
**INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION
FOR
Yolo County Airport Tree Removal
April 26, 2010**

1. Project title:
Phase 2 Environmental Support for Tree Cutting/Obstruction Removal
2. Lead Agency name and address:
Yolo County General Services
625 Court Street, Room 203
Woodland, California 95695
3. Contact person and phone number:
Raymond Groom
(530) 666-8275
4. Project location:
Aviation Avenue, at the corner of County Roads 29 and 95 in Davis, California
5. Project Sponsor's name and address:
Yolo County General Services
625 Court Street, Room 203
Woodland, California 95695
6. General plan designation:
Yolo County Airport is designated Public. The adjacent lands are primarily Agricultural with a small area to the southeast that is Rural Residential
7. Preparer:
Mead & Hunt, Inc.
133 Aviation Boulevard Suite 100
Santa Rosa, California, 95403
8. Zoning:
Agricultural General, Agricultural Preserve, Residential Suburban
9. Project Description:

Federal Aviation Regulations (FAR) Part 77, "Objects Affecting Navigable Airspace" identifies the airspace that must remain clear to ensure the safe operation of aircraft to, from, and near airports. In administering the provisions of FAR Part 77, the Federal Aviation Administration's (FAA) objective is to "ensure the safety of aircraft and the efficient use of navigable airspace by aircraft.

Groups of trees in the vicinity of Yolo County Airport have been identified as penetrations of protected airspace. The majority of trees to be removed are located along County Road 95 adjacent to the airport. Other groups of trees are located south of Aviation Ave. and south of County Road 29. The penetrating trees will be removed and the stumps may be pulled out or ground out. The debris will be removed from the area. Yolo County will work with the contractor to minimize the number and length of truck trips required to haul away the trunks and chipped material. All cutting would occur during the fall to avoid the bird breeding season.

Yolo County will fund the planting of 30 new native riparian trees at the Chickahominy Creek Ranch

Conservation Area (CCR), located approximately 2 miles west of the project area. In addition, the County will provide financial assistance to landowners that wish to replant trees on their property. Specifically, the County shall fund the planting of a new tree for every removed tree (i.e., 1:1 replacement ratio) up to five trees per acre. The newly planted trees will be limited to native species that are suitable for nesting by Swainson's hawks and will not exceed FAA height restrictions.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
 - Federal Aviation Administration (funding)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature

Date

ENVIRONMENTAL ANALYSIS CHECKLIST:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. AGRICULTURE RESOURCES				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. GREENHOUSE GASES – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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involving the release of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or 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) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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12. NOISE – Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location those results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1. **AESTHETICS.** Would the project:
Source: 1, 2

- a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact: The existing rows of eucalyptus effectively block views of the valley. Replacement with more widely spaced native species will provide a more open view of the area.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation, the nearest highway that would qualify for scenic highway status is over 6 miles away. Currently, there are no highways that are listed as scenic highway near the project area.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact: All but a few of the trees to be removed are non-native eucalyptus. These will be replaced with a variety of native species (e.g., valley oaks, *Quercus lobata*). The result will be a view more reflective of valley agricultural areas.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The selected tree removal and replanting will not add sources of light or create glare.

2. **AGRICULTURE RESOURCES.** Would the project:
Source: 1, 3

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

a), b) & c)–

No Impact. The project area is largely devoted to agricultural uses. However, the trees to be cut are ornamental and do not produce an agricultural product. Tree removal would not convert farmlands into non-agricultural uses.

3. AIR QUALITY. Would the project:
Source: 1, 4

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

a) & b) –

Less Than Significant Impact. The equipment and process used in tree cutting, removal, and stump grinding will produce emissions and particulate matter. However, the amounts produced will be minor and the duration of the project will be short.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. Yolo County is designated as non-attainment for Ozone 8-hour and unclassified for all other Federal criteria pollutants. The County is designated as non-attainment with California State Standards for PM10 and ozone, and attainment or unclassified for all other criteria pollutants. The only affects on air quality will be those transitory impacts caused by the equipment used to cut and remove the trees and minor particulate matter from tree and stump removal. No changes in air or ground activity will occur as a result of this project.

- d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The only affects on air quality will be those transitory impacts caused by the equipment used to cut and remove the trees. No changes in air or ground activity will occur as a result of this project.

- e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. No odors would result from tree removal other than temporary odors associated with equipment used to cut and remove trees.

4. BIOLOGICAL RESOURCES.
Source: 5, 15, 16, 17

AFFECTED ENVIRONMENT:

The information below was obtained during nesting raptor surveys of the project area conducted by LSA Associates, Inc. (LSA) in 2009 (see Appendix A). LSA wildlife biologist Matt Ricketts conducted surveys on April 11, April 24, June 5, and July 7, 2009. Although the surveys were primarily focused on identifying nesting raptor activity in the area, information on dominant vegetation and common wildlife was also recorded in field notes. Information on special-status plant and animal species potentially occurring in the project vicinity was obtained by searching the California Natural Diversity Database (CNDDDB) (CDFG 2009) for records within 5 miles of the project area using Geographic Information Systems (GIS) software (i.e., ArcMap 9.3).

Vegetation. Vegetation on the Yolo County Airport (Airport) consists of non-native grassland or fallow fields, with sparse ornamental trees planted around some of the buildings. Most of, if not all, of the private properties adjacent to the Airport contain trees planted for ornamental landscaping, shade, or windbreak cover, with eucalyptus (*Eucalyptus* sp.) the most commonly occurring species. Several of

these trees are quite old and very large. Particularly large and/or dense eucalyptus stands are present just northeast of the intersection of CR 95 and CR 31, and at the Westerdahl property (i.e., 24330 CR 95) on the west side of CR 95 and approximately 0.25 mile south of CR 29. Dry Slough, which runs through the southwest corner of the project area, supports a native riparian plant community consisting of willows (*Salix* sp.), Fremont cottonwood (*Populus fremontii*), and valley oak (*Quercus lobata*). Riparian vegetation consisting of dense willows and a few cottonwoods is also present on the north side of the irrigation canal north of the Yolo Sportsmen's Association (YSA) property northeast of the Airport runway.

Wildlife. The project area supports wildlife species adapted to the agricultural landscape that characterizes much of Yolo County and California's Central Valley. Bird species observed during LSA's nesting raptor surveys include the following: mallard, turkey vulture, white-tailed kite, northern harrier, red-shouldered hawk, Swainson's hawk, American kestrel, greater yellowlegs, barn owl, great horned owl, Anna's hummingbird, Nuttall's woodpecker, northern flicker, Pacific-slope flycatcher, black phoebe, western kingbird, western scrub-jay, American crow, violet-green swallow, cliff swallow, barn swallow, northern mockingbird, European starling, yellow-rumped warbler, Wilson's warbler, red-winged blackbird, Bullock's oriole, and house finch. Common amphibian and reptile species expected to occur in the project area include California slender salamander (*Batrachoseps attenuatus*), arboreal salamander (*Aneides lugubris*), western toad (*Bufo boreas*), Sierran treefrog (*Pseudacris regilla*), western fence lizard (*Sceloporus occidentalis*), southern alligator lizard (*Elgaria multicarinata*), racer (*Coluber constrictor*), gopher snake (*Pituophis catenifer*), and common garter snake (*Thamnophis sirtalis*). Western gray squirrel (*Sciurus griseus*) was the only mammal species observed during LSA's survey, although the following additional species are also expected to occur: Virginia opossum (*Didelphis virginiana*), Botta's pocket gopher (*Thomomys bottae*), Norway rat (*Rattus norvegicus*), house mouse (*Mus musculus*), California vole (*Microtus californicus*), black-tailed jackrabbit (*Lepus californicus*), coyote (*Canis latrans*), northern raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and black-tailed deer (*Odocoileus hemionus*).

Special-status Species. Based on a review of the CNDDDB and observations during LSA's reconnaissance-level surveys, LSA identified 13 special-status species (3 plants and 10 animals) as potentially occurring in the site vicinity:

- Heartscale (*Atriplex cordulata*); California Native Plant Society (CNPS) List 1B
- Round-leaved filaree (California macrophylla); CNPS List 1B
- Baker's navarretia (*Navarretia leucocephala* ssp. *bakeri*); CNPS List 1B
- Vernal pool fairy shrimp (*Branchinecta lynchi*); federally threatened
- Vernal pool tadpole shrimp (*Lepidurus packardii*); federally endangered
- California tiger salamander (*Ambystoma californiense*); federally threatened, California Species of Special Concern
- White-tailed kite (*Elanus leucurus*); California Fully Protected Species
- Northern harrier (*Circus cyaneus*); California Species of Special Concern
- Swainson's hawk (*Buteo swainsoni*); State threatened
- Burrowing owl (*Athene cunicularia*); California Species of Special Concern
- Tricolored blackbird (*Agelaius tricolor*); California Species of Special Concern
- Pallid bat (*Antrozous pallidus*); California Species of Special Concern
- American badger (*Taxidea taxus*); California Species of Special Concern

None of the three special-status plant species are expected to occur on the project area due to the lack of suitable native substrates (i.e., clay and/or alkaline soils). In addition, all of the CNDDDB records for these species (one for each species) date from the early-mid 1950s. Vernal pool fairy shrimp, vernal pool tadpole shrimp, and California tiger salamander are presumed absent due to the lack of vernal

pools and seasonal wetlands. Extensive freshwater marsh or weed patches suitable for nesting by tricolored blackbirds are also absent from the project area, although the species may occasionally forage with other blackbirds over the numerous fields. No known pallid bat roosts are present on or in the vicinity of the project area, and the likelihood of a significant roost occurring in any of the trees to be removed, which consist entirely of eucalyptus without substantial cavities, is considered extremely low. Although the open portions of the project area may be suitable for American badger if friable soils are present, no burrows were observed during any of LSA's surveys, and the likelihood of them occurring is somewhat reduced by the numerous ranching operations in the area. The remaining special-status raptor species are historically known from the project area (burrowing owl) or were observed during LSA's nesting raptor surveys (white-tailed kite, northern harrier, Swainson's hawk). As such, these four species are discussed in greater detail below.

White-tailed Kite. White-tailed kite is a California Fully Protected Species that nests in densely foliated trees and large shrubs located near suitable foraging habitat (i.e., grasslands, marshes, agricultural fields). LSA observed this species in the project area on April 24, June 5, and July 7, 2009, including a potential nest in a pine grove that will not be impacted by the project (see discussion on p. 9 of Appendix A). Suitable nesting and foraging habitat for this species is present throughout the project area, although no nests were observed in the trees proposed for removal during the 2009 survey effort.

Northern Harrier. Northern harrier is a California Species of Special Concern that seems to prefer freshwater wetland and salt marsh habitats, although they also occur in grasslands and agricultural fields (Peeters and Peeters 2005). This species was only observed on two occasions during LSA's surveys. On April 11, 2009, a male harrier was seen foraging over the field north of the Airport runway, and possibly the same bird was seen in the same area on April 24. This species nests on the ground in dense vegetation, typically in marshes or overgrown fields. No suitable nesting habitat was observed in the project area while conducting the surveys, although weedy fields or small wetlands in surrounding areas may contain potential nest sites.

Swainson's Hawk. Yolo County supports the largest nesting concentration of Swainson's hawks in California (Estep 2008), and the numerous agricultural fields interspersed with residential and riparian trees that characterize the landscape surrounding the project area represent high-quality nesting and foraging habitat for this species. LSA observed several Swainson's hawks in the project area during all four of its 2009 surveys, including two active nests: one immediately northeast of the CR 95/CR 31 intersection ("Nest Tree #1") and one on the southern edge of the large eucalyptus grove on the property at 24330 CR 95 (Westerdahl property), approximately 400 feet west of CR 95 ("Nest Tree #2"). Further details on these nests and other Swainson's hawk observations are provided in Appendix A.

Burrowing Owl. The CNDDDB contains a record of a historic burrowing owl colony adjacent to the Airport, along CR 95 approximately 0.7 mile north of CR 31 (CDFG 2009; CNDDDB occurrence no. 28). However, the site was flooded in 1983 and is now considered extirpated. No burrowing owls were detected during LSA's nesting raptor surveys, although a few California ground squirrel (*Spermophilus beecheyi*) burrows were observed in some of the dirt berms along the west side of CR 95. The mowed grassland on the Airport resembles suitable burrowing owl habitat in terms of vegetation height and openness, but appears devoid of suitable ground squirrel burrows.

DISCUSSION:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. The project will not directly impact nesting Swainson's hawks or white-tailed kites because all tree removals will be conducted outside of the bird nesting season (i.e., February 15–August 15). The project will result in the loss of two known Swainson's hawk nest trees and a currently unknown number of trees that could potentially support nesting Swainson's hawk in the future. To offset this habitat loss and prevent long-term impacts to Swainson's hawk nesting habitat in the County, a tree replacement program has been incorporated into the project description. For each impacted nest tree, the County will fund the planting of 15 new native riparian trees (30 total) at the Chickahominy Creek Ranch Conservation Area (CCR), located approximately 2 miles west of the project area. In addition, the County will implement a landowner tree replacement program on those

properties affected by tree removals. The newly planted trees will be limited to native species that are suitable for nesting by Swainson's hawks and do not exceed FAA height restrictions. The planting of replacement trees at CCR and within the project area will assure "no net loss" of suitable Swainson's hawk nesting habitat in west-central Yolo County.

Given that it will take several years for newly planted trees to mature, the project will result in short-term nesting habitat loss for the two Swainson's hawk pairs currently known to occur in the project area. However, this impact is considered less than significant. Nest site availability in the vicinity of the affected nest trees is relatively high, even considering that many of the surrounding trees will be removed. Suitable nesting habitat in the vicinity of Nest Tree #1 includes the riparian trees along Dry Slough, including numerous mature valley oaks, and the row of planted walnuts across the south side of CR 31. Suitable nesting habitat in the vicinity of Nest Tree #2 includes additional eucalyptus trees in the western portion of the property and the row of ornamental trees lining the driveway approximately 700 feet to the south. Although Swainson's hawks are known to exhibit high nest site fidelity between years (Estep 2008), they have also shown some ability to select alternate nest sites in response to nest tree removal, as long as such sites are located nearby (Estep, pers. comm.; LSA obs.). The availability of suitable nest trees in the vicinity of the two existing nest trees that will be removed suggests that the affected Swainson's hawk pairs would be able to find alternate nest sites in the following breeding season.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Although riparian habitat is present in the project area along Dry Slough and north of the irrigation canal north of the YSA property, no native riparian trees will be removed as part of the proposed project. No other sensitive natural communities are present in the project area.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The proposed project will not involve the removal, filling, or hydrological interruption of federally protected wetlands.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Unless Mitigation Incorporated. The proposed project will not substantially interfere with wildlife movement or corridors. Terrestrial wildlife that currently move through the project area will continue to do so after the project is completed since the existing network of roads, buildings, and other potential movement barriers will remain unaltered from their current configuration. In addition, most of the species that likely occur in the area are generalists that are adept at moving through agricultural landscapes. The project will not affect the ability of these species to move through the site vicinity.

The nests of native birds are protected under the federal Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code. The project is not expected to impact nesting birds because all tree removals will be conducted outside of the bird nesting season (i.e., February 15–August 15). In the event that a single or small number of tree(s) must be removed during the breeding season (February 15 through August 15) for emergency reasons (e.g., to comply with a FAA directive), the following mitigation measures will be implemented to avoid impacts to nesting birds.

Mitigation Measure BIO-1: A qualified biologist shall conduct a preconstruction nest survey of all trees or other suitable nesting habitat in and within 100 feet of the limits of work. In addition, the biologist will examine all mature trees within 0.25 mile of the work area for evidence of active Swainson's hawk nests. The survey shall be conducted no more than 15 days prior to the start of work. If the survey indicates the potential presence of nesting birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have

successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with CDFG, and will be based on the nesting species and its sensitivity to disturbance. In general, buffer sizes of up to 300 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest. If an active Swainson's hawk nest is found within 0.25 mile of the proposed tree removal, the trees cannot be removed until the biologist determines that the young have successfully fledged.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project area is not subject to any local policies or ordinances protecting biological resources.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. Yolo County is currently in the process of developing a Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP), referred to as the Yolo Natural Heritage Program. Although the first phase of this effort including an Ecological Baseline Report has been completed, specific conservation strategies and permitting procedures have not been formally adopted. The proposed project will thus not conflict with any local, regional, or state habitat conservation plans.

5. CULTURAL RESOURCES. Would the project:

Source: 6, 18

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. A request was made to the Northwest Information Center (IC), Sonoma State University, for a record search of previously documented historic resources and archeological sites. The IC record search (NWIC File #09-0936) returned no listed or formally determined eligible properties on the National Register of Historic Places (National Register) within the Area of Potential Effect (APE). No California Register of Historical Resources (California Register) listed properties are within the APE. One historic property, the Gotfried Schmeiser house, was identified in a Yolo County Historic Resources Survey in 1989. The property is located within 1/4-mile of the project area and APE, but is outside the APE boundaries. Physically and visually, the property is separated from the project area/APE by County Road (CR) 31. No previous historical or archeological surveys have been conducted within the project area/APE.

The Native American Heritage Commission (NSHC) and federally recognized tribes in the area were notified of the proposed project and requested to provide comment or information on historic resources or archaeological sites of importance to Native American tribes. The Yolo County Historical Society was notified of the proposed project and requested to provide information on historical resources or archaeological sites of importance. These efforts did not yield information on historical resources or archaeological sites. Appendix B of the *Historic Resources Study, Yolo County Airport Tree Removal Project* contains copies of correspondence with these groups.

A field survey of the APE identified and documented three properties that are at least 50 years old. Based on the results of the field survey, research, and evaluation, no properties were recommended eligible for listing in the National Register or the California Register. No further work was recommended.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. No archaeological deposits were identified as a result of archeological study. Background records search database indicated that no recorded cultural resources or previously conducted studies are in or adjacent to the APE. Much of the APE's ground surface was disturbed, with many locations on or adjacent to human-made berms or proximal to channelized water. Adding to this, much of the APE

was and is utilized for agricultural purposes, therefore has been repeatedly disturbed by seasonal plowing.

The pedestrian survey identified freshwater clam shells at the northern boundary of APN #04019045 and along the northern boundary of the rifle range, northeast of the runway in APN #04019006. The clam shells were in berms along an unimproved dirt road paralleling the channelized water course running east to west and flanking the upper portion of the airport property. No other archaeological indicators were identified in association with the clam shells; they are considered natural occurrences. Additionally, the southern-most portion of the APE (APN #03701021) contained several variously sized piles of modern lumber consisting of discarded fence posts and shipping palettes.

Because no archaeological deposits were identified in the APE, and based on background research into soil types and landform age, the APE has a low-to-moderate sensitivity for buried archaeological deposits. For these reasons, the project is not anticipated to result in either adverse effects to archaeological deposits that may qualify as historic properties under Section 106 or a significant impact to archaeological deposits that qualify as historical resources or archaeological resources under CEQA

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. No paleontological resources were identified for the project site. During stump removal paleontological resources may be unearthed. If any such resources are discovered, all work should immediately stop and qualified paleontologist should be contacted.

- d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. Although the results of this study were negative, there is always the potential to encounter intact subsurface prehistoric and historical archaeological deposits or human remains during project construction. To ensure that accidental finds are appropriately handled, the following mitigation measure will be implemented:

Culture-1: If deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Likewise, if during construction a human burial is inadvertently discovered, construction will halt in the immediate area and the County Coroner will be contacted to determine the significance. Project personnel should not collect or move any archaeological materials. Archaeological materials can include flaked-stone tools (e.g., projectile points, knives, and choppers) or obsidian, chert, basalt, or quartzite tool-making debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, bones and other cultural materials); and stone-milling equipment (e.g., mortars, pestles and handstones). Prehistoric archaeological sites often contain human remains. Historical materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse. Project personnel should not collect or move any archaeological materials or human remains and associated material.

6. **GEOLOGY AND SOILS.** Would the project:
Source: 7

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)
 - ii. Strong seismic ground shaking?
 - iii. Seismic-related ground failure, including liquefaction?
 - iv. Landslides?

No Impact. The project area is not located within an Alquist-Priolo Earthquake Fault Zone; therefore, the potential for surface rupture is considered to be low. Liquefaction hazards are unlikely at the site, as it is not associated with a Seismic Hazard Zone. The site is generally level and not subject to landslides. Only tree removal is proposed and no new buildings will be built. The likelihood of topsoil erosion or the loss of top soil is unlikely. Disturbed areas will be stabilized through a combination of replanting and mechanical means.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The trees to be removed are on level ground. Disturbed areas will be stabilized through a combination of replanting and mechanical means.

c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. Landslide and liquefaction potential are addressed under item a). above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

No Impact. No structures will be created as part of this project.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No septic tanks or sewer systems or alternative wastewater systems are proposed for the project.

7. GREENHOUSE GASES. Would the project:

Sources: 19, 20, 21

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact: The trucks and equipment used to remove the trees and stumps will consume fossil fuels. The volume of carbon dioxide generated by this project was estimated using the following assumptions:

- 40 trips by cutting crew (i.e., 2 round trips per day over 20 days)
- 250 trips to haul trees away (i.e., 12.5 round trips per day over 20 days)
- 50 miles average trip length
- 6.6 average miles per gallon
- 22.2 pounds of carbon dioxide per gallon of diesel consumed

Project Vehicle Trips (over 20 days)	290
Project Vehicle Miles Traveled (VMT)	14,500
Carbon Dioxide Emissions Generated	48,772 pounds or 24 tons

Thresholds of significance for greenhouse gases have yet to be established; however, considering that California produces over 500 million tons of CO₂ annually, the estimated 24 tons that will be generated by the project will only contribute a minimal fraction of the total annual statewide CO₂ emissions.

-
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact: The *2030 Yolo Countywide General Plan* includes policies on greenhouse gas emissions. Once policy relates to evaluation of projects under CEQA:

Action CO-A115.1: In the interim until the GHG Emissions Reduction Plan/Climate Action Plan is in effect, the following significance thresholds shall be used for project analysis:

- Projects consistent with the General Plan and otherwise exempt under CEQA – Assumed to be de minimus.
- Projects consistent with the General Plan and subject to CEQA – Net zero threshold to be achieved by the applicant as follows:
 - Apply practical and reasonable design components and operational protocols to reduce project GHG emissions to the lowest feasible levels;
 - Use verifiable offsets to achieve remaining GHG reductions to the greatest feasible extent, offsets shall be: locally based, project relevant, and consistent with other long term goals of the County (implements Policy CO-8.9).

The nature of the project (tree cutting) and its scale (i.e., small size) offer little opportunity to reduce emission through project design or operational measures. There are no available alternative technologies for this work. As a part of the project, Yolo County will work with the selected contractor to reduce the number of truck trips required to haul the tree trunks and chipped materials. Yolo County will evaluate whether some combination of trailer length, trunk cutting and stacking methods, and chipping methods could reduce the number of trips.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

Source: 8

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. No hazardous materials will be transported for the purpose of tree removal and replanting other than the fuel and oils contained in the trucks and equipment used for the project.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact. No project elements involve equipment or activities that are likely to release hazardous materials.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The project will not affect any schools. The nearest school is over 1.5 miles southeast of the project site.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The EnviroStor Database maintained by the California Department of Toxic Substances Control and the GeoTracker database of the California State Water Resources Board were searched on July 28, 2009. The EnviroStor Database did not list any contaminated sites in the project area. The GeoTracker database listed four sites in the project area. Two were leaking underground storage tank cases that had been resolved and closed. Two were leak cases on properties owned by the construction

company Teichert & Son, Inc. that were open as of the date of the search. As this project will not involve removal of trees on the sites of the two open leak cases, the project will have no hazardous material related effects.

- e) For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is adjacent to the Yolo County Airport. However, no change in land use or occupancies will occur as a result of this project; therefore, the project will not increase the exposure of people living or working in the project area to aviation-related hazards.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. Yolo County Airport is a public airport not a private airstrip.

- g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. Tree removal would occur on private lands and will not block public roadways or otherwise interfere or impair emergency responses or evacuations.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. All areas of the project are located on rural farmlands. There are no urbanized areas near the project site. All equipment used in the tree removal will have spark arrestors. No burning of the tree debris will take place. The highly flammable eucalyptus trees will be replaced with native species that are less flammable.

9. HYDROLOGY AND WATER QUALITY. Would the project:
Source: 9

- a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Soil erosion control measures will be implemented. No wastes will be discharged.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. No new wells will be drilled. Water from existing wells will be used as part of replanting.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

- c), d) & e) –

No Impact. There are no rivers near the project site. The nearest river is American River which is 18 miles away. Existing drainage will not be modified and water quality will be preserved through erosion control measures.

- f) Otherwise substantially degrade water quality?

No Impact. Man-made ponds exist on the southeast side of one parcel within the project area. Sufficient distance exists between the project sites and the ponds to eliminate the potential for an impact.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project will not create new housing.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. No structures will be created.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. Although parts of the tree removal area are in flood zones, no change to drainage patterns or flood hazard will occur.

- j) Inundation by seiche, tsunami, or mudflow?

No Impact. The project area is not near a large body of water, therefore there is no danger of a seiche, tsunami or mudflow.

10. **LAND USE AND PLANNING.** Would the project:
Source 10, 11

- a) Physically divide an established community?

No Impact. Removal and replanting of trees will not change community cohesion in this rural area.

- b) 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) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The project would replace the non-native eucalyptus with oaks and other native tree species. It is consistent with the Yolo County Oak Woodland Conservation and Enhancement Plan. There are no adopted tree preservation ordinances in Yolo County.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) does not apply to the project location.

11. **MINERAL RESOURCES.** Would the project:
Source: 12

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

a) & b)

No Impact. The Yolo County 2030 General Countywide General Plan EIR identifies the airport vicinity as having potential natural gas resources. This project will not affect natural gas resources.

12. **NOISE**. Would the project:

Source: 13

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

a) & d) –

Less Than Significant Impact. Noise associated with tree removal and stump grinding will occur for a short duration.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

b) & c) –

No Impact. Vibrations and noise associated with stump removal will occur for a short duration. Residences in the area are widely dispersed

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project will not change the existing land uses, therefore, the project will not increase the exposure of people to airport-related noise.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project is not within the vicinity of a private airstrip.

13. **POPULATION AND HOUSING**. Would the project:

Source: 1

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. Removing of trees and stumps for safety purposes will not have any effect upon population growth.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. No housing will be affected by the project.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. No people will be displaced due to tree removal.

14. PUBLIC SERVICES. Would the project:
Source: 1

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

No Impact. Tree removal is a short term project that would not have any impact on fire, police, schools, parks, or other public facilities.

15. RECREATION. Would the project:
Source: 1

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. There are no neighborhood or regional parks associated with this project. The project area is located on private properties.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. Tree removal would not facilitate construction or expansion of any facilities.

16. TRANSPORTATION/TRAFFIC. Would the project:
Source: 1

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

- c) Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- e) Result in inadequate emergency access?

- f) Result in inadequate parking capacity.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- a), b), c), d) e), f) & g) –

No Impact. The tree cutting will generate less than 15 additional vehicle trips per day (see Section 3, Air Quality) on rural roads which do not have congestion issues. The project will not change the level of service, traffic pattern or design of any road. There are no parking lots in the area and no transportation plans will be affected by the project.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:
Source: 14

-
- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
 - b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
 - c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
 - d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
 - e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

a), b), c), d) & e) –

No Impact. Tree cutting will not involve any wastewater treatment plants or wastewater run-off. No drainage facilities will be needed or built due to tree cutting and removal. The main source of water usage for this project will be from local wells to water the replanting of trees. No uses with high water demand will be created.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Yolo County Central Landfill will receive the solid waste generated by the tree cutting project. Yolo County Landfill has 72 years of operating capacity remaining.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The area surrounding the airport is served by Yolo County Central Landfill/Yolo County LF Composting Operation.

18. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. The project design and two mitigation measures will ensure that no significant impact occur to these resources.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No Impact. The effects of the tree removal are localized and will be offset by the planned replanting of trees.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. The only potentially significant effects are to one bird species and cultural resources. No impacts to human beings are anticipated.

SOURCES

1. Personal observation or knowledge of Mead & Hunt staff.
2. Department of Transportation Scenic Highway website
3. Yolo County Website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm
4. California Air Resources Board & Environmental Protection Agency websites
5. LSA Associates. Nesting raptor survey of Yolo County Airport environs conducted in April, June and July, 2009.
6. Historic Resources Study, Yolo County Airport Tree Removal Project, April 2010
7. State of California Department of Conservation USGS Alquist-Priolo fault zoning maps
8. EnviroStor Database maintained by the California Department of Toxic Substances Control, searched on October 30, 2009
9. FEMA flood insurance rate map 060423555 C
10. Yolo County Oak Woodland Conservation and Enhancement Plan
11. Personal communication with Stephanie Berg from Yolo County Planning Department
12. County of Yolo. 2030 Countywide General Plan EIR
13. Yolo County Airport Comprehensive Land Use Plan, October 1999
14. California Integrated Waste Management website and phone conversation with Yolo County Landfill personnel on November 6, 2009
15. California Department of Fish and Game. 2009. California Natural Diversity Database (CNDDDB), commercial version dated August 30, 2009. Biogeographic Data Branch, California Department of Fish and Game, Sacramento.
16. Estep Environmental Consulting. 2008. The Distribution, Abundance, and Habitat Associations of the Swainson's Hawk (*Buteo swainsoni*) in Yolo County. Prepared for Technology Associates International Corporation, San Diego, California, and Yolo Natural Heritage Program, Woodland, California. March.
17. Peeters, H., and P. Peeters. 2005. Raptors of California. University of California Press, Berkeley.
18. LSA Associates. Archeological Study for the Yolo County Airport Tree Removal Project. March 2010.
19. Yolo County. 2030 Yolo Countywide General Plan, November 2009.
20. Huai, Tau, et al. Analysis of Heavy-Duty Diesel Truck Activity and Emissions Data , UC Riverside, 2005. Reviewed at:
www.collabratory.ucr.edu/publications/heavy_duty_diesel_truck_activity_emmissions.pdf
21. US Environmental Protection Agency. Pounds of CO2 equivalent in diesel fuel:
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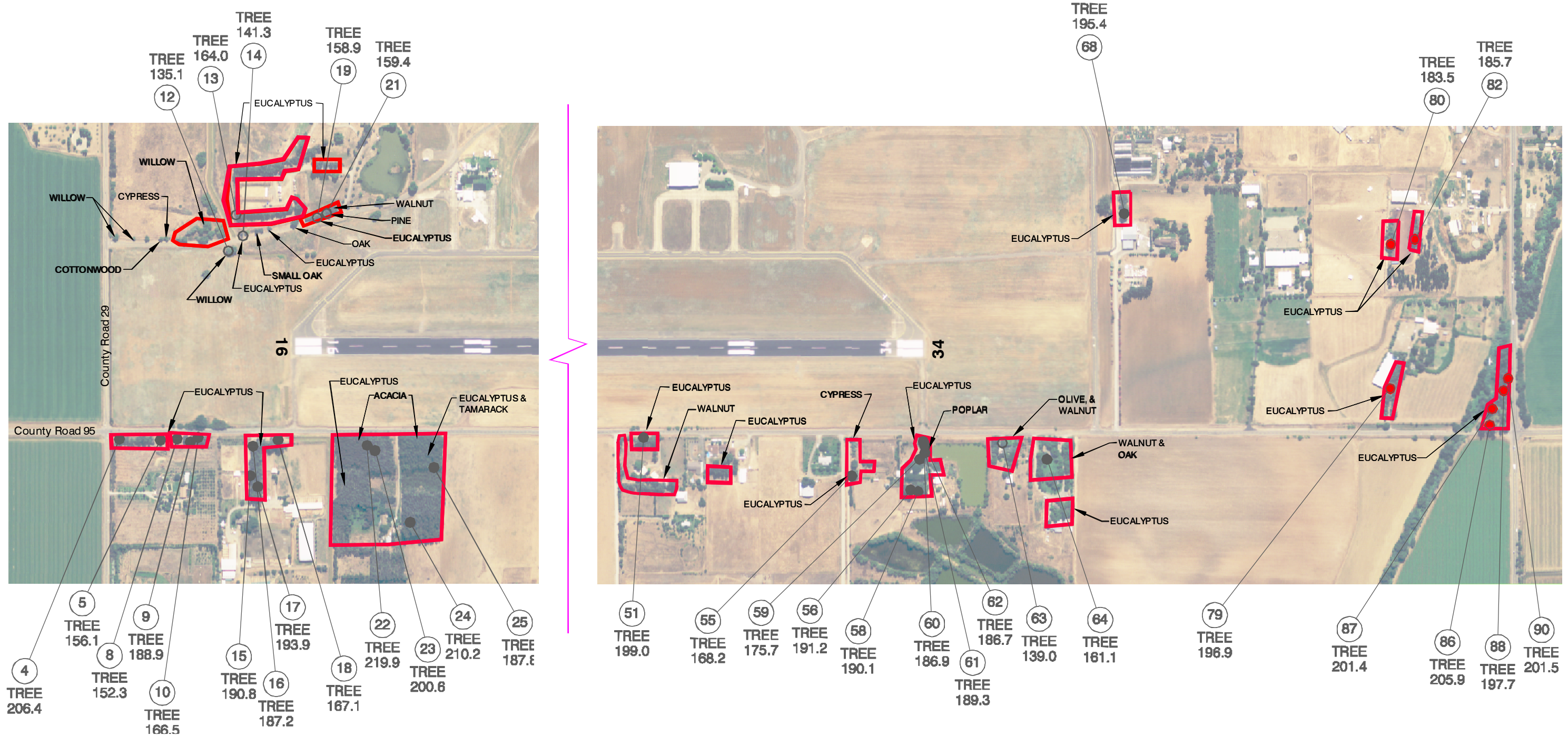
Mitigation Monitoring Plan for Yolo County Airport Tree Removal

Mitigation Measure	Responsibility for Implementation	Method for Compliance	Timing of Compliance	Monitoring Completed
<p>Mitigation Measure BIO-1: In the event that trees must be removed during the breeding season (February 15 through August 15), the following mitigation measures will be implemented to avoid impacts to nesting birds: A qualified biologist shall conduct a preconstruction nest survey of all trees or other suitable nesting habitat in and within 100 feet of the limits of work. In addition, the biologist will examine all mature trees within 0.25 mile of the work area for evidence of active Swainson's hawk nests. The survey shall be conducted no more than 15 days prior to the start of work. If the survey indicates the potential presence of nesting birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with CDFG, and will be based on the nesting species and its sensitivity to disturbance. In general, buffer sizes of up to 300 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest. If an active Swainson's hawk nest is found within 0.25 mile of the proposed tree removal, the trees cannot be removed until the biologist determines that the young have successfully fledged.</p>	Yolo County	Conduct preconstruction survey and implement appropriate mitigation	Thirty (30) days prior to ground disturbance	
<p>Culture-1: If deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Likewise, if during construction a human burial is inadvertently discovered, construction will halt in the immediate area and the County Coroner will be contacted to determine the significance. Project personnel should not collect or move any archaeological materials. Archaeological materials can include flaked-stone tools (e.g., projectile points, knives, and choppers) or obsidian, chert, basalt, or quartzite tool-making debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, bones and other cultural materials); and stone-milling equipment (e.g., mortars, pestles and handstones). Prehistoric archaeological sites often contain human remains. Historical materials can include wood, stone, concrete or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse. Project personnel should not collect or move any archaeological materials or human remains and associated material.</p>	Yolo County	Include mitigation in bid specifications	Preparation of bid specifications	

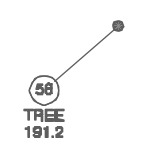


Figure 1

Project Location
Yolo County Airport

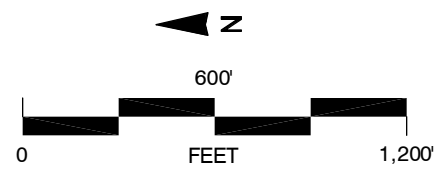


Wooded areas containing airspace obstructions, as identified by WH Pacific.



Individual trees identified as airspace obstructions by Mead & Hunt

- All elevations are in feet above mean sea level



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Source: Mead & Hunt, Inc. (November 2009)

Figure 2

Project Site
Yolo County Airport