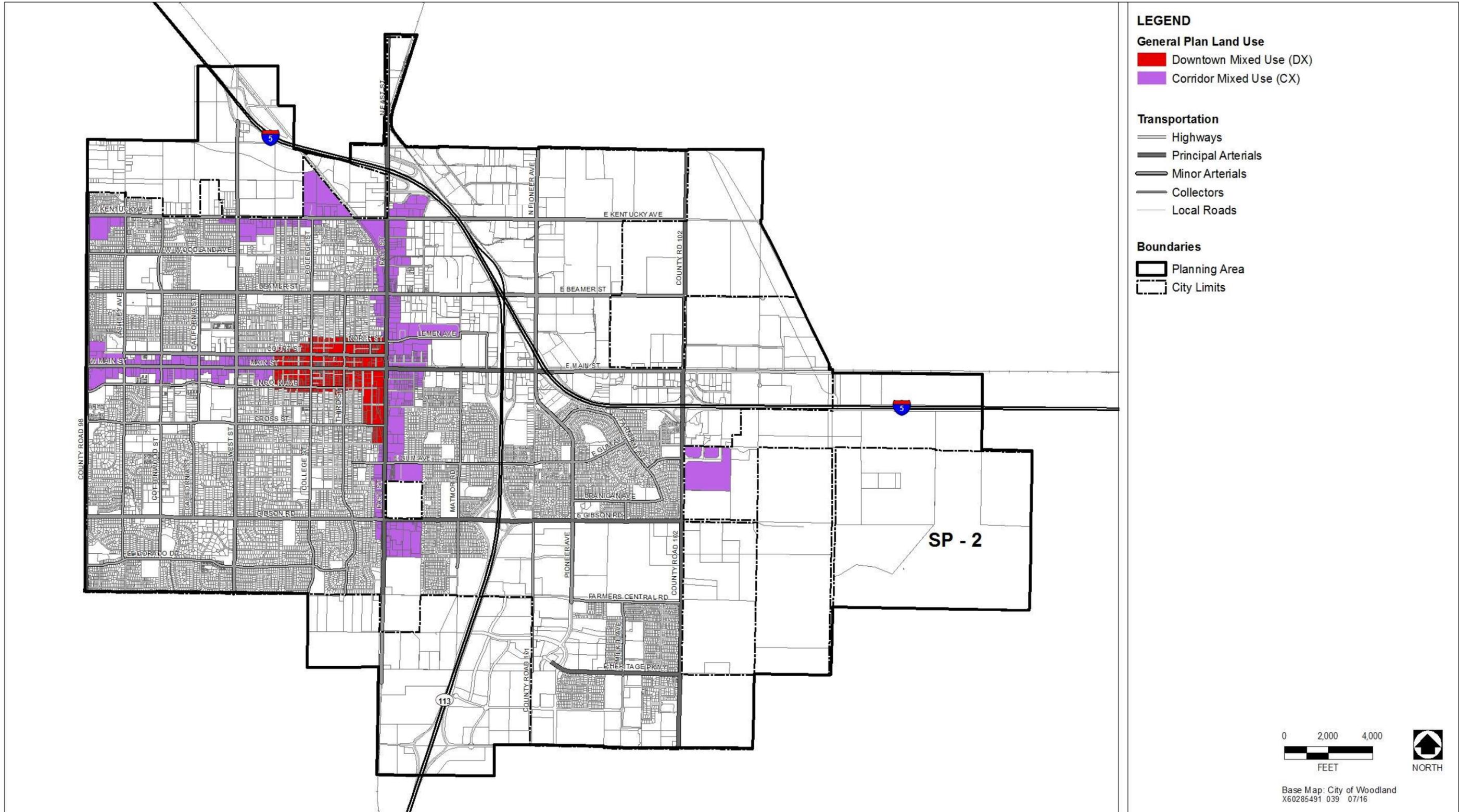
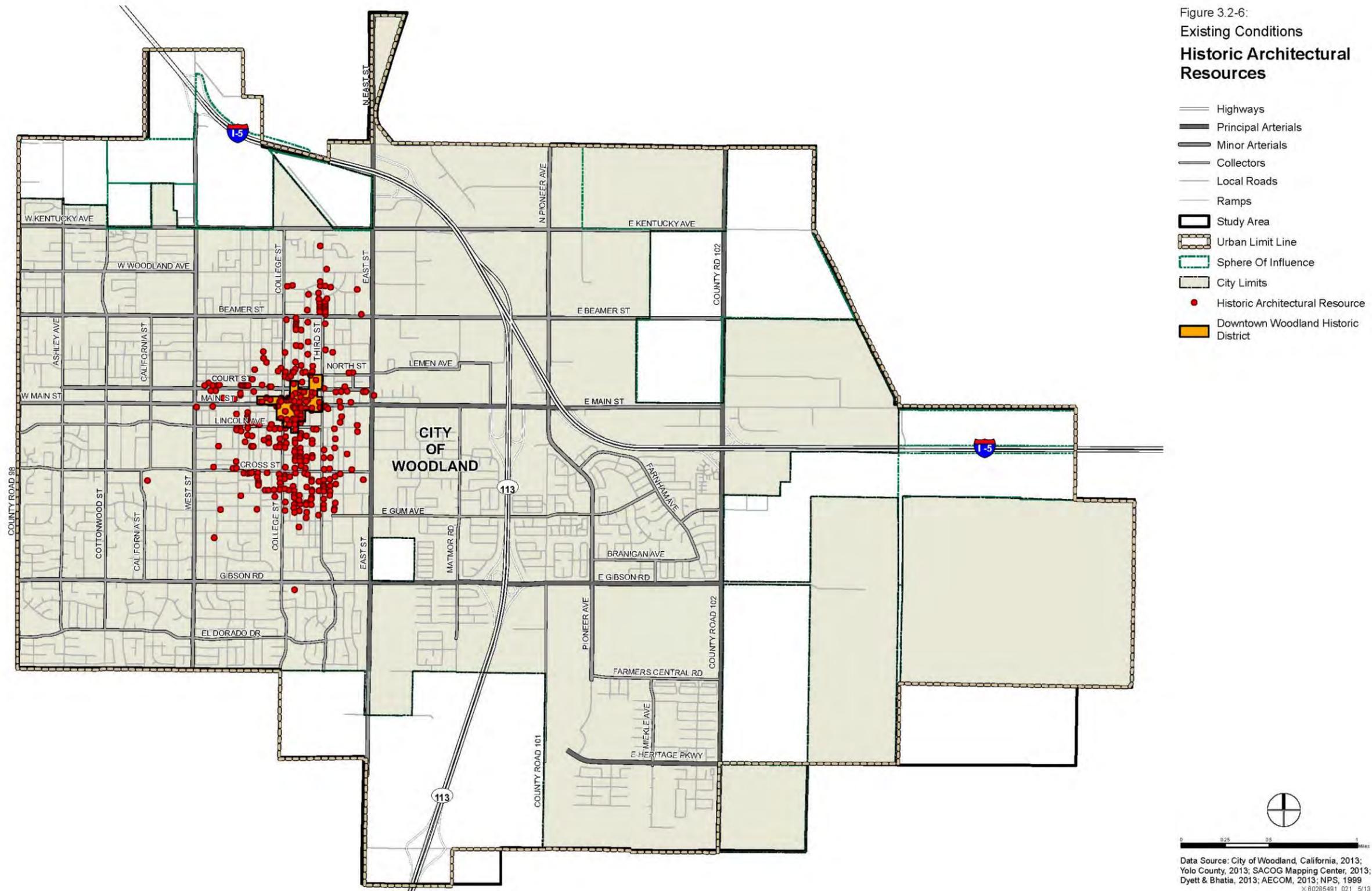


Exhibit 6-3.

2035 General Plan Land Use Diagram: Downtown Mixed Use and Corridor Mixed Use



**Figure D-5**

**Historic Architectural Resources**